



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

MAY 27, 2021

6:00 P.M.

Zoom

<https://us02web.zoom.us/j/86465403122?pwd=Q3N1ckJMV0R1Sjl4TUt2cmtUMDRpdz09>

Webinar ID: 864 6540 3122

Passcode: 641645

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Belvedere
James Campbell

Corte Madera
Charles Lee

Fairfax
Chance Cutrano

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
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 Granicus.

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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 26, 2021 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 (3 minutes 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 early in the meeting.

• During the meeting (only): If watching this meeting online, click on the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” on Zoom by pressing *9 and wait to be called on by the Chair or the Clerk to speak. Ensure that you are in a quiet environment with no background noise. 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.
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.

AGENDA

1. Chair's Report (Discussion)
 - a. Crossing Guard of the Year Presentation
 - b. COC Member/Alternate Recognition
2. Commissioner Matters Not on the Agenda (Discussion)
3. Commissioner Reports (Discussion)
 - a. MTC Report – Commissioner Connolly
 - b. Marin Transit Report – Commissioner Colin
 - c. SMART Report – Commissioner Lucan
4. Executive Director's Report (Discussion)
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) – **Attachment**
 - a. Approve TAM Board Meeting Minutes April 22, 2021
 - b. Approval of Financial Advisory Services Contract Extension
 - c. Appointments to the Citizens' Oversight Committee
 - d. Review the 2021 Measure A/AA Transportation Sales Tax Compliance Auditee Selection List
 - e. Allocate Transportation Sales Tax (Measure AA) Funds to Mill Valley for the East Blithedale Avenue Rehabilitation Project
 - f. Allocate Transportation Sales Tax (Measure AA) Funds to San Rafael for the Third Street Rehabilitation Project
 - g. Review the Proposed TAM FY2021-22 Annual Budget and Release for Public Comment
7. MTC Presentation on Plan Bay Area 2050 (Discussion) – **Attachment**
8. Adopt Positions on 2021 State Legislative Bills (Action) - **Attachment**
9. MTC Agreement for the Marin Sonoma Narrows (MSN) Project (Action) – **Attachment**
10. Review and Release the Draft 2021 Strategic Plan for Public Comment (Action) - **Attachment**
11. Active Transportation Update in Celebration of Bike Month (Discussion) - **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

APRIL 22, 2021
6:00 PM

Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council
Charles Lee, Corte Madera Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council, Chair
James Campbell, Belvedere City Council
Chance Cutrano, Fairfax Town Council
Kate Colin, San Rafael City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors, Vice-Chair
Susan Cleveland-Knowles, Sausalito City Council
Urban Carmel, Mill Valley City Council

Members Absent: Judy Arnold, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors

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

Chair Lucan called the meeting to order at 6:00 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant Denise Merleno to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

Chair Lucan stated that he did not have a report.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported on a Letter of No Prejudice (LONP) that will be submitted to the Metropolitan Transportation Commission (MTC) at its upcoming meeting for the last segment of the Marin Sonoma Narrows (MSN) in which MTC would dedicate \$76 million in federal discretionary funds to backfill the Regional Measure 3 (RM3) funding while it is being held up in litigation. On the topic of express lanes and high-occupancy vehicles (HOV) lanes which have become a hot issue at MTC, he suggested that, while Marin is not engaging in the discussion on express lanes, the regionwide coordination of HOV lanes for hours of operation may be a topic for future consideration.

b. Marin Transit Report – Commissioner Colin

Commissioner Colin reported that Marin Transit has continued to provide free transit to the COVID-19 vaccination site at the Larkspur Ferry Terminal and recently held a workshop to discuss budgetary assumptions based on ridership and revenues in the post pandemic era. She noted that ridership is increasing as schools and businesses continue to re-open. She commented on additional safety precautions on busses including the installation of safety barriers for drivers.

c. SMART Report – Chair Lucan

Chair Lucan reported that Farhad Mansourian, SMART's General Manager, has announced his impending retirement. He announced that the agency will have a \$26.4 million that will be available between now and the end of the life of the sales tax measure and that \$5 million has been set aside for fare assistance. The remaining \$21.4 million will be applied to capital expenditures including \$13.4 million for the multi-use pathway, and a \$2.6 million set aside for matching grant requirements. He finalized his report by stating that \$2 million will be allocated for a second station in Petaluma and \$3.4 million to build a bridge in Healdsburg pending Congressional approval of an earmark which would allow the agency to continue to build northward.

4. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman highlighted recent activities and transportation news including: a survey for the Interchange Study TAM is conducting in the county which attracted 2750 respondents; an upcoming meeting of the US 101/I-580 Direct Connector Stakeholder Working Group; the Connect2Transit program featured by the Shared Use Mobility Center; the status of the MTC Safe and Seamless Mobility Quick-Strike Program; the partnership between Clipper Card and Apple Pay; a Town Hall on State Route 37, hosted by State Senators Bill Dodd and Mike McGuire held on April 15; \$4.8 million award from the federal Highway Safety Improvement Program that will come to Marin; the return of federal earmarks rebranded as Community Projects; and an update on funding that has come to the Bay Area through the Coronavirus Response and Relief Supplemental Appropriations Act of 2020.

5. Open Time for Public Expression

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, he moved on to the next item.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of March 25, 2021
- b. Review and Approval of the FY2020-21 Third Quarter Financial Report
- c. Regional Measure 3 North Bay Transit Access Improvement Fund Apportionment Proposal
- d. Appointments to the Citizens' Oversight Committee
- e. Authorize Execution of Sublease and Service Agreements with Marin General Services Authority

Commissioner Hillmer moved to approve the Consent Calendar and was seconded by Commissioner Moulton-Peters.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

A roll call vote was conducted, and the motion passed unanimously.

7. San Rafael Transportation Center Relocation Update (Discussion)

ED Richman introduced Denis Mulligan, General Manager for the Golden Gate Bridge, Highway, & Transportation District (GGBHTD) and Adam Dankberg, the consultant project manager from Kimley-Horn to present this discussion item. Mr. Dankberg reviewed the process that will occur from identifying alternatives to construction of the relocated transit center; desired elements of the proposed center; elements common in all the alternatives under consideration; the configuration of the 3 alternatives selected from the original 10, the passenger experience and a summary of effects for each; a summary of key considerations; recent public outreach activities; and a schedule of activities through the end of 2021 to move the project forward.

Commissioner Hillmer asked if the Whistlestop Alternative would pose the least perceived change to the current operations of the area. Mr. Dankberg stated that compared to the current transit center, each of the alternatives would provide a different environment for transit riders.

Mr. Mulligan responded that all of the alternatives will be better than the current center because of the recent extension of the SMART rail through the current center but that Whistlestop alternative has one attraction that the others do not which is that passengers will not need to cross any street to transfer from one bus to another. This, he said, is what makes the Whistlestop alternative most similar to the current center's configuration.

Commissioner Rodoni left the meeting at 6:55 p.m.

Commissioner Cleveland-Knowles asked Mr. Mulligan to respond to the comment letter received from the Canal Alliance which requested additional time to allow community leaders to learn more about the project and to provide input.

Mr. Mulligan replied that they have been in communication and conducted outreach but that this is early in the process and he is looking forward to partnering with them on how best to conduct public outreach in the community once the draft environmental report is released.

Commissioner Colin said that she will be interested to see how the input from the transit riders may affect the alternatives as presented here as that will be the true test of inclusivity.

Commissioner Colbert asked which of the three options presented would create the most malleable opportunity to create a sense of place in the future.

Mr. Mulligan suggested that the Caltrans alternative provides the least sense of place compared to the other two. Mr. Dankberg stated that a sense of place connotes the feeling one gets when they are in a special or unique place and the Whistlestop alternative allows for that.

Commissioner Connolly said that he hoped that the new transit center would serve as a gateway to the city of San Rafael and added that a change is needed since the current center has created a number of safety issues for both pedestrians and vehicle traffic. He discussed his thoughts on the three alternatives and asked Mr. Dankberg to discuss how the Whistlestop alternative could be the gateway to the City as he envisions it. Mr. Dankberg reviewed features included under that alternative which could provide the gateway concept.

Commissioner Hillmer stated that he would be supportive of the Whistlestop alternative with the variant as it provides many of the gateway concepts and goals that the project would like to achieve.

Commissioner Lee asked about the anticipated life span of the new transit center. Mr. Mulligan stated that the intention is for the new center to last at least as long as the current center has which is close to 30 years.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

Chair Lucan thanked Mr. Mulligan and Mr. Dankberg for their presentation and asked how the public could provide comments and ask questions about the project. Mr. Mulligan replied that there is a project link on GGBHTD's website where comments can be provided and additional information can be found.

Commissioner Hillmer stated that he felt comfortable making his earlier comments since he was the author of San Rafael's Vision Plan 25 years ago.

ED Richman stated that this is one of the larger capital projects in the County and is in a critical location which is why an update of the planning efforts was being presented to the Board.

8. Regional Measure 3 Letter of No Prejudice and Associated Actions for the Marin Sonoma Narrows Project (Action)

David Chan presented this item which recommended that the TAM Board authorizes the Executive Director to:

1. Request an RM3 LONP from MTC for the MSN Project, when appropriate;
2. Execute resolution(s) and agreement required by MTC to accept federal discretionary funds for the construction phase of the MSN Project;
3. Execute a California Transportation Commission (CTC) Baseline Agreement to accept SB1 Solutions for Congested Corridor Program (SCCP) funds for the MSN Project; and
4. Submit a request to the CTC to program Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds to the MSN Project, and Planning, Programming, and Monitor (PPM) activities, when appropriate.

Mr. Chan reviewed the background of RM3, the LONP adopted into the RM3 guidelines, previous LONPs authorized by the TAM Board, new circumstances which warrant the request of a new LONP, funding sources to back the LONP, and the staff recommendations.

Commissioner Carmel asked what the maximum financial risk to TAM would be if RM3 is not upheld. Mr. Chan stated that it would be approximately \$4.1 million under the new LONP requested today.

Commissioner Carmel asked what the effect would be if TAM lost that \$4.1 million. Mr. Chan said that those funds were specifically set aside for the MSN project per the Measure AA Expenditure Plan so no other projects would be impacted.

ED Richman stated that the risk to TAM lies in the Measure AA funds programmed to the project as well as the \$1.2 million in CRRSAA funds which MTC required be programmed to the MSN project in order to reduce the amount of federal funds needed.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

Commissioner Hillmer moved to approve the staff recommendation which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

9. Authorize Contract Amendment for Professional Services for the North/South Greenway Gap Closure Project (Action)

Bill Whitney, Project Delivery Manager, presented this item which recommended that the TAM Board (1) allocate \$225,000 of Transportation Sales Tax interest funds to augment previously allocated interest and other funds for the North/South Greenway Gap Closure Project, and (2) authorize the Executive Director execute a contract amendment in the amount of \$540,000 with the engineering firm Moffatt & Nichol to provide additional design and environmental services for the project.

Mr. Whitney reviewed the current status of the bifurcated project noting that, with the bridge section of the project under construction, the focus has turned to the design, construction, and environmental clearance of the Old Redwood Highway portion of the project. He stated that the bridge section is anticipated to be opened in early 2022 and the Redwood Highway part of the project to follow after that.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

Commissioner Campbell moved to approve the staff recommendation which was seconded by Commissioner Lee. A roll call vote was conducted, and the motion passed unanimously.

10. Marin-Sonoma Bike Share Program Coordination Agreement (Action)

Scott McDonald, Senior Transportation Planner, presented this item which recommended that the TAM Board authorize the Executive Director to finalize and sign the Draft Marin-Sonoma Bike Share Program Coordination Agreement.

Mr. McDonald provided an update on the program, reviewed the program goals and framework, the anticipated launch later this year, program specifics, details of the multi-agency agreement, a public survey conducted to determine hub locations, and a summary of next steps that will occur with the implementation of the program.

Commissioner Cleveland-Knowles stated that it is important that bike hubs are located in communities of concern and that bike pick up/drop off usage data is collected on an ongoing basis. She asked if this will be an element of the program. Mr. McDonald stated that one of the grants used to fund the program requires a minimum of 20 percent of the bikes be located in disadvantaged communities or communities where a Community-Based Transportation Plan is in place. He added that membership costs will be discounted appropriately for low-income users to encourage usage.

Commissioner Cleveland-Knowles then asked what consideration was given to the bike rebalancing efforts that will occur in terms of vehicle miles traveled and emissions. Mr. McDonald stated that the usage data will be used to evaluate the program and her suggestion could be factored into that evaluation.

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Vice-Chair Moulton-Peters agreed with the previous statement about emissions that would be generated in the rebalancing efforts. She suggested considering the purchase of zero-emission electric trucks for the task.

Chair Lucan wondered if there was any flexibility in the pricing model. Mr. McDonald noted that the vendor is considering a pricing model comparable to those of neighboring counties, but this discussion will occur in the coming months.

Chair Lucan stated that rather than employ trucks to rebalance the bike fleet, some companies will offer free usage or even a small account credit to riders to return bikes to certain locations in order to rebalance the system.

Commissioner Colin asked if consideration had been given to allow users to try out the program for free and/or special enrollment through a non-profit to encourage people who may not otherwise use the program due to cultural, financial, language, and/or habit barriers.

Mr. McDonald stated that there are no special rates offered as a rule but that the first year-pricing is deeply discounted for those who qualify for governmental assistance. He added that consideration is being given for additional outreach to make Canal residents, as an example, aware of the program.

Commissioner Lee asked if the vendor provides helmets for riders and hearing that they do not, he suggested incentivizing membership with a free, branded helmet.

Mr. McDonald replied that the Commissioner's suggestion had been tried out in Seattle but, in the end, proved impractical to continue. He continued by stating that he would like to promote the usage of helmet in some fashion and will seek out a way to do that.

Chair Lucan opened the item to public comment.

Jean Severinghaus asked about the length of the pilot and how frequently updates on the program would be provided during that time.

Mr. McDonald replied that it is a three-year contract and that frequent reports to the TAM Board will be provided on usage during the life of the program. He added that MTC, as the grantor, will be monitoring the usage as well.

Ms. Severinghaus suggested other methods, aside from being on governmental assistance, that could be used to determine low-income eligibility.

Commissioner Cleveland-Knowles moved to accept the staff recommendation which was seconded by Commissioner Connolly. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 7:55 p.m.



DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approval of Financial Advisory Services Contract Extension (Action), Agenda Item No. 6b

RECOMMENDATION:

The TAM Board approves a two-year contract extension for the Financial Advisor Services Contract with Sperry Capital.

BACKGROUND/DISCUSSION:

Sperry Capital is a Marin based financial advisory services company, which was awarded the contract in 2006, 2011 and again in 2017 through competitive Request for Proposals (RFP) processes. Sperry Capital has provided TAM with quality financial advisory services on various transportation funding and financing related issues over the last 18 years. The 2017 Financial Advisory Services Contract between TAM and Sperry Capital expired on October 14, 2020 and no services were needed as of now for the current fiscal year. As TAM's standard practice, a two-year option to extend the contract is allowed, and staff recommends the execution of the option and extending the contract term to 5 years, with October 14, 2022 as the new termination date. This will allow TAM the option to tap into Sperry Capital's historical and local knowledge of Marin's transportation projects/programs and transportation needs, and its extensive expertise on major transportation project financing plans when needed.

FISCAL CONSIDERATION:

\$10,000 of the \$20,000 under the "*Financial Advisor/Sales Tax Audit Services*" budget line is set aside in the FY2020-21 Annual Budget for financial advisory services but is not expected to be used for the current year. The same amount is proposed in the FY2021-22 budget year under the same budget line should the need arise.

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DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Appointments to the Citizens' Oversight Committee (Action), Agenda Item No. 6c

RECOMMENDATION:

The Board accepts the nominations and appoints the following members and alternates to new four-year terms (expiring May 31, 2025) on the Citizens' Oversight Committee (COC), except for the member and alternate of the Southern Marin Planning Area, which will be to the remaining time of the current four-year term until May 31, 2023.

- Member: Mr. Charley Vogt, Northern Marin Planning Area*
- Alternate: Ms. Veda Florez, Northern Marin Planning Area*
- Member: Mr. Jeffery Olson, Central Marin Planning Area*
- Member: Ms. Kate Powers, Environmental Organizations*
- Alternate: Ms. Nancy Okada, Environmental Organizations*
- Member: Mr. Zack Macdonald, School Districts*
- Member: Mr. Stephen Burke, Southern Marin Planning Area*
- Alternate: Ms. Debbie Alley, Southern Marin Planning Area*

BACKGROUND:

The COC oversees the ½-Cent Measure A/AA Half-cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee revenue and expenditure activities as required by the voter approved Expenditure Plan for the respective measures. As an independently functioning group, the COC assures that the voter approved Measure A/AA Sales Tax and Measure B VRF Expenditure Plans are carried out accordingly. The COC is composed of 12 members and 12 alternates who are private citizens residing in Marin County and collectively represent diverse interests of Marin County. All COC members should have no economic interest in TAM's projects. Over the years, due, in part, to the dedication and strong support of the members, the COC has become an indispensable part of TAM.

Each organization and planning area represented on the COC (ss shown in the *TAM Citizens' Oversight Committee Membership – 2021* Table below) shall nominate its representative, with final appointment by the TAM Board. The TAM Board shall retain discretion to rescind any Committee appointment(s) as deemed necessary. Members of the COC shall be appointed to their full terms, subject to eligibility provisions. COC members and alternates shall be appointed for a term of four years. To maintain stability of the COC, half of the seats initially started with a 2-year term at the commencement of the Committee to provide for staggered terms.

DISCUSSION/ANALYSIS:

Based on the staggered terms of the seats, the current terms of 6 out of the 12 COC positions, including Northern Marin Planning Area, Central Marin Planning Area, Environmental Organizations, School Districts, Major Marin Employers and Taxpayer Group, are set to expire on May 31, 2021. One additional vacancy was also created for the Southern Marin Planning Area seat due to the passing away of one of the founding members and civic leader in Marin, Mr. Bob Burton, in December of 2020.

Staff reached out to all current members/alternates to re-apply or to recommend suitable candidates to serve on the COC and is happy to report most of them decided to continue their service on the COC. With the help of several TAM commissioners who serve the Southern Marin Planning Area, staff also received names of two southern Marin residents nominated to serve from that area: Mr. Burke and Ms. Alley, who are passionate about various transportation issues and eager to give back to the community through their support of the TAM COC.

Staff has received both the applications and the nominations required for the seats highlighted in the *TAM Citizens' Oversight Committee Membership – 2021* Table and recommends that the TAM Board appoint the following Marin citizens to the COC for their respective positions. Please note member and alternate positions for the Major Marin Employers and Taxpayer Group were appointed for their new 4-year terms at the April 22, 2021 TAM Board meeting.

TAM Citizens' Oversight Committee Membership – 2021

Representing Area/Organization	Member/Candidate	Term Expiration
<i>Northern Marin Planning Area</i>	<i>Member – Charley Vogt</i>	<i>May 31, 2021</i>
	<i>Alternate – Veda Florez</i>	
<i>Central Marin Planning Area</i>	<i>Member - Jeffery Olson</i>	<i>May 31, 2021</i>
	<i>Alternate – Vacant</i>	
Ross Valley Planning Area	Member – Paul Roye	May 31, 2023
	Alternate – Vacancy	
Southern Marin Planning Area	Member - Vacancy	May 31, 2023
	Alternate – Vacancy	
West Marin Planning Area	Member – Scott Tye	May 31, 2023
	Alternate – Vacant	
Marin County Paratransit Coordinating Council	Member - Allan Bortel	May 31, 2023
	Alternate – Vacant	
Bicyclist and Pedestrian Groups	Member – Vince O'Brien	May 31, 2023
	Alternate – Vacant	
<i>Environmental Organizations</i>	<i>Member – Kate Powers</i>	<i>May 31, 2021</i>
	<i>Alternate – Nancy Okada</i>	
<i>School Districts</i>	<i>Member – Zack Macdonald</i>	<i>May 31, 2021</i>
	<i>Alternate – Vacant</i>	
<i>Major Marin Employers</i>	<i>Member – Peter Pelham</i>	<i>May 31, 2025</i>
	<i>Alternate – Vacant</i>	
<i>Taxpayer Group</i>	<i>Member – Paul Premo</i>	<i>May 31, 2025</i>
	<i>Alternate – Kingston Cole</i>	
League of Women Voters	Member – Kevin Hagerty	May 31, 2023
	Alternate – Kay Noguchi	

Mr. Charley Vogt, Member of Northern Marin Planning Area: As a retired senior manager who has extensive experience in both the private banking and municipal service sectors, Mr. Vogt has the broad range of experience, knowledge, and passion to serve on the COC and assist TAM staff with the financial oversight and promotion/education of various critical transportation projects/programs in Marin.

Mr. Vogt first applied and was appointed to the COC in January 2019 as the member of Northern Marin Planning Area. Mr. Vogt's application for another 4-year term of the member seat of Northern Marin Planning Area was reviewed and confirmed by all Commissioners who serve the Northern Marin Planning Area.

Ms. Veda Florez, Alternate of Northern Marin Planning Area: Ms. Florez is a long-time resident from Novato. She has been focusing on various transportation issues in Marin and the Bay Area for many years. She serves on the Policy Advisory Council of the Metropolitan Transportation Commission (MTC), representing the Minority Community of Marin and is a regular bus user.

Ms. Florez first applied and was appointed to the COC in January 2019 as the alternate of the Northern Marin Planning Area. Ms. Florez's application for another 4-year term of the alternate seat of Northern Marin Planning Area was reviewed and confirmed by all Commissioners who serve the Northern Marin Planning Area.

Mr. Jeffery Olson, Member of Central Marin Planning Area: As a resident of Marin for the past three decades, Mr. Olson has first-hand experience when it comes to commuting to and from the North Bay and San Francisco using all modes of transportation, which stems his strong desire to do what he can to help improve transportation issues and the way people move through the County. He is keenly aware of what it means to be fiscally responsible as evidenced through the planning and management of many projects in his day job with budgets that ranged from \$2-30 million.

Mr. Olson applied and was first appointed to the COC in April 2017 as the alternate of the Central Marin Planning Area. With the long-term member of Central Marin Planning Area, Ms. Joy Dahlgren, decided to step down after more than 10 years of dedicated service on the COC, Mr. Olson agreed to step up and applied for the member seat of the Central Marin Planning Area. His application was reviewed and confirmed by all Commissioners who serve the Central Marin Planning Area.

Ms. Kate Powers, Member of Environmental Organizations: As a Marin Conservation League (MCL) Board member, Ms. Powers has been a productive member of the State Route (SR) 37 Planning and Environmental Linkages and Highway 101-580 Direct Connector Project Stakeholder Groups, a Board member and Master Class co-director at the Environmental Forum of Marin. She is currently in her tenth year as a member of San Rafael's Bicycle and Pedestrian Advisory Committee and serving as the Chairperson. Ms. Powers is interested in watershed, land use, and transportation issues. She has lived with her family in the Bay Area for the past 27 years.

Ms. Powers first applied and was appointed to the COC as the Member of the Environmental Organizations in April 2016. When the term expired in May 2017, Ms. Powers reapplied and was nominated by MCL and appointed by the TAM Board for another 4-year term. Ms. Powers' application for another 4-year term is strongly supported by MCL again.

Ms. Nancy Okada, Alternate of Environmental Organizations: Ms. Okada is a long-standing participant on the COC. As Alternate of the Environmental Organizations since 2011, she has attended meetings regularly, even when her member counterpart was in attendance. This dedication to service is what makes Ms. Okada such a valued member. She combines her passion for clean air and a healthy environment with transportation by serving as the long-term Chair of the Sierra Club's Transportation Committee and wants to ensure that the environmental lens is applied to public expenditures.

Ms. Okada first applied and was appointed as the alternate for the Environmental Organizations in 2011 and served two full terms since then. Her application for another 4-year term is strongly supported by the Sierra Club.

Mr. Zack Macdonald, Member of School Districts: Mr. Macdonald is a nonprofit leader and consultant who has held senior fundraising positions with many well-respected Bay Area organizations over the last 25 plus years. While with ClimateWorks, he fundraised for the Institute for Transportation Development and Policy (ITDP), which promotes sustainable and equitable transportation worldwide. Mr. Macdonald and his family have lived in Marin since 2009 and his two sons are currently attending Redwood High School. He is a Safe Routes to School Neighborhood Captain, and is passionate about public transportation, having commuted for years on the Larkspur Ferry and on Golden Gate Transit. His 1986 Fuji bicycle is now his primary form of transportation around Marin.

Mr. Macdonald first applied and was appointed by the TAM Board as the member of the School Districts in November 2018. His application for another 4-year term as the member of the School Districts is strongly supported by the Board of Kentfield School District.

Mr. Stephen Burke, Member of Southern Marin Planning Area: Mr. Burke has been a resident of Marin since 2001 and is actively involved in various important local issues. He current serves on the Marin County Grand Jury and is on his second term with the Mill Valley Parks and Recreation Commission. Living in a particularly congested area of the County, Mr. Burke has taken an interest in the efforts TAM, along with all partner agencies, to address various traffic issues, as well as the long-term impact of required housing development. Recently retired, Mr. Burke is eager to join the COC and support TAM's mission.

Mr. Burke was recommended to TAM staff by both Commissioners Urban Carmel and Stephanie Moulton-Peters as a strong candidate to serve on the COC as a representative for the Southern Marin Planning Area. His application for a 4-year term as the member of the Southern Marin Planning Area was reviewed and confirmed by all Commissioners who serve the Southern Marin Planning Area.

Ms. Debbie Alley, Alternate of Southern Marin Planning Area: Ms. Alley is a strong community builder and leader with expertise bringing diverse stakeholders and matrixed teams together to achieve strategic and tactical goals. She has been serving on the Mill Valley Bicycle Pedestrian and Advisory Committee over the past 6 years as member, Vice-Chairperson and Chairperson, and led Mill Valley in its bid for a Bicycle Friendly Community Silver Award from the League of American Bicyclists. As a thoughtful and experienced results driven leader, Ms. Alley was a valuable member on the Measure AA Expenditure Plan Advisory Committee, which was instrumental in the successful passage of Measure AA in 2018.

Ms. Alley was recommended to TAM staff by Commissioner Stephanie Moulton-Peters as a strong candidate to serve on the COC as a representative for the Southern Marin Planning Area. Her application for a 4-year term as the alternate of the Southern Marin Planning Area was reviewed and confirmed by all Commissioners who serve the Southern Marin Planning Area.

FISCAL CONSIDERATION:

Not Applicable.

NEXT STEPS:

All member positions on the COC will be filled after the Board appointment; staff will continue to solicit nominations and applications to fill the remaining vacant alternate positions.



DATE: May 27, 2021

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 2021 Measure A/AA Transportation Sales Tax Compliance Auditee Selection List (Action), Agenda Item No. 6d

RECOMMENDATION:

The TAM Board reviews and accepts the 2021 Measure A/AA 1/2-Cent Transportation Sales Tax Compliance Auditee Selection List.

The Citizens' Oversight Committee (COC) reviewed the recommended list at its May 17, 2021 meeting and voted unanimously to refer it to the TAM Board for approval.

BACKGROUND:

Both the Measure A and Measure AA 1/2-Cent Transportation Sales Tax Expenditure Plans provide TAM with the authority and responsibility to audit all Measure A/AA fund recipients for their use of the sales tax proceeds. Independent compliance audits are explicitly permitted under the terms and conditions of TAM's funding agreements/contracts with all Measure A/AA 1/2-Cent Transportation Sales Tax funding recipients as well. The TAM Board adopted the original Measure A Compliance Audit Policy, which was developed by the staff under guidance of the COC, at its October 28, 2010 Board meeting and the implementation of the Policy started in 2011. The Compliance Audit Policy was updated to include all categories under Measure AA, reviewed by COC at its March 16, 2020 meeting, and approved by the TAM Board at its April 23, 2020 meeting.

DISCUSSION/ANALYSIS:

Funding Recipients Recommended for the 2020 Compliance Audit:

The 2021 Compliance Audit Cycle will cover Measure A/AA 1/2-Cent Sales Tax expenditures which occurred in or prior to FY2020-21. Those audits will help TAM further confirm that Measure A/AA 1/2-Cent Sales Tax funds are spent in accordance with the requirements of the Expenditure Plans. Based on the schedule and selection criteria and requirements specified in the Measure A/AA Compliance Audit

Policy, a total of six compliance audits are recommended to be conducted for this round as presented in the table on Page 2.

Sales Tax Fund Recipients Selected for the 2021 Compliance Audit Cycle

No.	Fund Recipient	Funding Strategy/Category
Interest Revenue Funding Usage		
	None for this Cycle	
Measure A Strategy 1/Measure AA Category 4 Local Bus Transit System		
1	Marin Transit	For all sales tax funds received for its FY2020-21 transit operation and capital needs
Measure AA Category 1 Highway 101 & Adjacent Roadways		
	None for this Cycle	
Measure A Strategy 3.1/Measure AA Major Road Set Aside		
2	City of San Rafael	For its usage of the FY2020-21 or prior sales tax Major Roads funds for the Planning and Environmental Review phase of 3rd Street Project
Measure A Strategy 3.2/Measure AA Category 2.1 Local Street and Road		
3	City of belvedere	For the usage of the FY2020-21 or prior sales tax Local Roads funds
Measure A Strategy 4.1/Measure AA Category 3.1 Safe Routes to School Program		
4	Parisi Associates	Strategy 4.1 & 4.3, Safe Routes & Safe Pathways to School, for all sales tax funds received under the Safe Routes to School professional contract
Measure A Strategy 4.2/Measure AA Category 3.2 Crossing Guard Program		
	None for this Cycle	
Measure A Strategy 4.3 Safe Pathways to School Project		
5	Town of Corte Madera	Small capital projects, for Measure A funds received for Pixley Avenue/Redwood Avenue Intersection Improvements

FISCAL CONSIDERATION:

Funding needed for this effort is included in the Proposed TAM FY2021-22 Annual Budget and staff expects the task will be finished on schedule and within budget.

NEXT STEPS:

Funding recipients selected for the 2021 Compliance Audit cycle will be formally notified once the TAM Board approves the staff recommendation. Staff will also conduct a workshop in August/September to provide fund recipients the opportunity to fully understand the compliance audit process and requirements. A detailed audit timeline will be made available at the workshop as well. All compliance audit reports will be presented to the COC, APP Executive Committee, and the TAM Board for review and acceptance once they are finalized.

ATTACHMENT:

None



DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Transportation Sales Tax (Measure AA) Funds to Mill Valley for the East Blithedale Avenue Rehabilitation Project (Action), Agenda Item No. 6e

RECOMMENDATION

TAM Board reviews and adopts the request to allocate \$1,210,780 in Transportation Sales Tax (Measure AA) funds to Mill Valley to commence the construction phase for the East Blithedale Avenue Rehabilitation Project.

On May 10, 2021, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed the allocation request, heard a presentation, and engaged in a question and answer session with Mill Valley Public Works representatives. The FP&L Executive Committee unanimously recommended the TAM Board to approve the allocation of \$1,210,780 in Measure AA funds to Mill Valley for the construction phase of the East Blithedale Avenue Rehabilitation Project.

BACKGROUND

The Measure A Expenditure Plan provides funds for Major Roads and Related Infrastructure. Road improvements funded under this strategy were described as the most heavily traveled and regionally significant. A list of eligible roads was adopted with the Measure A Expenditure Plan. A detailed prioritization process engaged in by local stakeholders and all local jurisdictions in 2006 established Miller Avenue and East Blithedale Avenue as the first and second prioritized projects, respectively, in the Southern Marin Planning Area.

The Measure A Expenditure Plan requires the completion of the first prioritized project before allocating funds to the second prioritized project. The first prioritized project, Miller Avenue, was completed in 2017, with funds remaining available for the second prioritized project – East Blithedale Avenue Rehabilitation Project.

DISCUSSION

Under the Measure A Expenditure Plan, the East Blithedale Avenue Rehabilitation Project is limited to the section between Sunnyside Avenue and Tiburon Blvd. The project will rehabilitate aging infrastructure and improve multimodal access to local residential, school, and business areas along East Blithedale Avenue. Improvements include the following:

- Repave roadways
- Repair damaged curb, gutter, and sidewalks
- Replace non-ADA compliant curb ramps
- Upgrade existing traffic signals to meet current standards
- Improve bicycle and pedestrian mobility and safety, including a Class IV path from Roque Moraes Drive to Tower/Kipling Drive

Mill Valley is requesting \$1,210,780 in Measure AA funds for the construction phase of the East Blithedale Avenue Rehabilitation Project (Attachment A). Attachment B is a map of the project limits. Detailed information on the project can be found on Mill Valley’s [website](#) on the East Blithedale Avenue Rehabilitation Project.

Prior Allocations

This allocation request represents the third request for the East Blithedale Avenue Rehabilitation Project. The TAM Board previously allocated \$250,000 in Measure A funds and \$1,000,000 in Measure AA funds to the project for the project development phase in June 2018 and preliminary engineering (PE) and environmental phases in January 2020, respectively. Of the \$250,000 allocated for the Project Development Phase, \$209,760 was returned as unused funds and available for the construction phase.

Remaining Funds Available

With the passage of Measure AA, funding commitments remaining in the Major Road Strategy of Measure A were carried over to the Measure AA Strategic Plan under the Major Road Projects and the Richmond-San Rafael Bridge Approaches Set-aside, which is taken off the top (\$2.35 million annually) until the dedicated amounts to the projects specified in the Measure AA Expenditure Plan are satisfied.

The Measure AA Strategic Plan programmed \$2.15 million for the East Blithedale Avenue Rehabilitation Project in the Southern Marin Planning Area, of which \$1.25 million has been previously allocated. In February 2017 and June 2020, the TAM Board released \$1.88 million and \$1.75 million, respectively, in Measure A reserve funds. The proportional shares of Measure A reserve funds for the Southern Planning Area are \$53,900 and \$50,120, which have not been allocated and are available for the construction phase.

Therefore, the total available funding for construction phase of the East Blithedale Avenue Rehabilitation Project is \$1,210,780 as shown in the below table. Upon approval from the TAM Board for the current request of \$1,210,780 for the construction phase, no funds will remain for East Blithedale Avenue Rehabilitation Project.

Funds Available	Programmed	Previously Allocated	Available
Measure AA Funds	\$2,147,000	\$1,250,000	\$897,000
Measure A Deobligated Funds from Project Development Phase			\$209,760
2017 Measure A Reserve Funds	\$53,900	\$0	\$53,900
2020 Measure A Reserve Funds	\$50,120	\$0	\$50,120
	\$2,251,020	\$1,250,000	\$1,210,780

While Measure AA started revenue collection on April 1, 2019, there was a carryover of approximately \$9.6 million in Measure A funds for projects in the Major Road Strategy the Measure A Program. All Measure A carryover funds will be used before Measure AA funds are used for reimbursement. TAM would typically

impose a reimbursement schedule for construction phases of Major Road projects. Given that the allocated amount of \$1,210,780 will not strain TAM's cashflow, a reimbursement schedule is not necessary, and all funds will be available for reimbursement in FY2021-22 when the funds are anticipated to be requested.

FISCAL IMPACTS

The allocation action and budget authority will be reflected in the proposed 2021 Measure AA Strategic Plan and the proposed FY2021-22 TAM Annual Budget.

NEXT STEPS

Upon approval, a funding agreement will be issued to Mill Valley for Measure AA funds for the East Blithedale Avenue Rehabilitation Project.

ATTACHMENT

Attachment A – Allocation Request Form
Attachment B – Map of Project Limits

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ATTACHMENT A

ALLOCATION REQUEST FORM

Fiscal Year of Allocation: 2020/21

Expenditure Plan: Major Roads and Related Infrastructure

Project Name: East Blithedale Avenue Rehabilitation Project (Sunnyside Avenue to Tiburon Blvd)

Implementing Agency: City of Mill Valley

Project Description: The East Blithedale Rehabilitation Project consists of three phases:

- Phase 1 – US 101 to Camino Alto
- Phase 2 – Camino Alto to Elm Avenue
- Phase 3 – Elm Avenue to Sunnyside Avenue

Phase 1 project will rehabilitate aging infrastructure, upgrade ADA curb ramps along East Blithedale Avenue between Camino Alto and US 101 and install Class IV bike lane between Lomita /Roque Moraes Drive and Tower/Kipling Drive.

Phases 2 and 3 consist of roadway pavement rehabilitation; storm drain damage repairs; curb, gutter, and sidewalk repairs; construction of ADA compliant curb ramps; traffic signal upgrades; and curb ramp bulb outs to enhance the existing pedestrian crosswalks. Phases 2 and 3 will be constructed at later dates with non-TAM funds.

Programmed TAM Funds Amount Available:

Funds Available	Programmed	Previously Allocated	Available
Measure A/AA	\$ 2,147,000	\$ 1,250,000	\$ 897,000
Measure A/AA Deobligated Funds from Project Development Phase			\$ 209,760
2017 Measure A Reserve	\$ 53,900	\$ -	\$ 53,900
2020 Measure A Reserve	\$ 50,120	\$ -	\$ 50,120
	\$ 2,251,020	\$ 1,250,000	\$ 1,210,780

Prior Allocated Amount:

Previously Allocated	Year	Measure A	Reserve Funds	Total
Project Development	FY 18/19	\$ 250,000	\$ -	\$ 250,000
PE and ENV	FY 19/20	\$ 1,000,000	\$ -	\$ 1,000,000
	Total	\$ 1,250,000	\$ -	\$ 1,250,000

Prior Scope of Work: 1) Project Development Phase - the City of Mill Valley identified and evaluated potential projects and conducted outreach meetings with stakeholders to define a project scope to allow further funding to be requested for the next phases, which are the preparation of preliminary engineering plans, permitting and environmental clearance, and final engineering plans.

ATTACHMENT A

2) Project management, site investigations, topo surveys, utility coordination, preliminary engineering, geotechnical engineering, final design, signals design, community engagement services, and design support during construction.

Current Scope of Work: The scope of work for the funds requested is for Phase 1 from Camino Alto to US 101, which has the highest multimodal demands. The current request amount of Measure A/AA funds will be used on the construction phase of Phase 1 from Camino Alto to Tower/Kipling Drive. Mill Valley City Council will approve the design plans and the environmental document on May 17, 2021.

Improvements will include the following:

- Repave roadways
- Repair damaged curb, gutter, and sidewalks
- Replace non-ADA compliant curb ramps
- Upgrade existing traffic signals to meet current standards
- Improve bicycle and pedestrian mobility and safety, including a Class IV path from Roque Moraes Drive to Tower/Kipling Drive

Project Schedule: Mill Valley plans to award a construction contract on May 28, 2021 and issue a Notice to Proceed on June 1, 2021. Phase 1 from Camino Alto to Tower/Kipling Drive is anticipated for completion by end of October 2021.

Current Requested Amount: \$1,210,780

Total Funds Available and Costs of Construction:

Funds Available	
Measure A/AA	\$1,211,000
Measure AA Safe Pathway	\$400,000
Municipal Sales Tax (MST)	\$700,000
Gas Tax	\$100,000
Roadway Impact Fee (RIF)	\$150,000
Annual Street Rehab Local Funds	\$1,200,000
Total	\$3,761,000
Estimated Construction Costs	\$3,700,000

Cash Flow Availability: 100% available starting in FY 21/22

Attachment B – Project Map



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DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Transportation Sales Tax (Measure AA) Funds to San Rafael for the Third Street Rehabilitation Project (Action), Agenda Item No. 6f

RECOMMENDATION

TAM Board reviews and adopts the request to allocate \$11,654,106 in Transportation Sales Tax (Measure AA) funds to San Rafael to commence the construction phase for the Third Street Rehabilitation Project.

On May 10, 2021, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed the allocation request, heard a presentation, and engaged in a question-and-answer session with San Rafael Public Works representatives. The FP&L Executive Committee unanimously recommended the TAM Board to approve the allocation of \$11,654,106 in Measure AA funds to San Rafael for the construction phase of the Third Street Rehabilitation Project.

BACKGROUND

The Measure A Expenditure Plan provides funds for Major Roads and Related Infrastructure. Road improvements funded under this strategy were described as the most heavily traveled and regionally significant. A list of eligible roads was adopted with the Measure A Expenditure Plan. A detailed prioritization process engaged in by local stakeholders and all of our local jurisdictions in 2006 established Fourth Street as the first prioritized project and Third Street as the second prioritized project in the Central Marin Planning Area.

The Measure A Expenditure Plan requires the completion of the first prioritized project before allocating funds to the second prioritized project. San Rafael completed improvements on Fourth Street in 2010. Third Street became the next project in the Central Marin Planning Area eligible for funding.

DISCUSSION

The City of San Rafael is requesting \$11,654,106 in Measure AA funds for the construction phase of the Third Street Rehabilitation Project (Attachment A). Attachment B provides a map of the project's boundaries.

San Rafael is planning to bid the Third Street Rehabilitation Project in the Summer of 2021. In addition, the City is in the process of requesting proposals for construction management and inspection firms for the Third Street Rehabilitation project. Third Street, from Miracle Mile to Union Street, will have roadway,

pedestrian, and bicycle improvements, including but not limited to, street resurfacing, curb ramps, sidewalks, raised intersections through the downtown core, storm drains, traffic signal upgrades, bulb-outs for improved pedestrian visibility, narrowing travel lanes, adding trees, and reconfiguring the roadway between West Street and Shaver Street to allow room for an eight-foot-wide Class IV cycle track on the south side of Second Street with a dedicated sidewalk for pedestrians.

San Rafael is eligible to use Measure AA funds on the section between 2nd Street and Grand Avenue. For the section between Grand Avenue and Union Street, San Rafael will be using non-Measure AA funds.

Details on the Third Street Rehabilitation Project can be downloaded from San Rafael's website (<https://www.cityofsanrafael.org/third-st-rehab/>).

Prior Allocations

This allocation request represents the third request for the Third Street Rehabilitation Project. TAM previously allocated a total of \$1.3 million in Measures A and AA funds to San Rafael for the Third Street Rehabilitation Project. The two previous allocations included \$300,000 in Measure A for the project scoping and feasibility phase in March 2016, and \$1,000,000 in Measure AA for the preliminary engineering (PE) and environmental phases in July 2019. All funds from the two previous allocations are expected to be fully expended.

Remaining Funds Available

The Measure A Strategic Plan programmed approximately \$15 million for the Central Planning Area. The completed Fourth Street Project used approximately \$4 million, leaving approximately \$11 million available for all remaining projects in the Central Planning Area.

