



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

JUNE 12, 2023
2:00 P.M.

**TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA**

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

www.tam.ca.gov

Belvedere
Nancy Kemnitzer

Corte Madera
Pat Ravasio

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Mary Sackett
Katie Rice
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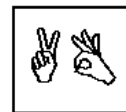
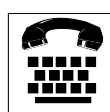
How to provide public comment (limited to 3 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Sunday, June 11, 2023, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click 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” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.
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The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to three minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from May 8, 2023 (Action) – **Attachment**
5. Adopt Positions on New Bills Added to 2023 State Bill Matrix (Action) – **Attachment**
6. Review of Draft 2023 Measure B Strategic Plan (Action) – **Attachment**
7. Review of Draft 2023 Measures A/AA Sales Tax Strategic Plan (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE

MAY 8, 2023
2:00 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Brian Colbert, San Anselmo Town Council, Committee Chair
Katie Rice, County of Marin Board of Supervisors
Mary Sackett, County of Marin Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: Alice Fredericks, Tiburon Town Council

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Colbert called the meeting to order at 2:01 p.m.

Chair Colbert welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Funding, Programming and Legislation (FP&L) Executive Committee was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report & Commissioner Comments (Discussion)

Chair Colbert reported on San Anselmo's Annual Skate Fest, which was held on May 6 at Memorial Skate Park.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported that TAM will staff a table at the Rotary Day of Service at the Civic Center on May 13, and will also staff an energizer station at the foot of the Central Marin Ferry Connector and the North-South Greenway over Corte Madera Creek on May 18 for Bike to Work Day. ED Richman also called attention to the next TAM Bicycle/Pedestrian Advisory Committee (BPAC) meeting scheduled for May 16; and TAM's First Responder EV Webinar scheduled for 10:00 a.m. on June 27.

ED Richman also reported on the County's EV Acceleration Strategy; and the U.S. Department of Transportation's (USDOT's) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program Notice of Funding Opportunity (NOFO).

ED Richman further reported on the scheduled closure of State Route (SR) 37 from Saturday, May 20, at 3:00 a.m. until Sunday, May 21, at 11:00 a.m.; Marin Transit service changes effective June 11; and Sonoma-Marin Area Rail Transit's (SMART's) new Starlighter train operating Friday and Saturday nights for trips to enjoy dining, entertainment, and evening events.

In response to Commissioner Carmel, ED Richman explained that the EV Acceleration Plan is a document that was created for local jurisdictions to outline strategies and work items suggested to accelerate the use of and infrastructure needed to support EVs, including but not limited to changes in building codes, budget adjustments, fleet transition plan, and facility assessments.

In response to Commissioner Rice, ED Richman confirmed that the EV Acceleration Plan is not an infrastructure siting plan but rather focuses on deployment strategies for use by local jurisdictions in their own operations as well as within the communities; and Director of Planning Derek McGill explained that the target number of countywide public charging sites may found on the California Electric Vehicle Infrastructure Project (CALeVIP) website. ED Richman also explained that the PROTECT Program is a component of the Infrastructure Investment and Jobs Act (IIJA) and is primarily focused on Sea Level Rise (SLR) and resiliency; and that TAM staff has been sharing IIJA grant information with local public works departments.

Commissioner Sackett commented that the funding needed for the construction of the McInnis to Smith Ranch Road Class I pathway and the design of the Porto Suelo Hill pathway connection project will be included in SMART's FY2023-24 Budget.

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

3. Open Time for Public Expression

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Member of the Public Clayton Smith expressed concern about the vehicles parked along Binford Road in Novato.

4. Approval of Meeting Minutes from April 10, 2023 (Action)

Commissioner Carmel moved to approve the April 10, 2023 meeting minutes, which was seconded by Commissioner Sackett. A roll call vote was conducted, and the motion passed unanimously.

5. Evaluation of Safe Routes to Schools Program (Action)

ED Richman introduced Parametrix Program Manager David Parisi and Deputy Program Manager Jennifer Shriber to present this item, which recommends that the FP&L Executive Committee accepts the Tri-Annual Safe Routes to Schools (SR2S) Evaluation Report and recommends it to the TAM Board for review and acceptance.

Mr. Parisi provided an overview and background of the evaluation process, which occurs approximately every three years.

Ms. Shriber provided details of the report, including participating schools; methodology for data collection; travel mode shift summary; program effects on vehicle miles traveled (VMT); Covid-19 adaptation and successes; education programs and classes; and encouragement activities and contests.

Ms. Shriber also provided information on engineering and infrastructure projects; equity; enforcement and safety programs; funding; and a summary of recommendations.

In response to Commissioner Carmel, Ms. Shriber explained that the student body numbers vary at private schools and that including private schools in the program could be a good opportunity to expand the program.

Chair Colbert commented that private schools attract students from a wider geographic range and that some campuses are in isolated areas.

Mr. Parisi explained that many private schools have bus programs; and that in the past, some private schools have worked with Safe Routes to increase active transportation to and from school.

In response to Commissioner Carmel, Ms. Shriber explained that the table on slide number 4 of the presentation is an example of the data collected for each school, which is collected through classroom surveys conducted by teachers over a 3-day period twice per year. Mr. Parisi explained that the surveys are compared to counts and analyzed by Safe Routes staff for accuracy. Ms. Shriber explained that part of the analysis confirms that the sample size of students responding to the survey is statistically significant and representative of the student body as a whole. Mr. Parisi confirmed that the surveys are conducted at the same time each year, in the Spring and Fall; and that changes in behavior may be seen in line graphs over the past 20 years.

In response to Commissioner Carmel, Mr. Parisi explained that the percentage level of Green Trips (e.g., carpooling) has been consistent since 2008/09 at approximately 50%, and that the percentage level of Active Green Trips (e.g. walking, biking) continues to increase, with that being one of the ultimate goals. Mr. Parisi also explained that future goals include incorporating more schools in Equity Priority Communities (EPC) and expanding the bilingual component of the program. Mr. Parisi further explained that increasing Green and Active Green Trips for existing participating schools may be achieved through a combination of education/encouragement programs and infrastructure improvements.

Chair Colbert inquired about opportunities to increase Active Green Trips at individual schools; and Commissioner Sackett commented that variables such as parent involvement/volunteerism and school administration support contribute to changes in behavior.

In response to Commissioner Carmel, Mr. Parisi explained that the Marin SR2S program has maintained the highest percentage of participation in the Bay Area; and that more funding for education and encouragement programs as well as capital safety improvements may be necessary to achieve significantly higher participation.

In response to Commissioner Rice, Mr. Parisi explained that school leadership, parent engagement, crossing guards, infrastructure, and enforcement are key factors for maintaining participation.

In response to Commissioner Carmel, Mr. Parisi explained that pedestrian and bicycle safety classes are provided approximately six times per year to both elementary and middle school students, as well as bike rodeos, contests and other community events throughout the school year.

Commissioner Sackett commented that to increase participation, perhaps more family events could be implemented to educate parents, as well as more public outreach and education after capital safety improvements are completed. Commissioner Sackett also commented on the possibility of using stipends to attract and incentivize more parent volunteers. Commissioner Sackett expressed appreciation and support for the evaluation report.

Chair Colbert commented on the importance of parent leadership and collaboration with school administration, public works, et al. in sustaining a successful SR2S program at individual schools.

In response to Chair Colbert, Mr. Parisi explained that SR2S staff are working with all of the School Task Forces on electric bicycle (e-bike) safety, including incorporating new curricula into the education and engagement components of the program, and providing informational resources for parents.

Commissioner Rice commented on the importance of providing appropriate infrastructure and facilities for e-bikes on school campuses; and inquired about education for parents who use e-bikes. Mr. Parisi explained that the program is starting to target the parent population, including those that use large cargo e-bikes.

In response to Commissioner Rice, TAM Director of Project Delivery Dan Cherrier explained that the current year budget for the Safe Routes education program is \$950,000 and the proposed budget for next year is \$1.2 million, which also includes the work scope with the banner component of the Street Smarts program.

In response to Commissioner Rice, Mr. Parisi explained that the Street Smarts program includes every city, town and unincorporated area throughout Marin; and that surveys will be conducted to measure the impact of the program on behavior.

Commissioner Sackett commented that the informational e-bike flyer could be distributed more often; and that parent education and targeted enforcement are integral to changing behavioral patterns. Commissioner Sackett also commented that perhaps the SR2S program could work with a task force of local law enforcement agencies to further address e-bike safety.

Commissioner Carmel commented that perhaps the next presentation to the Board could include a summary of actions necessary to significantly increase participation; expressed support for a Ride Amigos component of the program developed at one school and encouraged its expanded use; and suggested piloting new programs at specific schools to measure effectiveness.

Commissioner Rice commented on the importance of the SR2S program in addressing traffic congestion.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM Director of Planning Matthew Hartzell expressed support for the SR2S program and encouraged the agency to identify factors such as increasing budget and/or prioritizing safe pathways to schools infrastructure projects to achieve a higher percentage of participation. Mr. Hartzell also inquired about safe pathways to schools infrastructure projects completed to date; commented on the importance of public outreach and education after capital safety improvements are completed; and encouraged the agency to conduct a comprehensive analysis to identify future safety improvement projects around schools.

Commissioner Sackett moved to accept the Tri-Annual SR2S Evaluation Report and recommend it to the TAM Board for review and acceptance, which was seconded by Commissioner Carmel. A roll call vote was conducted, and the motion passed unanimously.

6. Connect2Transit Pilot Program Update (Discussion)

Principal Transportation Planner Scott McDonald presented this item for discussion, which included a program overview and background, program benefits, voucher service utilization, challenges faced, and recent developments. Mr. McDonald also provided updates on the Marin Commutes Program and outlined next steps.

Commissioner Rice commented that she was encouraged to learn that SMART was beginning to focus on first and last-mile connections; inquired about the demographics of SMART riders; and commented on the discontinuation of Connect2Transit by Marin Transit due to the cost-prohibitive nature of the program. In response to Commissioner Rice, Mr. McDonald explained that SMART has conducted surveys to obtain origin and destination data and determine first and last-mile connections but that behavioral patterns may have shifted since the data was collected. TAM Director of Planning Derek McGill confirmed that on-board surveys were completed before the start of the Covid-19 pandemic, and that the data indicated that in Marin County, many of the SMART users who bike or walk, live or work in close proximity to a station, especially in areas around the Civic Center and downtown San Rafael. Mr. McGill explained that the previous Lyft program included connections to the southeast San Rafael business park on Kerner Blvd., which included a large employer.

Commissioner Sackett commented that the SMART pilot program at the airport separated the technology and the transit components into two contracts; and that recent reports indicate that the majority of bicyclists riding SMART take their bicycles on the train rather than use the storage facilities provided at the stations, which may indicate that those riders are using bicycles at both ends of the trip. Commissioner Sackett commented on the challenges that the Covid-19 pandemic placed on the launch of the Bike Share Pilot Program and encouraged the agency to continue to move that program forward; and also inquired about the frequency of use for the Emergency Ride Home (ERH) Program.

In response to Commissioner Sackett, Mr. McDonald explained that the ERH Program will reimburse the cost of an expedient ride home, via taxi, Uber, Lyft (or equivalent) in cases of emergency for anyone who works in Marin County and uses an alternative transportation option rather than driving alone. Mr. McDonald also explained that to date, TAM receives approximately 3-4 reimbursement requests annually but expects that number to rise as more employees return to onsite work locations. Commissioner Sackett commented that perhaps the ERH Program could also be promoted to parents through SR2S.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, of which there were none.

Commissioner Carmel commented that perhaps the funds that were previously used for the Connect2Transit program could be redirected to e-bike storage or a bike parking program.

Commissioner Sackett commented that secured bike parking at SMART stations is underutilized as most riders bring their bicycles on the train.

Mr. McGill explained that TAM staff has been in discussions with the Bay Area Air Quality Management District (BAAQMD) to potentially reactivate the bicycle parking program, which was previously operated through the trip reduction program.

The meeting was adjourned at 3:40 p.m.

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DATE: June 12, 2023

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

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

SUBJECT: Adopt Positions on New Bills Added to 2023 State Bill Matrix (Action), Agenda Item No. 5

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews positions on new bills added to the 2023 TAM State Bill Matrix, shown in Attachment A, and refers the updated matrix to the TAM Board for adoption.

BACKGROUND

The State Legislature convened on January 4, 2023 to start the 2023 Legislative Session. February 17, 2023 was the deadline for Legislators to introduce bills for the 2023 Legislative Session. The 2023 Legislative Session is the first year of a two-year session. Any bill that is introduced in the first year that does not pass is eligible to continue through the legislative process in the second year without needing to be re-introduced.

Notable remaining dates for the 2023 Legislative Session are shown in the table below.

Deadline for Legislature to pass State Budget	June 15, 2023
Last day for the Legislature to pass bills	September 14, 2023
Last day for the Governor to sign or veto bills	October 14, 2023
Statutes take effect, except emergency items that take effect upon signing	January 1, 2024

DISCUSSION/ANALYSIS

State Bills

In March 2023, the TAM Board adopted positions on 23 state bills. Staff has since been requested by Board members and interested parties to consider adding new bills to TAM’s State Legislative matrix. Staff considered those requests and recommends adding five new bills to the matrix. Attachment A contains the initial 23 state bills adopted by the TAM Board and the five new bills recommended for a total of 28 bills being monitored by staff and Gus Khouri, TAM’s Legislative Consultant.

As customary, staff refers to TAM’s Adopted Legislative Platform as guidance to recommend preliminary positions on the five new bills listed in Attachment A. The five new bills are further discussed below.

Summary of Monitored Bills		
Recommended Position	# of Bills	Bills
Support	1	AB 251, SB 381
Watch	4	AB 1335, SB 538, SB 712
	5	Total New Recommended Bills
Adopted Position	# of Bills	Bills
Support	4	AB 69, AB 557, AB 761, SB 617
Support if Amended	1	AB 610
Watch	13	AB 6, AB 7, AB 9, AB 99, AB 295, AB 744, AB 817, AB 1348, AB 1385, AB 1464, SB 411, SB 537, SB 614,
Oppose	5	AB 53, ABx1-2, SB 32, SB 670, SBx1-1
	23	Total Previously Adopted Bills

- AB 251 (Ward, Wiener) – This bill would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and the costs and benefits of imposing a passenger vehicle weight fee. Staff is recommending a Support position.
- AB 1335 (Zbur) – This bill would require each transportation planning agency to follow certain population projection procedures when updating the Regional Transportation Plan (RTP). The bill would require the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. Staff is recommending a Watch position because of the potential impacts to the Bay Area RTP/SCS that TAM directly assists the Metropolitan Transportation Commission (MTC) in its development.
- SB 381 (Min) – This bill would require the Mineta Transportation Institute to conduct a study on e-bicycles to inform efforts to improve the safety of riders and pedestrians, users of the transportation system, and to submit a report of the findings to the Legislature. Staff is recommending a Support position because of the growth in e-bicycle usage and the study would provide valuable information on impacts to local network.
- SB 538 (Portantino) – This bill would require the California Department of Transportation (Caltrans) to appoint a Bicycle Czar to serve as Caltrans' chief advisor on all issues related to bicycle transportation, safety, and infrastructure. Staff is recommending a Watch position.
- SB 712 (Portantino) – This bill would prohibit landlords from banning tenants from storing e-bicycles and other personal micromobility device in their dwelling units unless the landlords provide secure, long-term storage for those devices. The bill would define “micromobility device” for those purposes to include wheelchairs, bicycles, e-bicycles, scooters, e-scooters, skateboards, and hoverboards. Staff is recommending a Watch position.

