



TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS MEETING

JULY 27, 2023  
6:00 P.M.

MARIN COUNTY CIVIC CENTER, ROOM 330  
3501 CIVIC CENTER DRIVE, 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

**Fairfax**  
Chance Cutrano

**Larkspur**  
Kevin Carroll

**Mill Valley**  
Urban Carmel

**Novato**  
Rachel Farac

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Brian Colbert

**San Rafael**  
Kate Colin

**Sausalito**  
Melissa Blaustein

**Tiburon**  
Alice Fredericks

**County of Marin**  
Mary Sackett  
Katie Rice  
Stephanie Moulton-Peters  
Dennis Rodoni  
Eric Lucan

*This meeting will be held in-person and via Zoom webinar.*

This meeting shall consist of a simultaneous teleconference call at the following location(s): Embassy Suites by Hilton Sacramento Riverfront Promenade, 100 Capitol Mall, Promenade Ballroom, Sacramento, CA 95814.

**How to watch the live meeting using the Zoom link:**  
<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvZ09>

Webinar ID: 881 5544 9529  
Passcode: 389590

**Teleconference:** Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 6:00 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 881 5544 9529; Password: 389590

**How to provide public comment (limited to 2 minutes or less):**

**Before the meeting:** Please email your comments to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. Wednesday, July 26, 2023, to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.

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

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](mailto:info@tam.ca.gov), and will be read (up to 2-minute limit per comment) when the specific agenda item is considered by the Board and will become part of the public record.



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

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

## AGENDA

1. Chair's Report (Discussion)
2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marin Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to two 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 Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
  - a. Approve TAM Board Meeting Minutes June 22, 2023
  - b. Allocate Measure AA and Measure A Reserve Funds for Local Infrastructure Projects
  - c. Approval of Interagency Agreement with Ross School District for Crossing Guard Services
  - d. Approval of Investment Policy Amendment
6. 2023 Measure A/AA Transportation Sales Tax Strategic Plan
  - a. Public Hearing on the Draft 2023 Measure A/AA Transportation Sales Tax Strategic Plan – **Attachment**
  - b. Adoption of the Draft 2023 Measures A/AA Transportation Sales Tax Strategic Plan (Action) – **Attachment**
7. 2023 Measure B Vehicle Registration Fee Strategic Plan
  - a. Public Hearing on the Draft 2023 Measure B Vehicle Registration Fee Strategic Plan – **Attachment**
  - b. Adoption of the Draft 2023 Measure B Vehicle Registration Fee Strategic Plan (Action) – **Attachment**
8. FY23-24 Marin Transit Funding Allocation
  - a. Marin Transit's Annual Presentation (Discussion) – **Attachment**
  - b. Allocate FY2023-24 Measure AA and Measure A Reserve Funds to Marin Transit (Action) – **Attachment**
  - c. Allocate FY2023-24 Measure B Vehicle Registration Fee Funds to Marin Transit (Action) – **Attachment**
9. Allocate Measure B Element 1.1 Funds (Action) – **Attachment**



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS

JUNE 22, 2023  
6:00 PM

**In-Person & Virtual Meeting**

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council  
Beach Kuhl, Ross Town Council  
Brian Colbert, San Anselmo Town Council, TAM Chair  
Chance Cutrano, Fairfax Town Council  
Dennis Rodoni, Marin County Board of Supervisors  
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair  
Kate Colin, San Rafael City Council  
Katie Rice, Marin County Board of Supervisors  
Kevin Carroll, Larkspur City Council  
Mary Sackett, Marin County Board of Supervisors  
Pat Eklund, Novato City Council  
Pat Ravasio, Corte Madera Town Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors  
Urban Carmel, Mill Valley City Council

Members Absent: Melissa Blaustein, Sausalito City Council  
Nancy Kemnitzer, Belvedere City Council

Staff Members Present: Anne Richman, Executive Director  
Bill Whitney, Principal Project Delivery Manager  
Dan Cherrier, Director of Project Delivery  
David Chan, Director of Programming and Legislation  
Derek McGill, Director of Planning  
Emily Tong, Senior Accountant  
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  
Nick Nguyen, Principal Project Delivery Manager  
Scott McDonald, Principal Transportation Planner

*Chair Colbert called the meeting to order at 6:04 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 Board was confirmed and detailed information about how the public may participate was provided.