In July 2010, the TAM Board committed State Local Partnership Program (SLPP) funds to the five Planning Areas in the Major Roads category of Measure A. However, in July 2011, the TAM Board diverted all available SLPP funds from the Major Roads category to the SMART project. Concurrently, the TAM Board directed the same amount of Measure A Debt Reserve to the Major Roads projects as backfill. The Central Marin Planning Area was programmed approximately \$1.5 million from the SLPP backfilled funds.

With the passage of Measure AA, funds remaining in the Major Road Strategy of Measure A were carried over to the Measure AA Strategic Plan under the Major Road Projects and the Richmond-San Rafael Bridge Approaches Set-aside. The amount of the set-aside funds under Measure AA also accounted for the SLPP backfilled funding commitment approved by the TAM Board in July 2010 and July 2011.

Nominal Measure A Debt Reserve funds were also made available by the TAM Board in February 2017 when \$1.88 million in Measure A reserve funds was released. The proportional share of Measure A reserve funds for the Central Planning Area is \$68,454.

Therefore, the total available funding for the Third Street Rehabilitation Project is approximately \$12.5 million. As mentioned above, \$300,000 was allocated in March 2016 and \$1 million was allocated in July 2019, leaving \$11.65 million available for the construction phase. If this request is approved, TAM's fiscal commitment to the Third Street Rehabilitation Project will be completely fulfilled.

Funds Available	Programmed	Previously Allocated	Available
Measure AA Commitment	\$12,522,000	\$931,546	\$11,590,454
Measure A	\$300,000	\$300,000	\$0
2017 Measure A Reserve	\$68,454	\$68,454	\$0
2020 Measure A Reserve	\$63,652	\$0	\$63,652
	\$12,954,106	\$1,300,000	\$11,654,106

While Measure AA started revenue collection on April 1, 2019, there was a carryover of approximately \$9.6 million in Measure A funds for projects in the Major Road Strategy of the Measure A Program. All Measure A carryover funds will be used before Measure AA funds are used for reimbursement.

Reimbursement Schedule

A large capital project often does not need 100% of the allocated funds in the same fiscal year as the funds were allocated. A cashflow schedule spanning two to three years is more realistic. Sponsors of Major Road and Richmond San Rafael Bridge Approach projects have been asked to anticipate a reimbursement schedule that coincides with the funding needs of their projects.

Staff proposes the following schedule for reimbursement for the construction phase of the Third Street Rehabilitation Project:

- 30% in FY 21/22
- 50% in FY 22/23
- 20% in FY 23/24

Funds not requested in a given year will be carried over and available in the following year. The abovementioned reimbursement schedule may be adjusted at a later date as TAM and San Rafael staff confirm the project cash flow needs and as reimbursement demands may change during the construction phase.

FISCAL IMPACTS

The allocation action and budget authority will be reflected in the proposed 2021 Measure AA Strategic Plan and the proposed FY2021-22 TAM Annual Budget. Future year reimbursements will be incorporated respectively in annual budgets.

NEXT STEPS

Upon approval, a funding agreement will be issued to San Rafael for Measure AA funds for the Third Street Rehabilitation Project.

ATTACHMENTS:

- Attachment A – Allocation Request Form
- Attachment B – Third Street Project Map

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ATTACHMENT A

ALLOCATION REQUEST FORM

Fiscal Year of Allocation: FY 20/21

Expenditure Plan: Major Roads and Related Infrastructure

Project Name: Third Street Rehabilitation Project

Implementing Agency: City of San Rafael

Project Description: Rehabilitate Third Street from Grand Avenue to Second Street. Eligible uses of funds identified in the Measure A Expenditure Plan include a variety of roadway, bikeway, sidewalk and pathway improvements:

- Pavement and drainage maintenance;
- Signalization and channelization;
- Transit and traffic flow improvements;
- Transportation Systems Management and Demand Management;
- Improvements to reduce response times for emergency vehicles;
- Bike path construction and maintenance;
- Sidewalk and crosswalk construction and maintenance

Scope of Work with Prior Allocation Request: Project Development Phase. Given project size and the various stakeholders, the City of San Rafael invested 18 months to identify and evaluate potential projects, conduct outreach meetings with stakeholders, to define project scope and then study for feasibility. The consultant team developed a plan for Third Street that includes: narrowed travel lanes, fixing the uneven sidewalks, constructing new curb ramps to current ADA standards, adding curb extensions in key locations, and installation of a bicycle connection from Miracle Mile to Miramar Avenue. For additional background information on the final Feasibility study and an informational report given before the City Council at their June 3, 2019 meeting, see these links to the City's [staff report](#), [Council discussion](#), and the [complete report and appendices](#).

Preliminary Engineering and Environmental Phase. The City prepared preliminary engineering drawings, performed regulatory permitting coordination (as needed), produced CEQA environmental clearance documents, conducted public outreach meetings with stakeholders as the design was refined, and began utility coordination, as appropriate.

The San Rafael City Council accepted the final design on the Third Street Rehabilitation Project on May 3, 2021

Scope of Work for Current Allocation Request: Construction and construction engineering Phase. The City will go out to Bid for the Third Street Rehabilitation (Rehab Project) in the Summer of 2021. In addition, the City is in the process of requesting proposal for construction management and inspection firms for the Third Street Rehabilitation project. Third Street, from Miracle Mile to Union Street will have roadway, pedestrian, and bicycle improvements, including but not limited to, street resurfacing, curb ramps, sidewalks, raised intersections through the downtown core, storm drain, traffic signal upgrades, bulb-outs for improved pedestrian visibility, narrowing travel lanes, adding trees, and reconfiguring the roadway

Item 6f - Attachment A

between West Street and Shaver Street to allow room for an eight-foot-wide Class IV cycle track on the south side of Second Street with a dedicated sidewalk for pedestrians. Non-Measure AA funds will be used on the section between Grand Avenue and Union Street.

Project Schedule:

Contract with Construction Management and Inspection firm for Rehab project: June 2021
 Third Street Rehabilitation Project out to bid mid-summer 2021
 Contract with Construction Management and Inspection firm for Safety project: July 2021
 Third Street Rehabilitation Project Construction start early Fall 2021 (Construction 1 year)

Programmed TAM Funds Amount Available:

Funds Available	Programmed	Previously Allocated	Available
Measure AA Commitment	\$ 12,522,000	\$ 931,546	\$ 11,590,454
Measure A	\$ 300,000	\$ 300,000	\$ -
2017 Measure A Reserve	\$ 68,454	\$ 68,454	\$ -
2020 Measure A Reserve	\$ 63,652	\$ -	\$ 63,652
	\$ 12,954,106	\$ 1,300,000	\$ 11,654,106

Previous Measure A/AA Allocated Amount:

Previously Allocated	Year	Measure A	Reserve Funds	Total
Project Development	FY 15/16	\$ 300,000	\$ -	\$ 300,000
PE and ENV	FY 19/20	\$ 931,546	\$ 68,454	\$ 1,000,000
	Total	\$ 1,231,546	\$ 68,454	\$ 1,300,000

Current Requested Amount: \$11,654,106

Total Funds Available and Costs of Construction:

Funding	
Measure A/AA	\$11,654,106
SB1 RMRA	\$1,000,000
Gas Tax City Funds	\$650,000
Traffic Mitigation Funds	\$200,000
Total	\$13,504,106
Costs	
Construction Management Services	\$600,000
Construction	\$12,900,000
Total	\$13,500,000

Maximum Reimbursement Schedule: 30% in FY 21/22, 50% in FY 22/23, 20% in FY 23/24. The reimbursement schedule may be adjusted at a later date.

Third Street Rehabilitation and Safety Projects

Safety Project: Intersection improvements and traffic signal work between Grand and Lindaro.



■ ■ ■ ■ | **Measure A Funds**

HSIP=Highway Safety Improvement Program

Rehabilitation Project: West Street to west of Lindaro.
Pavement restoration & striping for entire project limits



Concept Design Exhibits

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DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioner

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

SUBJECT: Review the Proposed TAM FY2021-22 Annual Budget and Release for Public Comment (Action) - Agenda Item No. 6g

RECOMMENDATION:

The TAM Board reviews the Proposed TAM FY2021-22 Annual Budget and release it for public comment.

At its May 10, 2021 meeting, the Administration, Projects and Planning (APP) Executive Committee reviewed the Proposed TAM FY2021-22 Annual Budget, provided input and recommended the TAM Board to review and release the proposed budget for the required 30-day public comment period.

The Marin Manager’s Association (TAM Subcommittee) and the TAM Citizens’ Oversight Committee (COC) also reviewed the Proposed TAM FY2021-22 Annual Budget at their May meetings and provided valuable feedback to the agency’s overall budget picture and the upcoming work plans.

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 FY2021-22 Annual Budget at its June 24, 2021 meeting, pending the completion of the 30-day budget comment period.

Staff started the development process for the FY2021-22 Annual Budget in February, and the TAM Board approved the recommended Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee revenue levels and the budget development schedule at its March 25, 2021 meeting.

DISCUSSION/ANALYSIS:

TAM’s Annual Budget Structure:

TAM’s annual budget report includes four main sections, which along with the appendices, provide the Board and the public in Marin a comprehensive picture of all revenue and expenditure activities related to work items planned for the upcoming year, and gives the readers an overview of the agency’s short-term financial situation.

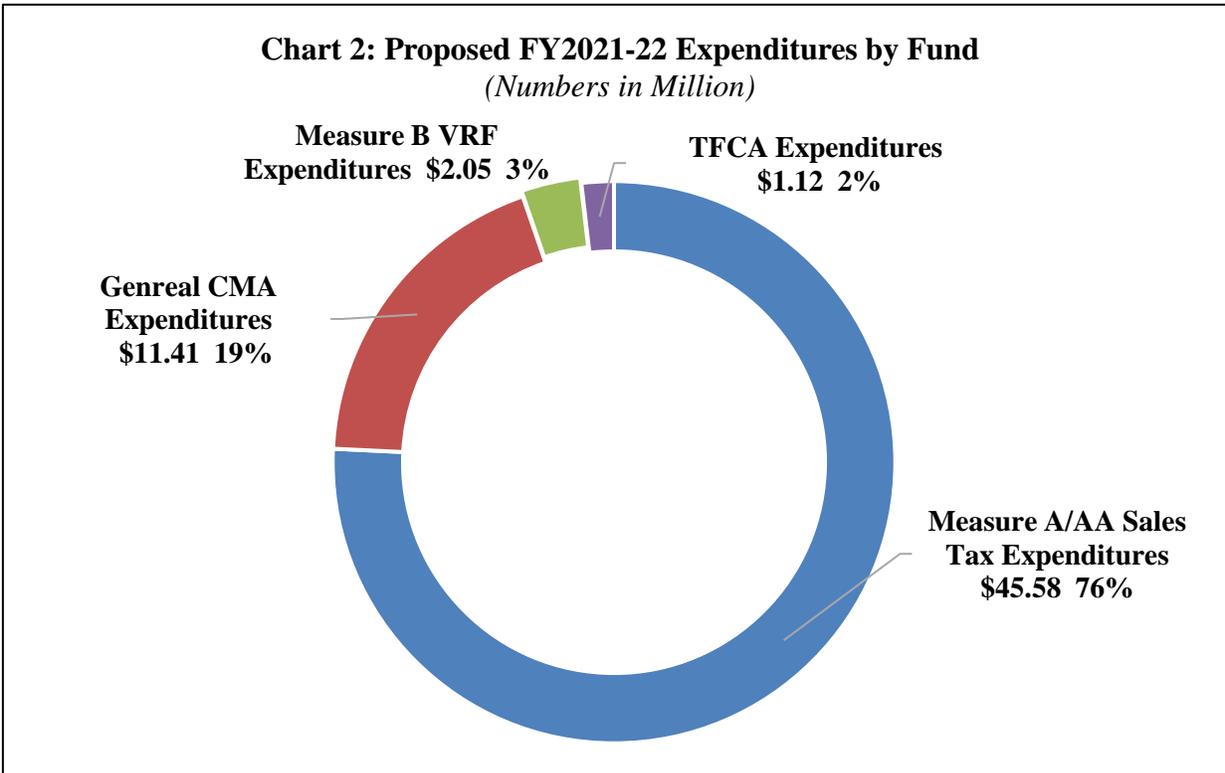
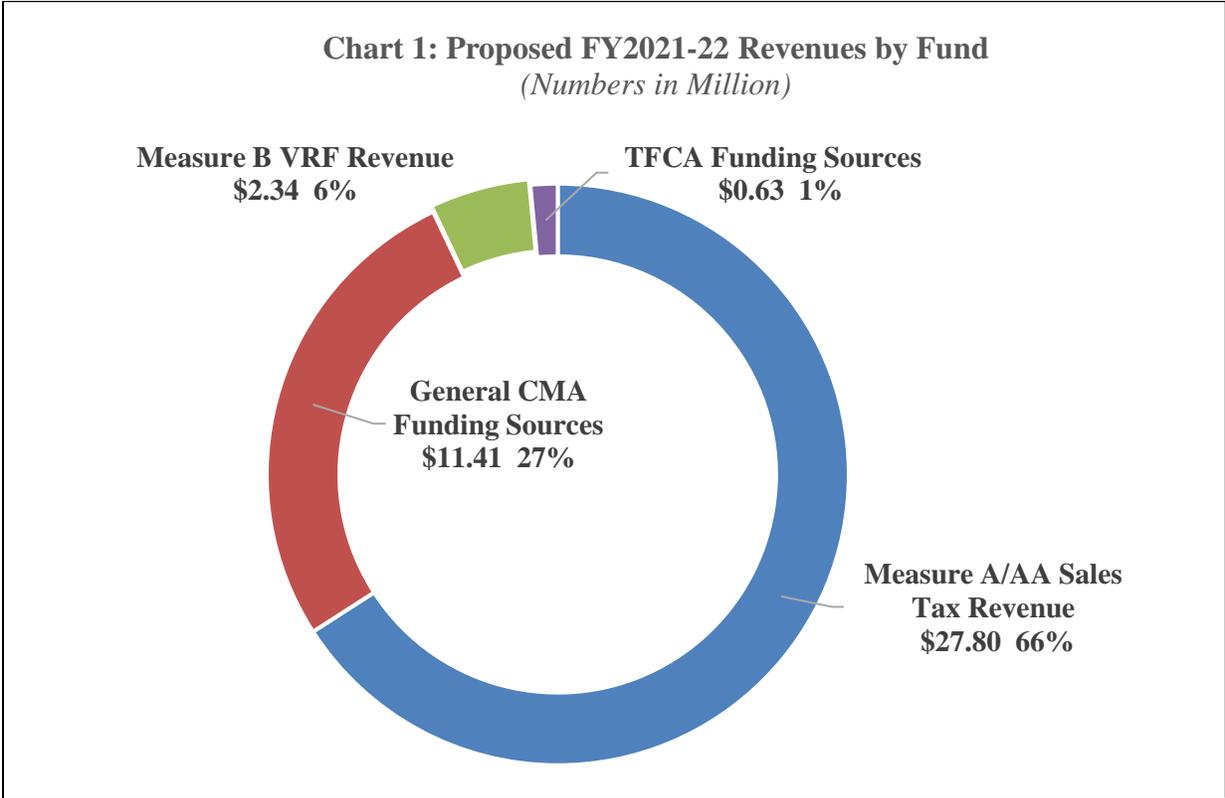
The four main sections of the annual budget report are:

- Executive Director’s Message - providing an overview of TAM’s budget situation and highlighting prior year accomplishments and major milestones anticipated for the upcoming year;
- 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.

Budget Planning in Unprecedented Times – *Continues...*

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 various 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, as we all know, the COVID-19 pandemic has brought unprecedented public health and economic challenges to the US and globally since early last year, which created extraordinary uncertainties for the agency’s current year budget process when it started last February. Fortunately, the agency’s main funding source, the ½-cent sales tax revenue (more than 70% of the current year estimated actual revenues), did not suffer the significant loss we assumed back in June 2020. Based on the current economic trajectory, it’s more likely we will see continued positive growth in the upcoming year, which provides much-needed assurance for the FY2021-22 budget planning process.

While all detailed budget information is included in [Attachment 1: Proposed TAM FY2021-22 Annual Budget](#) for board review and public comment, the following two charts present the total revenue and expenditure pictures for the upcoming year. In summary, TAM’s total expected revenue for FY2021-22 is \$42.18 million and total expected expenditure is \$60.16 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 in cash but fund most projects/programs in on a reimbursement basis, having budgeted expenditures over its budgeted revenues in some years should not be alarming. 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 FY2021-22, TAM will spend \$17.98 million more than it will collect in revenue and end the year with a fund balance of \$20.42 million. The charts below illustrate the proposed revenue and expenditure for FY2021-22 by the major governmental funds TAM has.



Staff also highlights the ongoing revenue challenges and opportunities, as well as the proposed operating and salary/benefit changes for the upcoming year for your review and discussion.

Revenue Challenges the Agency is Facing:

Uncertainties with the Sales Tax Revenue

As discussed, current economic indicators and actual taxable sale data suggest that FY2020-21 sales tax collection in Marin is not as negatively impacted as previously expected. The Shelter in Place (SIP) Order has brought more taxable spending home with many who used to commute to other counties now working and shopping from home. With most residents unable to travel and spend on planned vacation trips, and the booming housing market, spending that helps Marin's taxable sales, such as home improvement and landscaping projects, has increased very noticeably during the SIP period. However, uncertainties still are looming in terms of the full control of the COVID-19 virus and the full recovery of the economy around the US and globally. While it is more likely that sales tax revenue will not suffer in the upcoming year, staff will closely monitor all indicators and update the Board with any potential warning signs.

Potential Continuing Decrease of the Vehicle Registration Fee Revenue

As reported to the Board back in March 2021, the Vehicle Registration Fee (VRF) revenue experienced a significant drop from FY2018-19 to FY2019-20, from \$2.43 million to \$2.33 million. On top of that, registered fee paid vehicles in Marin also dropped almost 3% from 2019 to 2020, which indicates more revenue drop is expected for FY2021-22. There are still many uncertainties with the continuation of remote work arrangements, travel habits, and future commute patterns, which all have potential impacts on personal vehicle replacement and purchase decisions. Based on all those factors, decrease of the VRF revenue is expected for next year and probably the year after as well.

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.

With the out of the box creative thinking and willingness to work together to deliver high priority regional projects, TAM staff worked closely with staff from the Metropolitan Transportation Commission (MTC) and put together an alternative funding plan which will allow the MSN Project to move to its finish line as planned. At its April Meeting, the TAM Board authorized staff to commit additional \$1.12 million in Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds and \$4.1 million in Measure AA funds under a Letter of No Prejudice (LONP) process, while MTC approved an additional \$75.6 million in federal funds. In this case, once the legal case against RM3 is resolved, TAM will be able to seek reimbursement from RM3 for the additional \$5.22 million local contribution. However, if the RM3 case is lost, TAM will have to absorb the risk of not being reimbursed for those local dollars; although it is worth noting that the MSN project will have proceeded.

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.

FY2021-22 City/County CMA Fee Level

To support the essential functions TAM carries out as the Congestion Management Agency (CMA) for the County, 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. 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 (from \$350,000) annually to help cover the cost of additional functions TAM took on both as the CMA and the sales tax administration agency of Marin, and to provide the matching funds needed for various fund sources. The fee was maintained at \$430,000 for 10 years, until 2015, when all local jurisdictions agreed to a temporary 30% (\$129,000 per year) increase over a 5-year period, to support several critical county-wide transportation efforts. The temporary increase took effect in FY2015-16 and expired in FY2019-20.

TAM and MMA were engaged in a discussion to reach a long-term fee structure agreement in early 2020. However, with the onset of the pandemic by March 2020, all member agencies were forced to pull all resources to deal with the extreme operational interruption, service and revenue reductions and other uncertainties caused by COVID-19. At that time, MMA and TAM communicated and agreed on a \$500,000 reduced fee level for FY2020-21 as a temporary solution. As part of the FY2020-21 discussion, MMA also agreed that once the economy stabilizes and the revenue situation improves, TAM and the group can reengage in the discussion of setting a long-term funding level for the City/County fee, 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. However, with the pandemic still going on and significant uncertainties with the economic recovery, the FY2021-22 budget cycle still is not the right time for TAM to request an increase and the commitment to a long-term structure. With this in mind, in April TAM proposed, and MMA agreed, to maintain the FY2021-22 CMA fee at the \$500,000 level.

Funding Opportunities to Focus on

While the pandemic has caused significant interruption and uncertainties at all levels, it has also created funding opportunities through various stimulus programs. Staff has been actively pursuing those funding opportunities over the last few months and will continue to focus on competing for any new available funding sources in the upcoming year to bring in more dollars for the critical transportation projects and program in Marin.

As reported in prior months, staff rallied to prepare a lengthy and comprehensive application, requesting \$77 million in federal INFRA (Infrastructure for Rebuilding America) funds, with the hope to close the construction funding gap for the MSN Project in March. We expect to hear results by later this summer. If awarded, the FY2021-22 budget will need to be amended to reflect the revenues and expenditures associated with this grant since the current budget for this project is based on the RM3 LONP funding plan between MTC and TAM. The award of the INFRA funds will most likely free up a significant portion, if not all of the additional local funds that TAM put on the table as part of the MSN B7 Construction LONP, which the Board approved at its April meeting.

Staff is also working very closely with project sponsors and MTC staff on the final project list for the Safe and Seamless Mobility Quick-Strike (“Quick-Strike”) Program. While the initial evaluation of MTC staff only suggest one project to be funded in Marin, staff is hopeful that additional projects can be funded with further evaluation and potential augmentation of the Quick-Strick Program funding. Depending on the final projects that will be awarded, the FY2021-22 budget may need to be amended during the upcoming fiscal year to reflect that change.

With the passage of the \$1.9 trillion COVID relief bill, Congress started to shift its focus toward economic recovery and announced the plan to bring back earmarks, re-named “Community Projects” and “member projects.” With support from various parties, staff worked under a very tight timeline and submitted a list of projects for consideration in April. If any of those projects are awarded, more revenue and expenditures could potentially be added to the FY2021-22 budget.

Proposed FY2021-22 Benefit and Organizational Changes

FY2021-22 Cost of Living Adjustment (COLA) and Long-Term COLA Policy Proposed

Proposed FY2021-22 COLA Increase

During the FY2016-17 budget cycle, the TAM Board approved the first COLA of the agency since 2004 and the Board also agreed to consider the approval of COLA adjustments during the review of each budget cycle. Since then, staff proposed and the Board approved COLA increases during the following three budget cycles: FY2017-18, FY2018-19 and FY2019-20. With the COVID-19 crisis and the abrupt short-term revenue reduction and potential long-term revenue base change, in Spring 2020 staff discussed and all agreed that it's not in the best interest of the agency to request a COLA increase during the current year budget cycle. According to the data released by the Bureau of Labor Statistics (BLS), as of March 2020, the Consumer Price Index (CPI) for the San Francisco Bay Area was 2.9%.

With the expectation that the agency will not suffer the severe revenue reduction in the current year and will see growth again next year, staff proposes a 2% COLA increase for FY2021-22. According to the most recent data released by BLS, as of February 2021, CPI for the San Francisco Bay Area was 1.4% while the more up to date March 2021 West Region CPI is 2.4%.

Proposed Long-Term COLA Policy

Instead of the annual review process, staff would also like to propose the following long-term COLA Policy for the Board's review and consideration as part of the FY2021-22 budget process:

Annual COLA ties to CPI but capped at the sales tax revenue growth rate.

- Example: If CPI is 3%, and actual sales tax growth rate for the year before is 2%, then the COLA is 2%;
- No COLA adjustment during the years the sales tax revenues decrease.

The Human Resources (HR) Ad Hoc Committee, consisting of Board Vice-Chair Moulton-Peters, and Commissioners Rodoni, Kuhl, and Fredericks, reviewed both the FY2021-22 and the long-term COLA proposals. The Ad Hoc Committee discussed and agreed that the 2% COLA increase proposed for FY2021-22 is reasonable based on the fact that the sales tax revenue didn't suffer the loss expected and there was no COLA requested in 2020. The HR Ad Hoc Committee also agreed with the general principle of the long-term COLA Policy but requested that the Policy specifies that the TAM Board reserves the authority to review and cap the COLA increase during higher-than-normal CPI increase periods. The HR Ad hoc Committee discussed both proposals and recommended staff to propose them to the APP Executive Committee and Board for review and consideration.

Proposed Agency Organizational Changes

Based on evaluation of the agency's operational and the Executive Director's work support needs, to create internal advancement and encourage staff professional advancement, and also to make TAM's position titles more in line with positions with similar level of job responsibilities and duties at peer agencies, staff would like to propose the following organizational changes as part of the FY2021-22 budget adoption process.

- Creation and internal promotion of the Director of Project Delivery position;
- Conversion of the rotating Deputy Executive Director (DED) position to a regular DED/Chief Finance Officer (CFO) position;
- Retitle of three existing positions to better match the recommended new agency organization structure, peer agencies' title structure and/or employee job responsibilities.

- ✓ *Planning Manager to Director of Planning*
- ✓ *Manager of Programming and Legislation to Director of Programming and Legislation*
- ✓ *Senior Accountant to Senior Accountant and HR Specialist*

At the December 9, 2020 HR Ad hoc Committee Meeting, ED Richman shared the proposed changes, and the Committee confirmed the support at its April 21 meeting and recommended staff to propose this to the APP Executive Committee and Board for review and consideration.

FISCAL CONSIDERATION:

Expected revenue collection and reimbursement for FY2021-22 is \$42.18 million while the proposed expenditure is \$60.16 million. TAM's fund balance will be reduced by \$17.98 million but will remain positive at \$20.42 million by the end of FY2021-22.

NEXT STEPS:

After the Proposed FY2021-22 Annual Budget is released for public comment, staff will continue to review the comments and updates from various sources that contribute to TAM's Proposed FY2021-22 Annual Budget and will report any changes at the June 24, 2021 TAM Board Meeting. The TAM Board will conduct a public hearing at its June 24, 2021 meeting and adopt the Proposed TAM FY2021-22 Budget pending the completion of the 30-day public comment period.

ATTACHMENTS:

Attachment 1: Proposed TAM FY2021-22 Annual Budget

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Making the Most of Marin County Transportation Dollars



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TAM Board of Commissioners

(May 2021)

Chairperson

Novato - Eric Lucan

Vice Chairperson

County of Marin - Stephanie Moulton-Peters

Commissioners

Belvedere - James Campbell

Corte Madera - Charles Lee

Fairfax - Chance Cutrano

Larkspur - Dan Hillmer

Mill Valley - Urban Carmel

Ross - P. Beach Kuhl

San Anselmo - Brian Colbert

San Rafael - Kate Colin

Sausalito - Susan Cleveland-Knowles

Tiburon - Alice Fredericks

County of Marin - Damon Connolly

County of Marin - Katie Rice

County of Marin - Dennis Rodoni

County of Marin - Judy Arnold

Citizens' Oversight Committee

(May 2021)

Chairperson

Major Marin Employers - Peter Pelham

Vice Chairperson

League of Women Voters of Marin - Kevin Hagerty

Committee Member/Alternate

Central Marin Planning Area - Joy Dahlgren/Jeffrey Olson

Northern Marin Planning Area - Charley Vogt/Veda Florez

Ross Valley Planning Area - Paul Roye

Southern Marin Planning Area – Stephen Burke/Debbie Alley (To be Appointed May 27, 2021)

West Marin Planning Area – Scott Tye

Bicyclist & Pedestrian Groups - Vince O'Brien

Environmental Organizations - Kate Powers/Nancy Okada

Marin County Paratransit Coordinating Council - Allan Bortel

School Districts - Zack Macdonald

Taxpayer Group - Paul Premo/ Kingston Cole

League of Women Voters of Marin –Kay Noguchi (Alternate)

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Executive Director's Message

I am pleased to present TAM's FY2021-22 Annual Budget as we look toward a healthier future and recovery from the pandemic.

The past year has been challenging for TAM and for the greater community in many ways, from the pandemic's health impacts, to economic shifts, and disruptions to work, home, and school routines. The year also brought a renewed focus on social and racial equity. However, change can also present opportunities as we look ahead. We are fortunate that TAM's primary local funding source, the ½-cent transportation sales tax, has remained relatively stable in this time of hardship. And we are proud that our local funding supports core programs the community relies upon, including local transit and paratransit services; street and roadway improvements; bicycle and pedestrian safety projects; the Safe Routes to Schools, Crossing Guards, and Alternative Fuels Programs; as well as planning for innovation, sea level rise strategies and key improvements for our highways and interchanges.

Successful planning and completion of projects is a team effort. This budget displays how funding from all sources, local, regional, state and federal, work together to support a great variety of transportation improvements that can be seen throughout the County. Planning, preparing, and delivering transportation projects and programs is critical to improving our infrastructure, promoting safe transportation choices, and supporting economic growth and opportunity.

We present this budget to the Board of Commissioners and the public to share the anticipated revenues and expenditures of TAM for FY2021-22. Revenues are generated from a combination of funding sources including sales tax, gas tax, vehicle registration fees, tolls, and service fees. 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. Additionally, TAM is committed to fiscal responsibility and transparency. Our quarterly financial reporting, as well as this annual budget, demonstrate how we safeguard public funds and make financial choices consistent with the transportation needs and priorities of our community.

We look forward to working together with the community, businesses, local organizations, and agency partners to continue funding and delivering transportation improvements in Marin County.

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 A/Measure AA ½-Cent Transportation Sales Tax are prepared based on economic analyses and 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, FY2021-21, 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 at the end of FY2020-21 is expected to be around \$38.4 million.

	FY2015-16 Actual	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Estimated Actual
Revenues						
<i>Measure A/AA Sales Tax Revenue</i>	25,702,937	25,755,762	27,507,852	28,976,082	27,345,662	27,500,000
<i>Measure B VRF Revenue</i>	2,376,492	2,399,640	2,386,486	2,417,118	2,327,292	2,320,000
<i>Cities/Town & County Contribution</i>	559,001	559,000	559,000	558,999	558,999	500,001
<i>Interest Earnings</i>	682,270	122,475	139,632	1,914,194	2,507,746	434,000
<i>BAAQMD/TFCA</i>	361,034	361,471	362,284	364,537	368,939	349,212
<i>Federal</i>	5,301,158	840,442	3,124,051	2,238,572	1,258,584	812,000
<i>State</i>	716,923	665,974	1,193,020	718,371	993,157	1,652,339
<i>Regional</i>	1,259,013	5,597,422	753,288	4,201,448	14,829	2,081,000
<i>Other Revenue</i>	338,130	-	337,770	-	-	-
Total Revenues	37,296,958	36,302,186	36,363,383	41,389,321	35,375,208	35,648,552
Expenditures						
<i>Administration</i>	2,857,963	3,013,630	3,058,896	3,378,703	3,154,149	3,060,435
<i>Professional Services</i>	1,717,395	2,965,064	2,803,406	4,216,373	2,629,748	903,702
<i>Measure A Sales Tax Projects/Programs</i>	18,357,291	25,351,395	28,668,609	21,849,187	9,737,500	9,232,460
<i>Measure AA Sales Tax Projects/Programs</i>	-	-	-	182,971	17,396,486	19,863,382
<i>Measure B VRF Projects/Programs</i>	1,290,574	3,632,620	1,556,536	1,790,363	4,098,404	1,834,660
<i>Interagency Agreements</i>	4,902,359	4,526,973	5,855,948	3,992,151	535,629	4,654,604
<i>TFCA Programs/Projects</i>	765,658	276,856	176,392	66,388	366,676	999,350
Total Expenditures	29,891,240	39,766,538	42,119,787	35,476,136	37,918,592	40,548,593
Net Change in Fund Balance	7,405,718	(3,464,352)	(5,756,404)	5,913,185	(2,543,384)	(4,900,041)
Ending Fund Balance	49,154,387	45,690,035	39,933,631	45,846,816	43,303,432	38,403,391

FY2021-22 Annual Budget Process and Overview

Staff officially started the FY2021-22 Annual Budget process with the in-house kickoff meeting on February 22, 2021. The following is the timeline for the FY2021-22 Annual Budget development:

February 22, 2021	Budget Development Kick-off Meeting
February-June 2021	Budget and Work Plan Development/Review Work Process
March 2021	Review and Acceptance of Measure A/AA & B Revenue Levels
May 2021	Review and Release of Draft Budget for Comments
June 24, 2021	Public Hearing and Adoption of Final Budget

The FY2021-22 Annual Budget is presented in the comprehensive report to not only present a clear financial plan, but also include the agency's planning, project, communication and administrative work elements for the upcoming year.

While staff is confident to report that the agency can still 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 long lasting COVID-19 pandemic is casting a big shadow on the economic recovery and future revenues 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 FY2021-22 is \$42.18 million and total expected expenditure is \$60.16 million. Revenues are presented in the budget by the source of funds, while expenditures are presented by 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 generally means that TAM and its partner agencies are using prior year accumulated fund balances to deliver more projects and programs in that particular year.

FY2021-22 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 FY2021-22, TAM is expecting a total of \$42.18 million in revenue. Table 1 and Chart 1 illustrate TAM's revenues by funding sources.

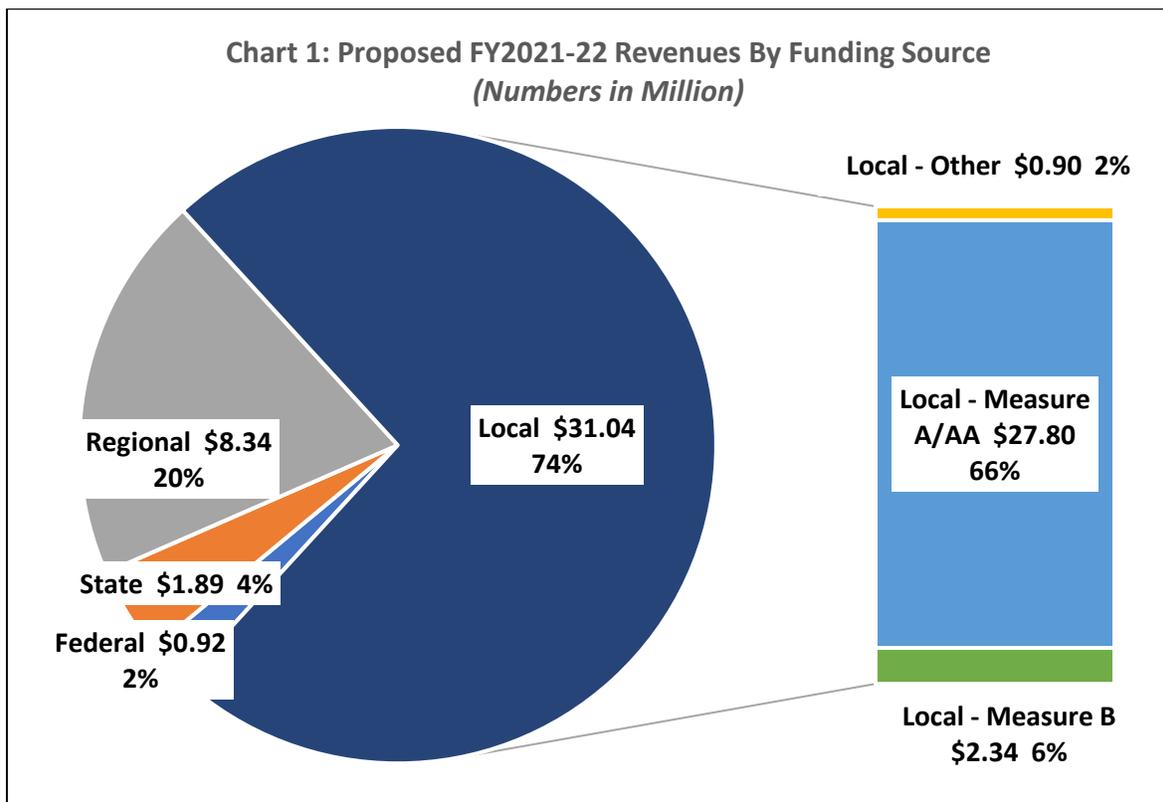
In addition to all revenue sources listed in Table 1, TAM is also hoping to receive Regional Measure 3 (RM3) funds in the upcoming year if the litigation against RM3 can be resolved in the Bay Area Toll Authority's (BATA's) favor. A total of \$255 million was expected to be available to support two of 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 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 FY2021-22 Proposed Budget – Revenue

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
Measure A/AA Sales Tax	27,345,662	27,500,000	27,500,000	27,500,000
Measure B VRF Revenue	2,327,292	2,320,000	2,320,000	2,300,000
Cities/Towns and County Contribution	558,999	500,000	500,001	500,000
Interest Revenue	977,350	731,967	434,000	405,000
MTC STP/CMAQ Planning Fund and OBAG Grants	730,114	969,646	797,000	890,318
MTC Regional Measure 2 Fund	14,829	4,276,767	2,081,000	8,054,444
Marin Transportation For Clean Air Funding	368,939	373,000	349,212	335,000
Regional TFCA Competitive Grants	-	283,637	-	283,637
State STIP PPM Fund	144,617	198,575	114,680	193,696
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	647,819	1,480,697	61,659	1,417,103
Federal STP Fund	467,521	40,000	15,000	25,000
Caltrans Bus On Shoulder Grant	40,085	288,000	240,000	28,000
Realized Highway 101 ROW Excess Fund	160,636	4,196,000	1,236,000	250,000
Expired Revenue Line Items	60,949	-	-	-
Total Revenue Available	33,844,813	43,158,289	35,648,552	42,182,197

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 FY2021-22, about 72% of the revenue that TAM expects is from voter approved local measures and interest earnings from the fund balances of those measures, with 66% from Measure A/AA ½-Cent Sales Tax revenue, and 6% from Measure B VRF revenue.



Measure A/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, with the exception of minor revenue adjustments to sales tax transactions that happened prior to April 1, 2019.

At the March 25, 2021 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 FY2021-22. The Board also approved the adjusted current year's budget level from \$24.5 million to \$27.5 million since Marin's sales tax is not as negatively impacted as previously expected. The relatively stable taxable sales base in Marin, closer to home spending and the extra buying power created by the existing and upcoming economic stimulus measures greatly helped the stabilization and likely positive growth of the Measure A/AA revenue in the upcoming year and hopefully in the next few years. On the other hand, to continue the agency's fiscally prudent practice, the FY2021-22 recommended budget level is the same as the revised FY2020-21 budget level.

Measure B \$10 Vehicle Registration Fee Revenue

As reported to the Board in March 2021, the Measure B Vehicle Registration Fee (VRF) revenue experienced a significant revenue drop in FY2019-20, from the \$2.43 million in FY2018-19 to \$2.33 million. On top of that, the number of registered fee paid vehicles in Marin also dropped almost 3% from 2019 to 2020, which indicates more revenue drop is expected for FY2021-22. Based on this, the budget level for the Measure B VRF revenue is \$2.3 million.

City/Town/County CMA Fee Contribution

Expected revenue from the City/Town and County CMA contribution will be \$500,000 for FY2021-22 as agreed by all local jurisdictions. The contribution level, the same as in FY2020-21, was set in recognition of the budget pressures many cities still expect to face due to the COVID crisis that has been going on since March 2020.

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 funds from FY2017-18 to FY2026-27. These revenue items are reimbursement based. About \$0.89 million in revenue is expected for this line item based on the work planned, including funds for the San Anselmo Hub Reconfiguration Phase I Study. The total realized revenue will depend on actual programming and project expenditures in FY2021-22.

Regional Measure 2 Revenue

TAM expects a total of \$8.05 million in 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 funds collected in Marin, 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 FY2020-21 and the decreasing VRF revenue trend, a total of \$0.34 million is estimated for FY2021-22.

In FY2021-22, TAM is also expecting a total of \$0.31 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 region through its grant process. TAM was awarded two grants through a competitive

grant application process for the construction of the Northern Segment of the North/South Greenway project and a State Route 37 (SR37) transportation demand management project.

State STIP PPM Fund

About \$0.20 million STIP/PPM funds is expected to be spent and reimbursed in FY2021-22 for STIP Planning, Programming and Monitoring related activities, mostly staff support.

STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund

A total of \$1.42 million is expected to be spent and reimbursed with STIP/RTIP funds for Highway 101 Gap Closure Mitigation project and MSN B7 project right of way support and purchase in FY2021-22.

Caltrans Bus on Shoulder Grant

TAM staff received a \$288,000 grant from Caltrans for the Bus on Shoulder Feasibility Study. Most of the work is being done in FY2020-21 with \$28,000 to be reimbursed in FY2021-22.

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 \$0.25 million is expected to be spent in FY2021-22 while the more time sensitive Senate Bill 1(SB1) Local Partnership Program Fund will be spent first to support most of the MSN B7 project right of way needs.

FY2021-22 Expenditure Overview

In FY2021-22, with the support and cooperation of our federal, state, regional and local partners, TAM is expected to deliver a total of \$58.56 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 FY2021-22 total expenditures under the Administration Category is \$3.26 million, which is \$18,375 (0.6%) higher than the FY2020-21 budgeted amount. The increase is mostly due to the 2% overall salary and benefit increase and planned Information Technology (IT) upgrade needs. The agency's office lease cost will have an almost \$40,000 reduction due to the favorable terms in the lease renewal and a new sublease between TAM and Marin General Services Authority (MGSA).

FY2021-22 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, at present staff recommends keeping the same staff level in FY2021-22. Assuming no staff turnover for the upcoming year, total salary and benefit costs expected for FY2021-22 is about \$2.65 million.

2021 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.