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

State Budget

As noted in the table on page 1, June 15 is the deadline for the State Legislature to pass the State Budget for FY2023-24. The Governor released the May Revise on May 12, 2023 that contains \$223.6 billion in General Fund spending (\$306 billion with special funds), with a projected deficit of \$31.5 billion, after experiencing two fiscal years of surpluses. The statewide focal point for transportation with the FY2023-24 State Budget is whether the Governor will provide transit assistance to hedge off a “fiscal cliff” faced by many transit operators.

It is also worth noting that the Governor just proposed an “infrastructure package” that would be part of the budget trailer bill, that at present includes potential reforms to speed project delivery, including some reforms to CEQA, to state procurement procedures, and to some specific regional matters such as the Delta and I-15 in southern California. More details are being sought on the proposed package. Self Help Counties Coalition, of which TAM is a member, has been active in supporting this proposal.

Mr. Khouri will be providing further information on June 12 on the latest developments with the State Budget, particularly on proposed transit funding assistance that may be incorporated in the State Budget. Attachment B provides a summary of his report on the State Budget.

State Earmarks

TAM was the recipient of two State Earmarks in 2022 in the amounts of \$10 million and \$20 million for the Roadway Flooding Issues in Marin City and the Highway 37 Project, respectively. Mr. Khouri recently informed staff that another round of State Earmarks may be available in 2023, despite the projected budget deficit. The Governor is obligated to spend approximately \$2.3 billion in state earmarks from the Budget Stabilization Account on capital infrastructure projects that may include, but are not limited to, hydro, communication, energy, and transportation infrastructure projects.

No call has been issued by the state, but staff has asked Mr. Khouri to look for opportunities to include the following four Marin projects for consideration, consistent with other grant applications and the legislative platform:

- US 101/Tamalpais Drive Overcrossing Project
- Bellam Boulevard Operational and Safety Project
- Marin Transit Bus Facility Electrification Project
- North-South Greenway Gap Closure Project – Southern Segment Environmental Phase

According to Mr. Khouri, the state may be targeting capital infrastructure projects that are ready to proceed to construction with the infusion of state earmark funds.

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by taking positions on the additional bills. Any funds awarded to TAM from the submission of state earmark requests will be included in TAM’s Annual Budget at the appropriate time.

NEXT STEPS

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

ATTACHMENTS

Attachment A – TAM Bill Matrix – June 2023

Attachment B – Khouri Consulting State Legislative Update – May 2023

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Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: Local Sales Tax Measures	5/30/23 Assembly Floor Two-year bill	As amended on March 16, this bill would require the California Air Resources Board (CARB), after January 1, 2024, and by September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. The bill also modifies timelines and the methodology for developing a Sustainable Communities Strategy (SCS) document, providing CARB with a more assertive role in accepting methodology used by Metropolitan Planning Organizations (MPOs) in SCS construction. Project nominations for the Solutions for Congested Corridors Program would be required to demonstrate how state greenhouse gas emission reduction targets would be met.	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 7 (Friedman) Transportation: Funding: Capacity Projects	5/31/23 Assembly Floor	<p>As amended on May 25, on and after January 1, 2025, and to the extent possible, feasible, applicable, and cost effective, this bill would require the agency, the California Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate specified principles into their project development, selection, and implementation processes.</p> <p>Existing law requires Caltrans to prepare the California Transportation Plan (CTP) for submission to the Governor and the Legislature, to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent.</p> <p>This bill would require the CTP to include a financial element, as specified, and an analysis of how certain entities are achieving principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTAI), the federal Infrastructure Investment and Jobs Act (IIJA) of 2021, and the federal Justice40 initiative.</p>	Watch
AB 9 (Murasutchi) California Global Warming Solutions Act of 2006: emissions limit	5/18/23 Assembly Floor	<p>As amended on April 17, this bill would require CARB to undertake a triennial program review of the cap-and-trade program to ensure cap-and-trade is delivering on its stated goals is important to both ensuring that California stays on track with its level of emission reductions to meet science-based climate targets and to ensure that the cap is designed such that it can provide certainty of meeting those targets.</p>	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 53 (Fong) Motor Vehicle Fuel Tax Law: Suspension of Tax	3/30/222 Assembly Transportation Died	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction.	Oppose
AB 69 (Waldron) Transportation: Traffic Signal Synchronization: Roadway Improvement Projects	2/23/2023 Assembly Transportation Died	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.	Support

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 99 (Connolly) State Highways: Vegetation Management: Herbicides and Pesticides	5/23/23 Senate Rules	As amended on April 17, This bill would require Caltrans to develop and adopt a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in cities or counties that have adopted integrated pest management approaches to road-side vegetation management. The bill would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program. The bill would require the Department of Transportation, when operating in a city or a county that has a more restrictive approach than the statewide policy, to the extent feasible, to operate in a manner consistent with the approach mandated by the city or the county.	Watch
AB 251 (Ward, Wiener) Vehicle Weight Safety Study	5/23/2023 Senate Rules	As amended on March 21 ,this bill would require the CTC to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee or restructuring an existing fee to include consideration of vehicle weight. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature.	Watch
AB 295 (Fong) Caltrans: Maintenance Projects	5/22/23 Assembly Floor	As amended on May 18, this bill requires Caltrans to expedite roadside maintenance for specified projects, and deploy this unit within 90 days, if notified by a local government entity, as defined.	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 557 (Hart) Open Meetings	5/24/23 Senate Governance and Finance	This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	Support
AB 610 (Holden) Youth Transit Pass Pilot Program: Free Youth Transit Passes	5/30/23 Senate Rules	As amended on May 18, upon the appropriation of funds by the Legislature, this bill would create the Student Transit Pass Pilot Program, administered by Caltrans for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free student transit passes to persons attending certain educational institutions, and persons 18 years of age or younger, providing free transit service to holders of those passes, and administering and participating in the program. Riders under the age of 18 would be authorized to use a system for free. This bill would sunset on January 1, 2028. This bill is like AB 1919 (Holden) from 2022. Staff would like to see the bill make existing Youth Transit Pass programs eligible.	Support if Amended

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 744 (Carillo) California Transportation Commission: data, modeling, and analytic software tools procurement	5/30/23 Senate Rules	<p>As amended on April 18, upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission (CTC) to acquire public domain or procure commercially available or open-source licensed data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the CTC to provide access to the data, modeling, and analytic software tools to state and local agencies.</p> <p>This bill would authorize the CTC to provide a direct allocation of funding to local agencies for the above purposes and would require state and local agencies that receive the funds or access to data, modeling, and analytic software tools to submit reports to the CTC no later than February 1, 2026, regarding their use of the data, modeling, and analytic software tools. The bill would require the CTC based on those reports, to submit a report to the Legislature no later than December 1, 2026, regarding the use of the data, modeling, and analytic software tools by state and local agencies.</p> <p>This bill would authorize the CTC to establish best practices for use of data in transportation planning and to identify data elements that should be made available to state and local agencies for transportation planning.</p>	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 761 (Friedman) Transit Transformation Task Force	5/30/23 Senate Rules	This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from Caltrans, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The task force would be required to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the Secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.	Support
AB 817 (Pacheco) Open Meetings: teleconferencing for subsidiary bodies	4/25/23 Assembly Local Government Two-year bill	As amended on March 16, this bill would allow a subsidiary body of a local agency to use teleconferencing for its meetings without posting agendas at each teleconference location, identifying each teleconference location in the notice and agenda, making each teleconference location accessible to the public, and requiring at least a quorum of the subsidiary body to participate from within the local agency’s jurisdiction, subject to certain conditions. A subsidiary body is one that serves only an advisory purpose and cannot take final binding action.	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 1335 (Zbur) Sustainable Communities Strategy	5/18/2023 Senate Rules	<p>As amended on May 11, this bill would require each transportation planning agency to follow certain population projection procedures when updating the Regional Transportation Plan (RTP). The bill would require the SCS to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs, in consultation with each council of governments. The bill would impose similar reconciliation procedures, as described above, when there are differences in the population forecast provided by the council of governments and the Department of Finance. By imposing additional duties on transportation planning agencies, the bill would impose a state-mandated local program.</p>	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
AB 1464 (Connolly) Richmond-San Rafael Bridge	5/18/23 Assembly Appropriations Failed Passage	<p>As amended on March 23, this would require Caltrans and BATA, if they develop a project to open the 3rd lane on the westbound level of the Richmond-San Rafael Bridge to motor vehicle traffic, to consider operating the Richmond-San Rafael Bridge in a specified manner. The bill requires that three options be studied including:</p> <ol style="list-style-type: none"> 1) Restore the third westbound lane on the Richmond-San Rafael Bridge to motor vehicle traffic during the weekday morning commute. 2) Add a moveable “zipper” barrier to the eastbound level of the Richmond-San Rafael Bridge like the barrier on the westbound level so that a continuously operated bicycle and pedestrian lane and the San Francisco Bay Trail can be maintained. 3) Operate the moveable zipper barriers on both levels of the Richmond-San Rafael Bridge in such a manner to allow the most efficient flow of traffic in either direction while preserving an open bicycle and pedestrian lane and the San Francisco Bay Trail. 	Watch
ABX1-2 (Fong) Motor Vehicle Fuel Tax Law: suspension of tax	12/6/22 Assembly Rules	<p>This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.</p>	Oppose

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
SB 32 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension	4/19/23 Senate Environmental Quality Failed Passage	<p>This bill would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board (CARB) to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p> <p>This bill, like AB 53 and ABx1 2, and identical to SBx1 1, would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p> <p>This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.</p>	Oppose

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
SB 381 (Min) Electric Bicycle Study	5/4/2023 Assembly Transportation	As amended on March 14, this bill would require the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of riders and pedestrians, users of the transportation system, and to submit a report of the findings from the study to the Legislature. The bill would require the study to examine or compile, examine, identify, and analyze available information regarding, among other things, data on injuries, accidents, crashes, emergency room visits, and deaths related to bicycles and electronic electric bicycles and data on best practices for safety of regular bicycles versus electric bicycles. best practices for policy to promote safe use of electric bicycles.	Support
SB 537 (Becker) Open meetings: local agencies: teleconferences	5/30/23 Assembly Rules	As amended on April 24, this bill authorizes an eligible legislative body, which is a board, commission, or advisory body of a multijurisdictional, cross county, local agency with appointed members that is subject to the Brown Act, to teleconference their meetings without having to make publicly accessible each teleconference location under certain conditions and limitations.	Watch
SB 538 (Portantino) Caltrans Bicycle Czar	5/26/2023 Assembly Transportation	As amended on April 18, this bill would require the director to appoint a Bicycle Czar, to serve as Caltrans' chief advisor on all issues related to bicycle transportation, safety, and infrastructure.	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
SB 614 (Blakespear) Transportation Development Act	2/15/23 Senate Rules Died	This is a spot bill for potential legislation on modifying the Transportation Development Act.	Watch
SB 617 (Newman) Public contracts: regional transportation agencies: design-build procurement	5/11/23 Assembly Local Government	As amended on March 30, this bill authorizes transit agencies, as specified, and regional transportation planning agencies (RTPA)s, as specified, to utilize progressive design-build procurement method, through January 1, 2029.	Support
SB 670 (Allen) Vehicles Miles Traveled	5/18/23 Senate Appropriations Failed Passage	As amended on April 27, this bill would direct the California Air Resources Board (CARB) to develop maps of average light-duty vehicle miles traveled (VMT) at the local, regional, and statewide levels, and provides direction to how those maps should be reconciled with existing ones.	Oppose
SB 712 (Portantino) Micromobility Devices	5/26/23 Assembly Rules	This bill would prohibit landlords from prohibiting tenants from owning personal micro-mobility devices or from storing personal micro-mobility devices in their dwelling units unless the landlords provide secure, long-term storage for those devices. The bill would define “micro-mobility device” for those purposes to include wheelchairs, bicycles, e-bicycles, scooters, e-scooters, skateboards, and hoverboards.	Watch

Attachment A

TAM Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
SBX1-1 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension	3/28/23 Senate Rules Died	This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, which were adopted by CARB to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.	Oppose

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May 30, 2023

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

RE: STATE LEGISLATIVE UPDATE – MAY 2023

On May 12, Governor Newsom released his May Revise to the proposed FY2023-24 State Budget. The FY2023-24 Budget, which contains \$223.6 billion in General Fund spending (\$306 billion with special funds), is projected to have a deficit of \$31.5 billion, up from the \$22.5 billion cited in January. This is a sharp turn from the past few years following the FY2022-23 State Budget (\$97.5 billion) and the FY2021-22 State Budget (\$76 billion) surpluses, predominantly used for one-time expenditures rather than long-term obligations. The May Revise contains a \$37.2 billion reserve, up from \$35.6 billion in January, to help address the shortfall and stave off deep cuts. As the Budget Stabilization Account balance is at its constitutional maximum, \$2.3 billion must be dedicated to infrastructure investments in FY2023-24 (up from \$951 million in January).

While the Governor is not predicting a recession, some factors are causes for concern, including the federal debt ceiling negotiations, higher interest rates to curb inflation, the uncertainty of financial institutions with bank failures, and \$42 billion in delayed tax collection by the IRS and Franchise Tax Board until October, including personal income tax (\$28 billion), corporate tax (\$13.3 billion), and reduction of capital gains. Should these risks be realized, a moderate recession scenario could decrease revenues by \$40 billion in FY2023-24 alone, largely driven by losses in personal income tax. Revenue declines relative to the May Revision forecast could reach an additional \$100 billion through FY2026-27.

Per the Constitution, the legislature must submit a balanced budget to the Governor by June 15 and the Governor must sign by June 30. Due to its reliance on special funds such as the gas tax and vehicle registration fee, transportation is fairly insulated from impacts to the General Fund. Still, there is General Fund revenue being proposed to supplement public transit.

Additional Funding for Transit

SB 198 (Committee on Budget), Statutes of 2022, includes intent language to allocate \$4 billion from FY2023-24 to FY2025-26 (\$2 billion each fiscal year) through the Transit Capital and Intercity Rail Program (TCIRP) to Metropolitan Planning Organizations (MPOs) such as the Metropolitan Transportation Commission (MTC) using the State Transit Assistance (STA) formula to supplement transit capital and operation needs. This funding was conditioned upon the availability of General Fund resources, which reached a record of \$97.5 billion balance as of FY2022-23. The legislature does have \$37.2 billion in the Rainy-Day Fund, but the fulfillment becomes more challenging as the deficit grows.

Governor Newsom proposes a funding reduction from \$2 billion annually to \$1 billion in FY2023-24 and \$500 million each in FY2024-25 and FY2025-26, representing a 50 percent reduction of SB 198 funds, and spreading funds out over three fiscal years, rather than two. These funds are set to be allocated proportionally, by region, based on population. On May 23, the Senate Budget Subcommittee #5 voted to reject the reductions. This will be a Big Three negotiation between the Governor, Assembly Speaker, and Senate President pro tempore.

Indirect Cost Rate Proposal

The California Department of Transportation (Caltrans) charges an indirect cost rate to self-help counties for work on the state highway system. That cost is capped at 10 percent through June 30, 2021, through SB 848 (Committee on Budget), Chapter 46, Statutes of 2018, which TAM supported. The legislature failed to authorize an extension of the 10 percent cap, partly because Caltrans failed to submit a statutorily required report, resulting in costs ballooning to over 27 percent for some self-help counties. TAM has been working with the Self-help Counties Coalition to reinstate the cap and ensure that relief is retroactive to avoid escalating costs associated with project delivery on priority projects on the state highway system. On May 23, the Senate Budget Subcommittee #5 voted to reinstate the 10 percent cap. The duration has yet to be specified. This will be attempted through a budget trailer bill that has yet to be identified.

Bills of Interest

Each house is working through bills in the house of origin. Bills must be approved by June 2 to remain live for the year. Policy committees must complete their business by July 14 (start of Summer Recess, back on August 14), fiscal committees by September 1, and all business by the floor of each house by September 14, to be considered for signature by the Governor by October 14. Below is a summary of a few bills of interest to TAM.