**1. Chair's Report**

Chair Colbert announced the formation of a Countywide Transportation Plan (CTP) Ad-Hoc Committee, and appointed himself and Commissioners Colin, Farac, Moulton-Peters and Rodoni. The CTP Ad-Hoc Committee is expected to meet several times as needed over the 18-month course of the CTP development. Important Plan decisions and deliverables will also be brought to the Executive Committee and the full Board, as necessary.

Chair Colbert also reported that on June 16, he provided an update on the State Route (SR) 37 Resilient Corridor Program to the San Anselmo Climate Action Commission and thanked TAM staff for assisting with the presentation.

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 that the facility used to host the Highway 101 Interchange Studies public workshop on June 20 in Mill Valley was inadequate due to a lack of air conditioning, seating, and audio/video equipment.

**2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marin Area Rail Transit Reports & Commissioner Matters Not on the Agenda (Discussion)**

MTC Report – Commissioner Moulton-Peters

None.

Marin Transit Report – Commissioner Rice

Commissioner Rice reported that Marin Transit (MT) and the transit agencies in Sonoma are offering free fares to riders ages 18 and under for the months of June, July and August. MT is also offering free fares during the Marin County Fair for all riders on local MT routes. MT and Sonoma–Marin Area Rail Transit (SMART) will also add service to the Civic Center and Fairgrounds to accommodate the higher ridership during the Fair. Both programs are intended to attract new riders to the transit services, thank loyal riders who use transit regularly, and reduce congestion.

SMART Report – Commissioner Lucan

Commissioner Lucan reported that SMART ridership continues to increase and has taken over the top spot for percentage of ridership recovery among all Bay Area transit operators for the month of May.

Commissioner Lucan also reported that on June 12, SMART launched the SMART Connect pilot program to provide on-demand electric microtransit service for first and last-mile connections to and from the Sonoma County Airport Station and the surrounding business park and communities.

Lastly, Commissioner Lucan reported that as a part of the Solutions for Congested Corridors Program (SCCP), the California Transportation Commission (CTC) has recommended \$30 million in funding for the SMART Windsor Extension; and that SMART will be providing late trains to accommodate riders after the fireworks at the Marin County Fair.

Commissioner Matters Not on the Agenda

None.

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. Executive Director's Report (Discussion)**

Executive Director (ED) Anne Richman reported that the North-South Greenway Project over the Corte Madera Creek won the Active Transportation Project (ATP) of the Year Award from the California



Transportation Foundation (CTF); the Marin-Sonoma Narrows (MSN) project reached a major milestone when the southbound traffic shifted to its new alignment on June 10; and the Highway 101 Interchange Studies public workshops have been scheduled for June and July.

ED Richman also reported on the release of the bikeshare micromobility Request for Proposals (RFP); TAM's Call for Projects with Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 funds; and that TAM was expected to receive a \$400,000 planning grant from the Metropolitan Transportation Commission (MTC) for Mobility Hubs.

ED Richman further reported on the California Department of Transportation (Caltrans) Bay Area Bike Plan update; the Golden Gate Bridge, Highway and Transportation District (GGBHTD) request for public input for its Strategic Plan; and the launch of the SMART Connect microtransit shuttle.

Lastly, ED Richman highlighted recent and upcoming TAM public outreach meetings and community events; reported on Senate Bill (SB) 1 funding for Local Streets and Roads; and called attention to this month's Caltrans report.

In response to Commissioner Moulton-Peters, ED Richman explained that TAM's Mobility Hubs grant application included all of the SMART train stations and the ferry stations located in Larkspur, Sausalito, and Tiburon.

In response to Commissioner Cutrano, ED Richman explained that TAM staff will be serving on the Technical Advisory Committee (TAC) for the Caltrans Bay Area Bike Plan update.

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.