Table 2.1: TAM FY2021-22 Proposed Budget – Expenditure/Administration

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
Salaries & Benefits	2,598,775	2,587,656	2,599,396	2,648,830
Office Lease	264,749	265,000	221,343	227,202
Agencywide IT and Computer Equipment Upgrade	7,447	10,000	4,500	40,000
Equipment Purchase/Lease	7,648	10,000	7,372	10,000
Telephone/Internet/ Web Hosting Services	24,786	25,000	22,000	25,000
Office Supplies	24,789	31,000	26,499	30,000
Updates and Technical Support for TAM Website	20,867	20,000	20,000	25,000
Insurance	10,496	12,000	11,330	12,000
Financial Audit	18,000	20,000	20,500	23,000
Legal Services	19,337	45,000	16,200	35,000
Document/Video/Marketing Material Production	23,474	45,000	26,500	45,000
Memberships	20,607	17,500	14,920	18,500
Travel/Meetings/Conferences	23,301	31,500	5,000	31,500
Professional Development	576	5,000	4,700	5,000
Human Resources/Board Support	6,834	35,000	1,500	25,000
Information Technology Support	39,690	45,000	49,750	45,000
Annual Support & Upgrade of Financial System	4,640	10,000	4,942	10,000
Expired Expenditure Line Items	38,134	23,000	3,986	-
Subtotal, Administration	3,154,150	3,237,656	3,060,435	3,256,032

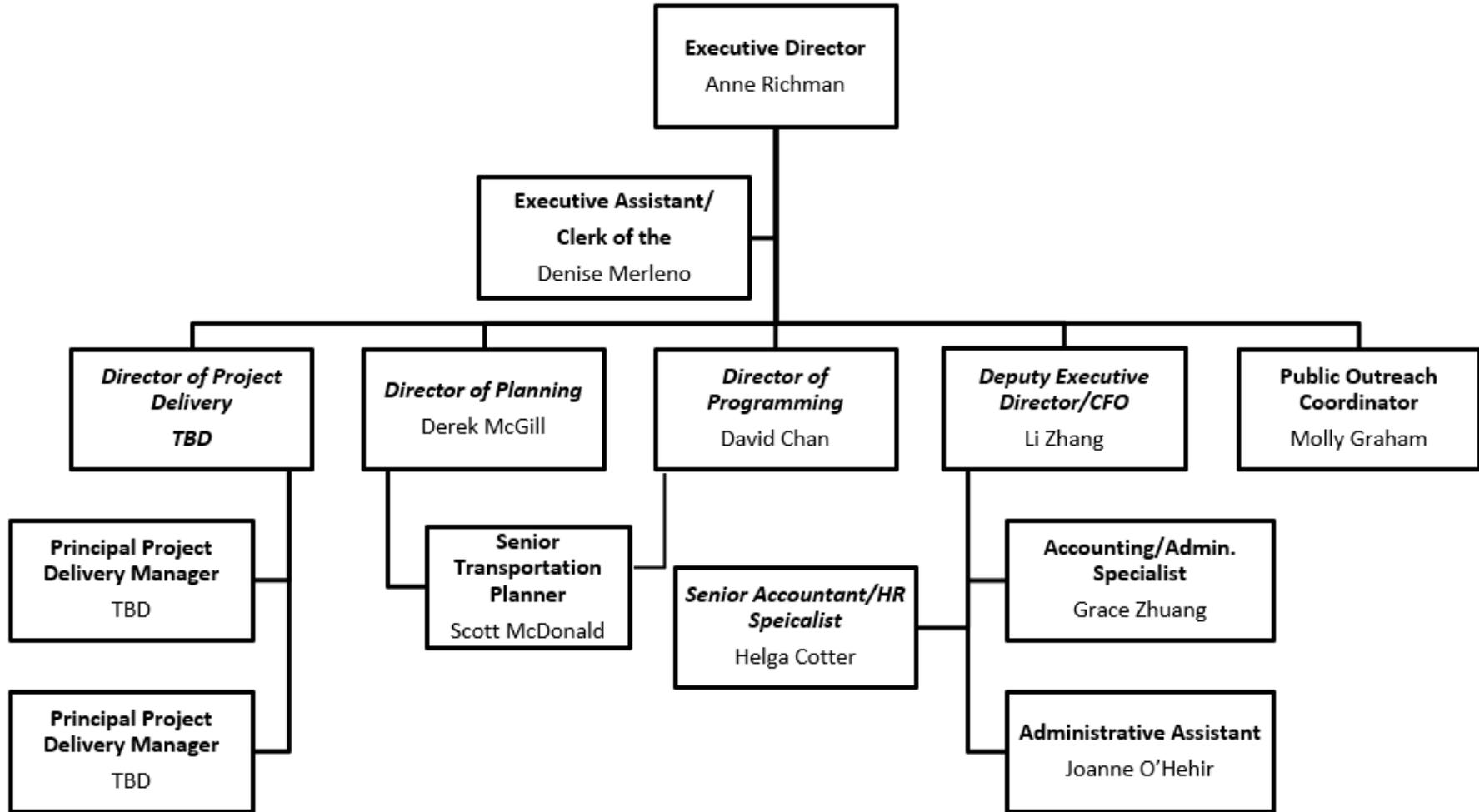
During the FY2020-21 budget development, with the COVID-19 crisis and the abrupt short-term revenue reduction and potential long-term revenue base damage, staff did not request the TAM Board to review and approve a COLA increase. With the expectation that the agency will not suffer a severe revenue reduction in the current year and will see growth again next year, staff proposes a 2% COLA increase for FY2021-22. According to the most recent data released by BLS, as of February 2021, the CPI for the San Francisco Bay Area was 1.4% while the more up to date West Region CPI is 2.4%.

Proposed Agency Organizational Changes

Based on evaluation of the agency's operational and the Executive Director's work support needs, to create internal advancement and encourage staff professional advancement, and also to make TAM's position titles more in line with positions with similar level of job responsibilities and duties at peer agencies, staff proposed and the Human Resources Ad hoc Committee supported the following organizational changes as part of the FY2021-22 budget adoption process.

- Creation and internal promotion of the Director of Project Delivery position;
- Conversion of the rotating Deputy Executive Director (DED) position to a regular DED/Chief Finance Officer (CFO) position;
- Retitle of three existing positions to better match the recommended new agency organization structure, peer agencies' title structure and/or employee job responsibilities.

Chart 2: Transportation Authority of Marin Organization Chart
(As of May 2021)



Professional Services

The proposed FY2021-22 expenditure level for the Professional Services Category is \$2.59 million, which is \$610,000 (36%) higher than the FY2020-21 budgeted amount. TAM is ramping up the construction design support for the North-South Greenway project now that the project is under construction and scheduled to be completed in FY2021-22. More design and right of way work is also expected for the Bellam Blvd. improvement project.

Table 2.2: TAM FY2021-22 Proposed Budget – Expenditure/Professional Services

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	144,734	837,000	200,000	1,187,000
CMP Update	35,654	100,000	109,950	10,000
Travel Model Maintenance & Update	48,866	10,000	14,446	25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	3,408	25,000	7,998	40,000
Project Management Oversight	32,947	180,000	140,000	180,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	5,500	5,500	5,500	2,500
State Legislative Assistance	42,000	42,000	42,000	46,000
Financial Advisor/Sales Tax Audit Services	12,275	20,000	10,000	10,000
Measure A/AA Sales Tax Compliance Audit	-	20,000	18,000	20,000
North-South Greenway - PS&E/Environmental/Construction Design Support	382,152	325,000	83,015	815,000
Public Outreach Service Support	500	30,000	10,000	15,000
Bus On Shoulder Feasibility Study	28,222	288,000	251,778	28,000
Vision Plan Progress Report and Update	-	-	-	100,000
Equity Framework	-	-	-	100,000
Consulting Pool	-	10,000	5,000	10,000
Expired Expenditure Line Items	1,893,490	5,000	6,015	-
Subtotal, Professional Services	2,629,746	1,897,500	903,702	2,588,500

Measure A Sales 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. With no Measure A reserve funds to be released this year and most of the strategies having spent their fund balances under Measure A, only two strategies are expected to have expenditures in FY2021-22. 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 during the year.

Under Strategy 3.1 Major Roads, \$10.3 million is budgeted to meet the reimbursement needs of active Major Road projects, please note the \$10.3 million will include both Strategy 3.1 fund balance and the Major Roads Set-aside Fund balance collected off the top of Measure AA to satisfy the funding commitment to those projects under Measure A.

Under Strategy 4.3 Safe Pathway to School, \$661,000 is set aside for the reimbursement of the Safe Routes to Schools capital projects that are still active under Measure A.

Table 2.3: TAM FY2021-22 Proposed Budget – Expenditure/Measure A Sales Tax Programs/Projects

	FY2019-20	FY2020-21	FY2020-21	FY2021-22
	Actual	Final Budget	Estimated Actual	Proposed Budget
Strategy 1 - Transit	4,632,429	1,175,055	1,175,055	-
Strategy 1.1 - Local Bus Transit Service	1,699,572	944,535	944,535	-
Strategy 1.2 - Rural Bus Transit System	-	27,059	27,059	-
Strategy 1.3 - Special Needs Transit Services	-	134,574	134,574	-
Strategy 1.4 - Bus Transit Facilities	2,932,857	68,887	68,887	-
Strategy 3 - Local Transportation Infrastructure	3,373,395	7,750,600	7,336,914	10,300,000
Strategy 3.1 - Major Roads/Major Road Set-Aside	929,853	7,500,000	7,086,314	10,300,000
Strategy 3.2 - Local Streets and Roads	2,443,542	250,600	250,600	-
Strategy 4 - Safer Access to Schools.	1,666,743	1,612,000	720,491	661,000
Strategy 4.1 - Safe Routes to Schools	956,969	532,500	475,791	-
Strategy 4.2 - Crossing Guards	300,923	79,500	-	-
Strategy 4.3 - Safe Pathways To School	-	-	-	-
Safe Pathway Capital Projects	408,850	1,000,000	244,700	661,000
Expired Expenditure Line Items	20,912	-	-	-
Subtotal, Measure A Programs/Projects	9,693,479	10,537,655	9,232,460	10,961,000

Measure AA Sale Tax Programs/Projects

Staff is excited to start the implementation and delivery 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.

Under Category 1, Reduce Congestion, a total of \$3.17 million of work is planned for FY2021-22, including \$0.57 million to support MSN B7/B8 right of way, construction design work, \$1.5 million for the Project Initiation Document (PID) & Project Approval and environmental Document (PA&ED) of the 580/101 Director Connector, \$1.0 million for studies related to interchange enhancements, and \$100,000 for Transportation Demand Management.

Under Category 2, Local Transportation Infrastructure, TAM will release \$5.21 million in local roads funds estimated to be collected in FY2021-22, and expects to spend \$1,000,000 on Safe Pathways, \$50,000 on sea-level rise and \$25,000 on innovative technology study and support. Staff will bring those two new programs to the TAM Board for more discussion and implementation in the near future.

Under Category 3, Safer Access to Schools, \$3.28 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 (\$970,000), the Crossing Guard program (\$2.0 million), and the Safe Pathway Capital projects (\$300,000).

Under Category 4, Transit, Marin Transit plans to request a total of \$13.58 million for its operational and capital needs in FY2021-22 under Category 4.1 to 4.5. Golden Gate Transit is expected to claim its share of \$124,499 to support local access to ferry services and regional transit under Category 4.6.

Table 2.4: TAM FY2021-22 Proposed Budget – Expenditure/Measure AA Sales Tax Programs/Projects

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
Category 1: Reduce Congestion	3,728,375	3,750,000	1,881,879	3,165,500
<i>Category 1.1 - Completion of Marin-Sonoma Narrows</i>				-
<i>MSN B7/B8 Design/ROW/Utility Work</i>	2,733,356	1,200,000	105,740	165,500
<i>MSN B7 Construction Design Support</i>	-	-	-	400,000
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector</i>				
580/101 Direct Connector Project PID & PAED	943,974	1,300,000	880,000	1,500,000
<i>Category 1.3 - Enhance Interchanges</i>	51,045	1,200,000	896,138	1,000,000
<i>Category 1.4 - Transportation Demand Management</i>	-	50,000	-	100,000
Category 2: Local Transportation Infrastructure	1,462,235	5,680,733	5,411,957	6,883,679
<i>Category 2.1 - Local Roads</i>	1,349,426	4,621,957	4,621,957	5,208,679
<i>Category 2.2 - Large Safe Pathway Capital Projects</i>	112,809	800,000	750,000	1,600,000
<i>Category 2.3 - Sea Level Rise</i>	-	50,000	-	50,000
<i>Category 2.4 - Innovative Technology</i>	-	208,776	40,000	25,000
Category 3: Safer Access to Schools	851,752	2,791,000	1,832,323	3,270,020
<i>Category 3.1 - Safe Routes to Schools</i>	-	501,000	250,000	970,000
<i>Category 3.2 - Crossing Guards</i>	727,802	1,990,000	1,310,000	2,000,020
<i>Category 3.3 - Small Safe Pathway Capital Projects</i>	123,951	300,000	272,323	300,000
Category 4: Transit	11,354,124	13,902,730	10,737,223	13,702,187
<i>Category 4.1 - Local Bus Transit Service</i>	7,007,838	8,055,459	5,922,796	8,002,238
<i>Category 4.2 - Rural Bus Transit Service</i>	900,000	564,320	564,320	659,818
<i>Category 4.3 - Special Needs Transit Service</i>	2,137,479	1,930,923	1,350,000	2,751,942
<i>Category 4.4 - School Transit Service</i>	1,167,047	1,200,000	763,364	1,283,934
<i>Category 4.5 - Bus Transit Facilities</i>	-	2,041,028	2,025,743	879,757
<i>Category 4.6 - Expand Access to Transit</i>	141,760	111,000	111,000	124,499
Subtotal, Measure AA Programs/Projects	17,396,486	26,124,463	19,863,382	27,021,386

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 FY2021-22 is \$1.90 million. Element 1.1 is distributed at a 3-year cycle and last round of allocation was in FY2019-20. For Element 1.2, Bike/Pedestrian Pathways Maintenance, about \$114,000 is programmed and hopefully reimbursed in FY2021-22. Marin Transit is planning to request a total of \$0.94 million under Element 2, Improving Transit for Seniors and People with Disabilities, for FY2021-22. The proposed funding level for Element 3, Reduce Congestion and Pollution, in FY2021-22 is \$0.85 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 FY2021-22 Proposed Budget – Expenditure/Measure B VRF Programs

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
Element 1 - Maintain Local Streets & Pathways	74,934	114,000	50,000	114,000
Element 1.2 - Bike/Ped Pathways	74,934	114,000	50,000	114,000
Element 2 - Seniors & Disabled Mobility	956,701	1,075,000	955,000	944,944
Element 2.1 - Mobility Management Programs	138,786	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	232,079	235,000	205,000	205,000
Element 2.3 - Paratransit Plus	479,556	600,000	480,000	360,000
Element 2.4 - Volunteer Drive & Gap Grant	106,279	140,000	170,000	279,944
Element 3 - Reduce Congestion & Pollution	651,948	1,076,522	829,661	845,000
Element 3.1 - Safe Routes to School/Street Smart Program	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	266,321	413,000	304,382	320,000
Element 3.3 - Alternative Fuel Vehicle Program	210,627	488,522	350,279	345,000
Expired Expenditure Line Items	2,414,821	-	-	-
Subtotal, Measure B Programs	4,098,404	2,265,522	1,834,660	1,903,944

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 \$13.34 million for FY2021-22, 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 and MSN projects.

Table 2.6: TAM FY2021-22 Proposed Budget – Expenditure/Interagency Agreements

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
Caltrans - N/S Greenway (Northern Segment) Construction	-	4,000,000	1,900,000	7,500,000
Caltrans - HOV Gap Closure Offsite Landscaping Mitigation	-	400,000	-	400,000
San Anselmo - Hub Reconfiguration Phase I Study	-	309,000	150,000	159,000
San Rafael - Canal Neighborhood CBTP	-	75,000	-	75,000
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	99,709	3,570,000	334,320	2,015,000
Caltrans & Other - MSN B8 PS&E/ROW Support & Capital	60,927	100,000	35,404	250,000
Caltrans - MSN B7 Construction Capital & Support	-	-	-	1,026,000
Larkspur - North-South Greenway Construction Management	-	-	-	180,000
Various Agencies - Bike/Ped Path Maintenance	44,021	60,000	50,000	100,000
Marin Transit - Bus Facility Lease or Purchase Contribution	-	1,100,000	-	1,100,000
Marin County - Drake/Cole Improvement Project	-	68,000	-	68,000
San Rafael - Canal Crosswalk Improvement Project	-	248,000	-	248,000
Sausalito - Gate 6 Intersection Modification Project	-	100,000	-	100,000
Caltrans - 580/101 Direct Connector PID	-	150,000	50,000	120,000
Expired Expenditure Line Items	374,993	2,426,000	2,134,880	-
Subtotal, Interagency Agreements	579,650	12,606,000	4,654,604	13,341,000

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 2.8: TAM FY2021-22 Proposed Budget – Expenditure/TFCA Programs/Projects

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Estimated Actual	FY2021-22 Proposed Budget
North-South Greenway Construction	-	283,637	-	283,637
TFCA - Reimbursement of Various Capital Projects	366,676	1,010,000	999,350	806,563
Subtotal, TFCA Programs/Projects	366,676	1,293,637	999,350	1,090,200

Proposed FY2021-22 Annual Budget by Fund

TAM currently has five major governmental funds: Measure A, Measure AA, Measure B, CMA and TFCA. In the past, Measure A and Measure AA funds budgets were presented separately. However, with the prior to April 1, 2019 Measure A revenue adjustments becoming more immaterial, and the zeroing out of fund balances under various Measure A Strategies, staff has combined the Measure A and AA budget sheet into one to reduce unnecessary repetitiveness and confusion.

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 FY2021-22 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/AA Sales Tax 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.

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 3: Proposed FY2021-22 Annual Budget - Measure A/AA 1/2-Cent Transportation Sales Tax

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Actual Estimated	FY2021-22 Proposed Budget
Beginning Balance	39,596,629	38,645,448	38,645,448	33,543,324
REVENUE				
Measure A/AA Sales Tax	27,345,662	27,500,000	27,500,000	27,500,000
Interest Revenue	776,238	658,962	355,000	300,000
Total Revenue Available	28,121,901	28,158,962	27,855,000	27,800,000
EXPENDITURES				
Administration				
Salaries & Benefits	1,179,378	1,372,797	1,420,457	1,461,184
Office Lease	264,749	265,000	221,343	227,202
Agency IT Related Equipment Upgrade	7,447	10,000	4,500	40,000
Equipment Purchase/Lease	7,648	10,000	7,372	10,000
Telephone/Internet/Web Hosting Services	24,786	25,000	22,000	25,000
Office Supplies & Small Miscellaneous Items	22,588	25,000	23,500	24,000
Updates and Technical Support for TAM Website	20,867	20,000	20,000	25,000
Insurance	10,496	12,000	11,330	12,000
Financial Audit	18,000	20,000	20,500	23,000
Legal Services	11,813	30,000	7,900	15,000
Document/Video/Marketing Material Production	14,418	20,000	20,000	20,000
Memberships	8,107	5,000	6,420	6,000
Travel/Meetings/Conferences	17,599	20,000	3,500	20,000
Professional Development	576	5,000	4,700	5,000
Human Resources/Board Support	4,602	30,000	500	20,000
Information Technology Support	39,690	45,000	49,750	45,000
Annual Support & Upgrade of Financial System	4,640	10,000	4,942	10,000
Expired Expenditure Line Items	1,026	10,000	250	-
Subtotal, Administration	1,658,431	1,934,797	1,848,962	1,988,386
Professional Services				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	144,734	837,000	200,000	1,187,000
N/S Greenway - PS&E/Environmental/Construction Design Support	382,152	175,000	-	540,000
Financial Advisor/Sales Tax Audit Services	12,275	10,000	10,000	10,000
Measure A/AA Sales Tax Compliance Audit	-	20,000	18,000	20,000
Project Management Oversight	-	90,000	50,000	80,000
Consultant Pool	-	-	-	5,000
Expired Expenditure Line Items	258,265	-	-	-
Subtotal, Professional Services	797,425	1,132,000	278,000	1,842,000
Measure A Sales Tax Programs/Projects				
Strategy 1 - Transit	4,632,429	1,175,055	1,175,055	-
Strategy 1.1 - Local Bus Transit Service	1,699,572	944,535	944,535	-
Strategy 1.2 - Rural Bus Transit System	-	27,059	27,059	-
Strategy 1.3 - Special Needs Transit Services	-	134,574	134,574	-
Strategy 1.4 - Bus Transit Facilities	2,932,857	68,887	68,887	-
Strategy 3 - Local Transportation Infrastructure	3,373,395	7,750,600	7,336,914	10,300,000
Strategy 3.1 - Major Roads/Major Road Set-Aside	929,853	7,500,000	7,086,314	10,300,000
Strategy 3.2 - Local Streets and Roads	2,443,542	250,600	250,600	-
Strategy 4 - Safer Access to Schools	1,666,743	1,612,000	720,491	661,000
Strategy 4.1 - Safe Routes to Schools	956,969	532,500	475,791	-
Strategy 4.2 - Crossing Guards	300,923	79,500	-	-
Strategy 4.3 - Safe Pathways To School				
Safe Pathway Capital Projects	408,850	1,000,000	244,700	661,000
Expired Expenditure Line Items	20,912	-	-	-
Subtotal, Measure A Programs/Projects	9,693,479	10,537,655	9,232,460	10,961,000

Table 3: Proposed FY2021-22 Annual Budget - Measure A/AA 1/2-Cent Transportation Sales Tax
(Continued)

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Actual Estimated	FY2021-22 Proposed Budget
Measure AA Sales Tax Programs/Projects				
Category 1: Reduce Congestion	3,728,375	3,750,000	1,881,879	3,165,500
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	2,733,356	1,200,000	105,740	165,500
MSN B7 Construction Design Support	-	-	-	400,000
Category 1.2 - Match for Completion of 101/580 Direct Connector				
580/101 Direct Connector Project PID & PAED	943,974	1,300,000	880,000	1,500,000
Category 1.3 - Enhance Interchanges	51,045	1,200,000	896,138	1,000,000
Category 1.4 - Transportation Demand Management	-	50,000	-	100,000
Category 2: Local Transportation Infrastructure	1,462,235	5,680,733	5,411,957	6,883,679
Category 2.1 - Local Roads	1,349,426	4,621,957	4,621,957	5,208,679
Category 2.2 - Large Safe Pathway Capital Projects	112,809	800,000	750,000	1,600,000
Category 2.3 - Sea Level Rise	-	50,000	-	50,000
Category 2.4 - Innovative Technology	-	208,776	40,000	25,000
Category 3: Safer Access to Schools	851,752	2,791,000	1,832,323	3,270,020
Category 3.1 - Safe Routes to Schools	-	501,000	250,000	970,000
Category 3.2 - Crossing Guards	727,802	1,990,000	1,310,000	2,000,020
Category 3.3 - Small Safe Pathway Capital Projects	123,951	300,000	272,323	300,000
Category 4: Transit	11,354,124	13,902,730	10,737,223	13,702,187
Category 4.1 - Local Bus Transit Service	7,007,838	8,055,459	5,922,796	8,002,238
Category 4.2 - Rural Bus Transit Service	900,000	564,320	564,320	659,818
Category 4.3 - Special Needs Transit Service	2,137,479	1,930,923	1,350,000	2,751,942
Category 4.4 - School Transit Service	1,167,047	1,200,000	763,364	1,283,934
Category 4.5 - Bus Transit Facilities	-	2,041,028	2,025,743	879,757
Category 4.6 - Expand Access to Transit	141,760	111,000	111,000	124,499
Subtotal, Measure AA Programs/Projects	17,396,486	26,124,463	19,863,382	27,021,386
Interagency Agreements				
Various Agencies - Bike/Ped Path Maintenance	44,021	60,000	50,000	100,000
Marin Transit - Bus Facility Lease or Purchase Contribution	-	1,100,000	-	1,100,000
Marin County - Drake/Cole Improvement Project	-	68,000	-	68,000
San Rafael - Canal Crosswalk Improvement Project	-	248,000	-	248,000
Sausalito - Gate 6 Intersection Modification Project	-	100,000	-	100,000
Caltrans - 580/101 Direct Connector PID	-	150,000	50,000	120,000
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	-	1,785,000	-	1,007,500
Caltrans - MSN B7 Construction Capital & Support	-	-	-	1,026,000
Expired Expenditure Line Items	349,593	1,510,000	1,300,000	-
Subtotal, Interagency Agreement	393,614	5,021,000	1,400,000	3,769,500
Total Expenditures	29,939,435	44,749,915	32,622,804	45,582,272
Net Change in Fund Balance	(1,817,534)	(16,590,953)	(4,767,804)	(17,782,272)
Unrealized Gain/Loss	866,353	-	-	-
Ending Balance	38,645,448	22,054,495	33,877,644	16,095,372

Table 4: Proposed FY2021-22 Annual Budget - Measure B Vehicle Registration Fee

	FY2019-20 Actual	FY2020-21 Final Budget	Actual Estimated	FY2021-22 Proposed Budget
<u>Beginning Balance</u>	<u>3,872,810</u>	<u>2,094,195</u>	<u>2,094,195</u>	<u>2,428,337</u>
REVENUE				
Measure B Vehicle Registration Fee	2,327,292	2,320,000	2,320,000	2,300,000
Interest Revenue	55,246	33,636	19,000	40,000
<u>Total Revenue Available</u>	<u>2,382,538</u>	<u>2,353,636</u>	<u>2,339,000</u>	<u>2,340,000</u>
EXPENDITURES				
Administration				
Salaries & Benefits	92,764	118,985	158,162	124,641
Office Supplies & Miscellaneous	-	1,000	1,000	1,000
Legal Services	4,025	5,000	5,300	10,000
Document/Video/Marketing Material Production	5,736	5,000	3,500	5,000
Travel/Meeting/Conference	679	5,000	500	5,000
Expired Expenditure Line Items	1,527	3,000	1,736	-
<u>Subtotal, Administration</u>	<u>104,731</u>	<u>137,985</u>	<u>170,197</u>	<u>145,641</u>
Measure B Programs				
Element 1 - Maintain Local Streets & Pathways	74,934	114,000	50,000	114,000
<i>Element 1.2 - Bike/Ped Pathways</i>	74,934	114,000	50,000	114,000
Element 2 - Seniors & Disabled Mobility	956,701	1,075,000	955,000	944,944
<i>Element 2.1 - Mobility Management Programs</i>	138,786	100,000	100,000	100,000
<i>Element 2.2 - Paratransit & Low-Income Scholarships</i>	232,079	235,000	205,000	205,000
<i>Element 2.3 - Paratransit Plus</i>	479,556	600,000	480,000	360,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	106,279	140,000	170,000	279,944
Element 3 - Reduce Congestion & Pollution	651,948	1,076,522	829,661	845,000
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	175,000	175,000	175,000	175,000
<i>Element 3.2 - Commute Alternative Programs</i>	266,321	413,000	304,382	320,000
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	210,627	488,522	350,279	350,000
Expired Expenditure Line Items	2,414,821	-	-	-
<u>Subtotal, Measure B Programs</u>	<u>4,098,404</u>	<u>2,265,522</u>	<u>1,834,660</u>	<u>1,903,944</u>
<u>Total Expenditures</u>	<u>4,203,135</u>	<u>2,403,507</u>	<u>2,004,858</u>	<u>2,049,585</u>
Net Change in Fund Balance	(1,820,596)	(49,871)	334,142	290,415
Unrealized Gain/Loss	41,981	-	-	-
<u>Ending Balance</u>	<u>2,094,195</u>	<u>2,044,324</u>	<u>2,428,337</u>	<u>2,718,752</u>

Table 5: Proposed FY2021-22 Annual Budget – CMA

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Actual Estimated	FY2021-22 Proposed Budget
<u>Beginning Balance</u>	<u>755,114</u>	<u>899,881</u>	<u>899,881</u>	<u>1,095,459</u>
REVENUE				
Cities/Towns and County Contribution	558,999	500,000	500,001	500,000
Interest Revenue	115,053	8,419	48,000	50,000
MTC STP/CMAQ Planning & OBAG Grant Funds	730,114	969,646	797,000	890,318
MTC Regional Measure 2 Fund	14,829	4,276,767	2,081,000	8,054,444
State STIP PPM Fund	144,617	198,575	114,680	193,696
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	647,819	1,480,697	61,659	1,417,103
Federal STP Fund	467,521	40,000	15,000	25,000
Caltrans Bus On Shoulder Grant	40,085	288,000	240,000	28,000
Realized Highway 101 ROW Excess Fund	160,636	4,196,000	1,236,000	250,000
<i>Expired Revenue Line Items</i>	60,949	-	-	-
<u>Total Revenue Available</u>	<u>2,940,622</u>	<u>11,958,104</u>	<u>5,093,340</u>	<u>11,408,560</u>
EXPENDITURES				
Administration				
Salaries & Benefits	1,303,574	1,072,053	996,956	1,037,875
Office Supplies & Small Miscellaneous Items	2,201	5,000	2,000	5,000
Legal Services	3,499	10,000	3,000	10,000
Document/Video/Marketing Material Production	3,320	20,000	3,000	20,000
Memberships	12,500	12,500	8,500	12,500
Travel/Meetings/Conferences	5,023	6,500	1,000	6,500
Human Resources/Board Support	2,232	5,000	1,000	5,000
<i>Expired Expenditure Line Items</i>	35,581	10,000	2,000	-
<u>Subtotal, Administration</u>	<u>1,367,929</u>	<u>1,141,053</u>	<u>1,017,455</u>	<u>1,096,875</u>
Professional Services				
CMP Update	35,654	100,000	109,950	10,000
Travel Model Maintenance & Update	48,866	10,000	14,446	25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	3,408	25,000	7,998	40,000
Project Management Oversight	32,947	90,000	90,000	100,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	5,500	5,500	5,500	2,500
State Legislative Assistance	42,000	42,000	42,000	46,000
Financial Advisor/Sales Tax Audit Services	-	10,000	-	-
N/S Greenway - PS&E/Environmental/Construction Design Support	-	150,000	83,015	275,000
Public Outreach Service Support	500	30,000	10,000	15,000
Bus On Shoulder Feasibility Study	28,222	288,000	251,778	28,000
Consulting Pool	-	10,000	5,000	5,000
Vision Plan Progress Report and Update	-	-	-	100,000
Equity Framework	-	-	-	100,000
<i>Expired Expenditure Line Items</i>	1,635,225	5,000	6,015	-
<u>Subtotal, Professional Services</u>	<u>1,832,322</u>	<u>765,500</u>	<u>625,702</u>	<u>746,500</u>
Interagency Agreements				
Caltrans - N/S Greenway (Northern Segment) Construction	-	4,000,000	1,900,000	7,500,000
Caltrans - HOV Gap Closure Offsite Landscaping Mitigation	-	400,000	-	400,000
San Anselmo - Hub Reconfiguration Phase I Study	-	309,000	150,000	159,000
San Rafael - Canal Neighborhood CBTP	-	75,000	-	75,000
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	99,709	1,785,000	334,320	1,007,500
Caltrans & Other - MSN B8 PS&E/ROW Support & Capital	60,927	100,000	35,404	250,000
Larkspur - North-South Greenway Construction Management	-	-	-	180,000
<i>Expired Expenditure Line Items</i>	25,400	916,000	834,880	-
<u>Subtotal, Interagency Agreements</u>	<u>186,036</u>	<u>7,585,000</u>	<u>3,254,604</u>	<u>9,571,500</u>
<u>Total Expenditures</u>	<u>3,386,285</u>	<u>9,491,553</u>	<u>4,897,761</u>	<u>11,414,875</u>
Net Change in Fund Balance	(445,665)	2,466,551	195,579	(6,314)
Unrealized Gain/Loss & Match Adjustment	590,432	-	-	-
<u>Ending Balance</u>	<u>899,881</u>	<u>3,366,432</u>	<u>1,095,459</u>	<u>1,089,145</u>

Table 6: Proposed FY2020-21 Annual Budget – TFCA

	FY2019-20 Actual	FY2020-21 Final Budget	FY2020-21 Actual Estimated	FY2021-22 Proposed Budget
<i>Beginning Balance</i>	<i>1,622,263</i>	<i>1,663,908</i>	<i>1,663,908</i>	<i>1,001,950</i>
REVENUE				
Marin Transportation For Clean Air Funding	368,939	373,000	349,212	335,000
Regional TFCA Competitive Grants	-	283,637	-	283,637
Interest Revenue	30,813	30,950	12,000	15,000
<i>Total Revenue Available</i>	<i>399,752</i>	<i>687,587</i>	<i>361,212</i>	<i>633,637</i>
EXPENDITURES				
Administration				
Salaries & Benefits	23,059	23,821	23,820	25,131
<i>Subtotal, Administration</i>	<i>23,059</i>	<i>23,821</i>	<i>23,820</i>	<i>25,131</i>
TFCA Programs/Projects				
North-South Greenway Construction	-	283,637	-	283,637
TFCA - Reimbursement of Various Capital	366,676	1,010,000	999,350	806,563
<i>Subtotal, Other Capital Expenditures</i>	<i>366,676</i>	<i>1,293,637</i>	<i>999,350</i>	<i>1,090,200</i>
<i>Total Expenditures</i>	<i>389,735</i>	<i>1,317,458</i>	<i>1,023,170</i>	<i>1,115,331</i>
Net Change in Fund Balance	10,017	(629,871)	(661,958)	(481,694)
Unrealized Gain/Loss	31,628	-	-	-
<i>Ending Balance</i>	<i>1,663,908</i>	<i>1,034,037</i>	<i>1,001,950</i>	<i>520,256</i>

FY2021-22 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 FY2021-22 is \$77.86 million.

FY2021-22 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 in and contribute to various ongoing meetings representing TAM on pertinent issues, such as the Marin Public Works Association (MPWA), various MTC working groups, the statewide group of Regional Transportation Planning Agencies (RTPA), the Bay Area County Transportation Agencies, and the California Self-Help Counties Coalition;
- Communicate with jurisdictions about funding opportunities and provide grant application support;
- Represent 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 and organizations on local and regional transportation planning activities, including social equity, 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.
- Monitor current trends and issues related to transportation, both on the local level and more broadly, including economic, social, and transportation related aspects of the pandemic response and recovery.

Highlights of the FY2021-22 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.

Major Ongoing Work Items:

- ✓ Continue to effectively and timely support the TAM Board and committees, as well as the Citizens' Oversight Committee;
- ✓ Manage all meeting packet production and support the operation of all in-person/remote meetings;
- ✓ Monitor the economic condition and various revenue sources and explore options for the agency and the funding recipients to weather the recession;
- ✓ Manage financial tracking and required reporting for federal, state, regional, and local grants received;
- ✓ Conduct cash flow and funding analyses of major capital projects and explore financial tools to meet the cash flow needs ;
- ✓ Continue to timely and accurately execute the agency's financial, payroll and accounting transactions;
- ✓ Monitor project/program revenues and expenditures and assist project and contract managers with preparation of various grant reports and reimbursement invoices;
- ✓ Continue to improve the agency's financial and payroll system and propose improvements to further increase workflow efficiency;
- ✓ Continue to manage the agency's human resources functions, including annual review, ongoing recruitments, etc.;
- ✓ Continue to manage the agency's benefit suites and explore options to improve cost effectiveness with no overall negative impacts to the benefit level.

Expected to be Delivered Work Items:

- ✓ Produce timely and informative quarterly reports and budget adjustments throughout the year;
- ✓ Manage and lead the FY2022-23 Annual Budget development process and make any potential improvements;
- ✓ Assist in the FY2022-23 Measure A/AA & B Strategic Plans update process, manage financial/revenue related sections for both funds, and track programming and allocations;
- ✓ Assist in the ongoing fund plan and cash flow needs discussion, especially for MSN and the Direct Connector projects due to the uncertainty and complexity caused by the litigation against the RM3 funds;
- ✓ Manage and coordinate the agency's FY2021-22 annual financial, single, and other regulatory audits and reviews with outside auditors;
- ✓ Manage the agency's 2021 Measure A/AA Compliance Audit process and provide necessary support to the fund recipients and auditor;
- ✓ Manage the agency's IT Upgrade project, including server replacement and other computer needs;
- ✓ Manage the agency's sublease with MGSA and other ongoing operational needs;

- ✓ Conduct internal operation review and update the agency's HR Policy and make any adjustments needed to prepare and support staff for a smooth return to the office after the pandemic;
- ✓ Develop the agency's record retention policy.

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.

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 and support 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;
- ✓ Provide program support for Alternative Fuels, Safe Routes to Schools, Marin Commutes and Innovations Programs.

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, Third Street Rehabilitation, East Blithedale Avenue, 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;
- ✓ Continue to adapt communication methods and format to post covid environment and develop more equity-oriented communication methods and resources.

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.

Planning Activities***Major Ongoing Work Items:***

- ✓ Implement the Congestion Management Program and system monitoring activities. Prepare discussions regarding the future of program and relationship to CEQA requirements;
- ✓ 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;
- ✓ Develop update process and scope for TAM's Strategic Vision Plan, in line with County Transportation Plan guidance;
- ✓ Continue to advance equity in transportation planning process, including formation of working groups and coordination with local transit operators;
- ✓ Support local jurisdiction compliance with new CEQA requirements including Vehicle Miles Traveled analysis;
- ✓ 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;
- ✓ Support San Rafael Canal Neighborhood community-based transportation plan update;
- ✓ Continue to support County of Marin's Drawdown effort;
- ✓ 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;
- ✓ Support programming staff with administration of OBAG program and policy compliance;
- ✓ Support MWPA wildfire evacuation planning and serve on TAC;
- ✓ Support Caltrans Planning Grants and other local planning grants to maximize outside funding awarded for Marin County transportation planning needs.

Expected to be Delivered Work Items:

- ✓ Completion of CMP in Fall 2021. System monitoring report and CMP developed in Summer 2021;
- ✓ Discuss future of CMP development with TAM Board to receive input on future CMP efforts;
- ✓ Maintain TAM demand Model and monitor regional growth forecasts for future updates scheduled by 2023;
- ✓ Develop implementation process for Marin County US 101 Bus on Shoulder Feasibility Study pending delivery of Final Feasibility study in Summer 2021;
- ✓ Review and provide TAM Board input on Plan Bay Area 2050 Implementation plan, equity analysis and ongoing planning activities;
- ✓ 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 late 2021/early 2022;
- ✓ Initiate and complete San Rafael Canal Neighborhood Community Based Transportation Plan – Summer 2022;
- ✓ Identify next steps and formation of working group to advance equity in TAM decision making processes. – Summer 2022.

Program Management Activities***Major Ongoing Work Items:***

- ✓ Continue to monitor, review and adjust TAM programs in response to Pandemic Response and Recovery as necessary;
- ✓ Continue to review and assess programs to ensure equity is considered in all TAM Programs;
- ✓ 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 such as Connect2Transit;
- ✓ Implement Multi-county State Route 37 Corridor transportation demand management program;
- ✓ Continue to assess local and regional efforts on Sea Level Rise and determine appropriate role and scope for TAM to support SLR efforts in Marin County;
- ✓ Continue to monitor and assess Innovation program including awarded projects under TAM Quick build program and partnership with Contra Costa Transportation Authority on Mobility on Demand FHWA grant;
- ✓ Launch TAM/SCTA Bikeshare Program.

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 2022;
- ✓ Monitor and implement as appropriate seasonal Marin Commutes program green trip incentive campaigns – Planned for September/October 2021 and April/May 2022;
- ✓ Monitor and continue implementation of Alternative Fuel Program;
- ✓ Continue TAM and Marin Transit Partnership on Connect2transit, monitor and report on program usage as pilot continues;
- ✓ Advance discussion and implementation planning around TAM's Sea Level Rise program including Board presentations;
- ✓ Advance discussion and implementation planning around the TAM Innovation program including Board presentations.

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.

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 and policy developments on TFCA and TDA Programs and develop programming recommendations on TFCA and TDA funds;
- ✓ Manage TAM's State Transportation Improvement Program (STIP);
- ✓ Maintain the Transportation Improvement Program (TIP) database for Marin projects;
- ✓ Monitor and participate in the development of the Third Cycle of the Federal One Bay Area Grant Program (OBAG);
- ✓ Manage and program funds from the Third Cycle of OBAG;
- ✓ Monitor and participate in the reauthorization of the federal surface transportation program, currently known as the Fixing America's Surface Transportation (FAST) Act;
- ✓ 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:

- ✓ Commence Measure B Expenditure Plan 10-year review with stakeholders and develop proposals for TAM Board Approval no later than March 2023;
- ✓ Prepare allocation request forms and resolutions for TAM Board adoption in June, for local infrastructure projects and transit programs and projects funded with TAM local funds;
- ✓ Monitor delivery of TAM local funded projects;
- ✓ Review and process reimbursement requests for TAM local funded projects;
- ✓ Work with Marin Transit to reconcile year end expenditures on TAM local funds;
- ✓ Coordinate with local agencies, including Marin Transit and GGBHTD, 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 2022;
- ✓ Develop a Call for Projects with TFCA and TDA funds;
- ✓ Convene TAM's BPAC as needed to evaluate funding recommendations and to review project updates;
- ✓ Coordinate with local jurisdictions on submitting annual Local Street and Roads applications and reporting requirements for SB1 funds;
- ✓ Develop a Call for Projects with OBAG 3 funds, potentially including for Priority Conservation Area investments;
- ✓ Assist local agencies with complying with OBAG 2 and eventually OBAG 3 requirements;
- ✓ Monitor the pending litigation on Regional Measure (RM) 3;
- ✓ If and when RM3 becomes available, participate in the programming of RM3 funds, including the discretionary portion of RM3;
- ✓ Monitor state and federal funded projects for inactive project status for local jurisdictions;
- ✓ Monitor annual obligation status on state and federal funded projects;
- ✓ Coordinate with partner agencies, including TAM, for SB1 competitive programs where applicable;

- ✓ Work with partner agencies, including transit agencies, to position Marin projects for state and federal funding opportunities, including unanticipated discretionary funds, stimulus, and earmarks;
- ✓ Develop application for TAM's Formulaic Local Partnership Program (LPP) funds for the Bellam Project;
- ✓ Upon approval from the CTC, work with MSN Project Manager and Local Assistance to process LPP Incentive Funds for the MSN Project;
- ✓ 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 if available;
- ✓ Participate in pertinent local, regional, state, and federal working groups and meetings, including but not limited to MTC, CTC, BAAQMD, MPWA, PDWG, PTAC, ATP Working Group, RAWG, etc.

Project Management and Delivery Function:

Under the direction of the Executive Director, manage 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, overseeing 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 oversight, environmental mitigation, 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 Promotion or Safe Routes to School.

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 21-mile corridor;
- ✓ Preliminary engineering for 580/101 Direct Connector. Completion expected Fall 2021. Project Initiation Document to begin 2021, with environmental process to begin Spring of 2022;
- ✓ Implement a North/South Greenway project to extend the multi-use path from the Corte Madera Creek crossing southbound along Old Redwood Highway;
- ✓ Study effect of changed HOV hours of operation on U.S. 101;
- ✓ 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 program identified under the re-authorized transportation sales tax which consists of preparing studies of interchanges and approaching roadway along Highway 101 to identify potential improvement concepts;
- ✓ Advance a Load Road Safety Plan for Marin in partnership with the County of Marin.

Expected to be Delivered Work Items:

- ✓ State Route 37 Segment A between U.S. 101 and State Route 121 will commence an environmental clearance process led by Caltrans to clear short-term interim projects. The Segment B interim congestion relief project draft environmental clearance document will be completed by the lead agency, MTC;
- ✓ Pending funding availability, the MSN B7 HOV lane extension project could begin construction in early 2022;
- ✓ TAM will continue to help local public agencies in funding EV purchases/leases, e-bike purchases and charging station installations.
- ✓ Design of Bellam Boulevard safety improvements from northbound U.S. 101 to separate regional traffic from local traffic. Construction expected to begin by early 2022 with the majority of the work to be completed by mid- 2022;
- ✓ Provide construction and financial oversight of the North/South Greenway project to extend the multi-use path from the bike/ped bridge over Sir Francis Drake Blvd southbound over Corte Madera Creek. Expected to be complete in the spring of 2022.