AB 463 (Hart)

This bill requires energy companies (investor-owned utilities) to prioritize maintaining service to public transportation during power grid disruptions, rolling blackouts, Public Safety Power Shutoffs (PSPS), or natural disasters by adding public transportation to the Public Utilities Commission's list of essential use. Golden Gate Transit and Marin Transit would be provided with needed energy to help evacuate residents during an emergency. **Status:** Failed Passage in Assembly Appropriations Committee

AB 557 (Hart)

This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. **Status:** Senate Governance and Finance Committee

AB 1525 (Bonta)

The bill would require the California State Transportation Agency, California Transportation Commission, and Caltrans, on or before July 1, 2026, and triennially thereafter, to jointly establish a percentage, of at least 60%, of funds allocated for each agency, excluding administrative costs, to be allocated for projects that are located in priority populations, address an essential need of priority populations, and provide at least five direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, and would require those entities to allocate funds consistent with that established percentage. **Status:** Failed passage in the Assembly Appropriations Committee



DATE: June 12, 2023

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

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

SUBJECT: Review of Draft 2023 Measure B Strategic Plan (Action), Agenda Item No. 6

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the Draft 2023 Measure B Strategic Plan as shown in Attachment A and recommends the Board to review and release the proposed Strategic Plan for a 30-day public comment period at the June 22 Board meeting.

BACKGROUND

The Marin County Vehicle Registration Fee (VRF), approved by voters as Measure B in November 2010, dedicates an estimated \$2.3 million annually in VRF revenues to transportation projects and programs in Marin. The original Measure B Expenditure Plan directed staff to develop a Measure B Strategic Plan, which was adopted in July 2011.

The Measure B Expenditure Plan underwent a review process in 2022. The review process commenced through the TAM Citizens' Oversight Committee (COC) meetings, along with engagement of various stakeholders to provide input and recommendations for suggested revisions. The review process concluded when the TAM Board adopted the Amended Measure B Expenditure Plan in February 2023. One of the first instructions from the Amended Measure B Expenditure Plan was for staff to develop a revised Measure B Strategic Plan for adoption. The Measure B Strategic Plan will be updated every other year as needed.

DISCUSSION/ANALYSIS

Purpose of a Strategic Plan

The 2023 Measure B Strategic Plan outlines how the VRF revenues are distributed to projects and programs, as well as the oversight process. It establishes the timing of allocations and addresses funding priorities. It also reconciles the timing of expected revenues with the schedule for when those revenues are needed in order for sponsors to deliver projects and services. The Strategic Plan provides the overall structure for the management of the revenues and guidance to sponsors on requesting, utilizing, and reporting on the spending of the funds allocated.

This Strategic Plan itself does not constitute a final funding commitment. Actual funding commitments to individual projects and programs are secured through allocation requests by eligible designated recipients and TAM Board approvals.

The Measure B Strategic Plan

The Measure B Strategic Plan provides the history of Measure B funds, discusses the roles of organizations that oversee the Measure B Program, and provides parameters in how the Measure B Program is managed. The most critical role of the Measure B Strategic Plan is the discussion of the three Elements that are eligible for funding and how much funding each Element receives in the next 10 years. Lastly, the Measure B Strategic Plan provides implementation guidance for eligible sponsors responsible for implementing the projects and programs.

Notable Changes from the Original Measure B Strategic Plan

The adopted 2023 Amended Measure B Expenditure Plan includes modest changes from the 2010 Measure B Expenditure Plan, which only impacts on the project eligibility and allocation process for Element 1. No changes in funding amount or eligibility were proposed for Elements 2 and 3. The changes under Element 1, along with other adopted revisions are shown below:

- Element 1.1 funding focus
- Element 1.2 use of carryover funds
- COC – flexibilities were included to allow for changes to the membership
- Performance metrics for each element and sub-element

Element 1.1 Summary of Changes

The current 35% funding share would be maintained through a formula-based program, which would provide funds using the existing distribution formula (50% population and 50% lane miles) to the cities, towns, and County of Marin, with the requirement that all funds would be used for specific bike/pedestrian and safety improvement projects that benefit bicycle and pedestrian travel rather than general local street and road projects. TAM would allocate funds based on an estimated five years of revenue collection at the beginning of the five-year period. A reimbursement schedule will be developed based on project readiness. Descriptions of Element 1.1 can be found on Pages 14 and 15 of the Strategic Plan (Attachment A)

Element 1.2 Summary of Changes

The current 5% funding share would be maintained, however, the TAM Board now has the discretion to redirect carryovers (currently exceeding \$300,000) at the sunset of the expired expenditure plan, June 30, 2023, to any countywide pathway planning, maintenance, or construction needs. To ensure future pathway maintenance funds are timely and effectively used, a provision was also added to allow the TAM Board the discretion to redirect future carryovers to any countywide pathway planning, maintenance or construction needs whenever the carryover exceeds \$250,000 under the Amended Measure B Expenditure Plan. Descriptions of Element 1.2 can be found on Pages 14 and 15 of the Strategic Plan (Attachment A).

Language to Allow Future COC Membership Change

The current 12-member COC membership structure was originally established in the 2004 Measure A Transportation Sales Tax Expenditure Plan. To make sure the COC membership structure can be reviewed and changed timely to reflect the evolving needs of various communities, especially those who are underserved, language in the Measure B Expenditure Plan was amended to allow the Board the authority to review and adjust the COC membership structure when necessary. Descriptions of the COC can be found on Page 7 of the Strategic Plan (Attachment A).

Performance Metrics

The Amended Measure B Expenditure Plan directs staff to include performance metrics in the development of the 2023 Measure B Strategic Plan. Each element and sub-element identified in the Measure B Expenditure Plan include specific performance metrics to gauge how well they meet the goals of Measure B. Descriptions of proposed performance metrics can be found on Page 20 of the Strategic Plan (Attachment A) and in Attachment 2 of the Strategic Plan. Note that these proposed metrics were reviewed by the COC in April 2023, as well as by the potential project sponsors, and feedback has been incorporated.

FISCAL CONSIDERATION

There are no immediate fiscal impacts associated with the review of the Draft 2023 Measure B Strategic Plan and the opening of a 30-day public comment period. After the Draft 2023 Measure B Strategic Plan is adopted, Measure B funds will be made available upon requests from eligible recipients.

NEXT STEPS

The TAM Board will review and release the Draft 2023 Measure B Strategic Plan for public comment at its June 22, 2023 meeting. The 30-day comment period will end on July 22nd. Staff will respond to comments received and present a final draft for Board adoption at the July Board meeting, noting any significant updates made based on comments. The TAM Board will conduct a public hearing prior to the final adoption of the Strategic Plan at its July Meeting. Upon adoption, the 2023 Measure B Strategic Plan will be posted on TAM's website and communicated to local agencies and stakeholders. Initial allocation requests of Measure B funds from the 2023 Measure B Strategic Plan are scheduled to be presented to the TAM Board for adoption in July 2023.

ATTACHMENT

Attachment A – Draft 2023 Measure B Strategic Plan

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DRAFT
2023 MEASURE B
VEHICLE REGISTRATION FEE (VRF)
STRATEGIC PLAN

Originally Adopted July 28, 2011
Revised July 27, 2023 (*pending*)



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Executive Summary

The Marin County Vehicle Registration Fee (VRF) Expenditure Plan, approved by voters as Measure B in November 2010, dedicates an estimated \$2.3 million annually in VRF revenues to the transportation project and program needs in Marin. The VRF was approved at a time when formerly reliable state and federal sources of transportation funding were sorely lacking and Marin residents expressed a strong desire to reduce traffic congestion and vehicle-related pollution. A number of transportation improvements in Marin would not be implemented if the VRF revenues were not available.

Revenue collection of VRF funds started on April 1, 2011. Measure B was approved with no sunset date; however, it included the provision that the Measure B Expenditure Plan will be reviewed at least every ten years, and any amendments would need to be approved by the TAM Board. The first Measure B Expenditure Plan review was originally scheduled for adoption no later than April 1, 2021. Due to the COVID-19 pandemic, in November 2020, the TAM Board extended the time and directed staff to commence a public hearing no later than January 2023 with adoption of the amended plan by March 2023.

In March 2022, the Measure B Expenditure Plan Review process commenced through the TAM Citizens' Oversight Committee (COC) meetings, along with engagement of various other groups including the Marin Public Works Association (MPWA), Marin Managers Association (MMA), and Ad-Hoc Committees, such as the Commute Alternatives & Reduction of Trips (CART), Alternative Fuel & Electric Vehicle (AFEV), and Safe Routes to Schools (SRTS) Committees for input and recommendations for suggested revisions.

On October 24, 2022, the COC deliberated and voted unanimously to support the recommended amendments to the Measure B Expenditure Plan. On December 15, 2023, the TAM Board opened a public comment period on the Amended Measure B Expenditure Plan. After the public comment period closed, the TAM Board adopted the Amended Measure B Expenditure Plan on February 23, 2023. Concurrently, the TAM Board directed staff to develop a revised Measure B Strategic Plan (hereinafter referred as "2023 Measure B Strategic Plan") to capture the instructions from the Amended Measure B Expenditure Plan and manage the revenues and expenditures effectively and efficiently.

The Measure B Expenditure Plan and the subsequent Amended Measure B Expenditure Plan lists projects and programs that are eligible for VRF funds and establishes the maximum percentage of funds that can be allocated to each element. It did not establish exactly when allocations will be made. TAM developed this revised 2023 Measure B Strategic Plan to establish the timing of allocations and address funding priorities among the projects. The 2023 Measure B Strategic Plan reconciles the timing of expected revenues with the schedule for when those revenues are needed in order for sponsors to deliver projects and services. It provides the best available understanding of when revenue will be available and how that revenue will be spent. The resulting assignment of dollars to programs and projects is a commitment to sponsors that the funds will be available. The 2023 Measure B Strategic Plan itself does not constitute the final granting of funding. Commitments to individual projects and programs are secured through actual allocation actions by the TAM Board.

The Amended Measure B Expenditure Plan did not fundamentally change the original Measure B Expenditure Plan funding elements or percentages. However, messages from the review process were clear that there is a need to leverage funding for non-motorized transportation needs and support of complete streets elements of projects with modest changes is reflected under Element 1. No changes were instituted for Elements 2 or 3.

The 2023 Measure B Strategic Plan is expected to be updated every other year as needed. Any updates are intended to present to the communities and the Authority’s stakeholders at large a clear sense of the agency’s strategy in managing its resources responsibly and cost effectively. In short, the 2023 Measure B Strategic Plan provides the overall roadmap for the programming of VRF funds consistent with project/program sponsors’ expectations. The Revenues and Programming Summary Sheet of the 2023 Measure B Strategic Plan will be updated annually to indicate the funds available for the years ahead and, to accommodate project delivery.

As outlined in the Amended Measure B Expenditure Plan, the revenues generated by VRF are programmed to the following three Elements:

Element 1: Maintain Local Streets and Pathways

- 1.1. Bicycle, Pedestrian, and Safety Improvements on Local Network
- 1.2. Maintain Class I Bike/Ped Pathways

Element 2: Improve Transit for Seniors and Persons with Disabilities

- 2.1. Paratransit Plus
- 2.2. Volunteer Driver Program Support
- 2.3. Low Income Rider Scholarships
- 2.4. Gap-Grant Program
- 2.5. Mobility Management Staffing

Element 3: Reduce Congestion and Pollution

- 3.1. School Safety and Congestion Reduction
- 3.2. Local Marin County Commute Alternatives
- 3.3. Alternative Fuels Infrastructure and Promotion

As mentioned above, the Amended Measure B Expenditure Plan revised Element 1 but made no changes to Elements 2 and 3. The primary change to Element 1 involves converting Element 1.1 from funding local street and road projects to bicycle, pedestrian, and safety improvement projects. Other changes are discussed below.

A number of policies are outlined in the 2023 Measure B Strategic Plan to make clear the actions, intentions, and expectations of TAM. The policy elements discussed in this document include: the Separation of Elements, Reserves, Debt, Investments, Fund Swaps, Strategic Plan Amendments, California Environmental Quality Act (CEQA), and Annual Reporting. These policies are part of the structure and guidelines for prudent administration of the Measure B program.

Of paramount interest to local sponsors due to receive a portion of the VRF revenues are the implementation guidelines: how sponsors, or claimants, receive and utilize the funds. This Strategic Plan provides various claimant policies, including Eligibility for Funding, the Application Process, Allocations and Disbursement of Funds, Monitoring and Reporting Requirements, and Eligible and Ineligible Costs.

The 2023 Measure B Strategic Plan programming roadmap will serve as the starting line for VRF usage. TAM will assess progress and eligibility, assuring that sponsor reporting requirements are met. The incremental allocation of funds along with regular monitoring done by TAM staff will provide additional assurance that the goals of the Amended Measure B Expenditure Plan (hereinafter referred as “Expenditure Plan”), the strong message from voters, are being met.

I. Introduction

The Expenditure Plan for the \$10 VRF increase, originally approved by voters as Measure B in November 2010, dedicates an estimated \$2.3 million annually in VRF revenues to transportation needs in Marin County. The Expenditure Plan was adopted in February 2023.

The Strategic Plan implements the primary goal of Measure B, as set forth in the Expenditure Plan:

Support transportation investments in a way that sustains Marin County’s transportation network and reduces traffic congestion and vehicle-related pollution.

The Expenditure Plan lists transportation projects and programs that are eligible for VRF funds and establishes the maximum percentage of VRF funds that can be allocated to each element but provides minimal guidance on the timing of allocation of the VRF revenue to each Element. TAM has developed the 2023 Measure B Strategic Plan to establish the timing of allocation amounts, addressing funding priorities among the projects. The 2023 Measure B Strategic Plan reconciles the timing of expected revenues with the schedule for when those revenues are needed in order for sponsors to deliver projects and services. It takes into consideration the schedule of availability of federal, state, Measure A/AA, and other funds beyond Measure B and an assessment of the reasonableness of project and program schedules.

The 2023 Measure Strategic Plan makes provisions for project management administration consistent with the Expenditure Plan and provides the overall structure for the management of the VRF revenues. Finally, guidance is provided to sponsors on requesting, utilizing, and reporting on the results of the VRF funds allocated.

The 2023 Measure B Strategic Plan roadmap will serve as the starting line for VRF usage. Each time a sponsor requests the next phase of funding for a project or program, TAM will assess progress and eligibility, assuring that sponsor reporting requirements are met.

A. The Transportation Authority of Marin

TAM was created in 2004 by the Marin County Board of Supervisors to administer the Measure A (Transportation Sales Tax) Expenditure Plan, subsequently extended as Measure AA. With the passage of Measure B, TAM now manages the implementation of the transportation programs financed by both Measure A/AA and Measure B. TAM also serves as the designated Congestion Management Agency (CMA) for the County, providing countywide planning and programming for transportation related needs. 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, will report directly to the public on expenditures related to the Measure A/AA and Measure B Expenditure Plans.

B. The Citizens’ Oversight Committee (COC)

The existing Citizens’ Oversight Committee (COC), created by the TAM Board with the assistance of the League of Women Voters to provide oversight for the half-cent transportation sales tax (Measures

A/AA), provides oversight of the VRF as well. The COC reports directly to the public and will be responsible for reviewing all revenues and expenditures related to the VRF. The responsibilities of the COC are:

- The COC must hold public meetings to inform Marin County residents how funds collected from the Fee are being spent. The Meetings will be open to the public and must be held in compliance with the Brown Act, California’s open meeting law. Information announcing the meetings must be well publicized and posted in advance.
- The COC must publish information on the use of the Fee in an annual report. This report can be included as part of the annual report currently published by the COC related to the half-cent transportation sales tax. Copies of these documents must be made widely available to the public at large.