#### **4. 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, and hearing none, closed this item.

#### **5. CONSENT CALENDAR (Action)**

- a. Approve TAM Board Meeting Minutes May 25, 2023
- b. Review of Draft 2023 Measures A/AA Sales Tax Strategic Plan
- c. Review of Draft 2023 Measure B Strategic Plan
- d. Award of Crossing Guard Contract
- e. Award of Contract for Safe Routes to Schools Program Services
- f. Adopt Positions on New Bills Added to 2023 State Bill Matrix
- g. Authorize Contract Amendment for the North/South Greenway Gap Closure Project
- h. Review of TAM's Investment and Debt Policies
- i. Acceptance of the 2023 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List
- j. Review and Approval of the Amendments to the COC Bylaws
- k. Regional Measure 3 Allocation Request Resolution for the Marin Sonoma Narrows Project

Chair Colbert opened the item to public comment and hearing none, asked for Commissioner comments and/or a motion.

In reference to item 5f, Commissioner Eklund expressed support for amending TAM's position from a Watch to a Support on Assembly Bill (AB) 99.

Commissioner Sackett commented that at the June 12 meeting of the Funding, Programs and Legislation (FP&L) Executive Committee, discussion ensued as to whether or not AB 99 fell under TAM's purview, and at that time, the Committee agreed to retain the Watch position, however, Commissioner Sackett would support amending TAM's position on AB 99 from a Watch to a Support.

Commissioner Rice commented that although the County of Marin changed its position from a Watch to a Support for AB 99, the bill may not fall under the purview of TAM; and that perhaps AB 99 should not be included in the TAM Bill Matrix.

Commissioner Fredericks commented that although local jurisdictions are supporting AB 99, the bill may not fall under the scope of TAM because it does not address a transportation-related issue; and cautioned fellow Commissioners about broadening the scope of TAM's advocacy. However, Commissioner Fredericks would support amending TAM's position on AB 99 from a Watch to a Support if there was a general consensus among the Commissioners to do so.

Vice-Chair Lucan expressed support to pull item 5f off the Consent Calendar to consider separately and made the motion to approve items 5a through 5e, and items 5g through 5k of the Consent Calendar. Commissioner Rodoni seconded the motion, which passed unanimously.

In response to Chair Colbert, ED Richman explained that the Commissioners could change the agency's position on AB 99 this evening or leave as-is and continue discussions at future meetings.

Commissioner Carmel expressed support of amending TAM's position on AB 99 from a Watch to a Support.

Commissioner Rodoni expressed support of amending TAM's position on AB 99 from a Watch to a Support; but cautioned against unintended consequences of such an action whereby no maintenance occurs, which has been the case in West Marin.

Commissioner Eklund made the motion to approve item 5f with the amendment of TAM's position on AB 99 from a Watch to a Support. Commissioner Sackett seconded the motion, which passed unanimously.

**6. Adoption of the Proposed TAM FY2023-24 Annual Budget (Action)**

**6a. Public Hearing on the Proposed TAM FY2023-24 Annual Budget**

Chair Colbert opened the Public Hearing on the Proposed TAM FY2022-23 Annual Budget. Hearing no public comments, Chair Colbert closed the Public Hearing.

**6b. Adoption of the Proposed TAM FY2023-24 Annual Budget (Action)**

ED Richman and Deputy Executive Director/Chief Financial Officer Li Zhang co-presented this item, which recommends that the TAM Board reviews and adopts the Proposed TAM FY2023-24 Annual Budget, including the work plan and salary schedule effective as of July 1, 2023.

Ms. Zhang reviewed the budget development timeline, process, and structure, including proposed revenues and expenditures for FY2023-24; and provided an update on budget activities and public comments received since the May Board review.

ED Richman presented an overview of the work plans by the agency's functional areas and noted that the work plan identifies the agency's major planned work for the upcoming year.

Chair Colbert expressed support for the budget increase to cover the electric vehicle (EV) charging rebate needs for 42 chargers that the Tamalpais Union High School District plans to install.

In response to Commissioner Sackett, Ms. Zhang explained that the \$2.6 million in Regional Measure (RM) 3 funding is budgeted for the 101/580 Multi-modal and Local Access Improvement Project.

In response to Commissioner Ravasio, ED Richman explained that the Safe Routes to Schools (SR2S) and Crossing Guard programs are managed separately; and that the expansion of the SR2S program will include strategies to increase participation.