Appendix: Proposed FY2021-22 Classification & Salary Range

Transportation Authority of Marin Classification & Salary Range (Effective July 1, 2021)

Position Classification	FLSA	Monthly		FTE
		Minimum	Maximum	
	<i>Note 2</i>			
Executive Director - <i>Note 1</i>	E		\$ 21,012.00	1.0
Deputy Executive Director/Chief Financial Officer	E	\$ 13,406.55	\$ 16,758.20	1.0
Executive Assistant/Board of the Clerk	E	\$ 7,043.25	\$ 8,603.01	1.0
Public Outreach Coordinator	E	\$ 9,875.87	\$ 12,032.79	1.0
Director of Programming and Legislation	E	\$ 12,286.53	\$ 15,007.43	1.0
Director of Project Delivery	E	\$ 12,679.83	\$ 15,487.82	1.0
Principal Project Delivery Manager	E	\$ 12,370.56	\$ 15,110.07	2.0
Director Of Planning	E	\$ 11,995.01	\$ 14,651.35	1.0
Senior Transportation Planner	E	\$ 9,563.22	\$ 11,681.03	1.0
Associate Transportation Planner	E	\$ 7,434.37	\$ 9,080.74	0.0
Senior Accountant/HR Specialist	E	\$ 7,382.29	\$ 8,994.61	1.0
Accounting and Administrative Specialist	NE	\$ 6,008.92	\$ 7,339.61	1.0
Administrative Assistant	NE	\$ 4,451.70	\$ 5,437.55	0.8
				12.8

Note 1: Executive Director does not have salary steps.

Note 2: Fair Labor Standards Act (E-exempt, NE-Nonexempt)



DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Planning Manager

SUBJECT: MTC Presentation on Plan Bay Area 2050 (Discussion), Agenda Item No. 7

RECOMMENDATION

Discussion item only.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The last RTP/SCS, known as Plan Bay Area (PBA) 2040, was adopted in August of 2017. Immediately following the adoption of PBA 2040, MTC staff began development of a scenario planning process, Horizon, and the update to the RTP/SCS known as Plan Bay Area 2050 (PBA 2050).

As the Congestion Management Agency (CMA) for Marin County, TAM is required to coordinate with MTC on the development of the RTP/SCS and to submit projects on behalf of Marin County. In April 2020, the TAM Board accepted its final list of projects for Marin County for consideration in PBA 2050. All TAM submitted projects have all been included in the final PBA 2050 Transportation Projects list included as **Attachment A**.

Since the MTC adoption of the Preferred Alternative in January 2021, MTC staff have drafted environmental reports, an implementation plan and the draft PBA 2050 report. Public outreach will occur in June to announce the release of these reports and solicit public input.

DISCUSSION/ANALYSIS:

Dave Vautin, Assistant Director of Regional Planning at MTC, will present an update of PBA 2050. The presentation provides details about public workshops and hearings MTC is hosting in June and July.

FISCAL CONSIDERATION:

This item has no direct fiscal impact to TAM.

NEXT STEPS:

Public outreach events will occur in June and July to solicit public feedback. TAM will continue to monitor and report on PBA 2050 activities as they pertain to Marin County's transportation interests. The final Plan is scheduled for adoption in Fall 2021.

ATTACHMENTS:

Attachment A: List of PBA 2050 Projects
Attachment B: List of PBA 2050 Strategies
Attachment C: MTC Staff Presentation

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE\$, Millions)
Maintain & Optimize Existing Infrastructure			
T1. Restore, Operate & Maintain the Existing System			
Accelerate Restoration of Transit Operations to 2019 Levels	Regional	1. 2021-2035	\$3,000
BART Hayward Maintenance Complex Phase 1	Multi County	1. 2021-2035	\$465
BART Seismic Retrofit Program	Multi County	Various	\$1,830
Maintain & Operate Existing Local Streets & Roads	Regional	Various	\$62,100
Maintain & Operate Existing Transit Service	Regional	Various	\$208,000
Maintain Existing Local Bridges	Regional	Various	\$2,550
Maintain Existing Regional "Toll" Bridges	Regional	Various	\$21,900
Maintain Existing State Highways	Regional	Various	\$24,400
Maintain Existing Transit Capital Assets	Regional	Various	\$59,100
Marin Transit Operations & Maintenance Facility	Marin	1. 2021-2035	\$30
VINE Maintenance Facility	Napa	1. 2021-2035	\$40
<i>Other Programmatic Investments to Operate & Maintain the Existing System</i>	Multi County	Various	\$6,830
T2. Support Community-Led Transportation Enhancements in Communities of Concern	Regional	Various	\$8,000
T3. Enable a Seamless Mobility Experience		Various	
Station Access & Mobility Improvements	Multi County	Various	\$2,400
Unified Trip Planning & Fare Payments	Regional	Various	\$1,000
<i>Other Programmatic Investments to Enable a Seamless Mobility Experience</i>	Multi County	Various	\$45
T4. Reform Regional Transit Fare Policy			
Measure B Affordable Fare Program	Santa Clara	Various	\$45
Reform Regional Transit Fare Policy	Regional	Various	\$10,000
T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Regional	1. 2021-2035	\$1,000
T6. Improve Interchanges & Address Highway Bottlenecks			
Bay Area Forward Program	Regional	1. 2021-2035	\$950
Dumbarton Bridge West Side Access Improvements	San Mateo	2. 2036-2050	\$60
I-80 Corridor & Interchange Improvements	Contra Costa	Various	\$130
I-80 Corridor & Interchange Improvements	Solano	Various	\$75
I-80 Yerba Buena Island Interchange Improvement	San Francisco	1. 2021-2035	\$280
I-80/I-680/SR-12 Interchange Improvements + Widening Packages 3-5, 6 & 7	Solano	Various Phases	\$660
I-280 Corridor & Interchange Improvements	San Francisco	1. 2021-2035	\$25
I-280 Corridor & Interchange Improvements	Santa Clara	Various	\$595
I-380 Corridor & Interchange Improvements	San Mateo	1. 2021-2035	\$45
I-580 Corridor & Interchange Improvements	Alameda	Various	\$315
I-680 Corridor & Interchange Improvements	Alameda	2. 2036-2050	\$45
I-680 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$35
I-680 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$95
I-680/SR-4 Interchange Improvements Phases 1, 2, 4, 5	Contra Costa	Various Phases	\$440
I-880 Corridor & Interchange Improvements	Alameda	1. 2021-2035	\$530
I-880 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$20
Richmond-San Rafael Bridge East Side Access Improvements	Contra Costa	1. 2021-2035	\$115
Richmond-San Rafael Bridge Reserve for Post Pilot Recommendation	Multi County	1. 2021-2035	\$60
Soscol Junction Improvements	Napa	1. 2021-2035	\$60
SR-4 Integrated Corridor Mobility	Contra Costa	2. 2036-2050	\$25
SR-4 Operational Improvements	Contra Costa	Various Phases	\$230
SR-4/Vasco Road Widening	Contra Costa	2. 2036-2050	\$510
SR-17 Corridor & Interchange Improvements	Santa Clara	1. 2021-2035	\$50
SR-24 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$40
SR-29 Corridor Improvements	Napa	Various Phases	\$105
SR-37 Interim Project (e.g., Widening + Tolling)	Multi County	1. 2021-2035	\$740
SR-85 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$80
SR-87 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$85
SR-92 Corridor & Interchange Improvements	Alameda	1. 2021-2035	\$40
SR-152 Environmental Studies for New Alignment	Contra Costa	1. 2021-2035	\$50
SR-237 Corridor & Interchange Improvements	Santa Clara	Various	\$415
SR-239 Feasibility Studies & Project Development	Contra Costa	1. 2021-2035	\$30
SR-242 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$90
SR-262 Safety & Interchange Improvements Phase 1	Alameda	2. 2036-2050	\$445
U.S. 101 Corridor & Interchange Improvements	San Mateo	1. 2021-2035	\$900
U.S. 101 Corridor & Interchange Improvements	Santa Clara	Various	\$1,170
U.S. 101 Corridor & Interchange Improvements	Sonoma	1. 2021-2035	\$240
U.S. 101 Marin-Sonoma Narrows	Multi County	1. 2021-2035	\$140
U.S. 101/I-580 Direct Connector	Marin	1. 2021-2035	\$171
Vasco Road/Byron Highway New Connector Road	Contra Costa	2. 2036-2050	\$185
<i>Other Programmatic Investments to Improve Interchanges & Address Highway Bottlenecks</i>	Regional	Various	\$620
T7. Advance Other Regional Programs & Local Priorities			

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOES, Millions)
66 7th Street Grade Separation East	Alameda	1. 2021-2035	\$315
67 7th Street Grade Separation West	Alameda	1. 2021-2035	\$310
68 511 Bay Area Program	Regional	2. 2036-2050	\$340
69 All Electronic Tolling	Regional	2. 2036-2050	\$200
70 Carpool/Vanpool Program	Regional	2. 2036-2050	\$800
71 Cost Contingency/Reserve	Regional	Various	\$2,000
72 Decoto Road Multimodal "Complete Street" Corridor	Alameda	1. 2021-2035	\$20
73 Goods Movement & Rail Safety	Alameda	Various	\$1,550
74 I-80 Westbound Truck Scales	Solano	1. 2021-2035	\$250
75 Management Systems, Travel Demand Management & Emission Reduction Technologies	Regional	Various	\$1,280
76 Minor Highway/Roadway Improvements (inclusive of local roadway widenings)	Regional	Various	\$5,280
77 Motorist Aid Services	Regional	2. 2036-2050	\$520
78 Oakland Army Base Infrastructure Improvements	Alameda	1. 2021-2035	\$300
79 Quarry Lakes Parkway	Alameda	Various Phases	\$210
80 Regional Communications Network	Regional	2. 2036-2050	\$600
81 Regional Planning/Programs	Regional	2. 2036-2050	\$3,000
82 <i>Other Programmatic Investments to Advance Other Regional Programs & Local Priorities</i>	Regional	Various	\$640
83			
84 Create Healthy & Safe Streets			
85 T8. Build a Complete Streets Network			
86 * Bay Skyway	Multi County	2. 2036-2050	\$585
87 * Better Market Street	San Francisco	1. 2021-2035	\$300
88 Build A Complete Streets Network	Regional	Various	\$7,000
89 <i>Other Programmatic Investments to Build a Complete Streets Network</i>	Regional	Various	\$5,140
90 T9. Advance Regional Vision Zero Policy through Street Design & Reduced Speeds			
91 Advance Regional Vision Zero Policy through Street Design & Reduced Speeds	Regional	2. 2036-2050	\$1,000
92 <i>Other Programmatic Investments to Advance Regional Vision Zero Policy</i>	Regional	Various	\$3,460
93			
94 Enhance Regional & Local Transit			
95 T10. Enhance Local Transit Frequency, Capacity & Reliability			
96 AC Transit 23rd Street Corridor Rapid/Bus Rapid Transit	Contra Costa	1. 2021-2035	\$260
97 AC Transit Alameda Point Transit Network	Alameda	1. 2021-2035	\$500
98 AC Transit E 14th/Mission & Fremont Blvd Multimodal Corridor	Alameda	1. 2021-2035	\$330
99 AC Transit Local Service Frequency Increase	Multi County	1. 2021-2035	\$3,760
100 AC Transit Rapid Network	Multi County	Various	\$2,000
101 AC Transit San Pablo Bus Rapid Transit	Multi County	1. 2021-2035	\$300
102 County Connection Bus Service Expansion	Contra Costa	2. 2036-2050	\$35
103 NVTA Expanded Bus Frequencies	Napa	Various	\$165
104 SamTrans El Camino Bus Rapid Transit	San Mateo	2. 2036-2050	\$350
105 San Francisco Downtown San Francisco Congestion Pricing	San Francisco	1. 2021-2035	\$1,090
106 San Jose Downtown Coordinated Area Plan & Transit Center Improvements	Santa Clara	2. 2036-2050	\$300
107 San Rafael Transit Center Relocation	Marin	1. 2021-2035	\$50
108 SFMTA Geary Bus Rapid Transit Phase 2	San Francisco	1. 2021-2035	\$685
109 SFMTA Geneva-Harney Bus Rapid Transit	San Francisco	1. 2021-2035	\$70
110 SFMTA Historic Streetcar Extension - Fort Mason to 4th & King	San Francisco	1. 2021-2035	\$70
111 SFMTA Muni Forward	San Francisco	1. 2021-2035	\$2,630
112 SFMTA Southeast San Francisco Transit Improvements	San Francisco	1. 2021-2035	\$635
113 SFMTA T-Third Phase II: Central Subway	San Francisco	1. 2021-2035	\$225
114 ** SFMTA Train Control Upgrade (Core Capacity)	San Francisco	1. 2021-2035	\$690
115 SFMTA Transit Fleet Expansion Buses	San Francisco	1. 2021-2035	\$260
116 SFMTA Transit Fleet Expansion Facilities	San Francisco	1. 2021-2035	\$295
117 SFMTA Transit Fleet Expansion Light Rail Vehicle (Core Capacity)	San Francisco	1. 2021-2035	\$205
118 SFMTA Van Ness Avenue Bus Rapid Transit	San Francisco	1. 2021-2035	\$1,580
119 Sonoma County Service Frequency Increase	Sonoma	1. 2021-2035	\$330
120 STA Solano Express Bus to BRT-lite	Solano	1. 2021-2035	\$25
121 Transit Extension (BRT) from Hillcrest eBART to Brentwood Intermodal Station	Contra Costa	2. 2036-2050	\$295
122 Treasure Island Congestion Pricing + New Ferry Service (WETA)	San Francisco	1. 2021-2035	\$1,300
123 VTA Extend Light Rail Transit from Eastridge to BART Regional Connector	Santa Clara	1. 2021-2035	\$590
124 VTA Extend Light Rail Transit from Winchester Station to SR-85 (Vasona Junction)	Santa Clara	2. 2036-2050	\$555
125 VTA Fast Transit Implementation	Santa Clara	2. 2036-2050	\$300
126 VTA High Capacity Transit Corridors	Santa Clara	Various	\$500
127 VTA Implement El Camino Rapid Transit	Santa Clara	2. 2036-2050	\$25
128 VTA Light Rail Modernization and Grade Separation Diridon to North San Jose	Santa Clara	2. 2036-2050	\$8,500
129 VTA Measure B Frequent Core Bus Network - 15 minutes	Santa Clara	2. 2036-2050	\$660
130 VTA SR 85 Corridor Improvements - Measure B	Santa Clara	2. 2036-2050	\$350
131 VTA Stevens Creek Rail	Santa Clara	2. 2036-2050	\$2,830

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOES, Millions)
<i>Other Programmatic Investments to Enhance Local Transit Frequency, Capacity & Reliability</i>	Regional	Various	\$1,600
T11. Expand and Modernize the Regional Rail Network			
*** ACE Service Frequency Increase 8 Trains Per Day	Multi County	Various Phases	\$400
ACE/Capitol Corridor Capital Projects to Enhance Rail Service to Santa Clara (e.g. Alviso Wetlands)	Santa Clara	1. 2021-2035	\$200
BART Bay Fair Connection	Alameda	1. 2021-2035	\$235
BART Irvington Station	Alameda	1. 2021-2035	\$230
BART Rail Vehicle Expansion Procurement Phase 3	Multi County	1. 2021-2035	\$630
BART Service to Silicon Valley Phase II	Santa Clara	1. 2021-2035	\$10,100
BART System Expansion & Capacity Improvements	Multi County	Various	\$8,010
BART Transit Operations Facility	Multi County	Various	\$135
Caltrain Downtown Extension	San Francisco	1. 2021-2035	\$3,940
Caltrain Electricification	Multi County	1. 2021-2035	\$1,980
Caltrain Enhanced Frequency 8 Trains Per Hour	Multi County	2. 2036-2050	\$2,840
Caltrain Grade Separations	Multi County	Various	\$5,760
Capitol Corridor South Bay Connect	Alameda	1. 2021-2035	\$265
Diridon Station Improvements	Santa Clara	2. 2036-2050	\$3,250
Dumbarton Rail Group Rapid Transit	Multi County	2. 2036-2050	\$3,840
Ferry Service Antioch, Martinez & Hercules to San Francisco	Contra Costa	1. 2021-2035	\$110
GGBHTD Ferry Service Enhancements	Multi County	1. 2021-2035	\$485
High Speed Rail Millbrae SFO Station	San Mateo	1. 2021-2035	\$40
Millbrae SFO Guideway Improvement	San Mateo	1. 2021-2035	\$175
Mineta San Jose International Airport Connector Automated People Mover	Santa Clara	2. 2036-2050	\$500
Regional Hovercraft Pilot Project	San Mateo	1. 2021-2035	\$165
SMART Extension to Windsor	Sonoma	1. 2021-2035	\$142
Transbay Rail New San Francisco-Oakland Crossing	Multi County	2. 2036-2050	\$28,800
Valley Link New Bay Area Service	Alameda	1. 2021-2035	\$2,910
WETA Berkeley-San Francisco Ferry	Multi County	1. 2021-2035	\$300
WETA Existing Ferry Service Enhancement	Multi County	1. 2021-2035	\$1,480
WETA Mission Bay-East & North Bay Ferry	Multi County	1. 2021-2035	\$270
WETA Redwood City-San Francisco-Oakland Ferry	Multi County	1. 2021-2035	\$470
<i>Other Programmatic Investments to Expand & Modernize the Regional Rail Network</i>	Regional	Various	\$750
T12. Build an Integrated Regional Express Lane and Express Bus Network			
AC Transit Transbay Service Increase Phase 1	Multi County	Various Phases	\$230
GGBHTD Bus Service Enhancements	Multi County	1. 2021-2035	\$395
I-80 Express Bus Service Improvements Phase 1	Contra Costa	1. 2021-2035	\$280
I-80 Express Lanes Implementation	Alameda	Various Phases	\$220
I-80 Express Lanes Implementation	Solano	Various Phases	\$570
I-280 Express Lanes Implementation	Santa Clara	2. 2036-2050	\$130
I-580 Express Lanes Implementation	Alameda	1. 2021-2035	\$255
I-680 Express Bus Service and Transit Improvements	Contra Costa	1. 2021-2035	\$230
I-680 Express Bus Service to Silicon Valley	Alameda	1. 2021-2035	\$170
I-680 Express Lanes Implementation	Alameda	Various Phases	\$675
I-680 Express Lanes Implementation	Contra Costa	1. 2021-2035	\$560
I-680 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$50
I-880 Express Lanes Implementation	Alameda	Various Phases	\$395
I-880 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$70
NVTA Express Bus Enhancements + Express Buses	Napa	1. 2021-2035	\$45
ReX Blue Line (Basic Express Bus from San Francisco to San Jose)	Multi County	1. 2021-2035	\$635
ReX Green Line (Premium Express Bus from Vallejo to SFO Airport)	Multi County	1. 2021-2035	\$1,220
ReX Red Line (Basic Express Bus from Oakland to Redwood City)	Multi County	1. 2021-2035	\$635
SamTrans New Regional Express Bus Routes	San Mateo	1. 2021-2035	\$480
SFMTA Express Bus Service on Express Lanes	San Francisco	1. 2021-2035	\$240
SR-4 Express Lanes Implementation	Contra Costa	1. 2021-2035	\$75
SR-84 Express Lanes Implementation	Alameda	2. 2036-2050	\$10
SR-85 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$230
SR-85/U.S. 101 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$50
SR-92 Express Lanes Implementation	Alameda	2. 2036-2050	\$15
SR-237 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$45
U.S. 101 Bus Service on Shoulder	Marin	1. 2021-2035	\$10
U.S. 101 Express Lanes Implementation	San Mateo	1. 2021-2035	\$405
U.S. 101 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$560
U.S. 101/I-280 Express Lanes Implementation	San Francisco	1. 2021-2035	\$210
Reduce Risks from Hazards (transportation projects only)			
EN1. Adapt to Sea Level Rise			
BART Climate Adaptation/Resiliency & Sustainability Program	Multi County	2. 2036-2050	\$360

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOES, Millions)	
193 I-580/US-101/SMART Sea Level Rise Resilience Project	Marin	1. 2021-2035	\$1,045	198
194 SR-37 Long-Term Project (e.g., Sea Level Rise Resilience)	Multi County	2. 2036-2050	\$5,120	199
195 SR-84 Sea Level Rise Resilience Project	Alameda	2. 2036-2050	\$230	200
196 SR-237/VTA Sea Level Rise Resilience Project	Santa Clara	1. 2021-2035	\$180	201
197 US-101 Peninsula Sea Level Rise Resilience Project	San Mateo	2. 2036-2050	\$280	202
198 I-880 Sea Level Rise Resilience Project	Alameda	1. 2021-2035	\$50	203
199				204
200 Reduce Climate Emissions (transportation projects only)				205
201 EN8. Expand Clean Vehicle Initiatives	Regional	Various	\$4,500	206
202 EN9. Expand Transportation Demand Management Strategies	Regional	Various	\$500	207

Notes:

- * Costs overlap with regional program to build a complete streets network.
 - ** Costs overlap with regional program to maintain existing transit capital assets.
 - *** Capital costs overlap with capital projects program to enhance rail service to Santa Clara.
- Other 'Programmatic Investments' will be listed as projects or organized into programmatic categories for final Plan adoption.
This transportation project list is contingent on the inclusion of revenues from a regional all-lane tolling strategy.

A BLUEPRINT FOR THE BAY AREA'S FUTURE



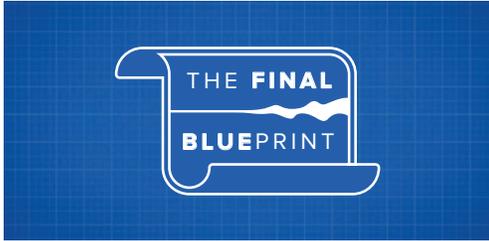
What is Plan Bay Area 2050?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the plan integrates strategies for transportation, housing, the environment and the economy.

What requirements must Plan Bay Area 2050 meet?

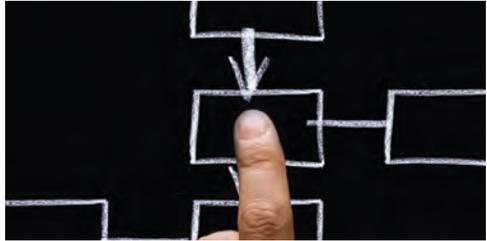
The plan must work to advance the Vision and Guiding Principles adopted by MTC and ABAG in 2019 — to ensure that the Bay Area in 2050 is more affordable, connected, diverse, healthy and vibrant for all. Furthermore, among many statutory requirements, the plan must meet or exceed a 19 percent per capita greenhouse gas (GHG) emissions reduction target for light-duty vehicles by 2035, while planning for sufficient housing at all income levels.

What is the Final Blueprint?



The Final Blueprint integrates 35 bold, equitable and resilient strategies—building upon the predecessor Horizon Initiative—to tackle the region’s transportation, housing, economic and environmental challenges.

What is a “strategy”?



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the plan given finite available revenues.

Who implements these strategies?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC and ABAG are being identified through a collaborative Implementation Plan process between fall 2020 and summer 2021. See inside to learn more about the Final Blueprint strategies.

Four Elements of Plan Bay Area 2050



TRANSPORTATION





HOUSING





ECONOMY





ENVIRONMENT





Key Milestones

SPRING

- Analyze Draft Blueprint Outcomes

SUMMER

- Convene Public and Stakeholder Workshops
- Revise Strategies for Final Blueprint

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Conduct Environmental Analysis
- Develop Implementation Plan



FINAL BLUEPRINT STRATEGIES



Transportation Strategies – Cost : \$579 Billion

Maintain and Optimize the Existing System

Restore, Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while restoring transit service frequencies to 2019 levels no later than 2035.

\$390
BILLION

Support Community-Led Transportation Enhancements in Communities of Concern. Provide direct funding to historically marginalized communities to fund locally identified transportation needs.

\$8
BILLION

Enable a Seamless Mobility Experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning, while requiring schedule coordination at timed transfer hubs.

\$3
BILLION

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

\$10
BILLION

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

\$1
BILLION

Improve Interchanges and Address Highway Bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short-to-medium-term congestion relief.

\$11
BILLION

Advance Other Regional Programs and Local Priorities. Fund regional programs like Clipper and 511, while supporting local transportation investments on arterials and local streets.

\$18
BILLION

Create Healthy and Safe Streets

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.

\$13
BILLION

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 20 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

\$4
BILLION

Build a Next-Generation Transit Network

Enhance Local Transit Frequency, Capacity and Reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.

\$31
BILLION

Expand and Modernize the Regional Rail Network. Better connect communities while increasing frequencies by advancing a New Transbay Rail Crossing, BART to Silicon Valley Phase 2, Valley Link and Caltrain/High-Speed Rail Grade Separations, among other projects.

\$81
BILLION

Build an Integrated Regional Express Lane and Express Bus Network. Complete the buildout of the Regional Express Lanes Network to provide uncongested freeway lanes for expanded express bus services, carpools and toll-paying solo drivers.

\$9
BILLION



Housing Strategies – Cost : \$468 Billion

<p>Protect and Preserve Affordable Housing</p>	<p>Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.</p>	<p>\$2 BILLION</p>
	<p>Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.</p>	<p>\$237 BILLION</p>
<p>Spur Housing Production at All Income Levels</p>	<p>Allow a Greater Mix of Housing Densities and Types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.</p>	<p>N/A</p>
	<p>Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.</p>	<p>\$219 BILLION</p>
	<p>Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.</p>	<p>N/A</p>
	<p>Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.</p>	<p>N/A</p>
<p>Create Inclusive Communities</p>	<p>Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.</p>	<p>\$10 BILLION</p>
	<p>Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.</p>	<p>N/A</p>



Economic Strategies – Cost : \$234 Billion

<p>Improve Economic Mobility</p>	<p>Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.</p>	<p>\$205 BILLION</p>
	<p>Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.</p>	<p>\$5 BILLION</p>
	<p>Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.</p>	<p>\$10 BILLION</p>
<p>Shift the Location of Jobs</p>	<p>Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.</p>	<p>N/A</p>
	<p>Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.</p>	<p>\$10 BILLION</p>
	<p>Retain and Invest in Key Industrial Lands. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.</p>	<p>\$4 BILLION</p>



Environmental Strategies – Cost : \$102 Billion

<p>Reduce Risks from Hazards</p>	<p>Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.</p>	<p>\$19 BILLION</p>
	<p>Provide Means-Based Financial Support to Retrofit Existing Residential Buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.</p>	<p>\$15 BILLION</p>
	<p>Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.</p>	<p>\$18 BILLION</p>
<p>Expand Access to Parks and Open Space</p>	<p>Maintain Urban Growth Boundaries. Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.</p>	<p>N/A</p>
	<p>Protect and Manage High-Value Conservation Lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas and wildland-urban interface lands.</p>	<p>\$15 BILLION</p>
	<p>Modernize and Expand Parks, Trails and Recreation Facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities and ages to enjoy.</p>	<p>\$30 BILLION</p>
<p>Reduce Climate Emissions</p>	<p>Expand Commute Trip Reduction Programs at Major Employers. Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of telecommuting, transit, walking, and/or bicycling.</p>	<p>N/A</p>
	<p>Expand Clean Vehicle Initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.</p>	<p>\$4 BILLION</p>
	<p>Expand Transportation Demand Management Initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.</p>	<p>\$1 BILLION</p>

ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Final Blueprint.



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.

CONNECTED



Service frequency increases in currently underserved PDAs and community-prioritized transportation improvements.

DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.

HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.

VIBRANT



Universal basic income to help enable greater economic mobility.



Stay Involved!

Visit planbayarea.org to stay informed on the Plan Bay Area 2050 process and learn about future opportunities to provide your input. You can also follow MTC BATA on social media.

PLAN BAY AREA 2050



Overview of Plan Bay Area 2050

*Highlights of the Long-Range Regional Plan &
Next Steps Toward Implementation*

Matt Maloney, MTC/ABAG — May 2021

Long-Range Planning... for a Better Bay Area

WHAT IS THE PLAN?

Plan Bay Area 2050 is the long-range plan charting a course for the nine-county San Francisco Bay Area, slated for adoption in fall 2021.

VISION & GUIDING PRINCIPLES

*Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*

FOUR ELEMENTS OF THE PLAN

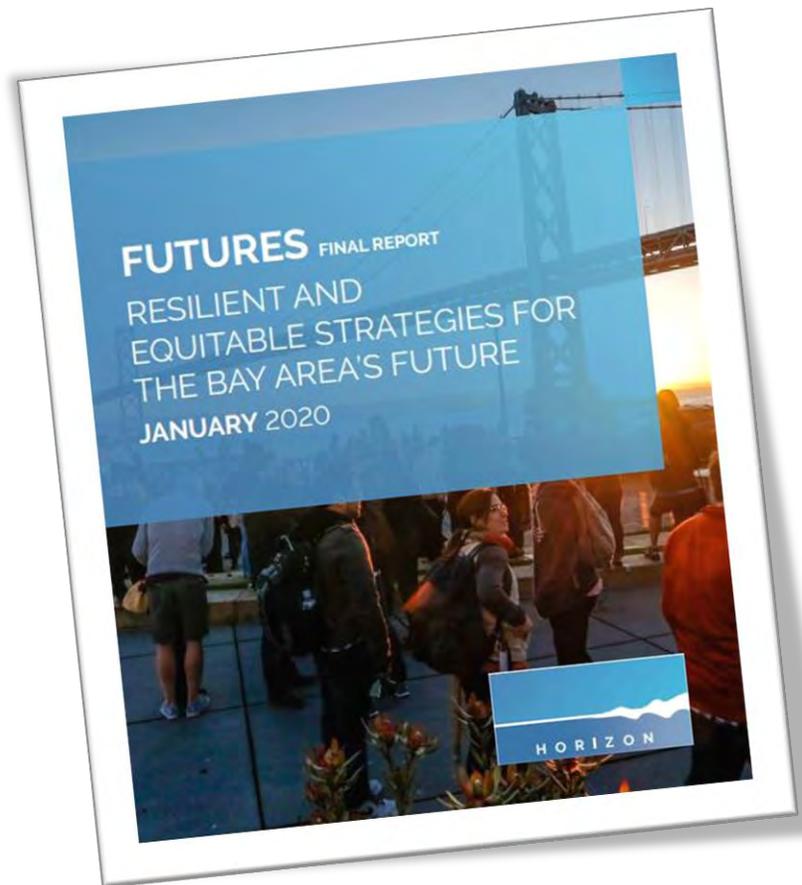


- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Long-Range Planning... for an Uncertain Future



Plan Bay Area 2050 built upon the foundation of the Horizon initiative, which generated new strategy ideas and stress-tested them against a broad range of economic, technological, environmental, and political forces.



Strategies prioritized based upon:



Long-Range Planning... Driven by Public Input



Engagement to Date by the Numbers

140+ public meetings featuring discussion of Horizon & Plan Bay Area 2050

140+ public events including in-person & virtual workshops, pop-up events, and focus groups

60+ stakeholder events including RAWG and REWG meetings, workshops, and webinars

220,000+ public and stakeholder comments received to date

19,000+ participants in planning process to date

Plan Bay Area 2050: Growth Geographies

 **1.4 million** *new households between 2015 and 2050*

 **1.4 million** *new jobs between 2015 and 2050*

Protect



Areas Outside Urban Growth Boundaries (including PCAs)



Unmitigated High Hazard Areas

Prioritize



Priority Development Areas (PDAs)



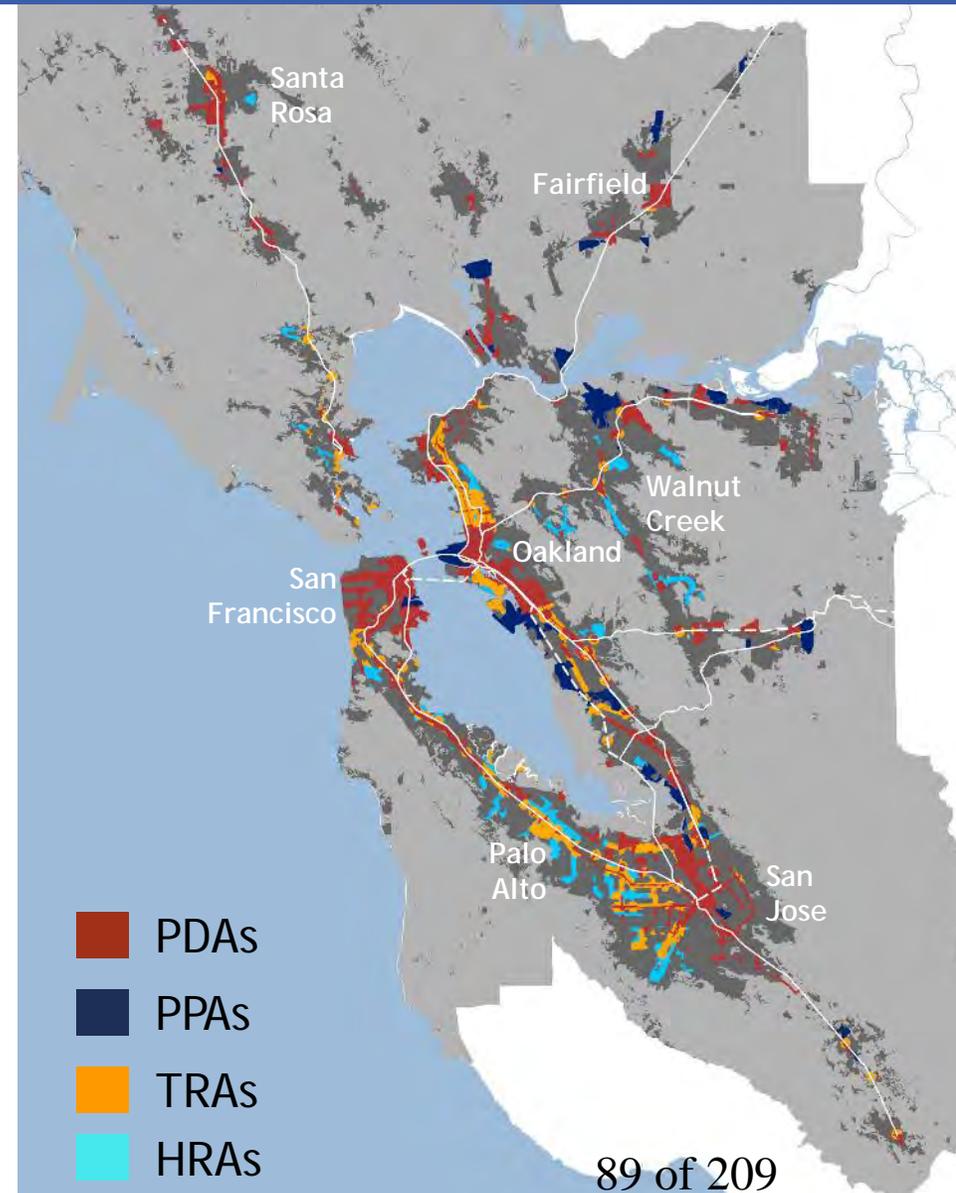
Priority Production Areas (PPAs)



Transit-Rich Areas (TRAs)



High-Resource Areas (HRAs)



89 of 209

Note: some High-Resource Areas are also Transit-Rich Areas

Plan Bay Area 2050: 11 Themes, 35 Bold Strategies

Item 7 - Attachment C

Plan Bay Area 2050 Preferred Alternative Strategies



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



Reduce Climate Emissions

Housing Strategies – Cost: \$468 Billion		
Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	Preserve Existing Affordable Housing. Acquire homes currently affordable to low and middle income residents for preservation as permanently affordable and affordable housing.	\$237 BILLION
Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.	N/A
	Build Adequate Affordable Housing to Ensure Homes for All. Construct enough additional affordable homes necessary to fill the existing gap in housing for the unmet community need and to meet the needs of low-income households.	\$219 BILLION
	Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 3 units or more to be affordable to low-income households.	N/A
	Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.	N/A
Create Inclusive Communities	Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	\$10 BILLION
	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit organizations to accelerate development of mixed-income affordable housing.	N/A
Economic Strategies – Cost: \$234 Billion		
Improve Economic Mobility	Implement a Statewide Universal Basic Income. Provide an average \$200 per month payment for all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
	Expand Job Training and Incubator Programs. Fund assistance programs for establishing and expanding small businesses, as well as job training programs, primarily in historically disadvantaged communities.	\$5 BILLION
	Invest in High-Speed Internet in Underserved Low-Income Communities. Provide broadband services and investment public infrastructure to ensure all communities have affordable access to high-speed internet.	\$10 BILLION
Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.	N/A
	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide incentives to employers to shift jobs to housing-rich areas near regional rail stations.	\$10 BILLION
	Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, unless funding key infrastructure improvements in these areas.	\$4 BILLION

Learn more about each of the 35 adopted strategies at planbayarea.org.

Bold Strategies for a More Affordable Bay Area



Reduce the region's extreme cost of living by enabling over a million new homes near public transit

Strategies include:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Transform Aging Malls and Office Parks into Neighborhoods
- Maintain Urban Growth Boundaries



Produce and preserve much-needed affordable housing through public, non-profit, and private sector action

Strategies include:

- Preserve Existing Affordable Housing
- Build Adequate Affordable Housing to Ensure Homes for All
- Integrate Affordable Housing into All Major Housing Projects



Provide robust discounts for low-income residents both for tolls and transit fares

Strategies include:

- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

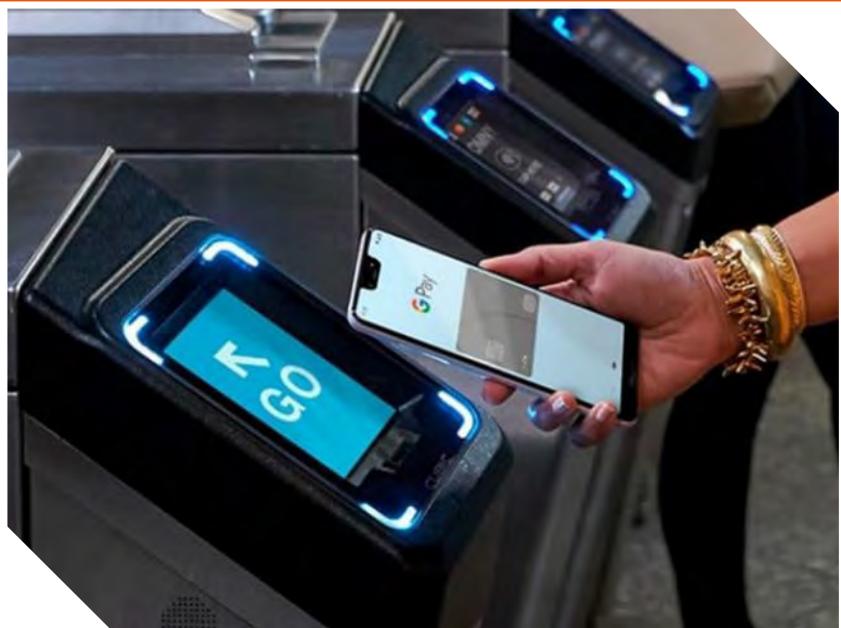
Bold Strategies for a More Connected Bay Area



Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals

Strategies include:

- Operate and Maintain the Existing System
- Enhance Local Transit Frequency, Capacity, and Reliability
- Expand and Modernize the Regional Rail Network



Standardize transit fares across the region and advance seamless mobility through schedule coordination

Strategies include:

- Reform Regional Fare Policy
- Enable a Seamless Mobility Experience



Permanently reduce traffic congestion through a proven approach of pricing select corridors

Strategies include:

- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives
- Build an Integrated Regional Express Lane and Express Bus Network

Bold Strategies for a More Diverse Bay Area



Protect renters from being displaced to the region's periphery and beyond

Strategies include:

- Further Strengthen Renter Protections Beyond State Legislation
- Preserve Existing Affordable Housing
- Support Community-Led Transportation Enhancements



Tackle racial inequities by enabling more housing in historically-exclusionary places

Strategies include:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Build Adequate Affordable Housing
- Accelerate Reuse of Public and Community-Owned Land



Reduce income inequality through new universal basic income and mortgage assistance programs

Strategies include:

- Implement a Statewide Universal Basic Income
- Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities

Bold Strategies for a Healthier Bay Area

Item 7 - Attachment C



Strive to eliminate traffic deaths by making streets safer for all roadway users

Strategies include:

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Build a Complete Streets Network



Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage

Strategies include:

- Adapt to Sea Level Rise
- Provide Means-Based Financial Support to Retrofit Existing Residential Buildings



Tackle climate change by electrifying vehicles & buildings and reducing auto trips

Strategies include:

- Expand Clean Vehicle Initiatives
- Fund Energy Upgrades to Enable Carbon Neutrality in Existing Buildings
- Expand Transportation Demand Management Initiatives
- Expand Commute Trip Reduction Programs at Major Employers

Bold Strategies for a More Vibrant Bay Area



Encourage more job growth in housing-rich areas through financial incentives and streamlining

Strategies include:

- Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit
- Allow Greater Commercial Densities in Growth Geographies



Preserve critical industrial lands and work to catalyze job growth in these locations

Strategies include:

- Retain Key Industrial Lands through Establishment of Priority Production Areas
- Expand Job Training and Incubator Programs



Ensure all communities have access to high-speed internet to fully participate in the digital economy

Strategies include:

- Invest in High-Speed Internet in Underserved Low-Income Communities

Strategy T6

Improve Interchanges and Address Highway Bottlenecks

- This strategy includes improvements to the I-580/US-101 interchange in San Rafael, as well as interim improvements to the SR-37 corridor that would provide short- to medium-term congestion relief.

Strategy T11

Expand and Modernize the Regional Rail Network

- While the buildout of the SMART commuter rail line is now complete in Marin County, this strategy includes ferry frequency boosts to provide better connections between regional rail hubs in Larkspur and San Francisco.

Strategy H4

Build Adequate Affordable Housing to Ensure Homes for All

- As one of the most income-stratified counties in the Bay Area, this strategy would help Marin County become more inclusive by creating deed-restricted units for nearly 10,000 low-income renter households.

Strategy EC1

Implement a Statewide Universal Basic Income

- By providing a \$500 per month universal basic income, this strategy could help lift up nearly 20,000 Marin County households currently making less than \$45,000 per year.