Members of the COC will be private citizens who are neither elected officials of any government nor public employees from any agency that either oversees or benefits from the proceeds of the VRF. Membership will be restricted to individuals who live in Marin County. Membership is restricted to individuals without personal economic interest in any of TAM’s projects.

The Expenditure Plan allows the TAM Board to review and adjust the COC membership structure when necessary. More specifically, TAM’s Equity Statement and Action Plan are under review and development. As part of this process, the COC will be asked to provide input and make recommendations to the TAM Board regarding changes to the current COC membership structure to address the needs and voices of Equity Priority Communities (EPC) in Marin.

Current COC membership can be found at <https://www.tam.ca.gov/board-committees/citizens-oversight-committee/>.

C. Overview of the Elements

The goal of the Expenditure Plan is to support transportation investments in a way that sustains the County’s transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is a key part of an overall goal to develop a balanced, well-conceived program that improves transportation of all types. In accomplishing this goal, the Expenditure Plan provides funds to three distinct Elements as described below:

1. Element 1: Enhance Bicycle, Pedestrian, and Safety Improvements on Local Network

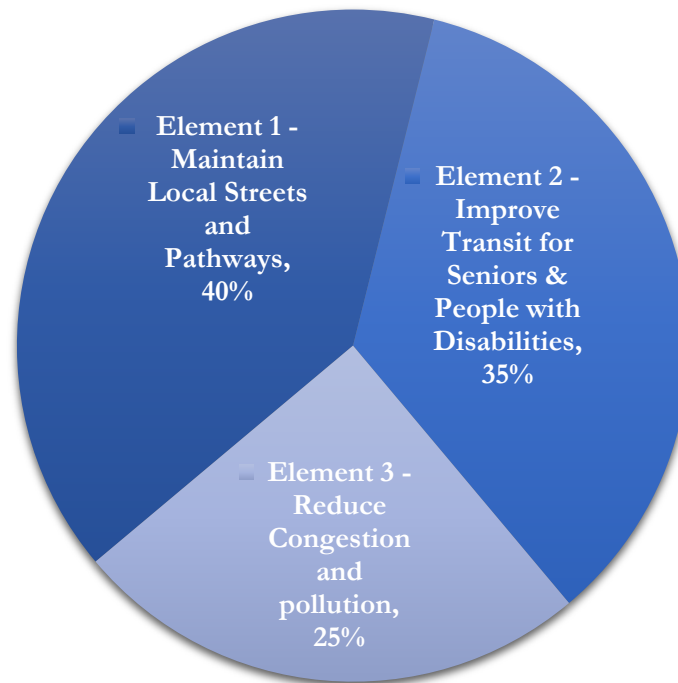
Forty percent (40%) of the VRF will be used for bicycle, pedestrian, and safety improvements on Marin County’s transportation network, thereby improving multimodal performance and safety, of which 35% will be used for capital projects that enhance bicycle, pedestrian, and safety improvements and 5% will be used to maintain Class I bike/ped pathways constructed after January 1, 2008.

2. Element 2: Improve Transit for Seniors and Persons with Disabilities

Thirty-five percent (35%) of the VRF will be distributed to Marin Transit for use on Mobility Management programs and enhancements to the specialized transportation system for people with disabilities to include older adults regardless of disability status.

3. Element 3: Reduce Congestion and Pollution

Twenty-five percent (25%) of the VRF will be dedicated to fund projects/programs that can reduce congestion and pollution in Marin, including School Safety and Congestion Reduction; Local Marin County Commute Alternatives; and Alternative Fuels Infrastructure and Promotion.



D. Strategic Plan Purpose & Guiding Principles

This 2023 Measure B Strategic Plan serves as the programming document for the programs and projects that are contained in the three elements defined in the Expenditure Plan. In the development of the Expenditure Plan, a number of goals emerged on how the VRF funds should be spent. The 2023 Measure B Strategic Plan codifies these goals as guiding principles. These principles guide the 2023 Measure B Strategic Plan policies and the specific programming recommendations, including Strategic Plan updates:

1. Reduce greenhouse gases and vehicle miles traveled, while supporting healthy living
2. Satisfy SB 83's requirement that the fee have a relationship to, or benefit, the rate payer
3. Select projects that are part of an approved plan and have a strong history of community input

4. Improve mobility options and reduce congestion
5. Benefit local residents
6. Enable TAM and other agencies to leverage transportation funds coming from state and federal sources
7. Be cost effective
8. Ensure that benefits are easily measurable and quantifiable

II. Policy Elements

The 2023 Measure B Strategic Plan sets policy and provides guidance for the administration of the Measure B program, ensuring prudent stewardship of the funds. Policies considered by the TAM Board and incorporated into this document not only guide the funding decisions TAM expects to make but also will determine how VRF revenues are allocated to specific projects and programs.

A. Separation of Elements & Sub-elements Policy

The 2023 Measure Strategic Plan captures the intent of the Expenditure Plan in assigning funding commitments to the three key elements. The Expenditure Plan is organized around three elements designed to protect the environment and quality of life enjoyed in Marin County. Each element 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 B revenues is programmed to each element or sub-element within the three elements. As vehicle registration fee revenues increase or decrease, the dollar amounts programmed to each element and sub-element may fluctuate accordingly, but the overall percentage will be maintained.

For purposes of developing the Revenue and Programming section of the Strategic Plan, financial assumptions concerning how Measure B revenues would be programmed, interest earned, and funds borrowed between elements were developed. These assumptions have guided the development of the fund tracking and monitoring systems, which determine the level of VRF revenues will be expended for each element and sub-element over time. In general, for tracking purposes, each element or sub-element is considered as a discreet and separate “fund” that is eligible for its percentage share of revenues annually. Revenue may be allocated for eligible projects and programs within the element or sub-element annually or they may be accumulated and allocated at a later time.

Interest earnings on Measure B fund balance will be allocated to any Measure B eligible projects and programs as determined by the TAM Board.

Over the life of the plan, all direct Measure B revenues will be programmed according to the percentage distributions identified in the Expenditure Plan.

Specific policies related to programming VRF revenue to elements and sub-elements are discussed in the Revenue and Programming section of the Strategic Plan.

B. Debt Policy

The Expenditure Plan acknowledges and allows for debt to be issued for expediting the delivery of transportation projects. If issued, the principal and interest cost of the bonds, along with any issuance costs, will be paid using the proceeds of the VRF. The costs associated with bonding will be borne only by those elements utilizing the bond proceeds. The costs and risks associated with bonding will be presented in TAM’s Annual Budget and will be subject to public comment before approving a bond sale.

The debt policy that the TAM Board adopted in July 2007 with periodic reviews provides a framework for issuing debt, addressing restrictions on the amount and type of debt to be issued, the issuance process, and the management of the debt portfolio.

C. Investment Policy

The TAM Administrative Code Article VI, Section 106.8 states that “all funds of the Authority will be invested in the manner and upon the conditions set forth in Government Code 53601, and the receipt, transfer or disbursement of such funds during the term of the Agreement shall be accounted for in accordance with generally accepted accounting principles applicable to governmental entities.”

TAM currently invests most of the cash balance of the VRF funds with Investment Trust of California (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.

The Investment Policy that TAM adopted in April 2007 and has been reviewed annually since then provides detail guidelines in term of how TAM’s investment should be handled.

D. Fund Swap Policy

The Expenditure Plan envisioned the role of other fund sources to help meet Marin’s transportation needs. It recognized that the VRF revenue opens up new opportunities to compete for state and federal grants that require a local match. Leveraging funds through a “fund swap,” i.e., exchanging Measure B funds for an equivalent or greater amount of state or federal dollars is one mechanism that TAM may utilize in the delivery of the Measure B projects/programs. In its role as the CMA for Marin, TAM has the responsibility for programming certain state and federal transportation funds that come to the County. TAM is therefore well-situated to identify opportunities where such an exchange would be appropriate. Note that VRF funds are not meant to replace other funds that are available to TAM or its member agencies.

E. Compliance Audit Policy

TAM reserves the right at any time to conduct or require a financial or performance audit of the recipient’s compliance with the required usage of Measure B revenue. TAM will give advance notice of the requirement. The recipient shall permit TAM, or any of its duly authorized representatives, to inspect all work, materials, payrolls, and other data and records with regard to the project(s), and to audit the books, records, and accounts of the recipient and its contractors with regard to those project(s).

F. Strategic Plan Amendment Policy

The 2023 Measure B Strategic Plan is the programming document that directs the use of the vehicle registration fee revenue over the next 10 years. The fee will be continuously collected. The Strategic Plan provides the intent of the Board and resultant assurance to sponsors. While the programming is a statement of intent, the Board must approve individual allocations before the VRF funds can be used.

It is envisioned that the Measure B Strategic Plan will be updated every other year as needed. Updates 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 an update, and which result in an increased or a reduced use of vehicle registration fee, 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 required. Note that the Board will have the authority to program funds from prior year(s) that were not allocated

and/or un-programmed carryover funds without formally amending the Strategic Plan. All VRF fund allocation actions will continue to be done at regularly scheduled and noticed TAM board meetings, allowing public comment and input.

G. California Environmental Quality Act (CEQA) Compliance Policy

Environmental review of the Expenditure Plan is not required under the rationale stated in Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments (2009) 179 Cal.App.4th 113. If a project to be funded by one of the Programs listed in this Expenditure Plan requires an analysis under CEQA, an independent project level CEQA analysis will be completed prior to implementation of the project. No fund allocations for implementing the improvement will be made until the requisite analysis has been completed.

H. Annual Reporting Policy

TAM staff, along with the COC will prepare an Annual Report which will be made available to the public and will summarize revenues collected and distributed each year. Before adopting the Annual Report, comments from the public will be invited at a publicly noticed regular meeting of the TAM Board.

I. Local Business Emphasis

Effort shall be made to enable the expenditure of the VRF revenue on local business enterprises and with an emphasis on local employees. This will help assure the vitality of Marin's businesses community.

III. Revenues & Programming

The 2023 Measure B Strategic Plan provides a 10-year outlook for how the VRF revenue will be spent. The 2023 Measure B Strategic Plan will present to the communities and TAM's stakeholders at large a clear sense of the agency's commitment in managing its vehicle registration fee revenues and programming responsibly and cost effectively. The Revenue and Programming Section of the Plan is crucial to that goal. It provides the best available understanding of when revenue will be available and how that revenue will be programmed. The resulting assignment of dollars to projects/programs does not constitute a final funding commitment. Commitments are secured through actual allocations actions by the TAM Board to individual projects/programs.

A. Vehicle Registration Fee Revenue Estimate Assumptions

A \$10 annual fee on each vehicle registered in the County would generate approximately \$2.3 million annually. Actual available revenues would be reduced by the amount withheld by the State for collecting and distributing the funds, and 5 percent off the top allowed for TAM's administrative and program management costs.

It is anticipated that VRF revenues will not fluctuate as much as sales tax revenue. VRF revenue estimates will be updated annually as part of the Revenue and Programming update process.

B. Revenue & Programming Plan by Element/Sub-element

The Expenditure Plan dedicated funding to each element and sub-element by percentage share. The three elements and associated sub-elements are progressing at slightly different paces, given the nature of the project or program.

Detailed annual programming activities for each element and sub-element are shown in Attachment 1 of the Plan: Measure B Vehicle Registration Fee Revenue and Programming Summary Sheet. Attachment 1 shows the first 12 years of actual revenue collection and expenditures from the original Measure B Strategic Plan and the next 10 years of projected revenue collection and programming from the 2023 Measure B Strategic Plan. The original Measure B Strategic Plan included 12 years because of the TAM Board authorized delay in the review process because of the pandemic that added two years to the original ten years of the plan.

Methodology and assumptions for how funds are programmed for each element and sub-element are described in Section III. D Programming Methodology and Assumptions. Note that many of the elements include agency support costs related to managing the direct delivery of the element. For purposes of establishing VRF revenue availability targets for each element/sub-element, direct project management costs were included as a cost to each strategy.

C. Fund Leveraging

As discussed previously in this document, as well as in the Expenditure Plan, one of the important principles that guides the implementation of Measure B is the commitment to leverage VRF revenues to attract other regional, state, and federal funds to support the transportation needs in Marin County. While the timing and availability of such funds is not always easy to predict, TAM has a proven successful record at capturing federal, state, and regional funds. the VRF revenues. TAM will

continue to identify potential funding sources that can likely be captured by leveraging the VRF revenues and seek and secure additional funding from regional, state, and federal sources on an ongoing basis.

D. Programming Methodology & Assumptions

1. Element 1: Maintain Local Streets and Pathways

Element 1		
a) Enhance and maintain Bicycle, Pedestrian, and Safety Improvements on Local Network		
b) Maintain Class I Bicycle/Pedestrian Pathways		
	%	<i>Est. 10 year revenue</i>
What can Element 1 funds be used for?		
<ul style="list-style-type: none"> Safety improvements on all modes that benefit bicycle and pedestrian travel Bicycle, pedestrian, and accessibility enhancements, including bicycle and pedestrian access improvements to transit Intersection control, pavement, and drainage improvements for bicyclists and pedestrians Emergency repairs on damaged sidewalks and pathways Maintenance and improvement of Class I (exclusively) bicycle and pedestrian pathways, including new facilities 	40%	\$8.24 M
How will the funds be spent?		
<ul style="list-style-type: none"> TAM will distribute 35% of available funds to the Cities, Towns and County of Marin based on a formula which combines population (50%) and lane miles (50%), to support bicycle, pedestrian, and safety infrastructure projects. Funding priorities will be determined based on project selection criteria set by TAM and supported by Marin Public Works Association (MPWA). Only the Cities, Towns, and County of Marin are eligible recipients of funds from Element 1. Estimated funds collected over a five-year period will be allocated to eligible projects. 	35%	\$7.21 M
<ul style="list-style-type: none"> Funding for Class I pathway maintenance will be distributed by TAM annually to the agencies and jurisdictions who own, operate, or maintain eligible Class I pathways in Marin County. The distribution of funds will be based on a publicly available published inventory, adopted by TAM, of pathways constructed after January 1, 2008. Newly constructed Class I facilities throughout Marin County may be added to the list of eligible pathways. 	5%	\$1.03 M

<ul style="list-style-type: none"> • The TAM Board has the discretion to redirect carryovers to any countywide pathway planning, maintenance, or construction needs. • To ensure future pathway maintenance funds are timely and effectively used, the TAM Board has the discretion to redirect carryovers to any countywide pathway planning, maintenance or construction needs whenever the carryover exceeds \$250,000 under the amended Expenditure Plan. • Class I maintenance funds will be made available only to municipalities that have adopted a Complete Streets policy.¹ 		
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1.1 Local Streets for All Users

This amended expenditure plan element would allocate 35 percent of the funds available through the VRF to the local jurisdictions in Marin, for the purposes of improving bicycle, pedestrian, and safety conditions on local and residential streets and pathways. Only the Cities, Towns, and County of Marin are eligible recipients of funds from Element 1. Proposed projects must be either in an approved Capital Improvement Program (CIP) or approved by agency’s Council or Board for submittal.

Eligible local agencies submit eligible bicycle, pedestrian, and safety improvement projects to TAM for allocations based on five years of estimated fund collection. The TAM Board will approve projects and allocate funds at the start of the five-year period. Timing of the availability of funds in the five-year period will be determined by TAM based on project readiness and cash availability.

1.2 Class I Bicycle/Pedestrian Pathways

Funds will be made available annually to local agencies and jurisdictions in Marin County exclusively for the maintenance of Class I bicycle and pedestrian pathways. The distribution of funds will be based on a publicly available, published inventory, adopted by TAM, of pathways opened for public use after January 1, 2008. This inventory will be updated whenever a new pathway is opened for public use to account for newly constructed Class I facilities throughout Marin County. In no case will funds allocated to an agency or jurisdiction exceed their actual expenses for Class I pathway maintenance. This update shall not constitute an amendment to the plan.

Measure B funds will be applied first to the total costs of the maintenance of the pathways. The remaining costs will be subject to TAM’s Measure A Pathway Maintenance Policy, should the pathway be eligible for Measure A interest funds. That policy requires a 50% contribution from local agencies as a condition for the Measure A interest funds.

Finally, this funding will be made available only to municipalities that have adopted a local Complete Streets policy either by a directive of the Public Works Department, Council Resolution, within the Bicycle and Pedestrian Master Plan, or within the Transportation Element of the General Plan.¹

¹ AB 1358 (Leno), the “Complete Streets Act of 2008,” requires that all municipalities incorporate Complete Streets provisions in the Transportation Element of their General Plans beginning in 2011.

The Expenditure Plan further provides the TAM Board with the discretion to redirect carryovers to any countywide pathway planning, maintenance, or construction needs. To ensure future pathway maintenance funds are timely and effectively used, the TAM Board has the discretion to redirect carryovers to any countywide pathway planning, maintenance or construction needs whenever the carryover balance exceeds \$250,000 under the Expenditure Plan.

2. Element 2: Improve Transit for Seniors and Persons with Disabilities

Element 2		
Improve Transit for Seniors and Persons with Disabilities		
	%	Est. 10 year revenue
What can Element 2 funds be used for?		
<ul style="list-style-type: none"> Implementing a Mobility Management Program that identifies and implements mobility options for Seniors and Persons with Disabilities Support and Enhance paratransit (e.g. Whistlestop Wheels) and other local services focused on this population Create a “Paratransit Plus” program to serve older seniors who may not qualify for service under the Americans With Disabilities Act Implement other innovative programs to provide mobility to seniors as an alternative to driving 	35%	\$7.21 M
How will the funds be spent?		
TAM will distribute these funds to Marin Transit. Marin Transit will report on the usage and effectiveness of these funds with an annual report presented to the TAM board in a publicly noticed meeting.		

Below is a list of the projects and programs submitted by Marin Transit which are eligible for the fund allocated to Element 2:

1. “Paratransit Plus” Subsidized Program for Older Seniors
Initial Program Focus: Individuals 80 years and older to provide a new mobility option for those who may no longer be safe drivers, have difficulty accessing transit, and may not qualify for ADA paratransit.

Secondary Program Focus: ADA Eligible riders of any age as a supplement or alternative to ADA paratransit. This component would be added at a later date subject to an evaluation of the Initial Program from operational and funding/budget perspectives. Since this component is designed to stabilize or reduce demand on the ADA paratransit service, supplemental funding could be added from the paratransit operations budget if warranted.

2. Volunteer Driver Programs Support
Program Focus: Ongoing funding of volunteer driver programs for frail home-bound seniors that will soon be implemented with a one-year New Freedom grant funding.
3. Low Income Rider Scholarships
Program Focus: To serve as “seed money” to fund rides for low-income seniors and persons with disabilities through the Marin Access Mobility Management Center’s Ride Credit Bank and to help attract donated funds for this purpose.
4. “Gap-Grant” Program
Program Focus: Provide a small source of competitive funding for local agencies to expand or implement new transportation services that meet the requirements of Measure B.
5. Mobility Management Staffing- limited to \$100,000 annually
Program Focus: Provide sufficient program staff to design, implement, and manage Marin Transit’s mobility management efforts including:
 - Oversight of the Marin Access Mobility Management Center;
 - Leadership and support of the Marin Mobility Consortium and its various subcommittees;
 - Operation of the agency’s travel training programs;
 - Technical assistance in the areas of transportation operations, and coordination of transportation of resources to Marin’s community transportation providers;
 - On-going outreach on transportation resources and issues to Marin residents and stakeholder agencies; and
 - Represent Marin Transit and Marin Access at various meetings.

3. Element 3: Reduce Congestion and Pollution

Element 3		
Reduce Congestion and Pollution		
	%	Est. 10 year revenue
What can Element 3 funds be used for?		
Eligible activities are limited to 3 core strategies and programs: <ul style="list-style-type: none"> • School Safety and Congestion Reduction: <ul style="list-style-type: none"> ○ Maintain and expand the School Crossing Guard program ○ Provide matching funds for Safe Routes to Schools programs ○ Enhance/expand programs designed to reduce congestion and improve safety around schools including Street Smarts and School Pool programs 	25%	\$5.15 M

<ul style="list-style-type: none"> • Local Marin County Commute Alternatives: Enhance/expand existing alternative programs in Marin County designed to reduce single occupancy commuting, including: <ul style="list-style-type: none"> ○ Carpool and vanpool information and incentive programs, ○ Emergency Ride Home, and ○ Transit information and promotion ○ Transportation Demand Management programs ○ Support efforts to bring trip reduction programs to Marin County • Alternative Fuel Infrastructure and Promotion: Support the development of alternative fuel infrastructure (such as electric vehicle fueling stations) and education programs; support alternative fuel vehicle programs. <ul style="list-style-type: none"> • Install alternative fuel infrastructure such as electric vehicle fueling stations • Provide matching funds to leverage grant opportunities to projects and programs • Develop strategies and support projects and program 		
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How will the funds be spent?

TAM will be responsible for distributing school safety funds to sustain or grow existing programs.

TAM will administer the Commute Alternatives program as part of its existing commuter program. All transit programs will be coordinated through Marin Transit and/or Golden Gate Transit

TAM will assign funds for alternative fuel programs, as a match to other fund sources or through competitive grant programs. TAM will manage an alternative fuel education program in collaboration with stakeholders.

To maintain funding flexibility based on needs, availability of other funds, and readiness, fixed percentages will not be assigned to the three sub-elements. The distribution of funds among the three eligible expenditures for this element will be determined every two years based on grant opportunities and funding needs at the discretion of the TAM Board.

Unspent carry-over funds from all sub-elements of Element 3 are returned to Element 3 pool of available revenues for future programming at the discretion of the TAM Board.

The goal is to be flexible and maximize the value of these funds by targeting matching grant opportunities, pilot programs and other timely revenue opportunities.

3.1 School Safety and Congestion Reduction

Crossing Guards

VRF funds will be used to supplement the successful Measure AA transportation sales tax Crossing Guard Program utilizing the same contracts and agreements. In accordance with the Transportation Sales Tax Expenditure Plan, the crossing guards are provided by a professional company that specializes in crossing guard programs in order to “eliminate liability concerns and to ensure that well trained crossing guards with back-ups are available for every critical

intersection.” The use of the VRF funds will allow supplemental guards to be funded that would not otherwise be funded.

Crossing guard program locations will undergo a re-certification process on an approximately four-year cycle. The process will be conducted with the Public Works Directors determining priority of crossing guard locations based on updated traffic and school pedestrian data. The same process will be followed and be coincidental for crossing guards funded under the VRF. Recommended programming in the Strategic Plan will coincide with the funding levels available each year for this sub-element.

3.2 Local Marin County Commute Alternatives

The Expenditure Plan calls for the enhancement or expansion of existing alternative transportation programs, also known as Transportation Demand Management (TDM), to reduce single occupancy commuting. TDM includes strategies to modify travel behavior in order to reduce vehicle trips and emissions, and mitigate traffic congestion. TDM strategies often include local employer and employee outreach, education, rewards, and incentives. TDM programs are considered to be among the most cost effective ways to reduce trips and congestion, and have proven to be successful for many years throughout the San Francisco Bay Area. Funds from Element 3.1 may fund the following programs:

- Emergency Ride Home (ERH) Program - An ERH program offers free or subsidized rides to commuters who use alternative commute modes to accommodate their occasional, unexpected trip, such as a family medical emergency or unexpected need to work late, eliminating the concern about being stranded at work without an automobile.

With earlier support from the Bay Area Air Quality Management District's (BAAQMD's) Transportation Fund for Clean Air, TAM has developed an ERH Program website to minimize the staffing needs for this program. Program policies and procedures are in place. Measure B support will be used to launch this effort and aggressively promote it to Marin employers and employees as well as manage the ongoing implementation. Marketing and outreach will be coordinated with other existing programs. Other grant funds will be pursued to minimize the amount of Measure B funding for this effort.

- Ridesharing Promotion - Measure B funds will support the continued implementation of an enhanced TDM/traffic congestion mitigation effort called **"MarinCommutes"** This initiative may include, but not be limited to the following:
 - Carpool promotions,
 - Vanpool incentives and additional marketing,
 - Transit promotions to encourage transit use,
 - MarinCommutes outreach, engagement, and program development,
 - Employer TDM outreach/support in Marin, and
 - Potential Pilot programs such as first last mile, shared mobility services or other emerging tools to reduce Single occupancy vehicle use.

3.3 Alternative Fuels Infrastructure and Promotion

Implementing strategies to reduce greenhouse gases and other motor vehicle emissions is a requirement in California and funding sources are emerging to support this effort. Often a limited amount of local matching funds can be leveraged to obtain sizable levels of other federal, state, or regional funding for projects and programs that address greenhouse gas emission reduction. The VRF funds assigned for alternative fuel vehicles are an important source of funds that can leverage significant outside funding.

Examples of projects and programs eligible for this fund element include development and implementation of alternative fuel infrastructure such as electric vehicle (EV) charging stations, supporting the conversion of municipal fleets to zero emission vehicles, and promoting consumer awareness of programs that support equitable access to EVs and EV infrastructure.

TAM is participating and monitoring related activities within the region. For example, lead agencies in the region—the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), MCE, and the BAAQMD all have Transportation Electrification efforts underway that are closely coordinated in TAM's programs.

TAM roles in support of alternative fueled vehicles are focused on the following:

- Accelerate EV connector installations on public property in Marin County
- Accelerate EV fleet investments in public agency fleets
- Improve consumer awareness of programs that support and enhance equitable access to EVs and EV Infrastructure

Individual activities will be brought back to the TAM Board for information and/or approval.

E. Performance Metrics

The Amended Measure B Expenditure Plan directs staff to include performance metrics in the development of the Measure B Strategic Plan. Each element and sub-element identified in the Measure B Expenditure Plan include specific performance metric to gauge how well they meet the goals of Measure B. Staff tried to strike a balance between collecting useful information and not making the process overly administrative or burdensome. On April 17, 2023, the COC reviewed and concurred with the performance metrics for each element and sub-element as shown in Attachment 2.

IV. Implementation Guidelines

Before Measure B 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 B 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 after approval from the TAM Board of Commissioners has been authorized.

A. Claimant Policies

The following claimant policies provide a framework for the funding agreements that will be developed for the allocation of Measure B 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 discussed in Section I.C.

1. Eligibility for Funding

- Project types and sponsors are to be as identified in the Marin County VRF 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 County's Countywide Transportation Plan, and the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan.

2. Application Process

- There are two paths for the allocation of funds:
 1. Programmatic funding, such as Element 2, Improve Transit for Seniors and Persons with Disabilities
 2. Project specific funding, such as Element 1.1, Enhance Bicycle, Pedestrian, and Safety Improvements.
- For Bicycle, Safety, and Safety Improvement 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.
- For Class I Bike/Ped Pathway projects, sponsors need to submit allocation request forms for pathways on the TAM adopted eligibility list, which will be adopted by the TAM Board as a separate action. The amount available for each eligible sponsor will be determined by the TAM adopted eligibility list.

3. Allocation and Disbursement of Funds

- All allocations of Measure B funds by TAM will be reviewed for the following:
 1. Consistency with the Strategic Plan
 2. Completeness of the application via the Allocation Request Form and consistency with Strategic Plan requirements.

- All allocations of Measure B 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 for Element 1.1 will be approved every five years and a reimbursement schedule will be developed based on project readiness.
- All agreements will document the following:
 1. Scope of Work
 2. Project Schedule
 3. Funding Plan
 4. Adherence to Performance Measures (if applicable)
 5. Reporting requirements
 6. 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:
 1. an approved allocation resolution from the TAM Board
 2. an executed funding agreement between the sponsoring agency and TAM.
- The standard method of payment will be through reimbursement for all Elements.
- After the first year of eligibility for Class I Bike/Ped Pathway projects, funds will be distributed to each sponsor annually based on a formula that provides a percentage of the available funds as shown below. In no case will funds be distributed to a sponsor that exceeds the actual demonstrated costs. If a sponsor's actual costs are less than the eligible funds based on the distribution formula than the excess funds will be accumulated for allocation to countywide pathway planning, maintenance or construction needs at the discretion of the TAM Board. It is the intent to distribute all element 1.2 funds each fiscal year if the need can be demonstrated by a sponsor(s). Sponsors will be required to certify annual expenditures in the Annual Report for future audit purposes. The distribution formula is: $V=W * (Y/Z)$.

V= Funds distributed to a jurisdiction (\$)

W=Total Measure B funds assigned to Element 1.2 (\$)

Y= Length of jurisdictions pathway (miles)

Z= Summation of all Countywide Pathways (miles)

- Project advances will require approval from the TAM Board.
- Timely use of funds requirement will be specified in each agreement.
- Project reimbursement requests must be accompanied by evidence of payment. Reimbursement requests shall be submitted no more frequently than on a monthly basis.
- Measure B 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 B funds. To the maximum extent practicable, other fund sources will be spent down prior to Measure B funds. Otherwise, Measure B funds will be drawn down at a rate proportional to the Measure B 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.

4. Monitoring and Reporting Requirements

- Recipients of Measure B funds will be required to submit Annual or Closeout reports and reports on performance metrics per the provisions of the funding agreement.
- 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 Government Code Section 65089.20 et seq.
- Eligible phases of capital project expenditures are as follows:
 1. Planning / Conceptual Engineering
 2. Preliminary Engineering / Environmental Studies
 3. Design Engineering (PS&E)
 4. Right of Way Support / Acquisition
 5. Construction
- Eligible costs of programs include direct costs for implementation of the program as well as material expenses.
- Eligible project sponsor costs include the following:
 1. Direct staff time (salary and benefits)
 2. Consultants selected through a competitive selection process
 3. Right of way acquisition costs
 4. Competitively bid construction contracts
 5. Equipment and materials expenses
- 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 Board approval of the Measure B allocation for a particular 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 B 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.
- Recipient agencies shall not retain more than one year of unspent funds. All interest accumulated by recipient agencies for funds retained beyond one year shall be retained by TAM for dedication to carrying out the programs and projects described in this Expenditure Plan.

V. Conclusion

The Measure B Strategic Plan is a comprehensive document guiding the allocation of VRF revenue over the next 10 years. With comprehensive policies and procedures corresponding to principles outlined in the Expenditure Plan approved by voters, this guiding document will provide the necessary assurance to project and program sponsors, as well as the voters in Marin, that TAM is managing its VRF revenue well.