Strategy EN1

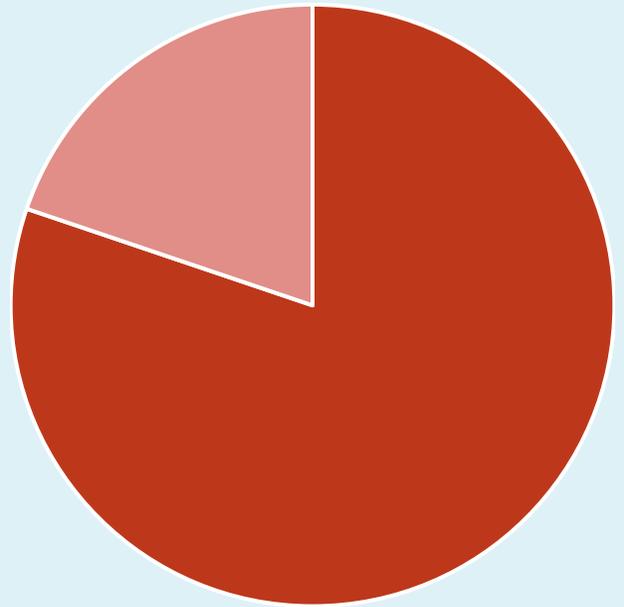
Adapt to Sea Level Rise

- With many of the region's most at-risk communities to two feet of sea level rise, this strategy includes critical protections along the shorelines of San Rafael, Corte Madera, Marin City, and Tiburon, among others - including much-needed wetland restoration efforts.

Plan Bay Area 2050: Revenues & Expenditures

Transportation Element

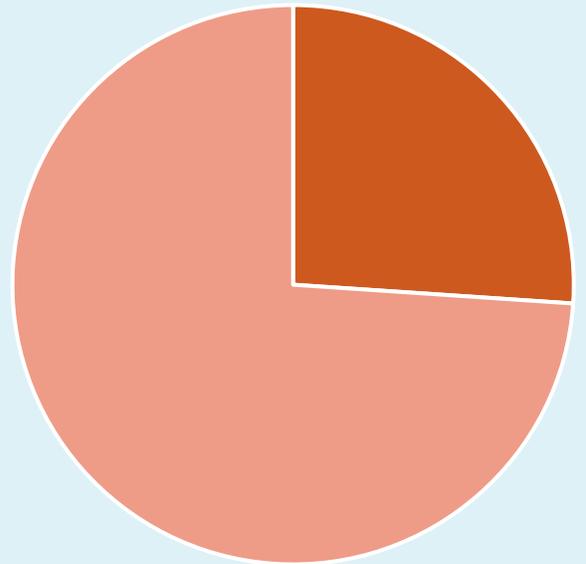
\$466 billion in existing funding
\$113 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

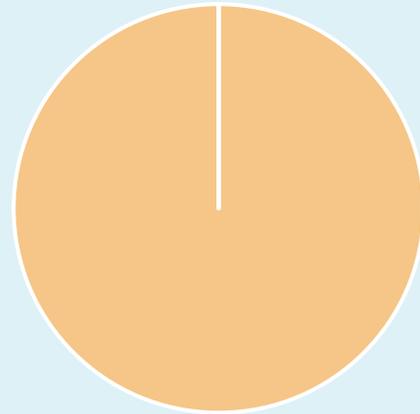
\$122 billion in existing funding
\$346 billion in new revenues



■ Existing Revenues ■ New Revenues

Economy Element

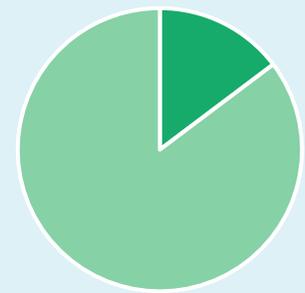
N/A in existing funding
\$234 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$15 billion in existing funding
\$87 billion in new revenues



■ Existing Revenues ■ New Revenues

Note: \$12 billion in existing transportation funding is shown in Environment Element for climate & sea level rise strategies.

Note: new housing revenues could come from a mix of federal, state, regional, or local sources.

Note: as Needs & Revenue data is unavailable for economic development, existing funding is underrepresented.

Note: as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.

Forecasting the Future: Housing & Jobs Growth Item 7 - Attachment C

Housing Growth: 2015 to 2050

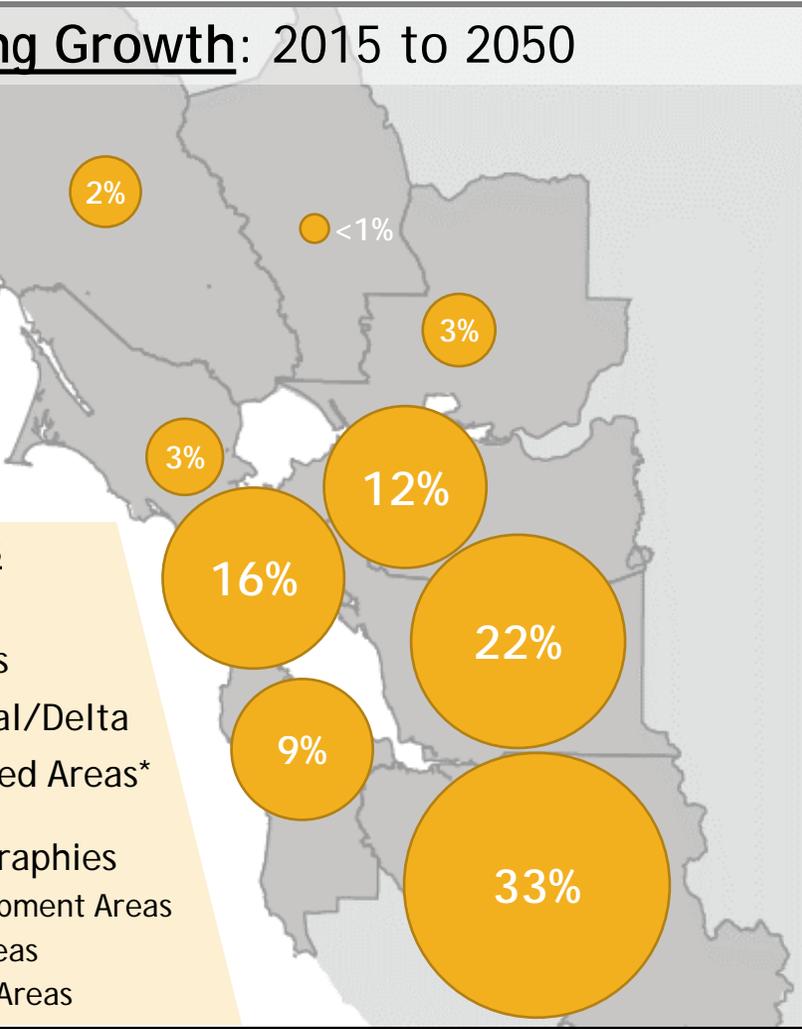
MAP LEGEND

X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

- 43%** in Big 3 Cities
- 34%** in Bayside Cities
- 18%** in Inland/Coastal/Delta
- 5%** in Unincorporated Areas*

- 85%** in Growth Geographies
- 72%** in Priority Development Areas
- 82%** in Transit-Rich Areas
- 28%** in High-Resource Areas



Job Growth: 2015 to 2050

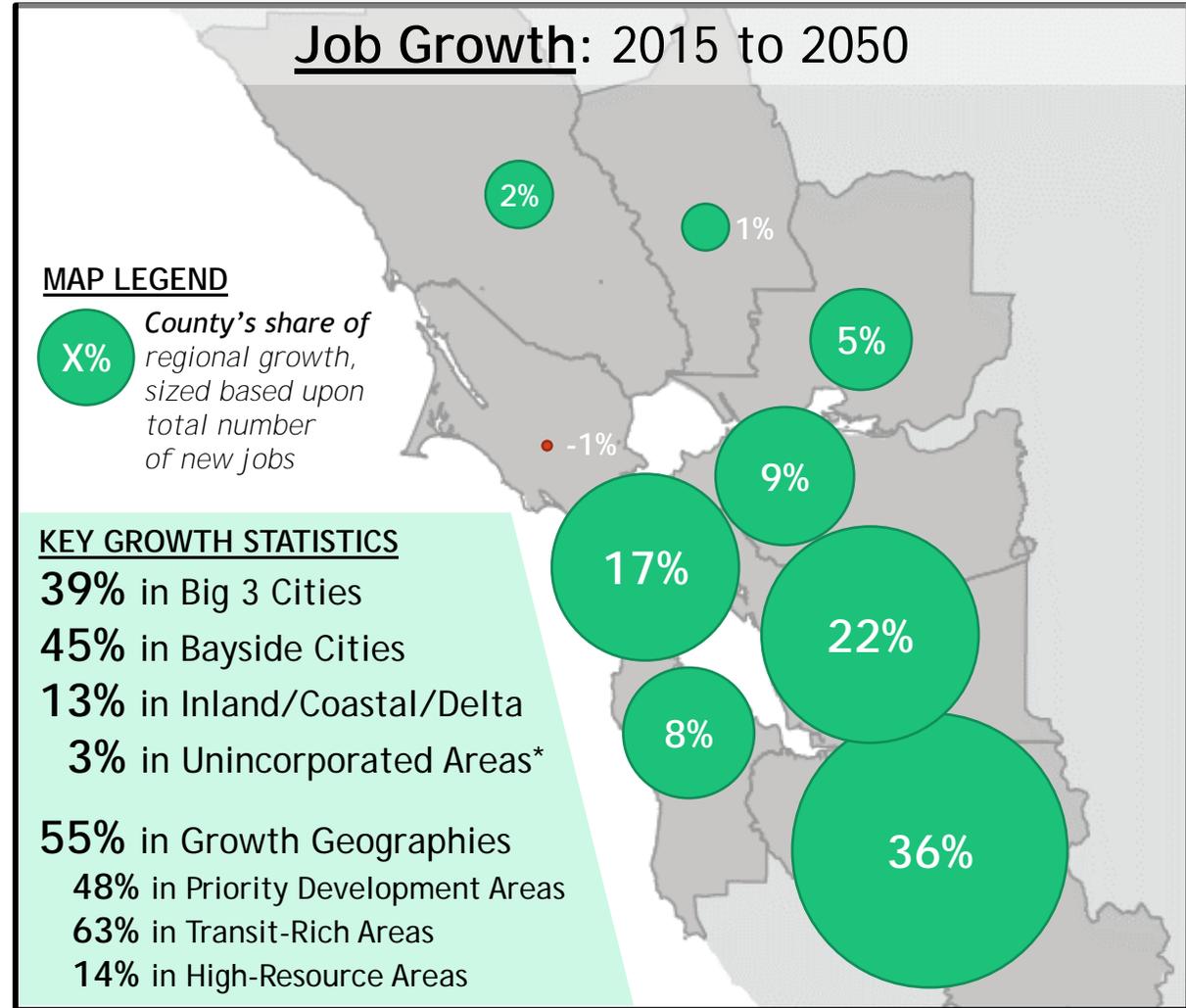
MAP LEGEND

X% County's share of regional growth, sized based upon total number of new jobs

KEY GROWTH STATISTICS

- 39%** in Big 3 Cities
- 45%** in Bayside Cities
- 13%** in Inland/Coastal/Delta
- 3%** in Unincorporated Areas*

- 55%** in Growth Geographies
- 48%** in Priority Development Areas
- 63%** in Transit-Rich Areas
- 14%** in High-Resource Areas



* All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4).

For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.

Totals do not always sum to 100% due to rounding.

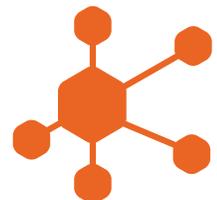
Forecasting the Future: Projected Outcomes

AFFORDABLE



Plan would reduce housing & transportation cost burden by 13 percentage points, with even greater improvements for low-income households

CONNECTED



Plan would improve access to frequent transit and to safe bicycle & pedestrian facilities, enabling nearly 20 percent of workers to shift away from commuting by auto

DIVERSE



Plan would provide more affordable housing in historically-exclusionary jurisdictions, while helping at least 10 percent of the region's low-income residents to buy their first home

HEALTHY



Plan would meet the state-mandated greenhouse gas reduction target, while concurrently protecting nearly all homes from sea level rise impacts through 2050

VIBRANT



Plan would improve jobs-housing balance in counties throughout the Bay Area, yielding shorter commutes for all workers

Advancing Toward Implementation: Overview

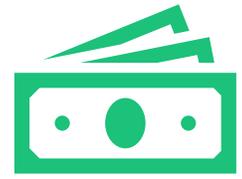
Plan Bay Area 2050
30-year strategies

Implementation Plan
5-year near-term actions

The near-term Implementation Plan for Plan Bay Area 2050 is exploring the success factors for each of the 35 strategies, the role for MTC/ABAG, and specific MTC/ABAG implementation actions.



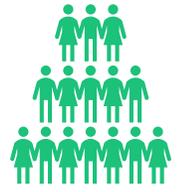
Authority



Financial Resources



Technical Capacity



Public & Political Support



Lead



Partner

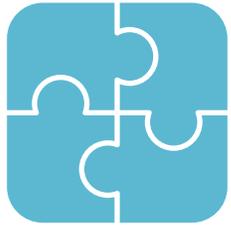


Support

Moving into summer 2021, MTC/ABAG will pivot to the **partnership phase of the Implementation Plan**, identifying existing initiatives and roles for partner organizations to ensure the success of Plan Bay Area 2050.

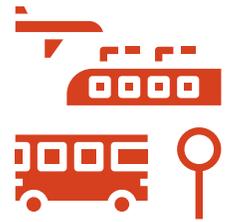
Advancing Toward Implementation: Initial Actions

The initial actions identified in the Draft Implementation Plan focus on near-term actions - through 2025 - that MTC and ABAG can prioritize to advance Plan implementation, which will be augmented by commitments from partners this summer and fall. **Select implementation actions identified to-date are shown below and on the following slide:**



Cross-Cutting

- **Seek new revenues to support identified needs**, from a next-generation transit network to a suite of sea level rise protections to affordable housing production & preservation
- **Continue and seek greater strategic alignment** between a broad range of existing MTC/ABAG programs, including Express Lanes, FasTrak START, Clipper START, Regional Housing Technical Assistance, and Regional Trails, among others



Transportation

- **Implement the recommendations** of the Blue Ribbon Transit Recovery Task Force, the Fare Integration Task Force, and the Regional Active Transportation Plan
- **Complete & advance the TOD Policy Update** to ensure land use supports transit investments
- **Lead the next-generations freeways study** to further explore pricing and complementary strategies through deep engagement with partners, stakeholders, and the public

Advancing Toward Implementation: Initial Actions



Housing

- Provide financial resources and technical assistance through the Regional Housing Technical Assistance and PDA Planning Program
- Launch and deliver a suite of pilot projects to equitably advance the “3 P’s” of housing: protection, preservation, and production
- Partner with local jurisdictions to study and accelerate mall & office park redevelopment



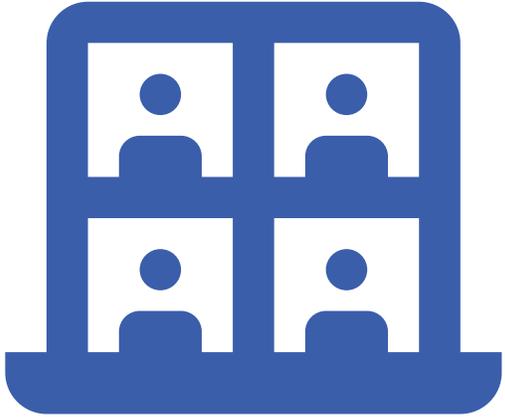
Economy

- Evaluate funding sources and develop a pilot Priority Production Area (PPA) Planning and Technical Assistance program, with a goal of supporting up to five PPAs by 2025
- Engage with local partners on economic recovery as part of the Regional Government Partnership for Local Economic Rebound initiative



Environment

- Explore legislative reforms to establish clear roles for sea level rise adaptation
- Restructure MTC Climate Initiatives program and operational travel demand management (TDM) programs to ensure they can effectively scale over the next five years
- Evaluate feasibility of expanding the scope and mission of BayREN to develop a broader range of program offerings that support building retrofits and water & energy upgrades



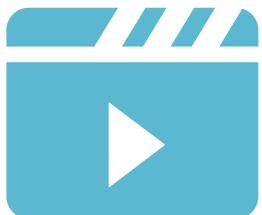
Virtual Public Workshops

- June 14 at 5 PM – East Bay Focus (*Alameda & Contra Costa Counties*)
- June 30 at 12 PM – North Bay Focus (*Marin, Napa, Solano & Sonoma Counties*)
- June 17 at 12 PM – South Bay Focus (*Santa Clara County*)
- June 28 at 5 PM – West Bay Focus (*San Francisco & San Mateo Counties*)

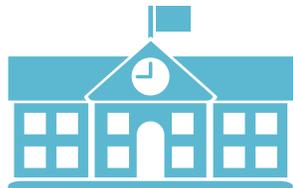


Virtual Public Hearings

- June 11 at 9:30 AM (Draft Plan Document) & directly after (EIR)
- June 22 at 5:30 PM (Draft Plan Document) & 6:30 PM (EIR)
- July 7 at 1:30 PM (Draft Plan Document) & 2:30 PM (EIR)



Overview Videos
& Web Resources



Youth Events &
Video Challenge



Virtual Tribal
Summit

What's Next: Upcoming Public Comment Period

Item 7 - Attachment C



Draft Plan Bay Area 2050 is slated for public release by early June and will include:

- Draft Plan Document + Implementation Plan
- Draft Supplemental Reports
- Draft Environmental Impact Report

The public comment period will continue through July 20th - for more information on how to submit comments, go to planbayarea.org.



DATE: May 27, 2021

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 2021 State Legislative Bills (Action), Agenda Item No. 8

RECOMMENDATION

Staff recommends that the TAM Board adopts positions on seven new legislative bills, shown in Attachment B; additionally, staff has included a letter, shown in Attachment A, that was delivered to the California State Transportation Agency (CalSTA) Secretary David Kim.

On May 10, 2021, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed a proposed letter to CalSTA Secretary David Kim, provided recommended changes, and authorized staff to incorporate changes in a final letter to be delivered by the deadline of May 18, 2021. Attachment A is the signed letter delivered to CalSTA Secretary David Kim. The FP&L Executive Committee also reviewed and recommended adopting positions on seven new legislative bills as shown in Attachment B.

BACKGROUND

The 2021 Legislative Session is the first 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. The deadline to introduce legislative bills for the 2021 State Legislative Session was February 19, 2021. September 10, 2021 is the last day for the Legislature to pass bills and October 10, 2021 is the last day for the Governor to sign or veto bills. Bills passed in 2021 will take effect on January 1, 2022.

In January 2021, TAM adopted a Legislative Platform in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies such as the Metropolitan Transportation Commission (MTC) and the Self-Help Counties Coalition (SHCC). Staff and Khouri Consulting, TAM's Legislative Consultant, use the platform to determine pertinent legislative bills to bring forth to the TAM Board for review during the 2021 Legislative Session.

In additions to state legislative bills, staff has periodically presented pertinent proposed regional and state policies and propositions for discussions. When appropriate, staff has also proposed comment letters to convey TAM's positions on these policies and propositions. Staff believes that the Governor's proposed Climate Action Plan for Transportation Infrastructure (CAPTI) warrants TAM to express comments and concerns to CalSTA.

DISCUSSION

Climate Action Plan for Transportation Infrastructure (CAPTI)

In March 2021, staff presented a discussion item on CAPTI introduced by the Governor's Office of Planning and Research (OPR) and CalSTA in October 2020, CAPTI intends to align State infrastructure investments with State climate, health, and social equity goals. CAPTI hopes to leverage state transportation spending to help meet state climate goals by:

- aligning planning and programming with objectives of California Climate Change Scoping Plan;
- reducing vehicle miles traveled (VMT) by directing investments in a way that support infill development, especially housing near jobs;
- reducing congestion through innovative strategies that encourage people to shift from cars to other modes of travel;
- funding infrastructure that encourages transit use, walking, and biking; and
- mitigating for any increases in transportation costs incurred on lower income residents.

More specifically, CAPTI proposes a suite of changes that are focused on rail and transit networks, bicycle and pedestrian infrastructure, zero-emission vehicle (ZEV) infrastructure, passenger vehicle travel reduction, compact infill development, among others. While many of these concepts have been advocated by many over the years, CAPTI is a comprehensive approach that will invest billions of discretionary State transportation dollars annually to address climate change.

Milestones for CAPTI include:

- Public Workshop: March 18, 2021
- Full Draft Plan Release & Start of Public Comment Period: March 20, 2021
- CTC Meeting Presentation on Draft Plan: March 24, 2021
- CTC-CARB-HCD Joint Meeting Presentation on Draft Plan: April 8, 2021
- Public Comment Period Closes: **May 18, 2021** (extended from April 16, 2021)
- Final CAPTI Release: June 2021
- Submittal of Plan to Governor and Legislature by July 15, 2021

In March 2021, staff commented that the general principles of CAPTI are supportable, but concerns remain with County Transportation Agencies (CTAs) on how the State will implement CAPTI and its impacts on future State funding. Particularly, some CTAs are concerned that state funding that has been anticipated and planned for many years in coordination with local funding on state-local collaborative projects may be deemed to be inconsistent with the CAPTI framework and could be in jeopardy.

Concerns have also arisen regarding the Senate Bill 1 (SB1) Program approved by voters that provided funds to annual local street and road maintenance projects to every county and to the State Highway Operation and Protection Program (SHOPP) that Caltrans uses on critical maintenance projects statewide. CTAs have voiced concerns at various workshops that funding for these programs could be diverted for other purposes deemed consistent to CAPTI.

Furthermore, many CTAs have expressed that California is a diverse state with dense urban cities to rural agricultural communities that cannot be shoehorned into a one size fits all model. CTAs have voiced these and other concerns to the Governor's office, urging a more flexible model to account for the State's diversity.

When CAPTI was discussed with the TAM Board in March, staff intended on joining the SHCC in penning a comment letter on CAPTI. However, SHCC could not develop a consensus among its members on CAPTI so a letter from SHCC did not materialize. When a SHCC letter was not available, staff drafted its own letter for the FP&L Executive Committee’s consideration on May 10, 2021. SHCC eventually penned a letter, dated May 17, 2021, after the FP&L Executive Committee authorized staff to deliver the comment letter as shown in Attachment A.

State Legislative Bills

In March 2021, the TAM Board reviewed and adopted positions on the initial set of 19 state bills and one federal bill, shown in Attachment B. These bills are being monitored by staff and Gus Khouri, TAM’s Legislative Consultant.

Attachment B also contains seven (7) new state bills with recommended positions for the TAM Board’s consideration. Of the seven new bills listed in Attachment B, staff is recommending the positions as listed in the below table:

Position	# of Bills	Previously Reviewed Bills	New Bills
Support	9	AB 43, AB 117, AB 361, SB 551, HR 1019	AB 14, AB 745, SB 4
Watch	17	AB 11, AB 34, AB 41, AB 51, AB 67, AB 72, AB 786, AB 1049, AB 1069, AB 1499, SB 261, SB 339, SB 542, SB 643	AB 339, AB 629, AB 955, SB 674
Oppose unless amended	1	SB 771	
Total	27	20	7

Of the previously reviewed bills, staff is recommending changing positions for AB 117 and SB 542.

- AB 117 would establish an incentive program for purchasing electric bicycles. Staff originally recommended a watch position for AB 117, but the bill has been amended to prioritize incentives for low-income households. The recommended position has been changed from watch to support.
- SB 542 would repeal the vehicle license fee (VLF) of \$100 for zero emission motor vehicles with a model year of 2020 or later. Staff originally recommended an oppose position for SB 542 because it would have impacted the state funding made available through SB 1 Programs, which TAM applies for and has benefitted from. SB 542 has since been amended to only provide a discount for the VLF for medium or heavy duty zero-emission trucks. Since the VLF does not impact transportation funding, staff is proposing to change the recommended position from oppose to watch.

The TAM Board in March also supported a federal bill that proposes federal tax credit for purchasing electric bicycles, also known as the E-Bike Act. The federal bill did not have a designated bill number at the time. HR 1019 has since been assigned to the E-Bike Act.

Of the new bills on the matrix, staff is recommending a support position for three bills.

- AB 14 and SB 4 have emerged as the main broadband bills and staff is recommending a support position for both bills.
- AB 745 provides vouchers for zero-emission vehicles to low-income households. A support position for AB 745 would be consistent with TAM’s Legislative Platform.

AB 339 is the main Brown Act bill that governs teleconferenced and internet-based meetings. CSAC and the League of Cities oppose AB 339 because it still requires in-person meetings for testimony and translation services. Staff originally recommended a “support if amended” position on the point opposed by CSAC and the League of Cities but the FP&L Executive Committee changed the recommended position to “watch” during its deliberation on May 10, 2021.

Letters of support or opposition may 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.

Additional bills may be added to the chart in the coming months as they become relevant to TAM or Marin. Staff will also add bills that are requested by TAM Commissioners for discussion or action.

Mr. Khouri will be in attendance at the May 27th TAM Board meeting to discuss CAPTI, the May Revise to the FY 21/22 State Budget, and the proposed legislative bills. Mr. Khouri has provided a report (Attachment C) that summarizes the May Revise to the FY 21/22 State Budget.

FISCAL IMPACTS

There are no immediate fiscal impacts on TAM from the issued comment letter on the draft CAPTI framework or by taking positions on these bills.

NEXT STEPS

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

ATTACHMENTS

Attachment A: Letter Delivered to Secretary David Kim, CalSTA, on CAPTI

Attachment B: TAM Bill Matrix – May 2021

Attachment C: Khouri Consulting Report on State Legislative Update – May Revise to the Governor’s FY2021/22 Budget



May 18, 2021

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Sausalito
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Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

Mr. David S. Kim
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Transportation Authority of Marin (TAM) Considerations on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI)

Dear Secretary Kim:

Thank you for the opportunity to comment on the Draft CAPTI framework. We understand and appreciate Governor Newsom’s goal to reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) and encourage additional investments in public transportation and active transportation projects. CAPTI serves as an important strategy to work collectively on those efforts. While TAM is in strong support of addressing climate change and appreciates your leadership on this issue, success will require creative, flexible, and pragmatic solutions to account for the unique opportunities and challenges that face each region.

Background

In 2018, almost 77% of Marin voters approved Measure AA, a ½ cent, 30-year local sales tax measure that makes multimodal improvements throughout the county, including some that are on and near the state highway system, which is a state-owned asset. These measures require comprehensive public engagement, contain diverse investments in multi-modal options, and ultimately require a 2/3 vote for passage.

It is worth noting that TAM’s voter-approved ½-cent transportation sales tax measure dedicates 55% of its funding annually to transit operations and another approximately 15% to active and alternative transportation modes. In addition, TAM is one of the few county transportation agencies with a dedicated source of funding for an alternative fuels program, and we have provided funding to support the installation of over 300 electric chargers in the County.

The sales tax measure and other locally approved measures such as Regional Measure 3 also include improvements that are aimed at improving safety, efficiency, and access on or near the state highway system. For example, Highway 101 is the County’s “main street” and serves as the main arterial for the North Bay and beyond. TAM’s local measure includes a number of projects to enhance access and throughput on Highway 101 to help move people on and across the highway in a safe manner. Another example is State Route 37, where currently no transit services exist; in order to add efficient bus service that provides a travel time savings to users, it would be necessary to add an HOV lane to the corridor – adding capacity but doing so in order to develop a robust transit network. In both cases, a local agency like TAM, with locally committed funding, relies on partnership with the State to deliver improvements on the state highway system.

This two-pronged approach is woven into the expenditure plan – continuing to improve the current system, while simultaneously working toward reducing GHG emissions.

Our suggestions are as follows:

1. Support the Will of the Voters to Complete Projects and Maximize Investments

Our agency has made a commitment to the voters and our public to deliver the investments that our expenditure plan promised. A key part of keeping our promises is to secure state matching funds (as well as implementation support) since each county does not generate enough in local sales tax revenues to make up for the disproportionate cost of delivering projects. This funding gap makes continued access to state funding for a multi-modal range of projects imperative.

Our request is to maintain the state and local partnership and maximize the return on previous investments by allowing for local sales tax measures to continue leveraging state dollars to deliver regionally significant highway capacity projects, particularly if a project includes a safety or multi-modal component, such as making active or public transit more accessible, efficient, and reliable.

2. Allow Flexibility in State Funding Programs to Address Safety, Goods Movement and Mobility Needs

State funding programs should provide flexibility to regions so that they can address all modes efficiently to maximize safety, mobility, goods movement, and throughput in order to expedite the response to climate change, especially on the state highway system. We request that CAPTI recognizes small urban/rural areas that still need to plan, fund, and deliver projects on the state highway system that addresses safety and congestion along lifeline routes such as Highways 37 and 101.

Rather than prioritizing non-capacity inducing projects on the state highway system, we suggest that state funding programs, particularly the SB 1 competitive programs – Local Partnership Program, Solutions for Congested Corridors, and Trade Corridor Enhancement Program – provide greater flexibility to address all modes, such as more funding for regional transit networks, grade separations, passenger rail, or active transportation projects.

3. Support Additional Strategies that Reduce Greenhouse Gas Emissions

We are supportive of the Governor's direction through N-79-20, and the proposed \$2.3 billion in the FY 2021-22 State Budget, to invest more into zero-emission infrastructure. Our suggestions are to expand electric vehicle use; expand grants, rebates or incentives for individuals and agencies to convert to electric vehicles including buses; expand funding and remove regulatory hurdles for installation of charging facilities and provide necessary utility infrastructure to support this shift; and enhance broadband capacity. In particular we ask that low-income residents in the Bay Area be considered a priority for rebates for zero-emission vehicle (ZEV) purchases and charging infrastructure as a critical opportunity to help the region realize its air quality and mobility goals.

The pandemic's crash course in teleworking has proven it to be effective at reducing travel while maintaining the productivity needs of employers and employees in many industries. Therefore, we further request that CalSTA includes in its strategies expanded investment in broadband, particularly in underserved areas, to support enhanced telecommuting, and state support for local implementation of transportation demand management strategies, vanpools and park-and-ride lots, and VMT-mitigation credits, which may expedite addressing climate change.

Letter to D. S. Kim, CalSTA Secretary
May 18, 2021

Page 3 of 3

In conclusion, TAM is an eager partner in taking action to combat climate change and deliver more multi-modal options, and, at the same time, we ask that state investments be responsive to local, voter-approved plans that reflect the unique needs and characteristics of each region. We look forward to partnering with you and the appropriate state agencies to develop pragmatic solutions and to deliver local and state priorities.

Sincerely,



Anne Richman
Executive Director

cc: The Honorable Marc Levine, Assembly Member, 10th District
The Honorable Mike McGuire, Senator, 2nd District
Hilary Norton, Chair, California Transportation Commission
Mitch Weiss, Executive Director, California Transportation Commission
Toks Omishakin, Director, Caltrans
Darwin Moosavi, Deputy Secretary, California State Transportation Agency

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TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
AB 11 (Ward) Climate Change: Regional Climate Change Authorities	1/25/21 Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	Watch MTC: None CSAC: None League: None
<u>AB 14 (Aguiar-Curry)</u> <u>Communications: broadband services: California Advanced Services Fund</u>	<u>4/15/20</u> <u>Assembly Local Government</u>	<u>This bill would authorize the board of supervisors of a county to acquire, construct, improve, maintain, or operate broadband internet access service, and any other communications service necessary to obtain federal or state support for the acquisition, construction, improvement, maintenance, or operation of broadband internet access service.</u>	<u>Support</u> MTC: None CSAC: <u>Support</u> League: <u>Support</u>
AB 34 (Murasutchi) Communications: Broadband for All Act of 2022	4/22/20 <u>Assembly Appropriations</u>	This is a spot bill for <u>would enact</u> the Broadband for All Act of 2022, to <u>to</u> place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of <u>\$10 billion in</u> state general obligation bonds to fund increased <u>infrastructure and</u> access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities.	Watch MTC: None CSAC: <u>NoneSupport</u> League: <u>NoneSupport</u>
AB 41 (Wood) Communications: Broadband Infrastructure	4/22/20 <u>Assembly Transportation</u>	This bill would improve California’s “Dig Once” policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved <u>require Caltrans, the Public Utilities Commission and California Broadband Council to identify priority areas for broadband deployment within the state.</u>	Watch MTC: None CSAC: None League: None

TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
AB 43 (Friedman) Traffic Safety: Vision Zero	4/20/2021 Assembly Appropriations	This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.	Support MTC: None CSAC: None League: None
AB 51 (Quirk) Climate Change: Regional Climate Adaptation Planning Groups and Plans	1/11/2021 Assembly Natural Resources	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.	Watch MTC: None CSAC: None League: None
AB 67 (Petrie-Norris) Climate Change: Sea-Level Rise Working Group	4/14/2021 Assembly Appropriations	This bill would require a state agency to consider the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise.	Watch MTC: None CSAC: None League: None
AB 72 (Petrie-Norris) Natural Resources Agency: Coastal Adaptation Projects: Sea Level Rise: Regulatory Review and Permitting: Report	4/14/2021 Assembly Appropriations	This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.	Watch MTC: None CSAC: None League: None

TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
AB 117 (Beorner Horvath) Electric Bicycles	4/6/2021 Assembly <u>Appropriations</u>	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Rebate <u>Incentive</u> Pilot Project to provide rebates <u>incentives</u> for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill would appropriate from the Greenhouse Gas Reduction Fund \$10,000,000 to the state board for purposes of the pilot project. <u>The bill has been amended to prioritize incentives for low-income households, which do not exceed 120 percent of the area’s median income.</u>	Watch <u>Support</u> MTC: None CSAC: None League: None
<u>AB 339 (Lee)</u> <u>State and local government: open meetings</u>	<u>4/28/2021</u> <u>Assembly Local Government</u> <u>Set for hearing on 4/28</u>	<u>This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option. In-person testimony would be required, except in the case of a declared emergency. The bill would require that—instructions for joining remotely for public comment shall be made available to all non-English-speaking persons upon request and should be published in the two most spoken languages other than English within the boundaries of the territory over which the local agency exercises jurisdiction. The bill also requires that the meeting agenda be made available upon request to all non-English-speaking persons regardless of national origin or language ability.</u>	<u>Support if amended</u> <u>Watch</u> MTC: None CSAC: Oppose League: Oppose
AB 361 (Rivas, Robert) Open Meetings: Local Agencies: Teleconferences	2/12/2021 Assembly Local Government	This bill provides exemptions from the Ralph M. Brown Act’s meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	Support MTC: None CSAC: None None <u>Support</u> League: None
<u>AB 629 (Chiu)</u> <u>San Francisco Bay Area: Public Transportation</u>	<u>4/26/2021</u> <u>Assembly Appropriations</u>	<u>Requires the Metropolitan Transportation Commission (MTC) to consult with transit agencies in the nine-county San Francisco Bay Area to provide more seamless service across its jurisdiction.</u>	<u>Watch</u> MTC: Support CSAC: None League: None

TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
<u>AB 745 (Gipson)</u> <u>Air pollution: Clean Cars 4 All Program</u>	<u>4/22/2021</u>	<u>This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection.</u>	Support MTC: None CSAC: None League: None
AB 786 (Cervantes) CTC Executive Director	2/16/21 Introduced	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the Commission’s Executive Director.	Watch MTC: None CSAC: None League: None
<u>AB 955 (Quirk)</u> <u>Highways: encroachment permits: broadband facilities</u>	<u>3/23/2021</u> <u>Assembly Communications & Conveyance</u> <u>Set for hearing on 4/28</u>	<u>This bill would establish additional procedures for Caltrans’ review of an application for an encroachment permit for a broadband facility. Caltrans would have 30-days to process a permit.</u>	Watch MTC: None CSAC: None League: None
AB 1049 (Davies) Public Transportation Account: Loan Repayment	3/4/21 <u>Assembly Transportation</u>	The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	Watch MTC: None CSAC: None League: None
AB 1069 (Lackey) Zero-Emission Vehicles for Underrepresented Communities	3/4/21 <u>Assembly Transportation</u>	This bill would set a goal of having 60% of all zero-emission vehicles to be purchased by underrepresented communities, which is defined as an individual who self-identifies as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, or who self-identifies as gay, lesbian, bisexual, or transgender.	Watch MTC: None CSAC: None League: None

TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
AB 1499 (Daly) Design-Build Contracts	4/23/21 Assembly Appropriations	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	Watch MTC: None CSAC: None League: None
SB 4 (Gonzalez) Communications: California Advanced Services Fund	Amended 3/25/21 Senate Appropriations Set for hearing on 5/3	This bill would require the Governor’s Office of Business and Economic Development (“GO-Biz”) to coordinate with state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.	Support MTC: None CSAC: Support League: Support
SB 261 (Allen) Regional Transportation Plans: Sustainable Communities Strategies	4/19/21 Senate Transportation	This bill would require that the sustainable communities’ strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	Watch MTC: None CSAC: None Oppose League: None
SB 339 (Wiener) Road Usage Charge Pilot Program	4/21/21 Senate Appropriations	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	Watch MTC: None CSAC: None League: None
SB 542 (Limón) Zero-emission Vehicles: Fees	2/18/21 Introduced	This bill would repeal the road improvement fee of \$100 to be paid to the Department of Motor Vehicles for registration or renewal of registration of every zero-emission motor vehicle with a model year of 2020 or later. This bill has been amended to apply to discounting the vehicle license fee for medium or heavy duty zero-emission trucks. Since the VLF does not impact transportation funding, the bill no longer has an impact on TAM.	Oppose Watch MTC: None CSAC: None League: None

TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
SB 551 (Stern) California Electric Vehicle Authority	2/18/21 Introduced	This bill would establish the California Electric Vehicle Authority within the Governor’s office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, and economic development.	Support MTC: None CSAC: None League: None
SB 643 (Archuleta) Fuel Cell Electric Fueling Infrastructure	2/19/21 Introduced	This bill would require the California Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution.	Watch MTC: None CSAC: None League: None
<u>SB 674 (Durazo)</u> <u>Public Contracts: workforce development: transportation-related contracts</u>	<u>4/19/21</u> <u>Senate Transportation</u> <u>Set for hearing on 4/27</u>	<u>This bill would require the Labor and Workforce Development Agency to develop the California Jobs Plan Program to meet specified objectives, including creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the public contract, and proposed wages, benefits, and investment in training. Other objectives of the program include the hiring of displaced workers and individuals facing barriers to employment; developing the state’s long-term green transportation and related infrastructure and manufacturing sector; and supporting the adoption of protections for worker health and safety. TAM is evaluating the if the additional requirements that would be placed on workforce participation would have an impact on a public agency’s ability to procure state funding.</u>	<u>Watch</u> <u>MTC: None</u> <u>CSAC: None</u> <u>League: None</u>
SB 771 (Becker) Sales Tax on Zero-Emission Vehicle Exemption	3/3/21 <u>Senate Governance & Finance</u>	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. The requested amendment would be to restore the local reimbursement provision for lost local sales tax revenues.	Oppose Unless amended MTC: None CSAC: <u>NoneOppose unless amended</u> League: None

TAM Bill Matrix – May 2021

Measure	Status	Bill Summary	Recommended Position
<p>H.R.1019 (Panetta, Blumenauer, Thompson) Federal Tax Credit for E-Bikes</p>	<p>Awaiting introduction</p>	<p>This federal bill creates a tax credit that covers 30% of the cost of an electric bike (e-bike), up to \$1,500 (or \$3,000 for joint returns), applicable to e-bikes costing under \$8,000, and is fully-refundable, allowing lower-income workers to claim the credit. Credit can be applied to e-bikes that have pedals, a saddle, a motor of less than 750 watts and that meet one of the three-class definitions: class 1 (20 mph max with itno throttle), class 2 (20 mph max with throttle), or class 3 (28 mph max with no throttle). The credit canis only be used on for new e-bikes.</p>	<p>Watch MTC: None CSAC: None League: None</p>

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May 14, 2021

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MAY REVISE TO THE GOVERNOR’S FY 2021-22 BUDGET

On May 14, Governor Newsom released his May Revision to the FY 2021-22 budget. The May Revision stands in stark contrast to the budget of one year ago. Compared to a projected budget deficit of \$54.3 billion a year ago, the state now has a projected \$75.7 billion surplus. Combined with over \$25 billion in federal relief, this supports a \$100 billion “California Comeback Plan” towards the Governor’s vision of accelerating the state’s economic recovery from the COVID-19 pandemic. Education, particularly K-14 education is a major beneficiary, as \$93.7B is proposed (\$14,400 per pupil) in addition to the \$15.3 billion in federal funding that has been received.

The May Revise includes \$24.4 billion in reserves, which is the highest in state history. The forecast does not project large structural deficits; however, risks to the economic forecast remain—new coronavirus variants, vaccine hesitancy, higher inflation if disrupted supply chains cannot support increased consumer demand, and a stock market decline that would impact state revenues. These risks, together with the one-time nature of the federal funds and new revenue, constrain the state’s ability to significantly expand ongoing commitments.

The California Comeback Plan proposes to make the following investments:

- \$20 billion to transform public education by expanding after school programs, tutoring, universal meal programs, the arts, sports, and mental health programs.
- \$12 billion in tax rebates. People making under \$75,000 will receive \$600 -2/3 of all Californians; families with kids will receive an additional \$500; and an additional \$1,500 for ITIN filers, which are those that do not have a social security number.
- \$12 billion to provide housing for the state’s 65,000 homeless population (\$7 billion for 46,000 units, \$1.75 billion for affordable housing; \$447 million for homeless student housing, \$193 million for encampment strategies, \$150 million for Project Room Key).
- \$7 billion to close the digital divide by providing broadbands for all.
- \$5.1 billion (?) for drinking and wastewater infrastructure.
- \$5.1 billion for mental health services.
- \$3.5 billion to end homelessness in five years, provide rent support, and grants to local governments (\$40 million).

Item 8 - Attachment C

- \$5.2 billion to assist low-income renters pay 100% of their back-rent and utilities
- \$2 billion to assist renters with past due utility bills
- \$1.5 billion towards litter abatement to clean highways and corridors.
- \$1.5 billion for small business grants (\$4 billion overall) to assist with COVID recovery.
- \$300 million for traffic fine forgiveness for fines incurred between January 1, 2015 through June 30, 2021 for low-income residents.

What does this mean for transportation?

Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for more predictable, stable funding source as opposed to the volatility of the gas tax. The Governor however is proposing to provide an additional \$11 billion in funding, including \$4.4 billion from the General Fund to reduce greenhouse gas emissions, create jobs, and enhance mobility as follows:

- **Los Angeles Olympics**—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.
- **Priority Transit and Rail Projects**—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/ local services.
- **Active Transportation**—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- **High Priority Grade Separations and Grade Crossing Improvements**—\$500 million General Fund to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- **State Highway Rehabilitation and Local Roads and Bridges**—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments. This amount includes \$912 million from the Coronavirus Response and Relief Supplemental Appropriations Act that was enacted by Congress in March.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure**—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks**—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks. These funds are budgeted outside of the transportation budget and are included and described in the Climate Resilience Chapter.
- **Zero-Emission Vehicle Infrastructure**— \$826 million for a total of \$1.8 billion for FY 21-22, and \$3.2 billion over three-years for ZEV infrastructure.
- **Litter Abatement**- One-time funding of \$1.5 billion General Fund will be used for a three-year effort to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

Next Steps

Budget subcommittees are currently in the process of evaluating components of the May Revision. The Assembly and Senate will then convene in a Conference Committee to reconcile differences prior to sending to the floor of each house for a vote. Per the Constitution, the legislature must send a balanced budget to the Governor by June 15. The Governor must act before July 1 (12 working days after receipt), which is the beginning of the new fiscal year.

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DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: MTC Agreement for the Marin Sonoma Narrows (MSN) Project (Action), Agenda Item No. 9

RECOMMENDATION

The TAM Board authorizes TAM Executive Director to execute an agreement with the Metropolitan Transportation Commission (MTC) for the programming of federal discretionary Surface Transportation Program (STP) funds to the construction phase of the MSN Project.

BACKGROUND

A Letter of No Prejudice (LONP) permits a project sponsor to incur costs on a project using non-Regional Measure 3 (RM3) resources, with the understanding that the costs incurred after the approval of the LONP may be eligible for reimbursement once RM3 funds are available.

On April 22, 2021, the TAM Board authorized TAM Executive Director to request an RM3 LONP from MTC for the MSN Project after learning that MTC was considering programming \$75.7 million in federal discretionary funds to the MSN Project, which would fully fund the remaining needs of the construction phase as shown in the below table:

MSN Project Construction Phase	(in millions)
SB1 SCCP	\$40.1
Measure AA	\$4.1
STIP/CRRSSA	\$1.1
Funds Secured	\$45.3
Estimated Construction Costs	\$121.0
Remaining Needs	\$75.7

In addition to approving the RM3 LONP request, the TAM Board also authorized TAM’s Executive Director to execute any necessary resolution(s) and agreement required by MTC to accept federal discretionary funds for the construction phase of the MSN Project.

On April 28, 2021, MTC approved the programming of \$75.7 million in federal discretionary STP funds for the construction phase of the MSN Project. On April 30, 2021, TAM staff submitted a RM3 LONP request to MTC for approval.

Subsequently, MTC provided TAM a draft agreement for the acceptance of \$75.7 million in federal discretionary STP funds. The federal discretionary STP funds, State Transportation Improvement Program (STIP), and TAM’s Measure AA funds were the designated non-RM3 resources facilitating the LONP request.

While the TAM Board had already authorized TAM’s Executive Director to execute any necessary agreement with MTC, the draft agreement provided by MTC to TAM for review contained a provision that may have financial consequences for TAM, and that should be recognized by the TAM Board prior to the execution of the agreement.

DISCUSSION

Most of the terms in the MTC agreement have been negotiated and amended to the satisfaction of both parties. Staff is particularly pleased to see a provision in the agreement that states TAM is not obligated to repay the federal discretionary STP funds if the pending litigation does not validate RM3.

However, the agreement does contain one provision that staff objected to and requested its removal. The provision states that TAM (also referred to as “Authority”) agrees:

“To provide MTC a one-time payment of one percent of any remaining unpaid balance if a final favorable resolution of the pending RM3 litigation is delayed past the end of federal fiscal year 2023. Authority shall not use RM3 funds to cover these costs.”

MTC insisted that this provision must remain in the agreement as a necessary condition for the programming of the \$75.7 million in federal discretionary STP funds to the MSN Project.

This provision in the MTC agreement is a one-time, one percent (1%) payment on any remaining unpaid balance that TAM will be obligated to pay MTC with non-RM3 funds. The provision only goes into effect if the courts uphold RM3, and only if that decision comes after June 30, 2023. The provision will not go into effect if the courts uphold RM3 prior to June 30, 2023, or if the courts overturn RM3.

Based on the amount of \$75.7 million of backfill funds, it is estimated that the maximum payment would be \$757,000.

Because the provision further states that TAM cannot use RM3 funds for the payment, TAM would be required to use other funds to pay MTC. Staff believes that this could be accomplished using local sales tax funds dedicated to the MSN project and included in the overall LONP agreement with MTC. In other words, should RM3 be upheld by the courts after June 30, 2023, TAM would be repaid from RM3 funds for the federal discretionary funds, as well as for the local and CRRSAA funds, but would then have to pay MTC up to \$757,000 from those repaid local funds. This is illustrated in the table below:

Illustrative Repayment Scenario (in \$millions):

Source	Funds Secured	Returned to TAM if RM3 Upheld	Returned to MTC if RM3 Upheld
SB1 SCCP	\$40.1	\$0	\$0
Measure AA	\$4.1	\$4.1-\$0.757=\$3.3	\$0.757
STIP/CRRSSA	\$1.1	\$1.1	\$0
RM3 Backfill Funds	\$75.7	\$0	\$75.7
Total	\$121.0	\$4.4	\$76.5

Staff is still recommending that TAM enter into the agreement with MTC, even with the undesirable provision, as overall the MSN project will see significant benefits from the agreement and the provision of backfill funds.

FISCAL IMPACTS

As noted in the April 22, 2021 Board item regarding the LONP, as the various project funding elements are approved, TAM will add them to the FY21-22 budget as needed. It is worth noting that in many (but not all) cases, the project funds will be programmed directly to Caltrans as the project implementing agency, and TAM will not need to serve as a pass-through agency. Regarding the one-time payment term, TAM would adjust the agency budget after June 30, 2023 to reflect a repayment up of to \$757,000, should that term go into effect.

NEXT STEPS

Upon approval from the TAM Board, TAM Executive Director will finalize and execute the MTC Agreement for programming of the \$75.7 million in federal discretionary STP funds to the MSN Project. TAM staff will keep the Board apprised of the MSN project status and funding.

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DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Review and Release the Draft 2021 Strategic Plan for Public Comment (Action), Agenda Item No. 10

RECOMMENDATION

The TAM Board review and release the draft 2021 Strategic Plan for the required 30-day public comment period.

BACKGROUND

Measure A, approved by 71.2% of Marin voters in November 2004, dedicates local sales tax revenues to transportation needs over a twenty-year period from 2005 to 2025. Measure A was a major source of transportation funding in Marin County for 14 years and was set to expire on March 31, 2025.

Subsequently, Measure AA was approved by 76.7% of Marin voters in November 2018. This renewed the current ½-cent transportation sales tax for another 30 years, until 2039. The Measure AA Expenditure Plan was based on the expectation that the transportation sales tax will continue the efforts started by Measure A.

Both Measure A and Measure AA Expenditure Plans list projects and programs that are eligible for transportation sales tax funds and establish the maximum percentage of funds that can be allocated to each strategy and category. They did not, however, establish exactly when allocations will be made. Both Expenditure Plans direct TAM to prepare Strategic Plans to identify the dates for project and program implementation based on project readiness, ability to generate matching or leveraged funds, need for borrowing and other relevant criteria.

While Measure A has stopped collecting revenues on March 31, 2019, TAM still has allocated Measure A funds that have not been reimbursed and remaining commitments that still need to be fulfilled. Therefore, TAM is required to maintain a Strategic Plan for Measure A for the foreseeable future until all funds have been reimbursed and commitments have been honored.

Since Measure AA is an extension of Measure A, both measures are collecting the same transportation sales tax revenue stream over a consecutive period with most of the same project/program priorities. Staff is recommending an overall redesign of the current two Strategic Plans and combining them into a single document, with a unified development and update process. The new 2021 Strategic Plan will follow the same update and amendment process as specified in both Expenditure Plans.

DISCUSSION

As discussed with the Administration, Projects, and Planning (APP) Executive Committee and the Citizens' Oversight Committee (COC) earlier this month, staff has combined the two separate strategic plans for Measure A and Measure AA this year and developed the 2021 Strategic Plan to establish the timing of all allocations and procedures for funding priorities within the prescribed strategies/categories of the sales tax funding. The 2021 Strategic Plan provides a 5-year outlook on how local transportation sales funds will be allocated in the context of anticipated demands, timing, and other available revenues.

Some notable differences for the 2021 Strategic Plan include the introduction two new policies on equity and wildfire/evacuation awareness. Also, historical expenditure and allocation data are summarized for each strategy/category/program/project and five-years of future allocation or expected expenditure information has been provided, instead of the year by year historical and future data which could be too voluminous for the general public.

While the 2021 Strategic Plan will only include a five-year outlook, the data for the entire duration of both funding sources will still be maintained for reference and truing up the percentage for each strategy and category as required by both Expenditure Plans. Data for the duration of both funds will always be available upon request, but for the purpose of presenting a strategic plan, a five-year outlook on the revenues and expenditures provides a more succinct and usable document for the public's understanding and our partners' needs for budgeting and forecasting.

The 2021 Strategic Plan must be approved by the TAM Board, following a noticed public hearing and a 30-day public comment period.

Highlights of the 2021 Strategic Plan

The draft 2021 Strategic Plan contains the following sections:

- Executive Summary
- Background
- Policies Guiding the Plan
- Revenue Forecast
- Programming/Allocation to Projects/Programs
- Implementation Guidelines
- Appendix

Guiding Principles of the Strategic Plan

The 2021 Strategic Plan includes revenue and programming of Measure A and Measure AA funds as one document. The Guiding Principles of previous Strategic Plans were incorporated in the 2021 Strategic Plan, which serves as the guide, resource book, and manual for the expenditure of the valuable local sales tax fund. However, the latter two principles were recently added to address contemporary issues of prominence to TAM. The Guiding Principles include:

- a. Maximize Leveraging of Outside Fund Sources
- b. Support Cost-Effective Project Delivery
- c. Maximize the Cost-Effective Use of Sales Tax Funds
- d. Promote a Balanced Use of Funds Throughout the County.
- e. Promote High Environmental and Conservation Awareness

- f. *Promote Equity*
- g. *Support Community Safety in Wildfire Evacuation Planning*

Accountability

The 2021 Strategic Plan includes a section on accountability. TAM is entrusted to manage the Measure A and Measure AA Programs and administer valuable public funds to projects and programs in accordance with the voter-approved Expenditure Plans. To ensure accountability and transparency, TAM has established various oversight, audit and reporting requirements related to each of the project and program strategies/categories in the Measure A and Measure AA Expenditure Plans. TAM convenes the Citizens’ Oversight Committee (COC) on a regular basis to review actions taken by TAM. The COC, created in 2004 as part of the original requirement of the Measure A Expenditure Plan, will continue to play a critical role as the citizens watchdog to monitor and report the expenditure of the sales tax in accordance with both the Measure A and Measure AA Expenditure Plans.

Financial and Program Policies

The 2021 Strategic Plan includes specific policies that TAM is required to follow in administering transportation sales tax funds. Policies were also adopted by the TAM Board over the years to augment those codified in the Measure A and Measure AA Expenditure Plans. TAM has incorporated the policies to guide the continuing implementation of the 2021 Strategic Plan, ensuring prudent stewardship of the funds. Policies identified in this section of the 2021 Strategic Plan will guide the financial decisions of TAM in managing Measure A and Measure AA funds.

Revenue Forecast

This section of the 2021 Strategic Plan discusses revenue projections on the collection of sales tax revenues. The ongoing receipt of sales tax revenues allows TAM to fund programs, deliver projects, pay operating expenses and service debt for financed capital projects when needed. The amount and timing of sales tax revenues influence the maximum amount of monies available for projects regardless of whether funding is pay-as-you-go or from bond proceeds. This section discusses revenue projections based on current economic conditions that impact collection and the duration of those impacts, including the recent COVID-19 pandemic. In total, the 2021 Strategic Plan expects a total of \$1,057 million over the 30-year period. While this is 12% lower than the \$1,200 million projected in the 2019 Strategic Plan update, it is still more than 21% higher than the \$872 million estimated in the Measure AA Expenditure Plan.

Strategies of Measure A

The Measure A Expenditure Plan allocated funds for each strategy, by percentage, is shown in the table below.

Strategy 1 Bus Transit	55%
1.1 Maintain and Improve Local Service	37%
1.2 Maintain and Improve Rural Service	3%
1.3 Maintain and Improve Special Needs Service	9%
1.4 Transit Capital	6%
Strategy 2 Highway 101 Gap Closure	7.5%
Strategy 3 Local Transportation Infrastructures	26.5%

3.1 Major Roads and Related Infrastructures	13.25%
3.2 Local Roads and Related Infrastructures	13.25%
Strategy 4 School-Related Congestion and Safer Access to Schools	11%
4.1 Safe Routes to School Program	3.3%
4.2 Crossing Guard Program	4.2%
4.3 Safe Pathways to School Program	3.5%
TOTAL	100%

Since Measure AA was approved by Marin voters in November 2018, the Measure A Program officially ceded collecting transportation sales tax funds on March 31, 2019. Collection of transportation sales tax funds resumed under the Measure AA Program on April 1, 2019.

All funding commitments of Measure A have been fulfilled as of the date of this memo except for two areas noted below. Once the commitments for those areas have been fulfilled, reporting on Measure A in the Strategic Plan will be kept at a minimum.

The two areas where Measure A have remaining commitments are:

- Strategy 1.1 - Marin Transit was the sole recipient of Measure A funds from Strategy 1.1. However, Marin Transit allowed funds from Strategy 1.1 to be exchanged with Lifeline Transportation Program (LTP) funds to assist with Marin County and San Rafael with delivering LTP Projects. The exchange agreement included allocating Strategy 1.1 funds in the amounts of \$68,000 to Marin County for Drake Avenue/Cole Drive Pedestrian Improvements and \$248,000 to San Rafael for the Canal Neighborhood Uncontrolled Crosswalk Improvement Project. It is anticipated that the projects will be completed in FY 21/22 and funds will be requested. Upon reimbursement, all funding obligations for Strategy 1 will have been fulfilled. Until these projects are closed out and the funds are reimbursed, the Strategic Plan will continue to track their progress.
- Reserve Funds - The Measure A Expenditure Plan allowed TAM to set aside a reserve fund of up to 10% of the annual receipts from the tax for contingencies, to ensure that the projects included in this plan are implemented on schedule. In 2006, TAM established a policy in the Measure A Strategic Plan to set aside 5% annual reserve for the first five years of revenue collection. TAM collected approximately \$5.4 million in reserve funds in the first five years of the Measure A Program. In June 2019, the TAM Board adopted a policy to release Measure A reserve funds at a rate that does not exceed the amount collected for Measure AA reserve funds, to maintain the \$5.4 million reserve level. TAM will continue to release Measure A reserve funds in the same increments as Measure AA reserve funds are collected. Until all Measure A reserve funds are released, the Strategic will continue to monitor this commitment.

Categories of Measure AA

Measure AA funds are programmed to four Categories and their associated sub-categories are shown in the below table.

IMPLEMENTATION CATEGORY	Share	Est. Amount (in millions, in 2018 dollars)
Category 1 Reduce Congestion on Hwy 101 & Adjacent Roadways	7.0%	\$57.9
1.1 Provide matching funds for the MSN Project	1.5%	\$12.4
1.2 Provide matching funds for Hwy 101/I-580 Direct Connector	2.0%	\$16.5
1.3 Improve Hwy 101 local interchanges and freeway access routes	3.0%	\$24.8
1.4 Implement commute alternatives and trip reduction strategies	0.5%	\$4.1
Category 2 Maintain, Improve, and Manage Marin's Local Transportation Infrastructure	26.5%	\$219.2
2.1 Maintain and manage local roads	22.0%	\$181.9
2.2 Provide safe pathways for safe walking and biking access to schools	3.0%	\$24.8
2.3 Develop projects to address transportation impacts from sea level rise	1.0%	\$8.3
2.4 Support operational improvements through innovative technology	0.5%	\$4.1
Category 3 Reduce School-Related Congestion and Provide Safer Access to Schools	11.5%	\$95.1
3.1 Maintain the Safe Routes to Schools Program	3.5%	\$28.9
3.2 Expand the Crossing Guard Program	7.0%	\$57.9
3.3 Provide capital funding for small school safety related projects	1.0%	\$8.3
Category 4 Maintain and Expand Local Transit Services	55.0%	\$454.9
4.1 Maintain and improve existing transit service	33.0%	\$272.9
4.2 Maintain and expand rural and recreational bus services	3.0%	\$24.8
4.3 Maintain and expand transit services for those with special needs	9.5%	\$78.6
4.4 Provide transit services to schools	5.0%	\$41.4
4.5 Invest in bus transit facilities	4.0%	\$33.1
4.6 Expand access to ferries and regional transit, managed by Golden Gate Transit	0.5%	\$4.1
TOTAL	100%	\$827.0

This section of the Strategic Plan provides an overview of each category, including status of activities, amounts collected, and funds expended to date. Measure AA started collection on April 1, 2019, which is just a little more than two years of revenue. Since that time, funds have been allocated and projects have started.

One notable project is the Marin-Sonoma Narrows (MSN) Project. All of the \$12.4 million committed by Measure AA has been allocated to the MSN Project. The MSN Project has a fully funded construction phase and will be advertised in 2021.

Also, in the short time that Measure AA funds have been collected, TAM has issued Calls for Projects with Category 2.4 funds to fund Quick Build Projects and Categories 2.2 and 3.3 to fund large and small Safe Pathway Projects, some of which have been completed and opened for public use.

Lastly, programmatic categories that include Category 2.1 Local Infrastructure, Category 3.1 Safe Routes to School, Category 3.2 Crossing Guards, and Category 4 for transit have been receiving annual allocations of funds without interruption when Measure A was transitioned to Measure AA.

Strategic Plan Amendment

Per the Strategic Plan amendment policy, an amendment, including updates to the Strategic Plan, can be recommended as part of a regularly scheduled Board meeting. The update can be approved at the following Board meeting after allowing 30 days for public comments. Any comments received will be thoroughly addressed by staff. A copy of the 2021 Strategic Plan will be made available on TAM's website (<http://www.tam.ca.gov>) on May 28, 2021. Therefore, the Strategic Plan Update will be presented to the TAM Board at the June 24, 2021 meeting for approval, on the condition that no public comments received after June 24 and by June 26, 2021 would necessitate TAM Board attention.

FISCAL IMPACTS

The planned spending needs for items included in FY 21/22 of the draft Strategic Plan are already included in the proposed FY 21/22 Annual Budget. Staff will continue to work with all Measure A and Measure AA funding recipients to confirm final programming and allocation requests.

NEXT STEPS

Upon approval by the TAM Board on May 27, 2021 to open a 30-day public comment period, staff will post the draft 2021 Strategic Plan on TAM's website and circulate the document to local agencies. Staff will include all pertinent comments received and responses on the draft 2021 Strategic Plan under Appendix 6 when the Draft 2021 Strategic Plan returns to the TAM Board for adoption on June 24, 2021.

ATTACHMENTS

Attachment A – Draft 2021 Strategic Plan
Attachment B – PowerPoint Presentation



2021 Measure A/AA Sales Tax Strategic Plan



MAKING THE MOST OF MARIN COUNTY TRANSPORTATION DOLLARS

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TAM Board of Commissioners

(May 2021)

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Vice Chairperson

County of Marin - Stephanie Moulton-Peters

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San Anselmo - Brian Colbert

San Rafael - Kate Colin

Sausalito - Susan Cleveland-Knowles

Tiburon - Alice Fredericks

County of Marin - Damon Connolly

County of Marin - Katie Rice

County of Marin - Dennis Rodoni

County of Marin - Judy Arnold

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(May 2021)

Chairperson

Major Marin Employers - Peter Pelham

Vice Chairperson

League of Women Voters of Marin - Kevin Hagerty

Committee Member/Alternate

Central Marin Planning Area - Joy Dahlgren/Jeffrey Olson

Northern Marin Planning Area - Charley Vogt/Veda Florez

Ross Valley Planning Area - Paul Roye

Southern Marin Planning Area – Stephen Burke/Debbie Alley (To be Appointed May 27, 2021)

West Marin Planning Area – Scott Tye

Bicyclist & Pedestrian Groups - Vince O'Brien

Environmental Organizations - Kate Powers/Nancy Okada

Marin County Paratransit Coordinating Council - Allan Bortel

School Districts - Zack Macdonald

Taxpayer Group - Paul Premo/ Kingston Cole

League of Women Voters of Marin –Kay Noguchi (Alternate)

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1. EXECUTIVE SUMMARY

Guiding Principles of the Strategic Plans

The 2021 Strategic Plan is a combined and redesigned document that serves as the programming/allocation document for all projects/programs in both the Measure A (2004) and Measure AA (2018) ½-cent Transportation Sales Tax Expenditure Plans (Expenditure Plans). Both Plans were developed under the following guiding principles, which shall be incorporated in the 2021 Strategic Plan, which serves as the guide, resource book, and manual for expenditure of the valuable local sales tax dollars that Marin voters entrusted us with.

a. Maximize Leveraging of Outside Fund Sources

The ability of local sales tax to serve as an incentive to match outside fund sources is a distinct advantage realized by the passage of the Transportation Sales Tax Measures. The ability to utilize these sources will provide TAM with the flexibility to respond to emerging transportation issues. The active pursuit of these opportunities, whereby sales tax within the framework of the Expenditure Plans can be utilized to bring additional funds to the County, will continue to be a primary focus of TAM.

b. Support Cost-Effective Project Delivery

Local dollars should be actively delivering those projects with the greatest local impact based on measurable performance criteria. Projects or programs that progress towards delivering a public improvement should receive priority funding. Funding commitments should be examined for projects or programs that are not progressing adequately toward delivery, and remedies to promote progress should be actively supported by TAM. All strategies should progress towards measurable improvements.

c. Maximize the Cost-Effective Use of Sales Tax Funds

The projects and programs envisioned in the Expenditure Plans may only be deliverable if they receive a concentrated influx of funding over a relatively short time period. The timing of sales tax collection may not exactly fit the delivery needs of projects. The Strategic Plan process will examine the need to advance funds for project delivery needs. This can be accomplished in a variety of ways, by the leveraging of outside fund sources, the loaning of revenue within or between Expenditure Plan strategies, and the advancing of sales tax through short or long-term debt financing, all of which will be considered as needed.

d. Promote a Balanced Use of Funds Throughout the County.

The Expenditure Plans provide the basis for how funds are distributed throughout the County and among various programs/projects. TAM will remain committed to working with program and project sponsors to move all programs/projects forward in an effort to provide a balanced expenditure of sales funds throughout the County, particularly with unencumbered discretionary funds.

e. Promote High Environmental and Conservation Awareness

TAM will remain committed to working with program and project sponsors in a cooperative manner to deliver the Measure AA program with attention to environmental and conservation awareness. Allocation of Measure AA funds for right of way capital and construction will be contingent upon demonstration of completed environmental documentation. Attention shall be paid to any impacts on

local traffic circulation, bike and pedestrian safety and accommodation, minimizing disruption to Marin County residents.

With changing social and environmental priorities and concerns, it's also important for the Strategic Plan to incorporate and reflect the following two guiding principles.

f. Promote Equity

TAM board discussions in 2020 and 2021 have directed staff to focus on equity in all TAM activities. The strategic plan incorporates the 2017 Vision Plan direction to focus on “providing transportation that is accessible, affordable, and convenient for all residents and workers in Marin County.” Furthering this policy will require TAM to support access and representation of all members of the community in the decision-making process.

g. Support Community Safety in Wildfire Evacuation Planning

With devastating wildfire events in regular occurrence, TAM will serve as a resource to support local agencies tasked with implementing evacuation plans and capital and operational transportation improvements designed to aid in wildfire evacuation. When opportunities are permissible to include evacuation-related criterion in the project evaluation for Transportation Sales Tax funds, TAM will consider doing so. TAM also encourages funding recipients to coordinate with local emergency response authorities when designing and implementing new infrastructure projects.

Overview of the 2021 Strategic Plan

The 2021 Strategic Plan is a 5-year planning and programming document that also includes important policies. It provides a snapshot of commitment of funds to specific projects and programs for a five-year period. The revenue projections and funding commitments will be updated annually while the Strategic Plan document will be updated every other year. This Executive Summary provides an overview of the entire document.

Section 1-Executive Summary: highlights all the guiding principles for the development of the Strategic Plan and the framework of the newly designed 2021 Strategic Plan.

Section 2-Background: provides background information on both the Measure A and Measure AA Expenditure Plans and implementation to date. Section 2 also discusses the accountability requirements for TAM in managing Measure A and Measure AA, and the role of the Citizens' Oversight Committee (COC) in providing oversight. Lastly, Section 2 recognizes the accomplishments of Measure A as TAM transitions to Measure AA.

Section 3-Policies Guiding the Plan: outlines the policies that govern the administration of the Measures A and AA Programs, ensuring prudent stewardship of the funds. These policies provide guidance to TAM in managing the funds that are consistent with requirements from the Expenditure Plans, directions from the TAM Board, and from commonly accepted fiduciary practices with sales tax management.

Section 4-Revenue Forecast: provides historic revenue information and assessment of Marin's sale tax revenue trends, current revenue projections with comparison to past estimates, and also projected revenue available to each eligible Category over the life of the measure.

Section 5-Programming/Allocation to Projects/Programs: provides an overview of the fund programming to date and plans for the near-term future for each strategy and category of Measure A and Measure AA, respectively. Project sponsors can find the up-to-date funding commitment information over the 5-year period in Section 5, for each of the projects and programs identified in the Expenditure Plans. Section 5 also contains expected delivery schedules for each active major capital project.

2. BACKGROUND

About TAM

The Transportation Authority of Marin (TAM) plays a major role in improving the quality of life for Marin County residents and developing and maintaining the economic viability of our local region by funding transportation projects and programs that improve mobility, reduce congestion, and provide a transportation system with more options for those living, working, visiting, and traveling in Marin County.

TAM was created in 2004 by the Marin County Board of Supervisors to develop and administer the Expenditure Plan for the first Marin County Transportation Sales Tax, known as Measure A. TAM now administers Measure A, Measure AA, and Measure B, the \$10 Vehicle Registration Fee passed in 2010.

The Strategic Plan implements the mission of TAM for Measure AA, as set forth in the Expenditure Plan:

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.

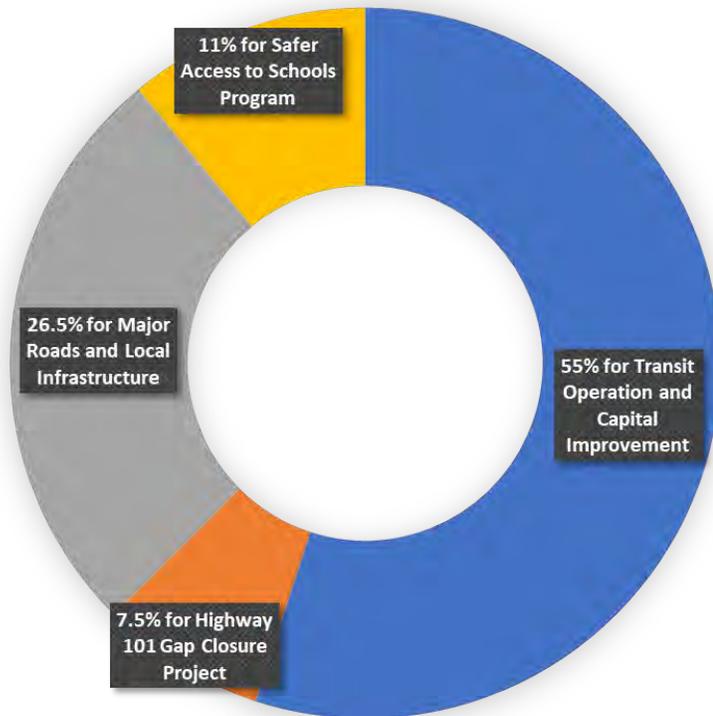
In addition to administering these voter-approved funding sources, TAM serves as the designated Congestion Management Agency (CMA) for the County, providing countywide planning and programming for transportation related needs. As the CMA, TAM is responsible for coordinating funding for many of the transportation projects and programs in the County. With these responsibilities, TAM plays a leading role in the planning, financing and implementation of transportation projects and programs in the County.

The TAM sixteen-member governing board comprises representatives from each of the cities and towns in Marin County, and all five members of the County Board of Supervisors. A twelve-member Citizens' Oversight Committee, made up of five representatives from the five planning areas and seven representatives from diverse interest groups in the County, report directly to the public on all issues related to the Expenditure Plan and sales tax use.

The Measure A Expenditure Plan

In 2004, Marin voters approved the Measure A 20-year half-cent sales tax measure to fund high priority local transportation projects and programs throughout the County with a 71.2% approval rate. The Measure A Expenditure Plan set out a clear path to fund our core transportation needs of highest priority to the public, including local street and road maintenance, Safe Routes to Schools programs, essential transit service and much needed funds for the Highway 101 Gap Closure Project.

CHART 1: MEASURE A FUNDING BY STRATEGY



The Measure A Expenditure Plan provided funding for 4 strategies as shown in Chart 1.

As of 2021, commitments to most of the strategies from the Measure A Expenditure Plan have been fulfilled. The residual commitments for a few projects under the Major Road Strategy of Measure A have been assigned to the Measure AA Expenditure Plan as an off-the-top funding set-aside for the first 14 years of the 30-year extension.

Accomplishments of Measure A

As TAM gradually transitions from Measure A to Measure AA, it is important to recognize the accomplishments and understand the foundations established by Measure A. Most of the categories in Measure AA began with the strategies established in Measure A. It is also important to note that Measure AA is not a replication of Measure A because Measure AA includes new categories not found in Measure A. These new categories were developed to address contemporary issues. Understanding the accomplishments of Measure A will provide insights on Measure AA.

TAM’s 2004 half-cent transportation sales tax (Measure A) provided a reliable funding stream for local streets and roads maintenance, major roadway improvements, Safe Routes to Schools programs, and local transit services.

This funding stream has provided significant benefits that have helped improve mobility, reduce local congestion, protect the environment, enhance safety, and provide a variety of high-quality transportation options to meet local needs. Completed and successful efforts are highlighted below.

Highways

- Completion of the Highway 101 Gap Closure Project in San Rafael, the high-occupancy vehicle (HOV) lane, including the new Southbound 101 to eastbound I-580 high-speed two-lane connector. The project also included the separated (Class I) multi-use path over Lincoln Hill.

Local Transit

- Developed a local transit system designed to serve the needs of Marin residents and workers traveling within the county.
- Enabled Marin Transit to pay for and expand local transit services, paratransit services, the West Marin Stagecoach, and the Muir Woods Shuttle.
- Kept local transit and paratransit fares low.

Local Streets

- Completed major road improvements including 4th Street in San Rafael, Miller Avenue in Mill Valley, Sir Francis Drake Boulevard through Samuel P. Taylor Park in West Marin, and portions of Novato Boulevard in Novato.
- Paved and reconstructed hundreds of miles of local streets and roads, representing over \$60 million in investment.

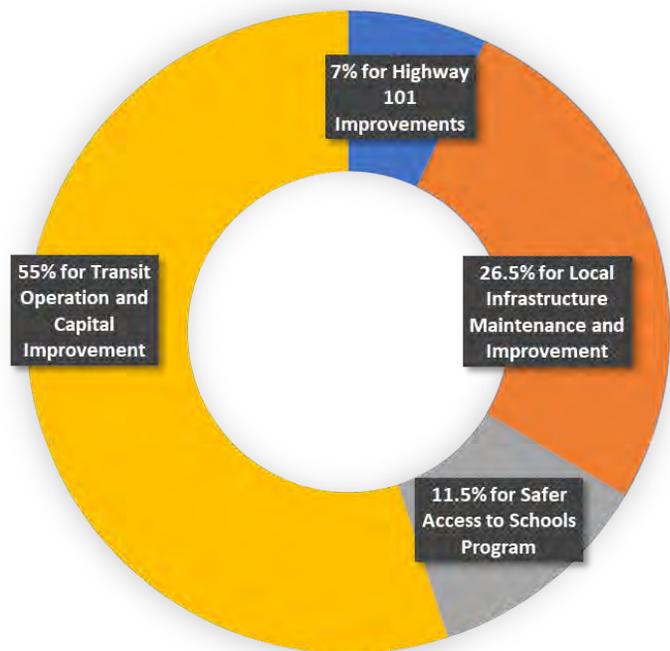
Safe Routes to Schools

- Ongoing success of the Safe Routes to Schools program, with an average of over 50% green trips in over 60 schools countywide, teaching kids the healthy habits of biking and walking, and reducing congestion on our roadways.
- Funded and implemented nearly \$20 million in Safe Pathways capital projects to increase safe access to schools.
- Placement of 88 crossing guards near schools, providing an essential safety service for kids walking and biking to school.

The Measure AA Expenditure Plan

On November 6, 2018, after unanimous approval by the 11 Cities and Towns and the County of Marin, 76.7% of Marin voters approved the renewal and 30-year extension of the 1/2-cent transportation sales tax and Measure AA Expenditure Plan. The Measure AA Expenditure Plan, like the Measure A Expenditure Plan that came before, reconfirmed the core transportation needs in the County, including local street and road maintenance, Safe Routes to Schools programs, high quality transit service and highway and interchange improvements. The Measure AA Expenditure Plan also emphasizes the importance of addressing sea level rise, exploring innovative solutions for transportation problem, and focusing on multi-modal and more equitable travel options.

CHART 2: MEASURE AA FUNDING BY CATEGORY



The Measure AA Expenditure Plan provides funding for the four categories as shown in Chart 2.

Besides the continuing implementation of the reconfirmed high priority operational programs such as the crossing guards and education pieces of the Safe Routes to Schools program and essential transit operations, TAM has also been able to use the Measure AA funding to start the planning process of the Highway 101/580 Director Connector Project and the Highway 101 Interchange Study. Measure AA also provided upfront funding to make a completed funding plan possible for the construction of the B7 Project of the Marin Sonoma Narrows (MSN). During the pandemic, TAM was also able to use more than \$200,000 of the Innovation Program funding under the Local Infrastructures Category to help all local jurisdictions in the County deliver “Quick Build” projects to help the local business communities and residents cope with the necessary physical and social distance requirements.

Accountability

To ensure accountability and transparency of the spending of the sales tax dollars, as described below TAM has established various oversight, audit and reporting requirements related to each of the project and program strategies/categories in the Measure A and Measure AA Expenditure Plans.

TAM will hire an independent auditor for auditing tax expenditures, ensuring that expenditures are made in accordance with the Expenditure Plans and the funding agreements/contracts between TAM and the funding recipients. In addition to the annual financial audit of TAM, an annual compliance audit process of the sales tax expenditure has also been in place since 2011 to provide additional check and assurance that the tax dollars are spent as voters approved.

TAM will ensure adequate public involvement for the preparation of all spending plans, and approval of all programming/allocations will be conducted in open public meetings according to state law.

The Citizens’ Oversight Committee (COC), originally created in 2004 as part of the requirement of the Measure A Expenditure Plan, will continue to play a critical role as the citizens watchdog to monitor and report the expenditure of the sales tax in accordance with both the Measure A and Measure AA Expenditure Plans. The COC is designed to reflect the diversity of the county. The committee consists of 12 members (current member list is presented in Appendix 1) and each organization represented on the COC nominates its representative, with final appointments approved by TAM’s Board.

3. POLICIES GUIDING THE PLAN

TAM has incorporated the following policies to guide the continuing implementation of the 2021 Strategic Plan, ensuring prudent stewardship of the funds. Policies incorporated into this document will guide the financial decisions of TAM in managing Measure A and Measure AA funds.

3.1 Separation of Categories & Subcategories Policy

The Strategic Plan captures the intent of the Measure AA Expenditure Plan in assigning funding commitments to the four key Categories. The Expenditure Plan is organized around four categories designed to reduce congestion and reduce greenhouse gas emissions in Marin County. Each Category is supported by specific but flexible programs that have been designed to “provide a high degree of accountability to the voters.” In the Strategic Plan, a percentage share of Measure AA revenues is programmed to each category or subcategory within the four categories. As sales tax receipts increase or decrease, the dollar amounts programmed to each category and subcategory may fluctuate accordingly, but the overall percentage will be maintained over the 30-year period.

For purposes of developing the Revenue and Expenditure element of the Strategic Plan, financial assumptions concerning how Measure AA revenues would be programmed and funds borrowed between strategies were developed. These assumptions have guided the development of the fund tracking and monitoring systems, which track what levels of sales tax have been expended for each strategy and sub-strategy over time. In general, for tracking purposes, each category or subcategory is considered as a discreet and separate “fund” that is eligible for its percentage share of revenues annually. Sales tax revenue may be allocated for eligible projects and programs within the category or subcategory annually or they may be allocated at a later time.

Actual revenues will be programmed over the life of the Expenditure Plan based on the percentage distributions identified in the Plan. The actual requirements for funds in a specific program or subcategory may be higher or lower than the projected revenue availability in any given year. To address these variances, annual allocations may be greater than or be less than the amount available, depending on carryover or borrowing between sub-categories. The Strategic Plan will be updated annually when information on actual expenditures will be presented and reconciliation options discussed, to ensure that percentage distributions will be achieved over the life of the plan.

The actual requirement for funds in a specific project or program could be higher or lower than expected due to changes in funding outside of this transportation sales tax, or due to changes in project or program costs or feasibility. Funds are limited to what is available in this expenditure plan in the event project or program costs are higher. Should the need for funds for any project or program within one of the four major categories be less than the amount to be allocated by the sales tax, or should any project or program become infeasible for any reason, funds will first be reprogrammed to other projects or programs in the same major category with approval from the TAM Board at a noticed public hearing. Should the need for funds in the entire major category be less than the amount to be allocated by the transportation sales tax, TAM’s Board may amend the Expenditure Plan to reallocate funds to any of the other major categories following its procedures for an amendment.

Borrowing between categories or subcategories is allowed to the extent it lessens debt financing and allows projects and programs to move forward based on their readiness. In the annual Strategic Plan updates, and the annual updates to the Revenue and Expenditure element, revenues and expenditures within each category and

subcategories will be reported and options for reconciling any share imbalance will be discussed. At the sunset of Measure AA, each of the categories will have received their respective percentage shares per the Expenditure Plan.

3.2 Reserve Policy

TAM is entrusted by the voters in Marin under the Measure AA Expenditure Plan to administer the Measure AA funds and deliver all the projects/programs to the voters in the most fiscal responsible and cost-effective way. The reserve policy is one of the key elements TAM needs to carry out its mission. In accordance with both the Measure A and the Measure AA Expenditure Plans, TAM has the ability to set aside a reserve fund of up to 10% of the annual transportation sales tax receipts for contingencies.

The establishment of a reasonable sales tax reserve allows TAM the ability to provide funding or cash flow support to eligible high priority projects and programs during economic difficult times, or under unforeseen emergency funding crises. Under Measure A, 5% of the first five-years of full revenue collection was set aside to allow TAM a reserve of \$5.38 million, which helped the agency weather the 2008 economic recession and meet urgent project funding and cash needs. The TAM Board adopted the following policy under Measure AA at its June 27, 2019 meeting.

- I. Start to build the Measure AA reserve with 5% set aside for the first 5 years off-the-top of the total revenue collection, estimated at \$7.2 million;
- II. Do not release the Measure A reserve all at once, but release it at the same rate that the Measure AA reserve is collected to maintain the current \$5.38 million reserve level as the minimum level at all times;
- III. Adopt a policy that a category or subcategory that uses the Measure AA reserve fund will be responsible for replenishing the used funds over an established period of time.

3.3 Bond Financing Policy

In accordance with both the Measure A and the Measure AA Expenditure Plans, TAM has the authority to bond and use other financing mechanisms for the purposes of expediting the delivery of transportation projects and programs pursuant to the Strategic Plan. If needed, a bond financing may be utilized to accelerate projects and address cash flow needs. In addition, short-term financial or intergovernmental loans may be utilized to address shorter term cash flow needs.

Under the Measure A Expenditure Plan, \$2.35 million was taken off the top for potential bond financing needs of the Highway 101 Gap Closure and Major Road Projects, which was used to pay off the \$12.5 million TAM secured from the Metropolitan Transportation Commission (MTC) at favorable financing terms compared to a municipal bond at the time.

Under the Measure AA Expenditure Plan, any project funded by borrowing or financing may not be amended unless or until the financing obligation has been met; any such amendment will be subordinate to any sales tax lien against any bond issuance.

Issuing debt is typically a last resort to avoid the cost associated with a bond issuance. Other methods such as borrowing between categories, borrowing against the reserve funds, and borrowing from other agencies will be explored if financing is needed.

Objectives of TAM's debt financing policy are to:

- I. Maximize the use of Measure AA cash and other leveraged funds to capital projects, thereby eliminating or minimizing the amount of debt required to deliver projects cost effectively and in a timely manner;
- II. Maintain cost effective access to the capital markets through prudent yet flexible policies;
- III. Moderate debt principal and debt service payment through effective planning and project cash management in cooperation with TAM project sponsors; and,
- IV. The sales tax revenue of the categories or subcategories requiring the issuance of debt will be used to satisfy payments on the debt.

3.4 Leveraging and Funding Swap Policy

The Expenditure Plan envisioned the role of other fund sources to help meet Marin’s transportation needs. It recognized that the sales tax funding opened up new opportunities to compete for state and federal grants that require a local match. Matching or leveraging of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined above. Funds shall remain in the major category unless all needs in the category are met, whereupon TAM can program funds to another category following the amendment procedures.

Leveraging funds through a “fund swap,” i.e., exchanging sales tax funds for an equivalent or greater amount of state or federal dollars, is one mechanism that TAM will utilize in the delivery of the sales tax projects and programs. In its role as the Congestion Management Agency (CMA) for Marin, TAM is responsible for programming the majority of state and federal transportation funds that come to the county and can identify opportunities where such an exchange would be appropriate. Specifically, TAM looks for fund swap opportunities that meet one or more of the following criteria:

- The fund swap will reduce overall costs of projects/programs
- The fund swap will accelerate delivery of projects/programs
- The fund swap will accelerate or reduce delivery cost of projects/programs that would otherwise have been funded with federal funds.

3.5 Audit Policy

In addition to the agency overall financial audit, compliance audits of selected funding recipients for the spending of the eligible Measure A and Measure AA are conducted annually. The COC advises TAM on the selection of the audit teams and the fund recipients to be audited. TAM presents both the overall financial statements and compliance audit results to the COC for review and the COC reports the results to residents in Marin through in its annual report.