List of Attachments

1. Revenue and Programming Summary Sheet
2. Performance Metrics

List of Appendices

- A. Senate Bill (SB) 83
<https://tamwebsite900.wenginepowered.com/wp-content/uploads/doc-reports/measure-b/4261.pdf>
- B. Marin County Summary of VRF Findings of Benefit
<https://tamwebsite900.wenginepowered.com/wp-content/uploads/doc-reports/measure-b/4259.pdf>
- C. Amended Measure B Expenditure Plan
https://tamwebsite900.wenginepowered.com/wp-content/uploads/2023/03/Amended-Measure-B-Expenditure-Plan_FINAL_web.pdf
- D. Vehicle Registration Fee Ballot Language
<https://tamwebsite900.wenginepowered.com/wp-content/uploads/doc-reports/measure-b/4257.pdf>

Measure B Vehicle Registration Fee Revenue and Programming Summary Sheet (1st 12-Year)														
			1	2	3	4	5	6	7	8	9	10	11	12
	Share	TOTAL	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23
Gross Revenue		\$ 51,004,911	\$ 2,621,237	\$ 2,280,255	\$ 2,347,339	\$ 2,333,642	\$ 2,376,492	\$ 2,399,640	\$ 2,386,486	\$ 2,417,118	\$ 2,327,292	\$ 2,404,319	\$ 2,311,091	\$ 2,300,000
Less One-Time Election Cost			\$ 159,928											
Less 5% TAM Administration Fee		\$ 2,542,249	\$ 123,065	\$ 114,013	\$ 117,367	\$ 116,682	\$ 118,825	\$ 119,982	\$ 119,324	\$ 120,856	\$ 116,365	\$ 120,216	\$ 115,555	\$ 115,000
Net Revenue for Elements		\$ 48,302,734	\$ 2,338,243	\$ 2,166,242	\$ 2,229,972	\$ 2,216,960	\$ 2,257,667	\$ 2,279,658	\$ 2,267,162	\$ 2,296,262	\$ 2,210,927	\$ 2,284,103	\$ 2,195,536	\$ 2,185,000
Element 1 Revenue & Programming														
Element 1.1 Local Streets Revenue	35%	\$ 16,905,957	\$ 818,385	\$ 758,185	\$ 780,490	\$ 775,936	\$ 790,184	\$ 797,880	\$ 793,507	\$ 803,692	\$ 773,825	\$ 799,436	\$ 768,438	\$ 764,750
Element 1.1 Local Streets Revenue + Carryover				\$ 1,576,570	\$ 2,357,060	\$ 891,123	\$ 1,681,307	\$ 2,479,187	\$ 765,464	\$ 1,569,155	\$ 2,342,980	\$ 727,595	\$ 1,496,033	\$ 2,260,783
Element 1.1 Local Streets Actual/Programming			\$ -	\$ -	\$ 2,241,873			\$ 2,507,230			\$ 2,414,821			\$ 2,257,095
Element 1.1 Carryover			\$ 818,385	\$ 1,576,570	\$ 115,187	\$ 891,123	\$ 1,681,307	\$ (28,043)	\$ 765,464	\$ 1,569,155	\$ (71,841)	\$ 727,595	\$ 1,496,033	\$ 3,688
Element 1.2 Bike/Ped Pathways Revenue	5%	\$ 2,415,137	\$ 116,912	\$ 108,312	\$ 111,499	\$ 110,848	\$ 112,883	\$ 113,983	\$ 113,358	\$ 114,813	\$ 110,546	\$ 114,205	\$ 109,777	\$ 109,250
Element 1.2 Bike/Ped Pathways Revenue + Carryover				\$ 225,224	\$ 336,723	\$ 447,571	\$ 220,540	\$ 115,414	\$ 166,481	\$ 209,245	\$ 382,080	\$ 421,351	\$ 472,726	\$ 524,580
Element 1.2 Bike/Ped Pathways Actual/Programming			\$ -	\$ -	\$ -	\$ 339,914	\$ 219,109	\$ 62,291	\$ 72,050	\$ (62,289)	\$ 74,934	\$ 58,402	\$ 57,396	\$ 109,250
Element 1.2 Carryover			\$ 116,912	\$ 225,224	\$ 336,723	\$ 107,657	\$ 1,431	\$ 53,123	\$ 94,432	\$ 271,534	\$ 307,146	\$ 362,949	\$ 415,330	\$ 415,330
Element 2 Revenue & Programming														
Element 2 Transit for Senior and Disabled Revenue	35%	\$ 16,905,957	\$ 818,385	\$ 758,185	\$ 780,490	\$ 775,936	\$ 790,184	\$ 797,880	\$ 793,507	\$ 803,692	\$ 773,825	\$ 799,436	\$ 768,438	\$ 764,750
Element 2 Transit for Senior and Disabled Revenue + Carryover				\$ 1,299,893	\$ 1,546,358	\$ 1,650,986	\$ 1,577,553	\$ 1,645,099	\$ 1,811,408	\$ 1,658,084	\$ 1,440,495	\$ 1,283,230	\$ 1,140,989	\$ 1,097,385
Element 2 Transit for Senior and Disabled Actual/Programming		\$ 16,902,322	\$ 276,677	\$ 534,025	\$ 671,308	\$ 863,617	\$ 730,335	\$ 627,197	\$ 957,016	\$ 991,414	\$ 956,701	\$ 910,679	\$ 808,354	\$ 950,000
Element 2 Carryover			\$ 541,708	\$ 765,868	\$ 875,050	\$ 787,369	\$ 847,218	\$ 1,017,902	\$ 854,392	\$ 666,670	\$ 483,794	\$ 372,551	\$ 332,635	\$ 147,385
Element 3 Revenue & Programming														
Element 3.1 School Safety and Congestion Programmed - Crossing Guard	25%	\$ 12,075,684	\$ 584,561	\$ 541,561	\$ 557,493	\$ 554,240	\$ 564,417	\$ 569,915	\$ 566,790	\$ 574,066	\$ 552,732	\$ 571,026	\$ 548,884	\$ 546,250
Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Crossing Guard		\$ 3,712,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 246,000	\$ 246,000	\$ 320,000	\$ 150,000	\$ 175,000	\$ 175,000	\$ 150,000
Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Crossing Guard		\$ 3,726,353	\$ 134,375	\$ 139,437	\$ 164,874	\$ 157,882	\$ 167,784	\$ 246,000	\$ 246,000	\$ 320,000	\$ 150,000	\$ 175,000	\$ 175,000	\$ 150,000
Element 3.1 Carryover to Element 3		\$ (14,353)	\$ 15,625	\$ 10,563	\$ (14,874)	\$ (7,882)	\$ (17,784)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Element 3.1 School Safety and Congestion Programmed - Street Smart		\$ 500,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 25,000
Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Street Smart		\$ 483,004		\$ 9,665	\$ 11,853	\$ 40,914	\$ 28,026	\$ 27,220	\$ 40,326	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 25,000
Element 3.1 Carryover to Element 3		\$ 16,996	\$ 25,000	\$ 15,335	\$ 13,147	\$ (15,914)	\$ (3,026)	\$ (2,220)	\$ (15,326)	\$ -	\$ -	\$ -	\$ -	\$ -
Element 3.2 Commute Alternatives Programmed		\$ 5,246,000	\$ 180,000	\$ 130,000	\$ 385,000	\$ 160,000	\$ 267,000	\$ 130,000	\$ 270,000	\$ 358,000	\$ 345,000	\$ 413,000	\$ 320,000	\$ 413,000
Element 3.2 Commute Alternatives Actual/Anticipated Expenditure		\$ 4,295,150	\$ 61,238	\$ 152,698	\$ 164,073	\$ 105,288	\$ 121,578	\$ 115,212	\$ 193,073	\$ 304,046	\$ 274,124	\$ 259,681	\$ 319,137	\$ 350,000
Element 3.2 Carryover to Element 3		\$ 886,987	\$ 118,762	\$ (22,698)	\$ 220,927	\$ 54,712	\$ 145,422	\$ 14,788	\$ 76,927	\$ 53,954	\$ 70,876	\$ 153,319	\$ 863	\$ 63,000
Element 3.3 Alternative Fuel Promotion Programmed		\$ 5,173,422	\$ 90,000	\$ 125,000	\$ 255,000	\$ 250,000	\$ 240,000	\$ 240,000	\$ 240,000	\$ 435,000	\$ 345,000	\$ 488,422	\$ 345,000	\$ 345,000
Element 3.3 Alternative Fuel Promotion Actual/Anticipated Expenditure		\$ 3,291,855		\$ 5,740	\$ 37,847	\$ 63,728	\$ 27,500	\$ 56,353	\$ 61,390	\$ 222,460	\$ 212,300	\$ 317,869	\$ 166,668	\$ 345,000
Element 3.3 Carryover to Element 3		\$ 1,881,567	\$ 90,000	\$ 119,260	\$ 217,153	\$ 186,272	\$ 212,500	\$ 183,647	\$ 178,610	\$ 212,540	\$ 132,700	\$ 170,553	\$ 178,332	\$ -

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Measure B Vehicle Registration Fee Revenue and Programming Summary Sheet (2nd 10-Year)												
		13	14	15	16	17	18	19	20	21	22	
	Share	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2030-31	FY2031-32	FY2032-33	3rd 10 Yr Total
Gross Revenue		\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 22,500,000
Less One-Time Election Cost												
Less 5% TAM Administration Fee		\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 1,125,000
Net Revenue for Elements		\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 2,137,500	\$ 21,375,000
Element 1 Revenue & Programming												
<i>Element 1.1 Enhanced Bicycle & Pedestrian Saftey Improvements on Local Network</i>	35%	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 7,481,250
<i>Element 1.1 Enhanced Bicycle & Pedestrian Saftey Improvements on Local Network + Carryover</i>		\$ 751,813	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	\$ 748,125	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	
<i>Element 1.1 Enhanced Bicycle & Pedestrian Saftey Improvements on Local Network Programming</i>		\$ 3,744,313					\$ 3,740,625					
<i>Element 1.1 Carryover</i>		\$ (2,992,500)	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	\$ (2,992,500)	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	
<i>Element 1.2 Bike/Ped Pathways Revenue</i>	5%	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 1,068,750
<i>Element 1.2 Bike/Ped Pathways Revenue + Carryover</i>		\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	\$ 522,205	
<i>Element 1.2 Bike/Ped Pathways Programming</i>		\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	
<i>Element 1.2 Carryover</i>		\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	\$ 415,330	
Element 2 Revenue & Programming												
<i>Element 2 Transit for Senior and Disabled Revenue</i>	35%	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 8,246,000
<i>Element 2 Transit for Senior and Disabled Revenue + Carryover</i>		\$ 895,510	\$ 893,635	\$ 891,760	\$ 879,885	\$ 868,010	\$ 856,135	\$ 844,260	\$ 822,385	\$ 800,510	\$ 778,635	
<i>Element 2 Transit for Senior and Disabled Programming</i>		\$ 750,000	\$ 750,000	\$ 760,000	\$ 760,000	\$ 760,000	\$ 760,000	\$ 770,000	\$ 770,000	\$ 770,000	\$ 775,000	
<i>Element 2 Carryover</i>		\$ 145,510	\$ 143,635	\$ 131,760	\$ 119,885	\$ 108,010	\$ 96,135	\$ 74,260	\$ 52,385	\$ 30,510	\$ 3,635	
Element 3 Revenue & Programming	25%	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 534,375	\$ 5,343,750
<i>Element 3.1 School Safety and Congestion Programmed - Crossing Guard</i>		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,500,000
<i>Element 3.1 School Safety and Congestion Anticipated Expenditure - Crossing Guard</i>		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,500,000
<i>Element 3.1 Carryover to Element 3</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Element 3.1 School Safety and Congestion Programmed - Street Smart</i>		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 250,000
<i>Element 3.1 School Safety and Congestion Anticipated Expenditure - Street Smart</i>		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 250,000
<i>Element 3.1 Carryover to Element 3</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Element 3.2 Commute Alternatives Programmed</i>		\$ 300,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,875,000
<i>Element 3.2 Commute Alternatives Anticipated Expenditure</i>		\$ 300,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,875,000
<i>Element 3.2 Carryover to Element 3</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Element 3.3 Alternative Fuel Promotion Programmed</i>		\$ 200,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,775,000
<i>Element 3.3 Alternative Fuel Promotion Anticipated Expenditure</i>		\$ 200,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,775,000
<i>Element 3.3 Carryover to Element 3</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Attachment 2

Measure B Performance Metrics**Element 1.1 – Enhance Bicycle, Pedestrian, and Safety Improvements on Local Network**

For each project, sponsor shall describe (as appropriate for the project):

- Sidewalks in linear feet
- Accessibility improvements – describe improvements and number of improvements
- Multiuse paths (Class I) in linear feet
- Class IV Bikeways in linear feet
- Striping/Stencil Class II and Class III bicycle facilities, number of stencil and linear feet of path
- Median modifications to accommodate new pedestrian and bicycle facilities – describe improvements and number of improvements
- Landscape Enhancements – describe improvements and number of improvements
- Bike/Ped Signage in number of signs
- Pedestrian Lighting in number of lights
- Curb ramps in number of new ramps
- Signals Heads with advance leading pedestrian interval and/or audio notification capability – number of signal improved
- Pedestrian activated warning signals – number of signed improved
- Rectangular Rapid Flashing Beacon (RRFB), or equivalent – number of RRFB installed
- Sidewalk amenities, benches, trash cans – describe improvements and number of improvements
- Safety improvements – describe improvements, how they benefit bicyclist and/or pedestrians, and number of improvements

Reporting Interval: at completion of each project

Element 1.2 – Maintain Class I Bicycle/Pedestrian Pathways

For each project/allocation, sponsor shall describe/confirm (as appropriate for each project):

- Path is clean and free of debris
- Landscaping is healthy and trimmed
- Path is free of potholes
- Graffiti is removed timely
- Lighting is operational
- Trash cans are emptied
- Path is in a state of good repair
- Frequency of maintenance

Reporting Interval: annually

Attachment 2

Element 2 – Improve Transit for Seniors and Persons with Disabilities

Fund recipients shall report on the following:

Performance Measure	Metric
Implement Mobility Management Program	Number of customers contacted
Operate Travel Training Program	Number of riders trained
Support and Enhance Paratransit	
Paratransit Service	Number of trips provided
Travel Navigators	Number of customers contacted
Create a “Paratransit Plus” program to serve seniors who may not qualify for service under that Americans With Disabilities Act	Rides Provided (limited by funding percentage of program, such as Catch A Ride, Transit Connect)
Implement other innovative programs to provide mobility to seniors as an alternative to driving	
Gap Grants	Describe purpose of grants and amounts given
Volunteer Driver	Volunteer driver trips
Ambassador Program (Fare Assistance Program)	Low Income Scholarships (amount and trips)

Reporting Interval: annually

Attachment 2

Element 3.1 – Maintain Crossing Guards and Street Smart Related Programs

Conduct survey to determine:

1. The level of awareness of the Measure AA/Measure B Crossing Guard Program;
2. Whether or not the presence of crossing guards influences travel choices for students that walk or ride a bicycle to and from school on most school days; and
3. Whether or not the communities served by the Crossing Guard Program consider the expenditure of Measure AA/Measure B funds a good investment.

Reporting Interval: every four years, next survey is scheduled for FY2023-24

Element 3.2 – Enhance/Expand Commute Alternative Programs

Performance Measure	Metric
Awareness of Commute Alternatives	Website traffic Meetings/presentations/events Emergency Ride Home (ERH) website engagement
Participation in Commute Alternatives	Registered users Newsletter/ mailing list subscribers Partners and employer contacts registered Vanpool utilization
Impact of Commute Alternatives	Single-occupancy Vehicle (SOV) trips reduced SOV miles avoided CO2 emissions savings
Funding and Partnerships	Leveraged funding/formed partnerships

Reporting Interval: annually

Element 3.3 – Support Alternative Fuels Infrastructure and Promotion

Performance Measure	Metric
Encourage Electric Vehicle (EV) Adoption	New sales data for EVs
EV Charger Deployment	TAM EV charging rebates submitted and reimbursed
EV Charge Deployment	Countywide publicly accessible EV supply equipment (EVSE) deployments (level 2 and 3)
Public Agency EV Fleet Deployment	EV Fleet Rebates submitted and reimbursed
Increase Awareness of Programs	Number of agencies/departments served by rebates
Leverage of Funds	Total amount of other funding sources attracted

Reporting Interval: annually

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DATE: June 12, 2023

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

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

SUBJECT: Review of Draft 2023 Measures A/AA Sales Tax Strategic Plan (Action), Agenda Item No. 7

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the Draft 2023 Measures A/AA Sales Tax Strategic Plan (hereinafter referred as “2023 Measure A/AA Strategic Plan”) as shown in Attachment A and recommends the Board to review and release the proposed Strategic Plan for a 30-day public comment period at the June 22nd Board meeting.

BACKGROUND

Measure A, the original measure that dedicated local sales tax revenues to transportation needs over a twenty-year period from 2005 to 2025, was approved by 71.2% of Marin voters in November 2004. Measure A was a major source of transportation funding in Marin County for 14 years and was set to expire on March 31, 2025. As an effort to renew Measure A, Measure AA was approved by 76.7% of Marin voters in November 2018 (effective as of April 2019) and extended the transportation sales tax for another 30 years to 2039.

Both Measure A and Measure AA Expenditure Plans list projects and programs that are eligible for transportation sales tax funds and establish the percentage of funds that can be allocated to each strategy and category. The Expenditure Plans also direct TAM to prepare Strategic Plans to identify the timing and process of funding allocation for project and program implementation based on project readiness, ability to generate matching or leveraged funds, need for borrowing and other relevant criteria. The Measure A Strategic Plan has been in existence since 2005 and updated every other year. In June 2019, the TAM Board adopted the first Measure AA Strategic Plan.

The 2021 Measure A/AA Strategic Plan, adopted in June 2021, was developed to combine the Measure A and Measure AA Strategic Plans into a single document since Measure AA is an extension of Measure A and both measures are collecting the same transportation sales tax revenue stream over a consecutive period with the same project/program priorities.

The Strategic Plan is scheduled for update every other year with 2023 as the next scheduled update. Annual Strategic Plan updates must be approved by the TAM Board, following a noticed public hearing and a 30-day public comment period.

DISCUSSION/ANALYSIS

Purpose of a Strategic Plan

The Draft 2023 Measure A/AA Strategic Plan outlines how the revenues are distributed to projects and programs, as well as the oversight process. It establishes the timing of allocations and addresses funding priorities. It also reconciles the timing of expected revenues with the schedule for when those revenues are needed in order for sponsors to deliver projects and services. The Draft 2023 Strategic Plan provides the overall structure for the management of the revenues and guidance to sponsors on requesting, utilizing, and reporting on the spending of the funds allocated.

The Strategic Plan itself does not constitute a final funding commitment. Actual funding commitments to individual projects and programs are secured through allocation requests by eligible designated recipients and TAM Board approvals.

The Draft 2023 Strategic Plan contains the following sections:

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

The Draft 2023 Measure A/AA Strategic Plan did not deviate from the 2021 Strategic Plan. The changes primarily include updating the language, revenue numbers, and project statuses to keep the document contemporary, but the policies, programming, and implementation guidelines from the 2021 Strategic Plan were retained with minor changes in the Draft 2023 Strategic Plan.

Below are the notable updates included in the Draft 2023 Measure A/AA Strategic Plan:

Measure A Commitments

All funding commitments of Measure A have been fulfilled except for the remaining funds of \$1.434 million in Strategy 1.4 (Transit Capital) as shown in Appendix 1 in Attachment A. The remaining funds were allocated to Marin Transit in June 2022 and Marin Transit is expected to request full reimbursement in late 2023. Once the funds are fully reimbursed to Marin Transit, all funding commitments, except Reserve funds, will have been fulfilled. Reporting on Measure A in future Strategic Plans will be kept to a minimum.

Measure AA Revenue Forecast

The 2021 Measure A/AA Strategic Plan expects a total of \$1.06 billion in projected revenue collection over the 30-year period. This figure was about 12% lower than the \$1.2 billion projected in the original 2019 Strategic Plan but still more than 21% higher than the \$872 million estimated in the Measure AA Expenditure Plan. The projected revenue collection from the 2021 Strategic Plan was prepared on a \$27.5 million (FY2019-20) base year with a 2.5% annual growth rate. However, Marin's sales tax collection has benefited significantly from work from home arrangement, housing market, and other close to home spending. The revenue projection for the 2023 Measure A/AA Strategic Plan was prepared on a \$35.68 million (FY2023-24) base year with a 2% annual growth rate, which yields a \$1.3 billion estimated total revenue collection even at a lower annual growth rate.

As a result, expected funds programmed to the four Categories (Appendices 2 and 3) in the Draft 2023 Measure A/AA Strategic Plan have significantly increased from the 2021 Strategic Plan. On the other hand, the many uncertainties both globally and nationally are casting a huge shadow on the economic future for all. While it is still highly likely that Marin's sales tax revenue will not suffer in the upcoming year due to the demographic and economic nature of the County, the potential sales tax revenue loss weighs on TAM's financial picture over the next few years. Over the long-term, the strong sales tax drivers, including per capita personal income and the relatively low Marin unemployment rate, Marin is expected to continue to support strong taxable sales growth.

Language to Allow Future COC Membership Change

The current 12-member COC membership structure was originally established in the 2004 Measure A Transportation Sales Tax Expenditure Plan. To ensure the COC membership structure can be reviewed and changed timely to reflect the evolving needs of various communities, especially those who are underserved, the TAM Board, during the Measure B Expenditure Plan review process, authorized adjustments to the COC membership structure when necessary. This direction is recognized in the Draft 2023 Measure A/AA Sales Tax Strategic Plan to ensure consistency on the same issue among the strategic plans. Descriptions of the COC can be found on Page 13 of the Strategic Plan (Attachment A).

FISCAL CONSIDERATION

There are no immediate fiscal impacts associated with the review of the Draft 2023 Measure A/AA Sales Tax Strategic Plan and the opening of a 30-day public comment period. After the Draft 2023 Measure A/AA Strategic Plan is adopted, Measure A and AA funds will be made available upon requests from eligible recipients.

NEXT STEPS

The TAM Board will review and release the Draft 2023 Measure A/AA Sales Tax Strategic Plan for public comment at its June 22, 2023 meeting. The 30-day comment period will close on July 22nd. Staff will respond to comments received and present a final draft for Board adoption at the July Board meeting, noting any significant updates made based on comments. The TAM Board will conduct a public hearing prior to the final adoption of the Draft 2023 Strategic Plan at its July meeting. Upon adoption, the 2023 Measure A/AA Strategic Plan will be posted on TAM's website and communicated to local agencies and stakeholders. Initial allocation requests of Measure A and AA funds from the 2023 Strategic Plan are scheduled to be presented to the TAM Board for adoption in July 2023.

ATTACHMENT

Attachment A – Draft 2023 Measure A/AA Sales Tax Strategic Plan

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2023 Measure A/AA Sales Tax Strategic Plan

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1. EXECUTIVE SUMMARY

The goal of the Measure AA Expenditure Plan approved by Marin County voters in 2018 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.”** In implementing the Measures A and AA Expenditure Plans, Guiding Principles were adopted in the Measures A and AA Strategic Plans. Those previously adopted Guiding Principles are highlighted below, including two new Guiding Principles.

Guiding Principles of the Strategic Plans

The 2021 Strategic Plan was the first time that the Measure A (2004) and Measure AA (2018) ½-cent Transportation Sales Taxes were combined into one document that served as the programming/allocation document for all projects/programs receiving sales tax funding. The 2023 Strategic Plan follows the same format established by the 2021 Strategic Plan. Measure A is playing a less prominent role now that most of the Measure A funded projects and programs have been completed. The 2023 Strategic Plan serves as the guide, resource book, and manual for expenditure of the valuable local sales tax dollars that Marin voters entrusted with TAM and are developed under the following guiding principles.

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 and reducing greenhouse gas emissions. 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.

f. Promote Equity

TAM Board discussions in recent years have directed staff to focus on equity in all TAM activities. The 2021 Strategic Plan incorporated the 2017 Vision Plan direction to focus on “providing transportation that is accessible, affordable, and convenient for all residents and workers in Marin County.” TAM’s Equity Statement and Action Plan are also under review and development. Upon completion, policies developed from these documents will likely be incorporated in the next strategic plan update in 2025.

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. If 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 2023 Strategic Plan

Following the precedent established by the 2021 Strategic Plan, the 2023 Strategic Plan is also 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 2023 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.

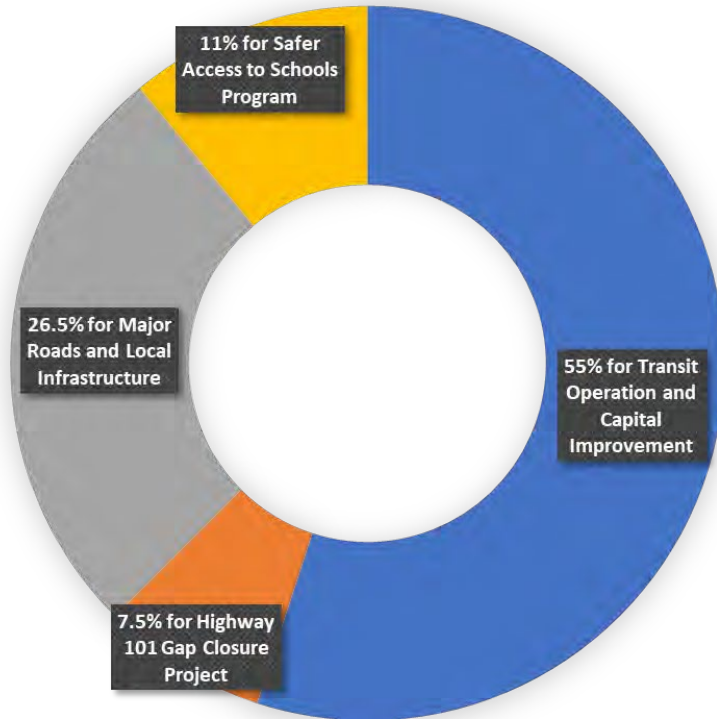
In addition to administering these voter-approved funding sources, TAM serves as the designated Congestion Management Agency (CMA) for the County, providing countywide planning and programming for transportation related needs. As the CMA, TAM is responsible for coordinating funding for many of the transportation 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 four strategies as shown in Chart 1.

As of 2023, 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. Another residual commitment of Measure A is the periodic release of Measure A Reserve funds that were collected in the early years. These Measure A Reserve funds are being released annually in proportion to the amount of Measure AA Reserve funds collected annually. After the release of Measure A Reserve funds in FY 25/26, all such funds would have been exhausted.

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 and East Blithedale Avenue in Mill Valley, Sir Francis Drake Boulevard through Samuel P. Taylor Park in West Marin, Sir Francis Drake Boulevard between Highway 101 and Ross town limit in the Ross Valley, and Segments 2 and 3 of Novato Boulevard in Novato.
- Paved and reconstructed hundreds of miles of local streets and roads, representing over \$60 million in investment.

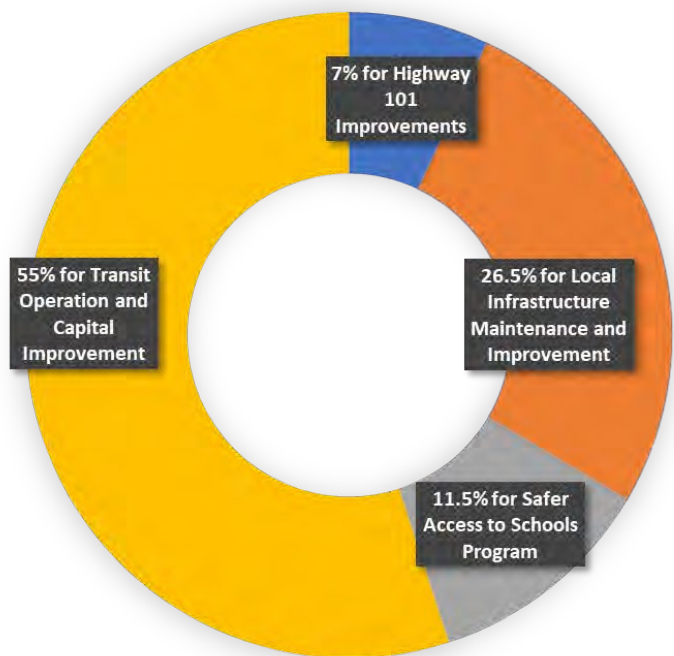
Safe Routes to Schools

- 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 problems,

CHART 2: MEASURE AA FUNDING BY CATEGORY



and focusing on multi-modal and more equitable travel options.

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

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 retains 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. It consists of 12 members (current memberlist is presented in Appendix 1) and each organization represented on the COC nominates its representative, with final appointment by the TAM Board. As noted above on Page 8, Section f, TAM is undergoing efforts to develop Equity Statement and Action Plan. The COC will be asked to provide input and recommendations to the TAM Board regarding the current COC membership structure, with the potential to add one or more new seats to address the needs and voices of the Equity Priority Communities in Marin.

3. POLICIES GUIDING THE PLAN

TAM has incorporated the following policies to guide the continuing implementation of the 2023 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 is 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 fiscally 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 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 \$8.8 million based on current revenue estimates;
- 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. 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 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, 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, borrowing from other agencies, and other short-term borrowing instruments will be explored first 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 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 CMA for Marin, TAM is responsible for programming certain 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 TAM’s overall financial audit, compliance audits of selected funding recipients for the spending of 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 a report 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% or more of the cities or towns representing 50% or more of the incorporated population, as well as a majority vote of the Board of Supervisors.

The Measure AA Expenditure Plan Amendment process is anticipated to commence in 2024.

3.7 Investment of Cash Balance and Interest Fund Policy

TAM currently invests most of the cash balance of the sales tax funds with the Investment Trust of California (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, or 6-month after the project is completed. A reimbursement schedule may be accelerated if TAM has sufficient cash to 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, of which several of the highway improvement projects are expected to need funds over a shorter period of time.

The two major projects (Marin Sonoma Narrows and US 101/I-580 Multi-Modal and Local Access Improvement Project) 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 shares to complete priority projects. 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.

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 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 comments. 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 has acted as a global talent magnet and employment hub over the years. Even though the overall population is declining, Marin's unparalleled quality of life continues to attract new residents and reinforces home 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%
FY2021	\$ 30.83	12.82%
FY2022	\$ 34.75	12.72%
<i>Average Growth Over the 17-Year Period</i>		3.76%

2023 Revenue Forecast

As reported to the Board over the last few months, even though based on the current cash disbursements, staff is confident that TAM's Measure A/AA revenue collection will make another new high record at \$35.5 million for FY2022-23, the many uncertainties both globally and nationally are casting a huge shadow on the economic future for all. More economists are seeing an increased chance that the U.S. economy will sink into a recession this year as a result of interest rate hikes, high inflation, end of fiscal stimulus, weak export markets abroad, and global political instability. While it is still highly likely that Marin's sales tax revenue will not suffer in the upcoming year due to the demographic and economic nature of the County, the potential sales tax revenue loss weighs 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 2023 Strategic Plan is based on the FY2023-24 sales tax revenue level adopted by the TAM Board in March 2023. Growth is expected to continue over the course of the forecast period. However, the forecast considers the potential economic recession and is based on a conservative estimate of 2% annual growth for the years after FY2023-24.

Table 2 shows the total revenue projected by category comparing to the 2021 Measure A/AA Strategic Plan and the Measure AA Expenditure Plan over the 30-year period.