Marin Transit, the major funding recipient of the transit funds, is also required to present its Short Range Transit Plan, which shows how Measure A and Measure AA funds are used, to the TAM Board for review and approval every other year. TAM also requires each project sponsor to submit report letters annually indicating how Measure A and Measure AA funds are used.

3.6 Expenditure Plan Amendment

The Expenditure Plan must be reviewed every six years following passage to ensure that it responds to a rapidly evolving transportation landscape, incorporates innovations, and reflects current priorities. The TAM Board may also consider an amendment, adhering to the process below, at the point of the six-year review or at any time deemed necessary during the life of the Expenditure Plan.

The TAM Board cannot increase the sales tax through an amendment process; any increase in the level of tax must be approved by voters. The TAM Board cannot amend the plan to include prohibited categories including funds to extend or operate SMART, to support parks and open space, or to fund the planning, construction, or renovation of housing. The TAM Board Amendments must continue to fulfill obligations for long-term contracts, bonding and financing; any such amendments will be subordinate to any sales tax lien against any bond issuance.

To modify the Expenditure Plan, an amendment must be approved by a two-thirds majority of the total commissioners on TAM's Board, a noticed public hearing and a 45-day public comment period. Following the two-thirds vote, any plan amendment will be submitted to each of the cities and towns in Marin County and to the Board of Supervisors for their approval.

Amending the Expenditure Plan will require a majority vote of 50+% of the cities or towns representing 50+% of the incorporated population, as well as a majority vote of the Board of Supervisors.

3.7 Investment of Cash Balance and Interest Fund Policy

TAM currently invests most of the cash balance of the sales tax funds with CalTRUST, a Joint Powers Authority created by public agencies in 2005 to provide a convenient method for public agencies to pool their assets for investment purposes. Interest revenue from both the Measure A and Measure AA cash balances can only be spent for the transportation purposes authorized by the Measure A and the Measure AA Expenditure Plans. All use of sales tax interest revenue shall be solely determined by the TAM Board.

Interest funds should be only used in cases where no other funding source is available or when immediate action is required to keep a sales tax eligible project or program on schedule.

Commitments from previously allocated interest funds from Measure A will continue to be honored. Spending of the interest fund should be approved by the TAM Board in the following priority order:

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

3.8 New Agency Policy

New incorporated cities/towns or new bus transit agencies that come into existence in Marin County during the life of the Expenditure Plan may be considered as eligible recipients of funds through an amendment to the Expenditure Plan, meeting amendment guidelines and policies outlined in this Strategic Plan.

3.9 Funding Restriction Policy

Measure A and AA funds may not be used for any transportation projects or programs other than those specified in the respective Expenditure Plan. Any transportation project or program not so specified will require an amendment to the Expenditure Plan.

Revenue generated by this sales tax will not be used to extend or operate SMART, support parks and open space, or to fund the planning, construction, or renovation of housing. The TAM Board cannot amend the plan to include these prohibited categories.

3.10 Cash Flow and Use of Sales Tax Fund Policy

In an effort to assist TAM in maintaining a positive cash flow and avoid the need to borrow funds, TAM reserves the right impose a reimbursement schedule for projects with large amount of funds allocated with

Transportation Sales Tax funds. The rate of reimbursement for the schedule will be determined by TAM at the time of allocation and will be incorporated in the funding agreement. A reimbursement schedule will not typically extend more than three fiscal years. A reimbursement schedule may be accelerated if TAM's cashflow can meet the project's cash demand, but acceleration will be determined on a case-by-case basis at the sole discretion of TAM.

For projects with multiple funding sources, TAM may also require project sponsors to use other funds before using TAM's Transportation Sales Tax Funds if the requirement is not prohibited by the other funds.

3.11 Advancement of Fund Policy

TAM will have the capability of loaning Measure AA sales tax receipts for the implementation of transportation projects or programs defined in the Expenditure Plan and pursuant to the Board approved Debt Management Policy.

Most of the Measure AA funds are distributed annually over the 30-year life of the measure. This is true with all of the categories except Category 1 for highway improvement projects, several of which are expected to need funds over a shorter period of time.

The two major projects (Marin Sonoma Narrows and Direct Connector from northbound Highway 101 to eastbound I-580) approved by the public and the planning for interchange improvements under Category 1 will likely require an advancement of funds from the sales tax stream. Major Road Projects and Richmond-San Rafael Bridge Approaches may also require advancement of funds. These projects are discussed below in the Section entitled, Programming/Allocation to Projects/Programs.

In addition, project sponsors, particularly local jurisdictions using the Local Streets and Roads funds under the Measure, sometimes need more than their annualized share to complete a priority project. TAM will continue to advance funds depending on overall funding availability. TAM may choose to assign interest costs to the advancing of funds.

3.12 Staffing and Administration Policy

TAM will hire the staff and professional assistance required to administer the proceeds of this tax and carry out the mission outlined in the Sales Tax Renewal Expenditure Plan. The total cost for administration and program management will not exceed 5% of the revenues generated by the transportation sales tax with administration staff cost capped at 1%. Other administrative and operational costs are included in the 5% allowance. This is consistent with the prior sales tax plan.

3.13 Strategic Plan Amendment Policy

The Strategic Plan is the programming document that directs the use of the transportation sales tax revenue for the life of the tax measure. The Strategic Plan provides the intent of the TAM Board and resultant assurance to sponsors. While the programming is a statement of intent, the Board must approve individual allocations before the sales tax can be used.

Annual adjustments to the Strategic Plan will occur, and at a minimum will include adjustments to the Revenue and Expenditure element of the Strategic Plan. These are envisioned to occur at the change of the Fiscal Year in June/July. For any other adjustments in the revenue and expenditure element that occur prior to the annual update, and which result in a reduced use of sales tax, the change will be noted in the allocation action of the Board, but an amendment to the Strategic Plan's revenue and expenditure element will not be necessary.

Item 10 - Attachment A

If changes in the revenue and expenditure element result in increased use in sales tax over \$250,000, these changes will be noted in the allocations action of the Board, and an amendment to the Strategic Plan's revenue and expenditure element will be approved simultaneously.

For amendment changes \$250,000 and under, the Board will have the authority to program funds from prior year(s) that were not allocated and/or unprogrammed carryover funds without formally amending the Strategic Plan and opening a formal public comment period. All TAM allocation actions will continue to be done at regularly scheduled and noticed TAM board meetings, allowing public comment and input.

The Annual Strategic Plan must be approved by the TAM Board, following a noticed public hearing on the draft Annual Strategic Plan and a 30-day public comment period. An amendment to the Strategic Plan will be implemented as part of a regularly scheduled Board meeting. Noticing of the amendment will occur as part of the current process for noticing Board meetings.

In all cases, the noticing shall comply with the Brown Act. Comments will be accepted at the meeting regarding the amendment. Approval of the amendment will occur at the following Board meeting, allowing time for additional comment. Any changes to policies contained in the Strategic Plan will also necessitate an amendment to the Strategic Plan, done simultaneously with changes to the policy.

4. REVENUE FORECAST

Projection of the sales tax revenue is critical to the programming and planning of all programs/projects that are allotted funds under the Measure A and Measure AA Expenditure Plans. The ongoing receipt of sales tax revenues allows TAM to fund programs, deliver projects, pay operating expenses and service debt for financed capital projects when needed. The amount and timing of sales tax revenues influences the maximum amount of monies available for projects regardless of whether funding is pay-as-you-go or from bond proceeds.

Collection of sales tax revenue fluctuates with the economic conditions. Major factors affecting the economy and sales tax revenues include population, personal income, and unemployment rate. Marin’s economy is driven by various types of industries including financial services, healthcare, biotech, high technology and tourism. Its population is one of the wealthiest, healthiest and most highly educated in the nation, though significant disparities exist within the County. The expanding economy acts as a global talent magnet and employment hub over the years. Marin’s unparalleled quality of life continues to attract new residents and reinforces residential property values, which together greatly helped the sales tax revenue collection over time.

Historical Sales Tax Data

The Measure A Expenditure Plan was very conservative with its revenue estimates. It set the annual revenue collection at \$19.6 million with no growth over the 20-year period. The actual collection, starting in FY2005-06 as the first full year and up to FY2019-20, were all above the \$19.6 million projected with the exception of a 2-year period following the 2008 global financial crisis when the economy and sales tax collection suffered greatly. During the development of the Measure AA Expenditure Plan, a still conservative but more realistic approach was taken based on an economic analysis conducted by the Marin Economic Forum in 2017 with a total of \$872 million estimated for the 30-year renewal period.

The collection of the ½-cent Measure A sales tax began at the end of FY2004-05 and collection of FY2005-06 represented the first complete year of sales tax revenue collection. Table 1 shows the historic annual sales tax collection which serves as the basis for evaluating future trends.

TABLE 1: TAM HISTORICAL ½ CENT SALES TAX REVENUE
(Numbers in Million)

Fiscal Year	Sales Tax Revenue	Growth Rate
FY2006	\$ 20.06	-
FY2007	\$ 23.07	14.98%
FY2008	\$ 22.43	-2.78%
FY2009	\$ 19.32	-13.86%
FY2010	\$ 18.98	-1.74%
FY2011	\$ 20.26	6.72%
FY2012	\$ 21.27	4.96%
FY2013	\$ 23.62	11.07%
FY2014	\$ 24.09	1.98%
FY2015	\$ 25.27	4.90%
FY2016	\$ 25.70	1.73%
FY2017	\$ 25.76	0.21%
FY2018	\$ 27.51	6.80%
FY2019	\$ 28.99	5.40%
FY2020	\$ 27.33	-5.74%
<i>Average Growth Over the 15-Year Period</i>		2.47%

2021 Revenue Forecast

With the COVID-19 pandemic likely easing up towards the second part of 2021 and full economic recovery not expected until 2023 or later, the potential further sales tax revenue loss weights on TAM’s financial picture over the next few years. However, over the long-term, the strong sales tax drivers, including per capita personal income and the relatively low unemployment rate Marin has, will continue to support the strong taxable sales growth in Marin. The sales tax revenue forecast presented in the 2021 Strategic Plan is based on the TAM Board’s adopted sales tax revenue level for FY2021-22. Growth is expected to continue over the course of the forecast period. However, the forecast considers the period of economic recession and the uncertainty around the economic recovery due to the COVID-19 pandemic and is based on a conservative estimate of 2% annual growth for the years after FY2021-22, which based on the 15-year average growth rate shown in Table 1, is a reasonable conversative approach.

Table 2 shows the total revenue projected by category comparing to the last Measure AA Strategic Plan (from 2019) and the Measure AA Expenditure Plan over the 30-year period.

TABLE 2: 2021 AND PRIOR STRATEGIC PLAN SALES TAX REVENUE PROJECTIONS
(Numbers in Million)

	2021 Projection	2019 Projection	AA EP Projection
Total Sales Tax Collection	\$ 1,057.00	\$ 1,200.00	\$ 872.00
Change from Prior Projection - Overall %	-12%	38%	
<i>Change from Prior Projection - \$</i>	<i>\$ (143.00)</i>	<i>\$ 328.00</i>	
Off the Top Major Roads Set-aside	\$ 32.90	\$ 32.90	\$ 32.90
1% Administration and 4% Program Management	\$ 52.85	\$ 60.00	\$ 43.60
<i>Change from Prior Projection - \$</i>	<i>\$ (7.15)</i>	<i>\$ 16.40</i>	
Category 1: Highway 101 Improvements	\$ 67.99	\$ 77.50	\$ 55.69
<i>Change from Prior Projection - \$</i>	<i>\$ (9.51)</i>	<i>\$ 21.81</i>	
Category 2: Local Infrastructure Maintenance and Improvement	\$ 257.38	\$ 293.38	\$ 210.81
<i>Change from Prior Projection - \$</i>	<i>\$ (36.00)</i>	<i>\$ 82.57</i>	
Category 3: Safer Access to Schools Program	\$ 111.69	\$ 127.32	\$ 91.48
<i>Change from Prior Projection - \$</i>	<i>\$ (15.62)</i>	<i>\$ 35.83</i>	
Category 4: Transit Operation and Capital Improvement	\$ 534.19	\$ 608.91	\$ 437.53
<i>Change from Prior Projection - \$</i>	<i>\$ (74.72)</i>	<i>\$ 171.38</i>	

5. PROGRAMMING/ALLOCATION TO PROJECTS/PROGRAMS

Measure A Projects/Programs

The Measure A Expenditure Plan was based on the expectation that the ½-cent sales tax would be collected over 20-years with funds programmed to four strategies. The respective allocation for each strategy — by percentage — is shown in the table below.

Strategy 1 Bus Transit	55%
1.1 Maintain and Improve Local Service	37%
1.2 Maintain and Improve Rural Service	3%
1.3 Maintain and Improve Special Needs Service	9%
1.4 Transit Capital	6%
Strategy 2 Highway 101 Gap Closure	7.5%
Strategy 3 Local Transportation Infrastructures	26.5%
3.1 Major Roads and Related Infrastructures	13.25%
3.2 Local Roads and Related Infrastructures	13.25%
Strategy 4 School-Related Congestion and Safer Access to Schools	11%
4.1 Safe Routes to School Program	3.3%
4.2 Crossing Guard Program	4.2%
4.3 Safe Pathways to School Program	3.5%
TOTAL	100%

Per the Expenditure Plan, each of the four strategies is further divided into sub-strategies. Each sub-strategy is allocated a percentage specified in the Expenditure Plan.

Since Measure AA was approved by Marin voters in November 2018, the Measure A Program officially ceded collecting transportation sales tax funds on March 31, 2019. Collection of transportation sales tax funds resumed under the Measure AA Program on April 1, 2019.

The sections that follow provide a brief overview of each strategy of the Measure A Program and any remaining commitments from TAM in satisfying the obligations set forth by the Measure A Program.

Strategy 1: Local Bus Transit

Measure A Strategy 1 was intended to develop a seamless local bus transit system that improves mobility and serves community needs, including special transit for seniors and the disabled (paratransit services), whereby 55% of Measure A revenue was used on Strategy 1 to support and maintain a local bus (and paratransit) service that met the needs of the local community. Strategy 1 was divided into four sub-strategies:

1. Maintain and expand local bus transit service

2. Maintain and expand the rural bus transit system
3. Maintain and expand transit services and programs for those with special needs
4. Invest in bus transit facilities for a clean and efficient transit system

Marin Transit was the sole recipient for Strategy 1 funds, which account for the adopted Short-Range Transit Plan (SRTP) that provides a 10-year outlook of revenues and needs of local transit service in Marin County. The SRTP correlates specific programs and projects with the sub-strategies that make up Strategy 1.

As of the date of this Strategic Plan, all funds from Measure A Strategy 1 due to Marin Transit have been allocated and reimbursed to Marin Transit, including carried over funds that were unused from previous allocations. The remaining carried over funds for Marin Transit were allocated in FY 20/21 and all funds have been reimbursed.

The only remaining funds in Strategy 1.1 (Local Bus Transit Services) are funds due to Marin County and San Rafael. In June 2018, TAM adopted projects for the Fifth Cycle Lifeline Transportation Program (LTP) that included \$68,000 to Marin County for Drake Avenue/Cole Drive Pedestrian Improvements and \$248,000 to San Rafael for the Canal Neighborhood Uncontrolled Crosswalk Improvement Project. The funds programmed to Marin County and San Rafael projects were State Transit Assistance (STA) funds that are intended for transit operations and Marin County and San Rafael were ineligible direct recipients of STA funds. Marin Transit was an eligible recipient of STA funds and agreed to exchange Strategy 1.1 Measure A funds for the same amount of STA funds in FY 19/20. Under the fund exchange, Marin Transit received \$316,000 in STA funds directly from the Metropolitan Transportation Commission (MTC) and Marin County and San Rafael received \$68,000 and \$248,000, respectively, in Strategy 1.1 Measure A funds from TAM.

The Measure A Strategy 1.1 funds were allocated to Marin County and San Rafael but reimbursements for those funds have not been requested. It is anticipated that the projects will be completed in FY 21/22 and funds will be requested. Upon reimbursement of \$316,000 to Marin County and San Rafael, all funding obligations for Strategy 1 will have been fulfilled.

Strategy 2: U.S. 101 HOV Gap Closure Project

Strategy 2 of Measure A was intended to fully fund and accelerate completion of the Highway 101 carpool lane gap closure project through San Rafael. Eligible use of funds identified in the Expenditure Plan included completion of final construction segments through Central San Rafael and Puerto Suello Hill; noise reduction improvements for the adjacent neighborhoods; aesthetic and landscaping improvements; and completion of the north-south bicycle way through Puerto Suello Hill. All these facilities were completed. The HOV Gap Closure Project completion ceremony was held in March 2011.

In addition to funding the abovementioned facilities with Measure A Strategy 2 funds, TAM used Strategy 2 funds to exchange, also known "fund swaps," with federal funds for local agencies to complete federally funded projects. The Gap Closure Project was already "federalized" so accepting more federal funds did not incur additional burdens for the Gap Closure Project. These fund swaps entailed the assignment of \$5.9 million federal funds originally programmed to local agencies for 24 projects in exchange for \$5.9 million in Measure Strategy 2 funds. All 24 projects were completed, and all Measure Strategy 2 funds were reimbursed to fulfill the commitments of the funding exchange.

In October 2007, the TAM Board approved an agreement with MTC to exchange \$12.5 million in CMAQ funds for future Measure A funds from Strategy 2 to make funds available for the Gap Closure Project sooner than scheduled collection. MTC agreed to provide the entire amount of CMAQ funds in FY 08/09 while TAM repaid MTC with Measure A funds over seven years. The last payment from TAM was remitted in December 2015 to fulfill all obligations on the agreement.

The remaining commitments from Strategy 2 were assigned to a new category in Measure AA, called Set Aside for Major Roads and Richmond-San Rafael Bridge Approaches. These include fulfilling commitments to backfilled State-Local Partnership Program (SLPP) funds with Measure A Debt Reserved funds to projects in the Major Roads category and allocating funds collected for Bond Reserve that are available for projects after repaying MTC noted above. When these remaining funds were assigned to Measure AA, all commitments from Strategy 2 have been fulfilled.

Strategy 3: Local Transportation Infrastructure

The purpose of this strategy was to provide funding to maintain and improve transportation infrastructure that is of county-wide significance, as well as those that primarily serve local jurisdictions. Half of the funds were allocated for regionally significant facilities, while the other half are allocated for local facilities. Strategy 3 was divided into two sub-strategies:

- 3.1. Major Road Projects
- 3.2. Local Infrastructure Projects

3.1 Major Road Projects

The Measure A Expenditure Plan described the Major Road Projects as the most heavily traveled and significant roads and related infrastructure in Marin County. These are roads of countywide significance that may cross jurisdictional boundaries. Funds are allocated to the five County planning areas based on a formula weighted 50% by the population of the planning area and 50% by the number of road miles within the limits of the planning areas. Prioritized projects were identified and adopted in each of the five planning areas.

Since inception of the Measure A program, a number of Major Road projects were allocated funds from Strategy 3.1. The completed projects include San Rafael's Fourth Street Rehabilitation Project, Mill Valley's Miller Avenue Rehabilitation Project, and two West Sir Francis Drake Boulevard projects in West Marin County. Projects that have started but not completed include San Rafael's Third Street Rehabilitation Project, Marin County's Sir Francis Drake Boulevard in Ross Valley, Mill Valley's East Blithedale Avenue Rehabilitation Project, and Novato's Novato Boulevard Segment 1 Rehabilitation Project.

The uncompleted projects were assigned to a new Major Roads and Richmond-San Rafael Bridge Approaches Set Aside category in Measure AA. All commitments from Strategy 3.1 have been fulfilled.

3.2 Local Infrastructure Projects

The Measure A Expenditure Plan recognized that each jurisdiction has unique needs and that local priorities are best identified at the local level. Because of this, Local Infrastructure funds were distributed on a programmatic basis. Funds were allocated to local agencies based on a formula weighted 50% by the population of the local

agency's jurisdiction and 50% by the number of lane miles within the limits of that agency's jurisdiction. This formula was updated on a biennial basis to address changes in population and lanes mile figures. Eligible projects include street and road projects, local transit projects, and bicycle and pedestrian projects.

Since inception of the Measure A Program, Local Infrastructure funds were allocated annually to all eligible recipients by formula. The last allocations were approved in FY 19/20, fulfilling all commitments from the Measure A Program.

Strategy 4: School Related Congestion and Safer Access to Schools

The Measure A Expenditure Plan identified school-related trips as a "significant component of traffic congestion" in Marin. Strategy 4 was intended to make a significant improvement in local congestion while encouraging safe and healthy behavior in the County's young people. Strategy 4 was comprised of three sub-strategies designed to complement each other with the overall objective of providing safer access to Marin schools. Strategy 4 included:

- 4.1. Safe Routes to School Program
- 4.2. Crossing Guard Program
- 4.3. Safe Pathway Program

4.1 Safe Routes to School Program

Strategy 4.1 Safe Routes to School Program was an educational and promotional program that was implemented at over 60 schools throughout the county. The intent of the Safe Routes to School Program was to increase use of alternative modes of travel and reduce single-student occupant auto trips. Funds were made available annually to retain a consultant to manage the countywide Safe Routes to School Program. The last allocation was approved in FY 18/19 and fulfilled Measure A's commitment to the Safe Routes to School Program.

4.2 Crossing Guard Program

Strategy 4.2 Crossing Guard Program provided funding for trained crossing guards at approximately 88 key intersections throughout the County. Funds were used to retain a company that specialized in providing and managing crossing guards. All eligible funds from the Measure A Program were allocated to the Crossing Guard Program, fulfilling Measure A's commitment.

4.3 Safe Pathway Program

Strategy 4.3 Safe Pathway Program was the capital improvement element of the Safe Routes to School program. This program provided funds to design and construct projects identified through the implementation of the Safe Routes Plans developed under the Safe Routes to School program. Typical projects included the construction of pathways, sidewalk improvements, or traffic safety devices. A total of 54 projects were funded with \$7.4 million in Measure A Strategy 4.3 funds. All Safe Pathway Projects have been completed except for four remaining projects. Measure A commitment to Strategy 4.3 will be fulfilled upon completion of the four remaining projects.

Item 10 - Attachment A

Reserve Funds

The Measure A Expenditure Plan allowed TAM to set aside a reserve fund of up to 10% of the annual receipts from the tax for contingencies, to ensure that the projects included in this plan are implemented on schedule. The purpose of establishing a reserve is to not only ensure that projects are implemented on time, but to allow for fluctuations in annual sales tax receipts that might negatively impact ongoing operating programs. In 2006, TAM established a policy in the Measure A Strategic Plan to set aside 5% annual reserve for the first five years of revenue collection.

TAM collected approximately \$5.4 million in reserve funds in the first five years of the Measure A Program. In June 2019, the TAM Board adopted a policy to release Measure A reserve funds at a rate that does not exceed the amount collected for Measure AA reserve funds, to maintain the \$5.4 million reserve level.

As allowed by the adopted policy, Measure A Reserve Funds in the amount equal to the estimated \$1.43 million in Measure AA reserve collected from FY 19/20 and \$320,000 collected in the last quarter of FY 18/19, a total of \$1.75 million in Measure A reserve funds, was made available for allocations in FY 20/21 while maintaining the \$5.4 million balance.

In accordance with the Measure A Expenditure Plan, collected revenues are to be distributed to four strategies in the percentage listed in the below table under the column labelled, Measure A Expenditure. However, the funding commitments for Strategy 2 was fulfilled when the lone project, Highway 101 Gap Closure Project, in Strategy 2 was completed. Therefore, it was not necessary to assign Measure A Reserve Funds to Strategy 2. The Reserve Funds that would have been assigned to Strategy 2 were proportionally assigned to the remaining strategies as shown in the table under the column labeled, Measure A Reserve Funds Programming.

	Measure A Expenditure Plan		Measure A Reserve Funds Programming	
Strategy 1	Transit	55%	Transit	59.46%
Strategy 2	Highway 101 Gap Closure	7.5%	Highway 101 Gap Closure	0.00%
Strategy 3	Streets and Roads 3.1 Major Roads – 11.25% 3.2 Local Roads – 11.25%	26.5%	Streets and Roads 3.1 Major Roads – 14.32% 3.2 Local Roads – 14.32%	28.64%
Strategy 4	Safe Routes to Schools 4.1 Safe Routes to School – 3.3% 4.2 Crossing Guards – 4.2% 4.3 Safe Pathway Projects – 3.5%	11%	Safe Routes to Schools 4.1 Safe Routes to School – 3.57% 4.2 Crossing Guards – 4.54% 4.3 Safe Pathway Projects – 3.79%	11.90%
	Total	100%	Total	100%

Measure AA Projects/Programs

The Measure AA Expenditure Plan Renewal was based on the expectation that the ½-cent sales tax would generate approximately \$827 million over 30 years, net of expenses for administration and program management, debt service and bond issuance costs.

As outlined in the Measure AA Expenditure Plan, the revenues generated by Measure AA are programmed to four Categories and their associated Sub-Categories. The Categories and Sub-Categories are as follows, with a brief summary of what the Strategic Plan includes for each:

IMPLEMENTATION CATEGORY	Share	Est. Amount (in millions, in 2018 dollars)
Category 1 Reduce Congestion on Hwy 101 & Adjacent Roadways	7.0%	\$57.9
1.1 Provide matching funds for the MSN Project	1.5%	\$12.4
1.2 Provide matching funds for Hwy 101/I-580 Direct Connector	2.0%	\$16.5
1.3 Improve Hwy 101 local interchanges and freeway access routes	3.0%	\$24.8
1.4 Implement commute alternatives and trip reduction strategies	0.5%	\$4.1
Category 2 Maintain, Improve, and Manage Marin’s Local Transportation Infrastructure	26.5%	\$219.2
2.1 Maintain and manage local roads	22.0%	\$181.9
2.2 Provide safe pathways for safe walking and biking access to schools	3.0%	\$24.8
2.3 Develop projects to address transportation impacts from sea level rise	1.0%	\$8.3
2.4 Support operational improvements through innovative technology	0.5%	\$4.1
Category 3 Reduce School-Related Congestion and Provide Safer Access to Schools	11.5%	\$95.1
3.1 Maintain the Safe Routes to Schools Program	3.5%	\$28.9
3.2 Expand the Crossing Guard Program	7.0%	\$57.9
3.3 Provide capital funding for small school safety related projects	1.0%	\$8.3
Category 4 Maintain and Expand Local Transit Services	55.0%	\$454.9
4.1 Maintain and improve existing transit service	33.0%	\$272.9
4.2 Maintain and expand rural and recreational bus services	3.0%	\$24.8
4.3 Maintain and expand transit services for those with special needs	9.5%	\$78.6
4.4 Provide transit services to schools	5.0%	\$41.4
4.5 Invest in bus transit facilities	4.0%	\$33.1
4.6 Expand access to ferries and regional transit, managed by Golden Gate Transit	0.5%	\$4.1
TOTAL	100%	\$827.0

The sections that follow provide a brief overview of each of the categories and the ongoing status for each category.

Category 1: Reduce Congestion on Hwy 101 & Adjacent Roadways

Category 1 of the Expenditure Plan is to “reduce congestion and reduce greenhouse gas emissions, maintain and improve local transportation infrastructure, and provide high quality transportation options for people of all ages who live, work, and travel in Marin County.” The four subcategories are described below.

1.1 Provide Matching Funds for the MSN Project

The US101 Marin-Sonoma Narrows is expected to enter its final phase of construction in the Fall of 2021. A total of \$12.4 million in Measure AA funds, representing 1.5% of the overall sales tax measure, will be used to augment other funds to complete the MSN Project. The distribution of Measure AA funds is shown in the below table.

Phase	Measure AA (in millions)
Design	\$4.8
Right of Way (ROW)	\$3.5
Construction	\$4.1
Total	\$12.4

Funds have been secured to fully fund the construction phase based on the engineer’s estimate of \$121 million. The funding plan for the construction phase is shown in the below table.

MSN Project Construction Phase	(in millions)
SB1 SCCP	\$40.1
Measure AA	\$4.1
STIP/CRRSSA	\$1.1
Federal STP (for RM3)	\$75.7
Total	\$121.0

The completion of the Narrows HOV Lane and multi-use path system in Marin will be matched by the completion of the HOV Lane and path system in Sonoma County. The final Sonoma project stretches from East Washington to Petaluma Boulevard North in the City of Petaluma and began construction in the Fall of 2019.

1.2 Provide Matching Funds for Hwy 101/I-580 Direct Connector

The entry to the Richmond San Rafael Bridge from Northbound Highway 101 and Sir Francis Drake Boulevard in Marin is one of two toll bridge entries in the entire Bay Area that requires users to travel through low speed, local road traffic signals, causing significant delays to Highway 101 to I-580 in Marin, and to local roads, especially those in San Rafael and Larkspur. With the opening of the third lane eastbound on the Richmond San Rafael Bridge, it is critical that a new direct freeway-to-freeway connector be built that allows traffic from northbound Highway 101 to access the bridge in an efficient manner. Most importantly, the East Sir Francis Drake corridor through Larkspur Landing can then be utilized primarily for access to the SMART station and the Golden Gate Ferry, along with supporting local commercial, business, and residential access. Regional trips will be relocated to the direct freeway-to-freeway connector to the north.

The Project has been underway since the Summer of 2019 and an initial outreach process is concluding in Summer 2021 to help guide the selection of potential alternatives to continue to study. The outreach effort has included a Stakeholder Working Group consisting of over 20 representatives from the surrounding area. The environmental process is set to begin in Spring of 2022.

1.3 Improve Hwy 101 Local Interchanges and Freeway Access Routes

The Measure AA Expenditure Plan directs 3% of revenues towards a program to study potential improvements to Highway 101 interchanges and approaching local roadways. The studies will investigate enhancements for all users including vehicle, bicycles, pedestrians, and transit services. The funds are intended to be used as “seed money” to leverage possible federal, state, regional or local grant source. Studies at the twelve interchanges listed below were initiated in FY 20/21.

- Alexander Avenue
- Sausalito/Marin City

- Tiburon Blvd./East Blithedale Avenue
- Paradise Drive/Tamalpais Drive
- Sir Francis Drake Boulevard
- San Rafael On-Ramp at 2nd Street and Hetherton Avenue
- Merrydale Road/North San Pedro Road
- Manuel T. Freitas Parkway
- Lucas Valley Road/Smith Ranch Road
- Alameda del Prado/Nave Drive
- Ignacio Boulevard
- San Marin Drive/Atherton Avenue

The studies commenced in the Spring of 2020 and will conclude in the Fall of 2021. The consultant contract for the studies was \$1.875 million. At the conclusion of the studies, three locations will be selected for an in-depth study.

1.4 Implement Commute Alternatives and Trip Reduction Strategies

Measure AA allocates 0.5% to the promotion and implementation of commute alternatives and trip reduction programs to decrease single occupant vehicle (SOV) trips, increase shared mobility and reduce peak hour congestion throughout the county. TAM has carried out commute alternatives programs since the passage of Measure B, Marin County's \$10 vehicle registration fee, and this subcategory will supplement Measure B funding to allow for an increase of TAM's activities to promote non-automotive transportation.

Commute alternatives and trip reduction strategies encourage residents, employees, and visitors to use more environmentally friendly and efficient modes, with an emphasis on transit, bicycle riding, walking, and shared rides. Supporting first and last mile connections to transit through innovative approaches can also support congestion reduction and remove the need for vehicle ownership. Existing successful programs can be sustained with these funds, such as TAM's Marin Commutes Program, Vanpool Incentive Program, and Emergency Ride Home Program, along with new strategies building on the implementation of innovative programs including car sharing, TAM's Get SMART Pilot Program, and promotion of first/ last mile access to major transit hubs, through bike sharing support and other shared mobility programs.

As a primary method of promoting a variety of high-quality transportation options and alternatives to single occupant vehicle trips, TAM launched the Marin Commutes Program in 2019 as a comprehensive public engagement strategy emphasizing the benefits of alternative transportation options and building awareness of the incentives and tools available to Marin commuters. Many of the commute alternatives and trip reduction strategies under this category of Measure AA will be delivered through the Marin Commutes Program. (TAM funds transit programs under category 4 and public transit operations, maintenance or capital expenses are an ineligible expense.) Commute Alternatives and Trip Reduction strategies often include local employer and employee outreach, education, rewards and incentives. TAM will administer the Commute Alternatives program as part of its existing Commute Alternatives program, while offering assistance to partners and local jurisdictions to help support reductions in vehicle miles traveled (VMT) and equitable programs to support residents and the workforce to utilize encouraging transportation alternatives. This suite of programs has been deeply affected by the pandemic-related changes in travel patterns; TAM staff will continue to monitor and adapt the programs to meet evolving needs.

Category 2: Maintain, Improve, and Manage Marin's Local Transportation Infrastructure

Category 2 of the Expenditure Plan is to “maintain, improve, and manage Marin’s local transportation infrastructure, including roads, bikeways, sidewalks, and pathways to create a well-maintained and resilient transportation system.” The four subcategories are described below.

2.1 Maintain and Manage Local Roads

Subcategory 2.1 funds the maintenance of and improvements to local roads, which are the largest single public investment in the county. Funded projects must consider the needs of all roadway users. Local jurisdictions, as project sponsors, will be encouraged to coordinate with adjacent jurisdictions to maximize economic efficiency and minimize construction impacts.

The goal is to develop a comprehensive plan for improving critical roadways at the time an investment is made. Where feasible, locally defined bicycle and pedestrian projects will be implemented in conjunction with other roadway improvements. Funds utilized are eligible to be spent on the following:

- Paving, reconstruction, and repair to roadways, including drainage, lighting, landscaping and other roadways system components.
- Sidewalks, bikeways, and multi-use pathways.
- Safe pathways to transit and bus stop improvements.
- System enhancements to accommodate new technologies such as signal coordination and real time information.
- Facilities to support alternative fuel vehicles, including electric vehicles and autonomous vehicles.
- Municipal fleet conversions to alternative fuel vehicles.
- School bus service in local corridors as a mechanism to relieve congestion.

The Expenditure Plan recognized that each jurisdiction has unique needs and that local priorities are best identified at the local level. Because of this, Local Road funds are distributed on a programmatic basis. Funds are allocated to local agencies based on a formula weighted 50% by the population of the local agency’s jurisdiction and 50% by the number of lane miles within the limits of that agency’s jurisdiction. This formula is updated on a biennial basis to address changes in population and lane mile figures. The distribution shares will use the most current population data from the California Department of Finance and lane miles from MTC. The distribution shares shown in the Five-Year Programming table have been updated in 2021.

Since inception of the Measure AA Program, annual allocations of approximately \$5 million in Category 2.1 funds have been distributed to local agencies. The allocations included funds collected for FY 18/19, FY 19/20, and FY 20/21.

2.2 Provide Safe Pathways for Safe Walking and Biking Access to Schools

Category 2.2 funds school-related projects known as Safe Pathways to Schools. Safe Pathways is the capital improvement element of the Safe Routes to Schools program. Where the Safe Routes program identifies circulation improvements needed for safe access to schools, the Safe Pathways program provides funding for the engineering, environmental clearance, and construction of pathway and sidewalk improvements in all Marin County communities, including safety improvements at street crossings. As defined in the Expenditure Plan, typical projects might include the construction of pathways, sidewalk improvements, circulation improvements, or traffic safety devices.

Category 2.2 can be used to fund Safe Pathway projects or as matching funds from other sources and may be used in combination with road funds to accelerate pathway improvements in school areas. Safe Pathways funds shall be available to local jurisdictions and will be distributed on a competitive basis to jurisdictions following a Call for Projects managed by TAM.

Category 2.2 is intended to fund larger projects. The allocation of funds under Category 2.2 is recommended to be capped up to \$400,000 to assure equitable distribution of available funds but this amount can be adjusted depending on the amount of funds available and the bidding environment. A Call for Projects will be conducted approximately once every three to four years when the accumulation of funds has reached a sufficient level to fund more than seven projects. Smaller safe pathway projects discussed under Category 3.3 are generally included in a Call for Projects with Category 2.2.

Eligible Safe Pathways projects will be selected based on performance criteria that may including the following:

- Relieve an identified safety or congestion problem along a major school route
- Complete a “gap” in the bicycle and pedestrian system along a major school route
- Maximize daily uses by students and others
- Attract matching funds
- Respect geographic equity

All projects will come from approved Safe Routes plans. Approved Safe Routes plans are developed in a cooperative effort of schools’ Safe Routes to Schools teams, which can include local Safe Routes Task Forces, school officials and staff, parents and children, local elected officials and representatives of public works departments of local jurisdictions, and at times, neighborhood representatives.

A primary element in development of the plans is the “walkabout” where the team identifies on-site, the routes to the school and areas for safety improvement. Plans resulting from this reconnaissance are reviewed and approved by the local jurisdictions’ public works department. This thorough review means that the final approved concept reflects support of parents, school officials and local jurisdictions.

In October 2019, the TAM Board approved funds from Categories 2.2 and 3.3 for 13 large projects and 14 small projects in the amounts of \$4.6 million and \$900,000, respectively. The funds estimated to be collected from FY 18/19 to FY 22/23 were used to fund the programmed projects.

With over \$5 million programmed, TAM could not have honored reimbursement requests if large amounts were requested at the same time. A reimbursement schedule was developed to let sponsors know when and how much they can request reimbursement in a given year over the five-year period. There were five outstanding projects from prior cycles. Sponsors of those five projects also were instructed to finish their previously funded projects before commencing projects funded from the current cycle as a way to spread the reimbursement demand. To date, actual reimbursement demands have not exceeded the amounts in the reimbursement schedule, preserving a positive cashflow for Categories 2.2 and 3.3.

2.3 Develop Projects to Address Transportation Impacts from Sea Level Rise

The realities of rising sea levels, higher tides, and flooding are Bay Area issues that are particularly challenging in Marin and will have a severe effect on the future of infrastructure facilities. Marin has been served well by the efforts to define the impacts of climate change through its evaluations of vulnerabilities - the 2015 BayWAVE and C-SMART reporting efforts, addressing both Marin’s bayside and ocean coast impacts and opportunities for

solutions. Caltrans has evaluated its major facilities and their vulnerability and released their report in Spring 2018 – Caltrans District 4. Climate Change Vulnerability Assessments, followed by a Priorities report in 2021.

The funds in this category are reserved for the planning of infrastructure improvements to address sea-level rise, or as matches to grants sought for that purpose, as spelled out in the adopted Measure AA Expenditure Plan. The funds are small and no doubt insufficient for design or construction of these solutions but can be used to plan for improvements and serve as matching funds to grants from other sources.

TAM staff have been working closely with local agencies to consider future needs and opportunities and presented a framework for discussion to the TAM Board in November 2020. Based on this discussion and subsequent discussions, TAM staff have reserved \$50,000 in the FY 21/22 budget to conduct a review of existing plans and studies at identified vulnerable transportation locations to sea level rise. This study will identify considerations, concerns and opportunities at vulnerable locations in Marin County both on major transportation facilities and adjacent to these facilities. If other near-term opportunities arise, the Strategic Plan will be amended to include programming of funds during this upcoming fiscal year, FY 21/22.

2.4 Support Operational Improvements through Innovative Technology

Over the last several years, the transportation industry has seen rapid changes in mobility from the use of smartphone applications, and new advancements in the technology sector and electric vehicle sector. It is impossible for transportation agencies to fully anticipate changes in the era of digital transformation that will occur over the next few years, further compounded by the Covid-19 pandemic, where a rapid shift in mobility occurred. TAM responded quickly with providing grant funds to support redesign of our local road networks and encourage the use of active transportation. A call for projects was conducted to local public works departments, and the TAM board programmed funds to support these projects using funds collected over FY 19/20 and 20/21.

As these funds continue to be replenished over FY 21/22, staff will look toward the use of the funds for further quick build projects or potentially planning activities to guide the implementation of emerging technology in alignment with the expenditure plan.

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

Strategy 3 of the Expenditure Plan is to “reduce school related congestion and provide safer access to schools.”

3.1 Maintain the Safe Routes to Schools Program

Safe Routes to Schools (SR2S) is a proven program designed to reduce local congestion around schools while instilling healthy and sustainable habits in our young people. The program includes several components including classroom education, special events, and incentives for choosing alternative modes to schools, as well as technical assistance to identify and remove the barriers to walking, biking, carpooling, or taking transit to school. The program, which is currently managed by TAM, is in its 20th year of operation and has proven its ability to increase alternative mode use to schools, with over 60 participating schools, and an average of over 50% green trips – walking, biking, and taking transit – to and from participating schools.

The Measure AA Program continues the efforts established by the Measure A Program to be the primary source of funds for the SR2S Program and has allowed it to operate at consistent funding level since 2004. The latest evaluation report was completed in 2019 and indicated continuing congestion relief around schools. The impacts of the current pandemic reduced the ability to hold in person educational programs; however, the team

has worked closely with the schools to accommodate the program in a virtual environment. It is expected that live programs will be possible during the 2021/2022 school year.

3.2 Expand the Crossing Guard Program

One of the greatest barriers to using alternative modes to schools is the difficulty of crossing Marin's busiest streets. Even with infrastructure improvements, parents are reluctant to allow their children to walk or bike to school if they must cross a busy street. While some schools operate volunteer crossing guard programs, experience suggests that this is not a reasonable long-term strategy, as volunteers can be difficult to maintain. Since county voters approved transportation sales taxes, TAM has expanded its crossing guard program to 100 locations throughout the county. These services are contracted to a professional company that specializes in crossing guard programs to ensure that there are trained crossing guards with back-ups for every critical intersection, and the program is professionally managed with reduced risk and liability.

The Program was able to accommodate the extra shifts required during the current pandemic to serve schools with block scheduling. It is expected that the 2021/2022 school year will return to normal scheduling. The counts associated with guard deployment locations have been postponed one year due to the pandemic. A new deployment list will be in place for the 2023-2024 school year.

3.3 Provide Capital Funding for Small School Safety Related Projects

While Category 2.2 funds "large" Safe Pathway projects with allocation of funds of \$400,000 or more, funds for "small" Safe Pathway projects are covered by Category 3.3. Small Safe Pathway projects are limited to \$50,000 per project maximum.

Small-scale safety improvement devices that may not compete well for larger grant programs such as signal upgrades, rectangular rapid flashing beacons, and other flexible technology improvements would be included in this program. Small Safe Pathways funds will be available to local jurisdictions and will be distributed on a competitive basis following a Call for Projects managed by TAM.