TABLE 2: 2023 AND PRIOR STRATEGIC PLAN SALES TAX REVENUE PROJECTIONS
(Numbers in Million)

Category	2023 Projection	2021 Projection	AA EP Projection
Total Sales Tax Collection	\$ 1,306.80	\$ 1,057.00	\$ 872.00
Change from Prior Projection - Overall %	23.63%	21.22%	
Change from Prior Projection - Overall \$	\$ 249.80	\$ 185.00	
Off the Top Major Roads Set-aside	\$ 32.90	\$ 32.90	\$ 32.90
1% Administration and 4% Program Management	65.35	\$ 52.85	\$ 43.60
<i>Change from Prior Projection - \$</i>	<i>\$ 12.50</i>	<i>\$ 9.25</i>	
Category 1 - Highway 101 Improvements	\$ 84.60	\$ 67.99	\$ 55.69
<i>Change from Prior Projection - \$</i>	<i>\$ 16.61</i>	<i>\$ 12.30</i>	
Category 2 - Local Infrastructure Maintenance and Improvement	\$ 320.27	\$ 257.38	\$ 210.81
<i>Change from Prior Projection - \$</i>	<i>\$ 62.89</i>	<i>\$ 46.57</i>	
Category 3 - Safer Access to Schools Program	\$ 138.98	\$ 111.69	\$ 91.48
<i>Change from Prior Projection - \$</i>	<i>\$ 27.29</i>	<i>\$ 20.21</i>	
Category 4 - Transit Operation and Capital Improvement	\$ 664.70	\$ 534.19	\$ 437.53
<i>Change from Prior Projection - \$</i>	<i>\$ 130.51</i>	<i>\$ 96.66</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 people with disabilities (paratransit services), whereby 55% of Measure A revenue was used on Strategy 1 to support and maintain a local bus (and paratransit) servicethat 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 of Strategy 1 funds, which accounts for the adopted Short-Range Transit Plan (SRTTP) that provides a 10-year outlook of revenues and needs of local transit service in Marin County. The SRTTP 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 from Strategy 1.4 (Transit Capital) for Marin Transit were allocated in FY 22/23 and all funds are expected to be reimbursed at the conclusion of FY 22/23.

In 2021, the only remaining funds in Strategy 1.1 (Local Bus Transit Services) were 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 SanRafael 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.

Since the 2021 Strategic Plan was adopted, both Marin County and San Rafael have been fully reimbursed for the abovementioned funding exchange to fulfill all funding obligations for Strategy 1.

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 were 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.

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 \$5.38 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 a minimum \$5.38 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 2019-20 and \$320,000 collected in the last quarter of FY 2018-19, a total of \$1.75 million in Measure A reserve funds, was made available for allocations in FY 2019-20. No Measure AA reserve funds were collected in FY 2020-21 because of the pandemic so that more funds were made available to the recipients. In FY 2021-22 and FY 2022-23, \$1.7 million and \$1.78 million were collected, respectively, from Measure AA for reserve, and the same amounts of Measure A Reserve funds were released.

In accordance with the Measure A Expenditure Plan, collected revenues are to be distributed to the 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. The current projected revenues generated by Measure AA have risen to \$1.3 billion compared to \$1.06 billion projected in the 2021 Strategic Plan. With allowable deductions for administration and program/project management, approximately \$1.18 billion for programming.

As outlined in the Measure AA Expenditure Plan, the current projected 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	Current 30-year Amount (in millions)
Category 1 Reduce Congestion on Hwy 101 & Adjacent Roadways	7.0%	\$78.0
1.1 Provide matching funds for the MSN Project	1.5%	\$16.7
1.2 Provide matching funds for Hwy 101/I-580 Direct Connector	2.0%	\$22.3
1.3 Improve Hwy 101 local interchanges and freeway access routes	3.0%	\$33.4
1.4 Implement commute alternatives and trip reduction strategies	0.5%	\$5.6
Category 2 Maintain, Improve, and Manage Marin's Local Transportation Infrastructure	26.5%	\$314.5
2.1 Maintain and manage local roads	22.0%	\$261.1
2.2 Provide safe pathways for safe walking and biking access to schools	3.0%	\$35.6
2.3 Develop projects to address transportation impacts from sea level rise	1.0%	\$11.9
2.4 Support operational improvements through innovative technology	0.5%	\$5.9
Category 3 Reduce School-Related Congestion and Provide Safer Access to Schools	11.5%	\$130.8
3.1 Maintain the Safe Routes to Schools Program	3.5%	\$39.8
3.2 Expand the Crossing Guard Program	7.0%	\$79.6
3.3 Provide capital funding for small school safety related projects	1.0%	\$11.4
Category 4 Maintain and Expand Local Transit Services	55.0%	\$657.0
4.1 Maintain and improve existing transit service	33.0%	\$394.2
4.2 Maintain and expand rural and recreational bus services	3.0%	\$35.8
4.3 Maintain and expand transit services for those with special needs	9.5%	\$113.5
4.4 Provide transit services to schools	5.0%	\$59.7
4.5 Invest in bus transit facilities	4.0%	\$47.8
4.6 Expand access to ferries and regional transit, managed by Golden Gate Transit	0.5%	\$6.0
TOTAL	100%	\$1,180.3 *

* Total for the four categories after deducting the allowable 1% for administration and 4% for project/program management.

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 entered its final phase of HOV lane construction in the summer of 2022. 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 with completion in 2023.

1.2 Provide Matching Funds for 101-580 Multi-Modal and Local Access Improvement Project

Traffic congestion continues to increase for vehicles headed towards eastern San Rafael including the disadvantaged Canal neighborhood. This Project will separate regional traffic from local traffic allowing for greater access for local traffic utilizing Bellam Boulevard and Sir Francis Drake Boulevard. The 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.

The Project has been underway since the Summer of 2019 and an initial outreach process concluded in reducing the number of build alternatives to four. The outreach effort included a Stakeholder Working Group consisting of over 20 representatives from the surrounding area. The environmental process is set to begin in late 2023.

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 vehicles, bicycles, pedestrians, and transit users. The funds are intended to be used as “seed money” to leverage possible federal, state, regional or local grant sources. Studies at the twelve interchanges listed below were initiated in FY 20/21 and completed in FY22/23.

- Alexander Avenue / Vista Point
- Donahue Street / N. Bridge Road/ Bridgeway
- SR131Tiburon Blvd. / East Blithedale Avenue
- Tamalpais Drive / Paradise Drive
- Sir Francis Drake Boulevard / Fifer. / Industrial Way
- 2nd Street / Heatherton Street
- North San Pedro Road / Merrydale Road
- Manuel T. Freitas Parkway /Civic Center Drive
- Lucas Valley Road/Smith Ranch Road
- Alameda Del Prado/Nave Drive
- Ignacio Boulevard / Bel Marin Keys / Nave Drive
- San Marin Drive/Atherton Avenue

An implementation plan was prepared that evaluated study results from each interchange against a set of priorities and goals. The plan recommended three interchanges be advanced for further study. They are as follows:

- SR131Tiburon Blvd. / East Blithedale Avenue
- Manuel T. Freitas Parkway /Civic Center Drive
- Alameda del Prado/Nave Drive

Work is underway for the next phase of project development and is expected to be complete in the fall of 2024. The consultant contract for the twelve interchange studies and three Project Initiation Documents (PID) is \$4.4 million.

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.

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 ineligible expenses.) 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.

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 2023. Since inception of the Measure AA Program, annual allocations of approximately \$6 million in Category 2.1 funds have been distributed to local agencies.

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 2018-19 to FY 2022-23 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.

The next Call for Projects with Categories 2.2 and 3.3 funds is anticipated to commence in 2024.

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 and the proposed scope for developing a countywide Sea Level Rise Adaptation Plan in October 2022. Based on these discussions, TAM staff have conducted a procurement for consultant support to conduct a review of existing plans and studies at identified transportation locations vulnerable to sea level rise and begin conceptual design efforts at vulnerable locations in Marin County both on major transportation facilities and adjacent to these facilities. A contractor was retained during FY 2022-23 for an amount not to exceed \$550,000 anticipated over the next two fiscal years.

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 travel behavior occurred. TAM responded quickly by 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 2019-20 and FY 2020-21.

As these funds continue to be replenished staff will look toward conducting a new call for projects, to potentially include planning activities to guide the implementation of emerging technology or achieve key policy objectives in alignment with the expenditure plan. This call for projects is expected in FY 2023-24 and will likely include multiple years of funds for local jurisdictions to apply for.

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, has proven its ability to increase alternative mode use to schools, with over 60 participating schools, and an average of over 30% active greentrips – 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 levels since 2004. The latest evaluation report was completed in 2023 and indicated continuing congestion relief around schools.

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 approximately 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 prioritized intersection, and the program is professionally managed with reduced risk and liability.

The counts associated with new guard deployment locations have concluded in 2023. A new recertification list will be in place for the 2023/24 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. As noted above, the next Call for Projects with Categories 2.2 and 3.3 funds is anticipated to commence in 2024.

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.”

The goal of the Expenditure Plan is 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.

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 \$9 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 improve 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 \$900,000 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 disabled persons, travel training, subsidized taxi services, and volunteer driver programs. Marin Transit contracts with vendors to provide specialized services for older adults and persons with disabilities. These services are essential to keep Marin's residents 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. Approximately \$2.8 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 many students with longer trips to school. Category 4.4 dedicates funds to maintain yellow bus services in partnership with local schools and parent organizations. Category 4.4 also funds enhanced school-oriented bus services, 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 \$1.5 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 \$1.2 million 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 \$150,000 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 \$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 Boulevards), until the \$32.90 million remaining funding commitment is fully fulfilled.

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 right of way (ROW) phase. Novato will request the remaining available funds for the construction phase when the ROW phase is 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 for 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 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 made 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.
 - 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 establish 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 sponsors 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 (if any)

Appendix 1 - Measure A Five-Year Programming

Measure A 1/2 Cent Sales Tax Programming	Numbers in '000's							
	PRIOR	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	TOTAL
Strategy 1 - Transit								
Strategy 1.1 Local Bus Transit Service	110,995	-	-	-	-	-	-	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	1,434	-	-	-	-	-	18,588
Total	163,966	1,434	-	-	-	-	-	165,400
Strategy 3 - Local Transportation Infrastructure								
Strategy 3.1 Major Roads								
<i>Active Projects</i>								
County of Marin - Ross Valley Sir Francis Drake Blvd	14,420	-	-	-	-	-	-	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	77,483	-	-	-	-	-	-	77,483
Strategy 4 - Safer Access to Schools								
Strategy 4.1 Safe Routes to Schools	9,185	-	-	-	-	-	-	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	28,214	-	-	-	-	-	-	28,214

Appendix 2 - Measure AA Five-Year Programming

Measure AA 1/2 Cent Sales Tax Programming	Numbers in '000's							
	PRIOR	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	TOTAL
Major Road Set-Aside								
<i>Active Projects</i>								
Mill Valley - E. Blithedale	2,106	-	-	-	-	-	-	2,106
San Rafael - Third Street	4,408	5,795	2,318	-	-	-	-	12,521
Novato - Novato Blvd - Segment 1	946	250	-	5,320	5,071	-	-	11,587
Richmond San Rafael Bridge Approaches	2,682	1,118	-	-	-	-	-	3,800
Total	10,142	7,163	2,318	5,320	5,071	-	-	30,014
Category 1 - Reduce Congestion								
Category 1.1 Completion of Marin-Sonoma Narrows	12,333	-	-	-	-	-	-	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	1,267	601	616	631	692	-	-	3,807
Category 1.4 Transportation Demand Management	201	100	102	105	115	-	-	623
Total	14,745	6,001	4,718	4,736	2,607	-	-	32,807
Category 2 - Local Transportation Infrastructure								
Category 2.1 Local Roads	17,953	6,626	6,444	6,585	7,137	7,293	7,451	59,489
Category 2.2 Large Safe Pathway Capital Projects	3,900	-	-	898	973	994	1,016	7,781
Category 2.3 Sea Level Rise	826	291	293	299	324	331	339	2,703
Category 2.4 Innovative Technology	413	146	146	150	162	166	169	1,352
Total	23,092	7,063	6,883	7,932	8,596	8,784	8,975	71,325
Category 3 - Safer Access to Schools								
Category 3.1 Safe Routes to Schools	1,429	1,090	1,200	1,170	1,300	1,360	1,430	8,979
Category 3.2 Crossing Guards	3,546	1,930	1,850	1,980	2,330	2,040	2,200	15,876
Category 3.3 Small Safe Pathway Capital Projects	900	-	-	282	307	314	322	2,125
Total	5,875	3,020	3,050	3,432	3,912	3,714	3,952	24,955
Category 4 - Transit								
Category 4.1 Local Bus Transit Service	27,319	9,708	13,000	9,973	10,802	11,035	11,272	93,109
Category 4.2 Rural Bus Transit Service	2,484	883	927	907	982	1,003	1,025	8,211
Category 4.3 Special Needs Transit Service	7,864	2,795	2,935	2,871	3,110	3,177	3,245	25,997
Category 4.4 School Transit Service	4,139	1,471	1,700	1,511	1,636	1,671	1,707	13,835
Category 4.5 Bus Transit Facilities	3,311	1,177	1,236	1,208	1,309	1,338	1,366	10,945
Category 4.6 Expand Access to Transit	414	-	-	416	164	167	171	1,362
Total	45,531	16,181	19,798	16,621	18,003	18,391	18,786	153,459

1 - Prior includes funds allocated through FY 21/22.

2 - Total includes Prior Allocation, Current Allocation (FY 22/23), & 5-Years of Programmed Funds.

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

Measure AA 1/2 Cent Sales Tax Programming		PRIOR ¹	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	TOTAL ²	
Category 2 - Local Transportation Infrastructure		POP/Mile ³								
Category 2.1 Local Roads										
	Belvedere	0.97%	175,673	64,439	62,665	64,039	69,411	70,920	72,459	579,607
	Corte Madera	3.69%	651,809	244,214	237,492	242,700	263,061	268,779	274,613	2,182,668
	Fairfax	2.77%	494,702	183,563	178,510	182,424	197,728	202,027	206,411	1,645,366
	Larkspur	4.08%	711,024	270,402	262,959	268,725	291,270	297,602	304,060	2,406,042
	Mill Valley	5.51%	1,014,059	365,037	354,989	362,773	393,207	401,755	410,474	3,302,295
	Novato	17.93%	3,242,947	1,188,310	1,155,602	1,180,940	1,280,014	1,307,841	1,336,224	10,691,878
	Ross	0.98%	186,141	65,034	63,244	64,631	70,053	71,576	73,129	593,809
	San Anselmo	4.44%	795,627	294,018	285,925	292,195	316,708	323,593	330,616	2,638,683
	San Rafael	19.82%	3,508,861	1,313,510	1,277,356	1,305,364	1,414,876	1,445,635	1,477,008	11,742,609
	Sausalito	2.74%	498,286	181,839	176,834	180,711	195,872	200,130	204,473	1,638,144
	Tiburon	3.38%	622,650	223,968	217,803	222,579	241,252	246,496	251,846	2,026,594
	County	33.68%	6,051,713	2,231,921	2,170,487	2,218,079	2,404,162	2,456,427	2,509,738	20,042,527
	Total	100.00%	17,953,492	6,626,254	6,443,866	6,585,159	7,137,614	7,292,782	7,451,053	59,490,221
<p>1 - Collection of Measure AA commenced April 1, 2019. Prior includes funds allocated through FY 21/22.</p> <p>2 - Total includes Prior Allocation, Current Allocation (FY 22/23), and 5-Years of Programmed Funds.</p> <p>3 - The Population/Lane Miles Percentage was updated in 2023 with the latest available population data from the Department of Finance and lane miles data from MTC.</p>										

Appendix 4 - Measure A Expenditure Plan

The Measure A Expenditure Plan is available for download at:

<http://tamwebsite900.wenginepowered.com/wp-content/uploads/doc-reports/measure-a/279.pdf>

Appendix 5 - Measure AA Expenditure Plan

The Measure AA Expenditure Plan is available for download at:

http://tamwebsite900.wenginepowered.com/wp-content/uploads/2018/07/TAM_2018FinalExpenditurePlan_062918.pdf