In October 2019, the TAM Board approved funds from Category 3.3 for 14 small projects in the amounts of \$900,000. Approximately \$200,000 is collected annually for Category 3.3. The amount allocated in October 2019 will be funded from estimated revenues collected from FY 18/19 to FY 22/23.

Category 4: Maintain and Expand Local Transit Services

Category 4 of the Expenditure Plan is to "maintain and expand efficient and effective local transit services in Marin County, including services to schools and specialized service for seniors and persons with disabilities, to reduce congestion and meet community needs."

It was a goal of the Expenditure Plan to support diverse, efficient, and sustainable transportation options that promote mobility and maintain the quality of life for residents of Marin County. This category contains a variety of transit programs that work together with the other Expenditure Plan strategies to develop sustainable and responsive alternatives to driving for a variety of trip purposes in Marin. It provides Marin with an efficient transit system that reduces greenhouse gas emissions and meets the needs of those who travel between and within the county's many communities. Transit services were affected worldwide by the pandemic, and Marin was no exception. However, the local agencies adapted quickly and continue to make adjustments in order to manage their budgets and meet the needs of riders while meeting public health mandates. TAM will continue to monitor the changes to transit brought by the last two years.

Although Measure A stopped collection on March 31, 2019, Measure A funds from Strategy 1 were still available to Marin Transit in FY 19/20 and FY 20/21 because of unused and carry over funds from prior years. All Measure A Strategy 1 funds due to Marin Transit have been allocated and reimbursed to Marin Transit in FY 20/21. Starting in FY 21/22, Marin Transit will only be allocated Measure AA funds.

4.1 Maintain and Improve Existing Transit Service

Category 4.1 allows Marin Transit to plan long term and contract Marin's local transit service. Funding will ensure that service levels are maintained and increased in the long term, with focus on the leveraging of other funds. This category will provide funding to maintain and improve intercommunity bus transit service and service along major bus transit corridors throughout Marin County. Marin Transit operates a number of bus transit corridors that have frequent service and boast high ridership numbers at peak hours. These include:

- All day services in the Canal – downtown San Rafael – Marin City corridor.
- Services between San Rafael and San Anselmo.
- Services to local colleges.
- Peak period services to major employers in Novato, San Rafael, and other locations.

While frequent service is critical along major corridors, there are transit markets and communities within Marin County that may be better served with low-cost services such as smaller transit vehicles or on-demand services, such as the West Marin Stagecoach.

Category 4.1 will also fund programs that provide discounts to low-income riders to support mobility and access to jobs and basic services for those with no alternatives. Approximately \$7.5 million is collected annually and made available to Marin Transit upon annual request.

4.2 Maintain and Expand Rural and Recreational Bus Services

Category 4.2 funds Marin's rural and recreational bus services that reduce congestion and improving mobility for Marin County residents and visitors. These are primarily the West Marin Stagecoach, Muir Woods Shuttle, and Tomales-Dillon Beach Dial-A-Ride that serve the rural and recreational areas of Marin County. Approximately \$650,000 is collected annually.

4.3 Maintain and Expand Transit Services for Those with Special Needs

Category 4.3 funds transit services for those with special needs who are not able to use fixed-route services. Included in special needs are traditional paratransit for seniors and the disabled, travel training, subsidized taxi services, and volunteer drive programs. Marin Transit contracts with Whistlestop Wheels to provide specialized services for older adults and persons with disabilities. These services are essential to keep Marin's resident's mobile and independent as they get older.

Services for seniors and persons with disabilities are planned with the support of the Marin Mobility Consortium, which advises Marin Transit on the needs of these communities and receives public input from all areas of the county. With support of the 2004 sales tax, there have been many successful programs, including new shuttle services and scheduled group trips. Measure AA funding will allow these innovations to continue and expand to serve Marin's aging population.

This program will also extend funding for low-income seniors and people with disabilities. Approximately \$2.2 million is collected annually.

4.4 Provide Transit Services to Schools

Safe Routes to Schools programs benefit students and families in close proximity to Marin schools by educating and encouraging walking and biking. Public transit and yellow school bus services provide service for students with longer trips to school. Category 4.4 dedicates funds to maintain yellow bus services in partnership with local schools and parent organization. Category 4.4 also funds enhanced school-oriented bus services is also integral to this category.

The school service category also provides ongoing assistance for our youth and the lowest income families who are unable to afford current transit fares. The youth discount program funded from this category works in tandem with other school enhancements to develop early and life-long transit riding habits. Approximately \$1.2 million is collected annually.

4.5 Invest in Bus Transit Facilities

Category 4.5 funds investment in vehicles and facilities. This will include funding for a green transit fleet, new bus transit hubs for efficient and safe transferring between routes, constructing a local bus maintenance facility, and new amenities at bus stops including real-time transit information.

Transitioning to a fleet of green transit vehicles (such as electric buses) will help the county reduce its carbon footprint and save costs in the long term. Many Marin Transit routes are well suited to electric bus operations, with transit centers at one or both termini, and varied topography (regenerative braking and downhill power generation helps with battery charging).

Category 4.5 is intended to provide Marin County with an efficient transit system that fully meets the needs of those who need or wish to travel both between and within communities via bus or shuttle transit. Increasing support for mobility alternatives will provide options for those who either cannot or choose not to drive for all of their trips.

Approximately \$950,000 is collected annually. Unlike operational services like Categories 4.1 to 4.3 that need annual funding, allocations for Category 4.5 are based on Marin Transit's capital needs that may vary from year to year.

4.6 Expand Access to Ferries and Regional Transit, Managed by Golden Gate Transit

Marin County residents and workers now have expanded regional transportation options to improve regional mobility, particularly during commute hours. Local residents and workers often require first and last mile connections to make these regional options accessible, including access to the ferry and express bus services.

Category 4.6 helps to expand and maintain connecting ferry shuttle services, remote parking locations adjacent to transit hubs, and other last mile solutions that provide regional access for Marin's residents and commuters.

Category 4.6 provides dedicated funding to improve access to regional bus and ferry service provided by the Golden Gate Bridge, Highway, and Transportation District. These funds support Golden Gate Transit in their regional transit efforts and are contingent on Golden Gate maintaining their bridge toll revenue that currently funds these regional services and meeting their performance and operations subsidy goals. Approximately \$115,000 is collected annually.

Set Aside for Major Road and Richmond-San Rafael Bridge Approaches

In addition to funding the four categories noted above, the Measure AA Expenditure Plan also directed TAM to set aside up to \$2.35 million annually to fund commitments from the Measure A Program to several major road projects and to the Richmond-San Rafael Bridge approaches (on East Sir Francis Drake and Bellam Boulevard).

Funding for the Major Road Projects would have continued until the expiration of the Measure A Program in 2024. Measure AA funds will be made available to the jurisdictions with remaining originally programmed projects over the life of the new Measure AA, under as-needed timing of the project sponsor. Only those Major Roads projects specifically mentioned below will receive Measure AA funds.

Under the original Measure A Program, \$2.35 million per year was set-aside as a “Bond Debt Reserve” to pay for the needed advancement of sales tax funds to enable the Highway 101 Gap Closure to be built in the early years of the Measure A Program. TAM was able to obtain an advantageous loan from MTC at a much-reduced cost than a formal market-based sales tax bond.

The Bond Debt reserve was used to pay back the MTC loan, completed in 2015. From 2015 to 2018, and projected into the future, the majority of the Bond Debt reserve was programmed for unfinished Major Road projects. A small amount of the Bond Debt reserve set-aside was used on a one-time basis by TAM for an urgent need, the Bellam Boulevard Off-Ramp and Intersection Project, East Sir Francis Drake Boulevard (ESFD) Project, and Highway 101/I-580 Direct Connector Feasibility Study. These projects are known as the Richmond-San Rafael Bridge Approach Projects.

Starting in FY 19/20, the first full year of sales tax under the new Measure AA plan, the original \$2.35 million off the top reserve will be set-aside for the Major Road and Richmond-San Rafael Bridge Approach Projects. The total amounts are delineated as follows, under their original prioritized road segments:

- Southern Marin Planning Area, East Blithedale (Mill Valley) \$1.89 million
- Central Marin Planning Area, Third Street (San Rafael) \$12.5 million
- Ross Valley Planning Area, Sir Francis Drake Blvd, Hwy 101 to Ross, (County of Marin) \$11.87 million
- West Marin Planning Area, Sir Francis Drake, (County of Marin) \$74,000
- North Marin Planning Area, Novato Boulevard (Novato) \$11.59 million
- Richmond-San Rafael Bridge Approach Projects (TAM) \$3.8 million

The amounts noted above for Central Marin, Ross Valley, and Northern Marin include the State Local Partnership Program (SLPP) backfilled funding commitment approved by the TAM Board in July 2010 and July 2011. The projects in Southern Marin and West Marin have already received full allocations of SLPP backfilled funds from TAM so the amounts shown only included sales tax funds.

This Set Aside category replaces the Bond Debt Reserve identified original Measure A Expenditure Plan. Measure AA funds will be set-aside for approximately 14 years, or until unallocated commitments as defined are met.

As of the date of this Strategic Plan, all funds in this category have been allocated except for the funds programmed in the North Marin Planning Area for Novato’s Novato Boulevard Rehabilitation Project and the nominal amount in the West Marin Planning Area.

The Novato Boulevard Rehabilitation Project is currently in the design and right of way (ROW) phases. Novato will request the remaining available funds for the construction phase when the design and ROW phases are complete.

The nominal amount for the West Marin Planning Area was the amount accumulated after Marin County completed the second prioritized project, Sir Francis Drake Boulevard between Lagunitas Road and Wild Iris Drive. The funds can be used any eligible project on Sir Francis Drake Boulevard between Fairfax Limit and Platform Bridge Road.

Implementation Guidelines

Before Measure AA Transportation Sales Tax funds can be spent on a project or program, the sponsoring agency will need to request an allocation of funds and execute a funding agreement with TAM. In general, the funding agreement will describe the project/program scope, the anticipated schedule, and an estimated cash flow of Measure AA funds. The agreement will also specify the responsibilities of both TAM and the project sponsor, as described in this section. The TAM Executive Director shall have the authority to execute such funding agreements on behalf of the TAM Board of Commissioners.

A. Claimant Policies

The following claimant policies provide a framework for the funding agreements that will be developed for the allocation of Measure AA funds. These policies clarify TAM's expectations of sponsors to deliver their projects and have been designed to support the Implementation Guidelines provided in the Expenditure Plan and the Strategic Plan Guiding Principles.

1. Eligibility for Funding

- Project types and sponsors are to be as identified in the Marin County Transportation Sales Tax Expenditure Plan.
- The addition of new project types and/or sponsors can only be accomplished through an Expenditure Plan amendment.
- Projects are to be consistent, as applicable, with regional and state plans, such as Marin Transit's SRTP, Marin County's Congestion Management Plan, and the Metropolitan Transportation Commission's (MTC's) Regional Transportation Improvement Plan (including Air Quality Conformity).

2. Application Process

- There are two paths for the allocation of funds:
 - a. Programmatic funding, such as Category 2.1, Local Roads.
 - b. Project specific funding, such as Category 1.3, Local Interchange projects.
- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified in the Strategic Plan. For Local Roads projects, sponsors need to submit an allocation request form that specifies projects anticipated for implementation. The proposed projects should come from sponsors' Capital Improvement Programs (CIP) or equivalent. Sponsors may also use Local Roads funds for unanticipated emergency projects not in their CIP. If sponsors use such funds for projects not mentioned in the allocation request form, a revised allocation request form needs to be submitted to TAM before proceeding to implementation. Sponsors are also required to document the changes in the annual report.

- For an allocation of project specific Measure AA funds, project sponsors will need to submit a complete application package, consisting of the following information:
 - a. Identification of Lead Sponsor
 - b. Inclusion in local and/or regional plans (as required)
 - c. Status of environmental review (as required)
 - d. Notice of impediments to project or program
 - e. Scope of Work / Description of Service
 - f. Adherence to Performance Measures (as required)
 - g. Delivery Schedule (by Phase)
 - h. Funding Plan
 - i. Cost and funding for each phase of the project, including the status on non-Measure AA funds on whether these funds have been secured or have expiring deadlines
 - ii. Cash flow needed on Measure AA funds
 - iii. Expenditures to Date

- 3. Allocation and Disbursement of Funds
 - All allocations of Measure AA funds by TAM will be reviewed for the following:
 - a. Consistency with the Strategic Plan [Program of Projects]
 - b. Completeness of the application via the Allocation Request Form and consistency with Strategic Plan requirements.
 - All allocations of Measure AA funds will be governed by a funding agreement between TAM and the sponsoring agency. The TAM Board will approve such allocations. TAM's Executive Director will have the authority to execute funding agreements.
 - Programmatic funding will be approved annually, and project specific funding will be approved based on project readiness. For multi-year projects, funding allocations and funding agreements may be for the term of project phases (i.e., environmental, design, construction).
 - All agreements will document the following (See Appendix 3b):
 - a. Scope of Work
 - b. Project Schedule
 - c. Funding Plan
 - d. Adherence to Performance Measures (if applicable)
 - e. Reporting requirements
 - f. Acceptance of TAM's Claimant Policies
 - Funding agreements shall be executed by resolution of the sponsor's governing board.
 - Prior to the disbursement of funds, a project must have:
 - a. an approved allocation resolution from the TAM Board
 - b. an executed funding agreement between the sponsoring agency and TAM.
 - The standard method of payment will be through reimbursement, with the exceptions of Category 4.1, 4.2, 4.3, and 4.4, which can be distributed one month before costs have been incurred, and Category 2.1 (Local Roads), which are distributed on a formula basis. Project advances will require approval from the TAM Board.
 - Funds may be accumulated by TAM over a period of time to pay for larger and long-term projects. All interest income generated by these proceeds will be used for the transportation purposes described in the Expenditure Plan and Strategic Plan as approved by the TAM Boards.
 - Timely use of funds requirement will be specified in each agreement.

Item 10 - Attachment A

- Project reimbursement requests must be accompanied by evidence of payment. Reimbursement requests shall be submitted no more frequently than monthly.
 - Measure AA funds will not substitute for another fund source that has been programmed or allocated previously to the project or program without prior approval of TAM.
 - Other fund sources committed to the project or program will be used in conjunction with Measure AA funds. To the maximum extent practicable, other fund sources will be spent down prior to Measure AA funds. Otherwise, Measure AA funds will be drawn down at a rate proportional to the Measure AA share of the total funds programmed to that project phase or program.
 - After a multi-year allocation of funds has been made to a project phase, the release of funds in any subsequent fiscal year will be subject to the submittal and acceptance by TAM's Executive Director of a complete Progress Report meeting the requirements for progress reports as adopted by the TAM Board.
 - Measure AA funds will be allocated to phases of a project or to a program based on demonstrated readiness to begin the work and ability to complete the project phase.
 - Measure AA allocations for right-of-way and construction will be contingent on a completed environment document.
4. Monitoring and Reporting Requirements
- Recipients of Measure AA funds will be required to submit status reports per the provisions of the funding agreement.
 - The report will provide information on compliance to established performance measures.
 - Audit requirements will be specified in the agreement.
5. Eligible and Ineligible Costs
- Funds are to be expended in accordance with the applicable provisions of the Expenditure Plan and the Public Utilities Code Section 180000 et seq.
 - Eligible phases are as follows:
 - a. Planning / Conceptual Engineering
 - b. Preliminary Engineering / Environmental Studies
 - c. Design Engineering (PS&E)
 - d. Right of Way Support / Acquisition
 - e. Construction
 - Eligible project sponsor costs include the following:
 - a. Direct staff time (salary and benefits)
 - b. Consultants selected through a competitive selection process
 - c. Right of way acquisition costs
 - d. Competitively bid construction contracts
 - TAM oversight costs are eligible costs.
 - Indirect costs (as defined by OMB Circular A-87) will not be considered an eligible expense.
 - Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to TAM Board approval of the Measure AA allocation for a project or program. TAM will not reimburse expenses incurred prior to fully executing a Funding Agreement.

6. Other

- Project sponsor will provide signage at construction sites for projects funded partially or wholly by Measure AA sales tax revenue so that the Marin County taxpayers are informed as to how funds are being used.
- Project cancellation will require repayment of all unexpended funds and funds determined by audit not to have been expended as provided for in the funding agreement.

Appendix

Appendix 1 - Measure A Five-Year Programming

Appendix 2 - Measure AA Five-Year Programming

Appendix 3 - Measure AA Category 2.1 Local Road Infrastructure Programming by Agencies

Appendix 4 - Measure A Expenditure Plan (available for [download](#))

Appendix 5 - Measure AA Expenditure Plan (Available for [download](#))

Appendix 6 - Comments and Responses on Strategic Plan

Appendix 1 - Measure A Five-Year Programming

		Numbers in '000's							
Measure A 1/2 Cent Sales Tax Programming		PRIOR	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	TOTAL
Strategy 1 - Transit									
Strategy 1.1	Local Bus Transit Service	110,435	244	316	-	-	-	-	110,995
Strategy 1.2	Rural Bus Transit Service	8,795	-	-	-	-	-	-	8,795
Strategy 1.3	Special Needs Transit Services	27,022	-	-	-	-	-	-	27,022
Strategy 1.4	Bus Transit Facilities	17,154	-	-	-	1,424	-	-	18,578
Total		163,406	244	316	-	1,424	-	-	165,390
Strategy 3 - Local Transportation Infrastructure									
Strategy 3.1	Major Roads								
	<i>Active Projects</i>								
	County of Marin - Ross Valley Sir Francis Drake Blvd	4,924	4,748	4,748	-	-	-	-	14,420
	Mill Valley - E. Blithedale	250	-	-	-	-	-	-	250
	San Rafael - Third Street	300	-	-	-	-	-	-	300
	Novato - Novato Blvd - Segment 1	401	-	-	-	-	-	-	401
	<i>Completed Projects</i>	24,101	-	-	-	-	-	-	24,101
Strategy 3.2	Local Streets and Roads	38,011	-	-	-	-	-	-	38,011
Total		67,987	4,748	4,748	-	-	-	-	77,483
Strategy 4 - Safer Access to Schools									
Strategy 4.1	Safe Routes to Schools	8,715	470	-	-	-	-	-	9,185
Strategy 4.2	Crossing Guards	11,576	-	-	-	-	-	-	11,576
Strategy 4.3	Safe Pathways								
	<i>Active Projects</i>								
	Corte Madera-Co. Day & Montessori, La Perouse	244	-	-	-	-	-	-	244
	Mill Valley Camino Alto Bike Ped	350	-	-	-	-	-	-	350
	Larkspur-Doherty Dr Bike Ped	350	-	-	-	-	-	-	350
	San Anselmo - Brookside Elementary	350	-	-	-	-	-	-	350
	<i>Completed Projects</i>	6,159	-	-	-	-	-	-	6,159
Total		27,744	470	-	-	-	-	-	28,214

		Numbers in '000's						
Measure AA 1/2 Cent Sales Tax Programming	PRIOR	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	TOTAL
Major Road Set-Aside								
<i>Active Projects</i>								
Mill Valley - E. Blithedale	1,000	1,106	-	-	-	-	-	2,106
San Rafael - Third Street	931	-	3,477	5,795	2,318	-	-	12,521
Novato - Novato Blvd - Segment 1	946	-	-	-	-	5,320	5,321	11,587
Richmond San Rafael Bridge Approaches	559	1,562	561	1,118	-	-	-	3,800
Total	3,436	2,668	4,038	6,913	2,318	5,320	5,321	30,014
Category 1 - Reduce Congestion								
Category 1.1 Completion of Marin-Sonoma Narrows	2,733	4,000	5,600	-	-	-	-	12,333
Category 1.2 Match for Completion of 101/580 Direct Connector	944	-	-	5,300	4,000	4,000	1,800	16,044
Category 1.3 Enhance Interchanges	53	628	586	601	616	631	692	3,807
Category 1.4 Transportation Demand Management	-	104	97	100	102	105	115	623
Total	3,730	4,732	6,283	6,001	4,718	4,736	2,607	32,807
Category 2 - Local Transportation Infrastructure								
Category 2.1 Local Roads	5,971	5,125	4,824	4,933	5,044	5,157	5,600	36,654
Category 2.2 Large Safe Pathway Capital Projects	113	3,787	-	-	-	703	763	5,366
Category 2.3 Sea Level Rise	-	233	219	224	229	234	254	1,393
Category 2.4 Innovative Technology	-	208	109	112	114	117	127	787
Total	6,084	9,353	5,152	5,269	5,387	6,211	6,744	44,200
Category 3 - Safer Access to Schools								
Category 3.1 Safe Routes to Schools	-	756	708	725	743	761	831	4,524
Category 3.2 Crossing Guards	728	1,512	1,415	1,450	1,486	1,522	1,663	9,776
Category 3.3 Small Safe Pathway Capital Projects	124	776	-	-	-	217	237	1,354
Total	852	3,044	2,123	2,175	2,229	2,500	2,731	15,654
Category 4 - Transit								
Category 4.1 Local Bus Transit Service	7,007	8,055	7,374	7,495	7,661	7,832	8,496	53,920
Category 4.2 Rural Bus Transit Service	966	564	509	681	696	711	772	4,899
Category 4.3 Special Needs Transit Service	2,253	1,931	2,275	2,158	2,206	2,255	2,446	15,524
Category 4.4 School Transit Service	1,167	1,200	1,033	1,136	1,161	1,187	1,287	8,171
Category 4.5 Bus Transit Facilities	-	2,041	679	908	929	949	1,030	6,536
Category 4.6 Expand Access to Transit	141	99	99	114	116	119	129	817
Total	3,561	5,271	4,086	4,316	4,412	4,510	4,892	31,048

Appendix 3 – Measure AA Category 2.1 Local Road Infrastructure Programming by Agencies

Measure AA 1/2 Cent Sales Tax Programming			PRIOR ¹	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	TOTAL ²
Category 2 - Local Transportation Infrastructure		POP/Mile³								
Category 2.1 Local Roads										
	Belvedere	0.98%	58,647	50,058	47,117	48,180	49,265	50,372	54,698	358,338
	Corte Madera	3.68%	210,990	188,561	177,482	181,488	185,575	189,743	206,041	1,339,880
	Fairfax	2.75%	165,237	140,930	132,649	135,643	138,697	141,813	153,994	1,008,963
	Larkspur	3.95%	238,280	202,218	190,336	194,632	199,015	203,485	220,963	1,448,928
	Mill Valley	5.65%	337,273	289,498	272,487	278,638	284,912	291,312	316,334	2,070,454
	Novato	18.05%	1,080,648	924,930	870,583	890,235	910,280	930,726	1,010,671	6,618,073
	Ross	1.05%	60,789	53,620	50,469	51,609	52,771	53,956	58,590	381,804
	San Anselmo	4.43%	264,940	227,003	213,665	218,488	223,408	228,426	248,046	1,623,977
	San Rafael	19.52%	1,169,592	1,000,630	941,835	963,095	984,781	1,006,900	1,093,388	7,160,221
	Sausalito	2.76%	167,240	141,606	133,285	136,294	139,363	142,493	154,733	1,015,015
	Tiburon	3.47%	206,680	177,932	167,477	171,258	175,114	179,047	194,426	1,271,934
	County	33.72%	2,011,066	1,728,400	1,626,842	1,663,565	1,701,024	1,739,231	1,888,621	12,358,749
	Total	100.00%	5,971,382	5,125,387	4,824,226	4,933,126	5,044,204	5,157,504	5,600,505	36,656,335

1 - Collection of Measure AA commenced April 1, 2019. Prior includes 15 months of funds collected from April 1, 2019 to June 30, 2020.
2 - Total includes Prior and 5-Years of Programmed Funds.
3 - The Population/Lane Miles Percentage was updated in 2021 with the latest available population data from the Department of Finance and lane miles data from MTC.

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2021 Strategic Plan

TAM Board Meeting
May 27, 2021

Background

- Measure A, approved by 71.2% of Marin voters in November 2004, dedicates local sales tax revenues to transportation needs over a twenty-year period
- Subsequently, Measure AA was approved by 76.7% of Marin voters in November 2018, renewed Measure A for another 30 years, until 2039
- The Measure AA Expenditure Plan was based on the expectation that the transportation sales tax will continue the efforts started by Measure A

Background, cont.

- Both Expenditure Plans direct TAM to prepare Strategic Plans to identify the dates for project and program implementation based on project readiness
- While Measure A has stopped collection, not all Measure A funds have been reimbursed and a few remaining commitments still need to be fulfilled
- TAM is required to maintain a Strategic Plan for Measure A for the foreseeable future until all funds have been reimbursed and commitments have been honored

Background, cont.

- Measure AA is an extension of Measure A so both measures are collecting the same transportation sales tax revenue stream over a consecutive period
- Staff is recommending an overall redesign of the current two Strategic Plans and combining them into a single document
- The new 2021 Strategic Plan will follow the same update and amendment process as specified in both Expenditure Plans.

Measure A and AA Fund Summaries

CHART 1: MEASURE A FUNDING BY STRATEGY

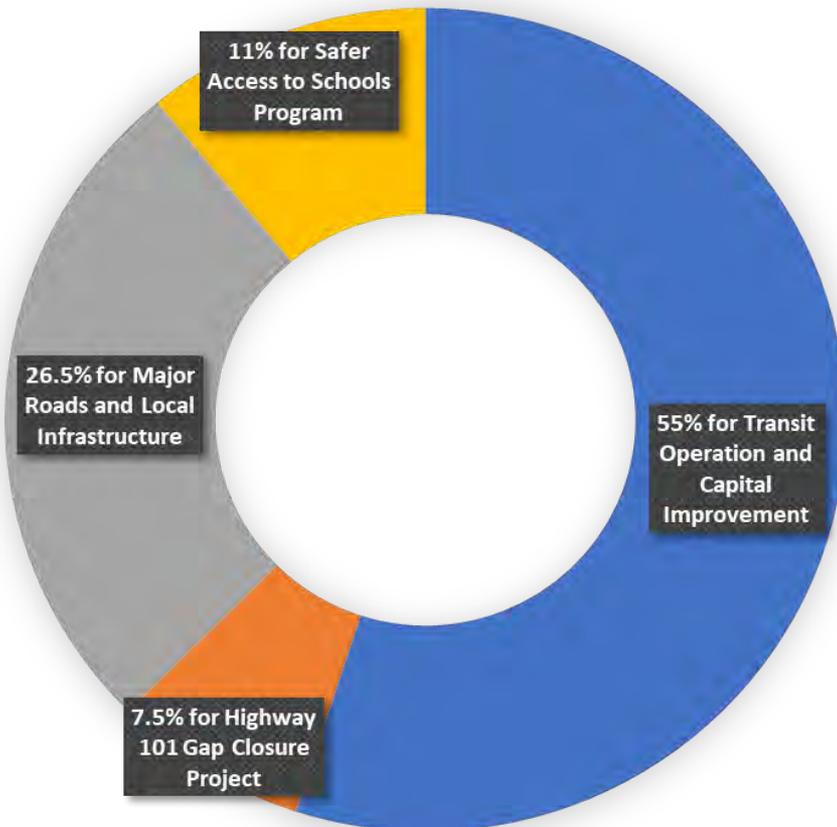
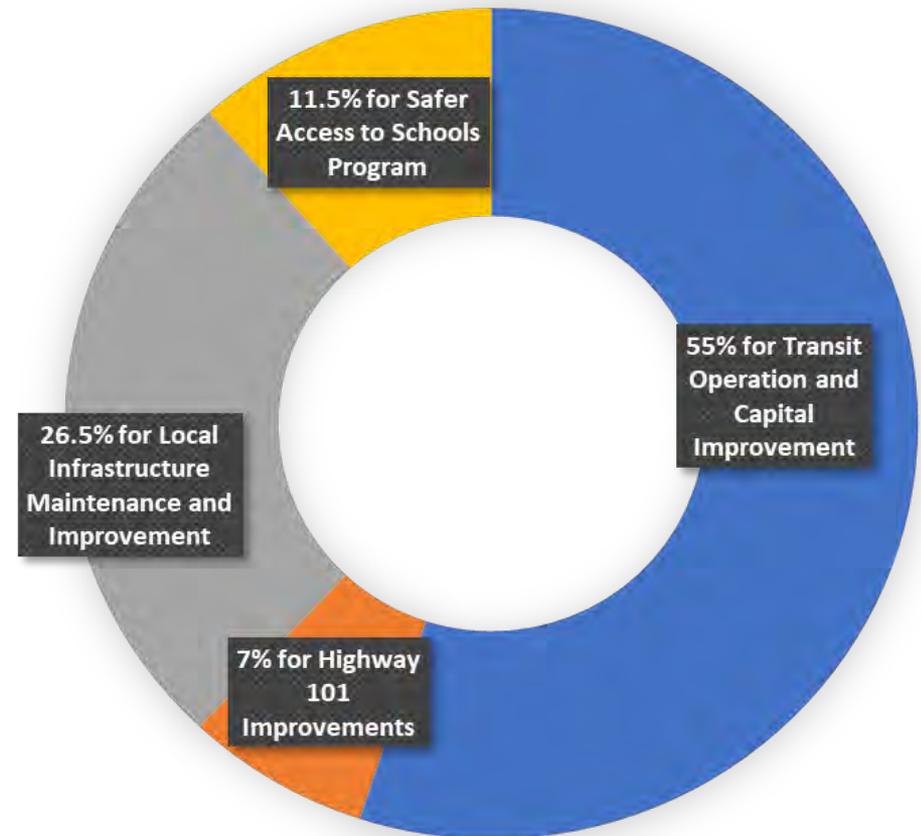


CHART 2: MEASURE AA FUNDING BY CATEGORY



Purpose of the Strategic Plan

- Establishes the timing of all allocations and procedures for funding priorities within the prescribed categories of funding
- Provides a 5-year outlook on how local transportation sales funds will be allocated in the context of anticipated demands, timing, and other available revenues.

Notable Changes for 2021

- Two new guiding principles:
 - Equity
 - Wildfire/evacuation awareness
- Five Year Outlook - a five-year outlook on the revenues and expenditures provides a more succinct and usable document
 - Data for the entire duration of both funding sources will still be maintained for reference and truing up the percentage
 - Data for the duration of both funds will always be available upon request

Guiding Principles

The Guiding Principles of previous Strategic Plans were incorporated in the 2021 Strategic Plan that includes:

- a. Maximize Leveraging of Outside Fund Sources
- b. Support Cost-Effective Project Delivery
- c. Maximize Cost-Effective Use of Sales Tax Funds
- d. Promote a Balanced Use of Funds
- e. Promote High Environmental/Conservation Awareness
- f. Promote Equity
- g. Support Community Safety in Wildfire Evacuation Planning

Accountability

- To ensure accountability and transparency:
 - Comply with all audit and reporting requirements
 - Ensure public involvement in allocation of funds
 - Conduct open public meetings according to state law
 - Convene the Citizens' Oversight Committee (COC) on a regular basis to review actions taken by TAM

Revenue Forecast

- Revenue projections will be updated annually
- Projections are used to determine if funds are sufficient to proceed with “pay-as-you-go” model or if borrowing is necessary
- Updated projections are used in the 5-Year Programming sheets to show available funds for each category

Revenue Forecast, cont.

- Based on FY2021-22 Revenue Level and Growth Rate adopted by Board in March 2021

Measure AA Revenue Projections, Life of Measure (*\$ millions*)

	Original AA Expenditure Plan	2019 Strategic Plan	Draft 2021 Strategic Plan
Total Sales Tax Collection	\$872	\$1,200	\$1,057
Change from Prior Est. (\$)	--	N/A	(\$143)
Change from Original EP (\$)	--	\$328	\$185

Measure A

- Measure A Program officially ceded collecting transportation sales tax funds on March 31, 2019.
- All funding commitments of Measure A have been fulfilled except for Strategy 1.1 and Reserve Funds
- Once these commitments have been fulfilled, reporting on Measure A in the Strategic Plan will be kept at a minimum

Measure AA

- Provides an overview of each category, including status of activities, amounts collected, and funds expended to date
- Measure AA started collection on April 1, 2019, funds have been allocated and projects have started
- Calls for Projects have been issued
 - Category 2.4 Quick Build Projects
 - Category 2.2 Large Safe Pathway Projects
 - Category 3.3 Small Safe Pathway Projects

Measure AA (cont.)

- Programmatic categories have been receiving annual allocations of funds without interruption when Measure A was transitioned to Measure AA, including
 - Category 2.1 Local Infrastructure
 - Category 3.1 Safe Routes to School
 - Category 3.2 Crossing Guards
 - Category 4 Transit
- Category 1 Projects underway
 - Marin-Sonoma Narrows, 101-580 Direct Connector, Interchanges

Recommendations and Process

- Release the draft 2021 Strategic Plan for the required 30-day public comment period
- Per the Strategic Plan amendment policy, updates to the Strategic Plan can be approved after allowing 30 days for public comments
- A copy of the 2021 Strategic Plan will be made available on TAM's website on May 28, 2021
- The 2021 Strategic Plan will be presented to the TAM Board at the June 24th meeting for approval, on the condition that no public comments received after June 24th and by June 26th would necessitate TAM Board attention



Questions



DATE: May 27, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Active Transportation Update in Celebration of Bike Month (Discussion), Agenda Item No. 11

RECOMMENDATION

Discussion item only.

BACKGROUND

As part of Bike Month, in most years May has featured Bike to Work Day in Marin County, providing a chance to promote bicycling as a mode of commuting and encourage the use of non-automotive transportation. As in 2020, due to the pandemic, the 2021 Bike Month will be celebrated through the Bike to Everywhere Days initiative put on by the Marin County Bicycle Coalition (MCBC) and sponsored by TAM. Marin County and TAM have long supported investments in bike and pedestrian improvements as part of a multi-modal approach to congestion management and mobility. TAM has celebrated Bike Month for many years, sponsoring local events and promotions to encourage bike use in Marin.

DISCUSSION/ANALYSIS:

For this year's Bike Month, staff will present an update on recent progress made in advancing bike and pedestrian transportation in Marin County. TAM is committed to plan, fund, build and engage our communities with bike investments to ensure equitable access, support the environment and support the local economy.

FISCAL CONSIDERATION:

This item has no direct fiscal impact to TAM.

NEXT STEPS:

TAM staff will continue engaging in activities to support active transportation in Marin County, in collaboration with agency partners and other stakeholders.

ATTACHMENTS:

Attachment A: Staff Presentation



Item 11 - Attachment A



Bike Month Presentation

TAM Board Meeting
May 27, 2021

BIKE MONTH 2021



TAM's Ongoing Support for Active Transportation: *Plan, Fund, Build, Engage*



Planning Activities & Project Studies

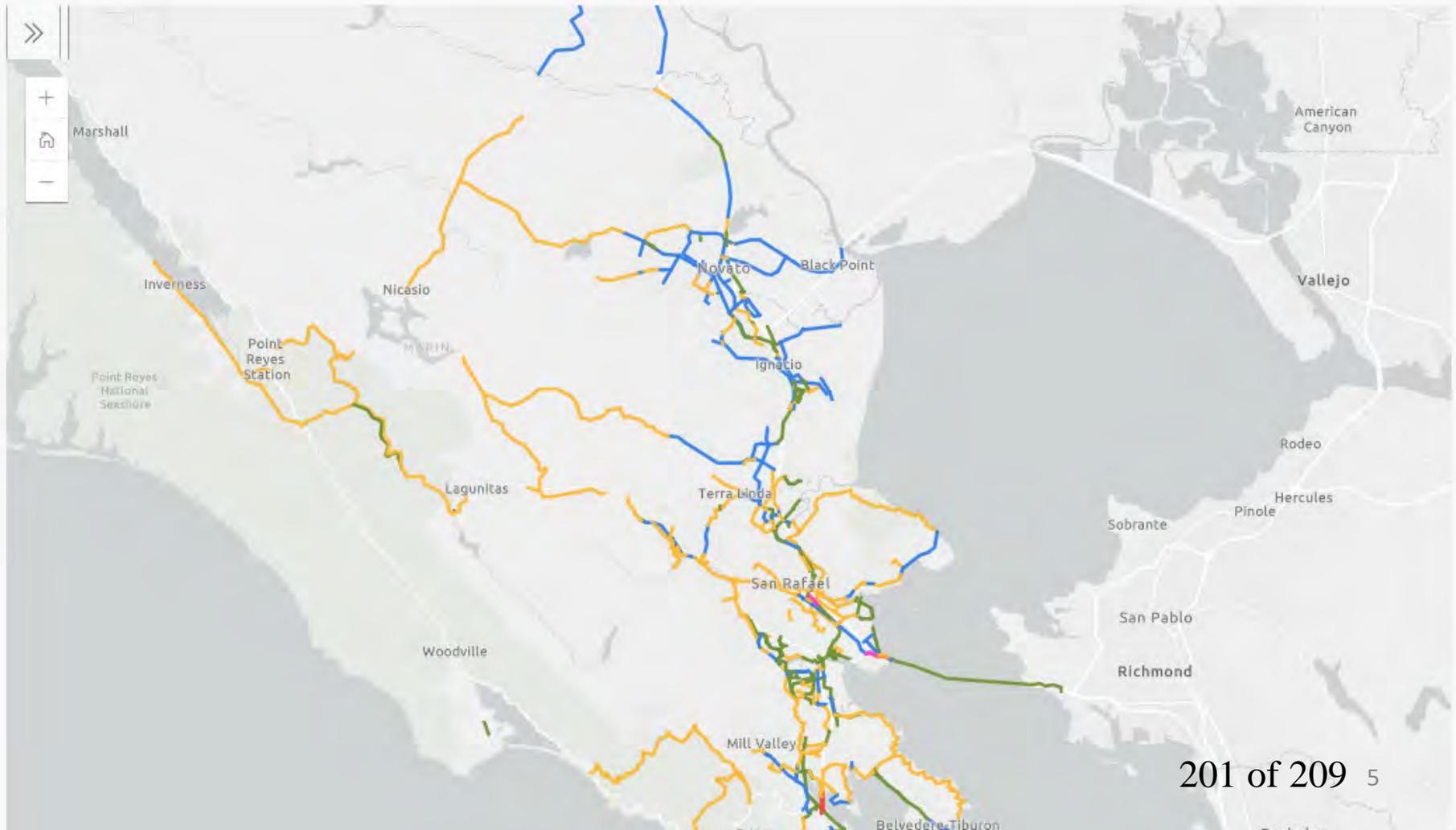
- Funded updated Bike Plans for local jurisdictions
- Completed TAM E-Bike Study
- Performing comprehensive Interchange Studies
- Supporting Local and Regional Project Development
 - San Anselmo Hub Study
- Recently Launched Bike/Ped Plan Map
 - www.tam.ca.gov/bikepedmap





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Bike/Ped Funding Updates

- Latest round of Safe Pathways funded 27 projects with approximately \$5.3 million for 11 jurisdictions
- Annual funding of pathway maintenance
- MTC Quick-Strike Program – Initial recommendations from MTC being augmented with new funding, revised rec expected by June
- TDA/TFCA – TAM call for projects in May, ~\$1.25M available
- Active Transportation Program – one Marin project funded; possible augmentation from state budget surplus

Sponsor	Project Title	ATP Request	Total Cost	State Score	MTC Score
Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$1.326M	\$1.996M	82	74
MTC/BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$4.302M	\$5.612M	80	101
Novato	San Main High School Area Multimodal Access Project	1.432M	1.743M	59	86
San Rafael	San Rafael Canal Crossing Project (PA&ED)	\$1.575M	\$22.127M	83	82.5
Tiburon	Trestle Glen Boulevard Class II Bikeway	\$3.113M	\$3.518M	60	35



Community Projects (Earmarks)

- TAM requested:

- ✓ San Rafael Canal Crossing
- ✓ Safe Routes to Schools
- ✓ Corte Madera Gap Closure

- Others requested:

- ✓ Marin Transit Facilities
- ✓ NPS Vista Point Trail
- ✓ East SFD Gap Closure
- ✓ SR Canal Dredging
- ✓ GG Transit Center, facilities
- ✓ SR 37 Early work

Recently Completed Projects

- Novato Blvd. Multi Use Path
- Lamont Avenue bike lanes, Novato
- Tamal Vista in Corte Madera
- 2nd to Rice multiuse path in San Rafael
- Class 4 Bikeway on Sir Francis Drake Flyover at I-580
- Camino Alto from Miller Ave. to E. Blithedale
- Multiuse Path on Richmond/San Rafael Bridge
- Safe Pathways projects throughout Marin



Projects Under Construction

- North-South Greenway Multiuse Path over Corte Madera Creek
- Gate 6 Intersection Improvements in Sausalito
- Sir Francis Drake Blvd. Rehabilitation Project



Upcoming Projects

- San Rafael Third Street Rehabilitation Project
- East Blithedale Avenue Rehabilitation Project
- Francisco Blvd East Bike/Pedestrian improvements Gap Closure
- Bike lanes on Casa Buena Drive in Corte Madera
- Marin-Sonoma Bike Share Program

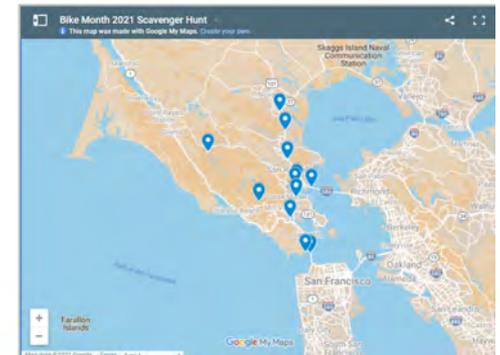


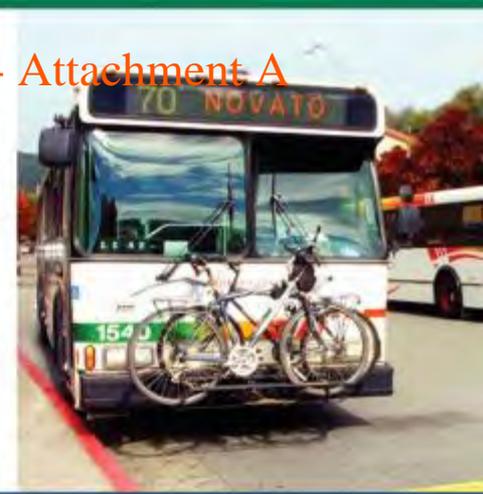
Projects in Development

- TAM Projects/Programs:
 - North/South Greenway Future Phase
 - Bellam Blvd. Bike/Ped Improvements, included as element of 101-580 Direct Connector project
- Other Local/Regional Projects
 - 101 Tiburon Blvd Overcrossing – Caltrans
 - SMART Pathway segments

Engagement & Promotion to Support Communities

- Bike Month
- Bike to Wherever Days 2021
- Bike to School Day
- Marin Commutes
- Safe Routes programs





Questions and Discussion