In response to Commissioner Moulton-Peters, ED Richman explained that the EV Acceleration Plan involves multiple agencies including TAM, Marin Clean Energy (MCE), Bay Area Air Quality Management District (BAAQMD), and the County, as well as local jurisdictions; and will be presented to the Board in the Fall of 2023. ED Richman also explained that TFCA and TDA Article 3 funding is usually used for bicycle and pedestrian project construction; and that funding for planning and project development activities is typically covered by local jurisdictions, but can also be funded through sources such as Caltrans planning grants, MTC programs, and/or TAM's Local Streets and Roads program.

In response to Vice-Chair Lucan, ED Richman explained that a portion of the Novato Boulevard Rehabilitation Project is eligible for funding under the Major Roads category of the original Measure A Sales Tax Expenditure Plan, and that TAM has allocated funds for the environmental review process, which has been completed, the Right-of-Way (ROW) phase, which is currently underway, and approximately \$11 million, which is also available for project construction.

Commissioner Eklund reported that the next phase of the Novato Boulevard project includes the undergrounding of electrical lines.

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

Mr. Smith inquired about the specific location(s) of the 101/580 Multi-modal and Local Access Improvement Project; and how many members of the public were attending tonight's meeting virtually.

ED Richman explained that the exact alignment or location of the 101/580 Multi-modal and Local Access Improvement Project has yet to be determined.

San Anselmo resident and TAM Citizens' Oversight Committee (COC) Alternate Susannah Saunders congratulated TAM for the CTF Award and expressed gratitude for the work and funding that has been focused on EV outreach.

Commissioner Cutrano expressed support for the adoption of the Proposed TAM FY2023-24 Annual Budget and work plan, including its intersection with evacuation and housing planning; and expressed strong support for seeking funding to develop a Countywide Active Transportation Plan.

Commissioner Sackett commented that today, the Board of Supervisors adopted the Marin County FY2023-24 Budget, which includes an active transportation planner for the next two years.

Chair Colbert thanked TAM staff for the presentation and expressed support for the adoption of the Proposed TAM FY2023-24 Annual Budget and work plan.

Commissioner Cutrano moved to adopt the Proposed TAM FY2023-24 Annual Budget, including the work plan and salary schedule effective as of July 1, 2023. Commissioner Sackett seconded the motion, which passed unanimously.

## 7. North-South Greenway & Cross Marin Bikeway Status Report (Action)

Principal Transportation Planner Scott McDonald provided an overview of the purpose and background of the North-South Greenway & Cross Marin Bikeway Status Report (Report), which identifies the remaining gaps in the North-South Greenway (NSGW) and Cross Marin Bikeway (CMB) corridors; and introduced Sam Schwartz & Associates staff member Julie Polak to co-present this item, which recommends that the TAM Board reviews and accepts the Report.

Ms. Polak provided information regarding research efforts and outreach; corridor mapping; report structure and considerations; bicycle facility terminology; and segment map specifications. Ms. Polak also provided an overview of the existing gaps in both corridors; and highlighted key completed improvements and existing segments in need of improvements.

Mr. McDonald provided an outline of potential next steps, including monitoring, planning and funding.

Commissioner Eklund expressed support for the Report and commented that perhaps future funding could be sought to connect portions of the NSGW along Las Gallinas and the Hamilton wetlands to the Bay Trail.

Commissioner Rice commented on the potential value of having local jurisdictions adopt commonly used nomenclature to identify and define the corridors in order to apply for competitive grant funding for multi-jurisdictional projects.

ED Richman explained that when applying for grants and other funding support, it is often advantageous for projects to be included in an existing plan, such as a countywide or local jurisdictional plan; and that for potential improvements crossing multiple jurisdictions, TAM and local agencies would need to explore additional planning efforts.

Commissioner Carroll commented on the importance of public outreach during project development activities; and that particular care should be taken to reach residents living in mobile home communities whose address or contact information may not be on file through the County Assessor-Recorder's office. Commissioner Carroll also expressed concern about the design of the second and final phase of the Northern Segment of the NSGW Project.

In response to Commissioner Carmel, ED Richman explained that the Report reflects the information currently outlined in the bicycle and pedestrian plans of the local jurisdictions that include the Alto Tunnel, which has been specified as the proposed route/project along the NSGW, with the Horse Hill/Casa Buena route serving as the alternate, current alignment.

Commissioner Moulton-Peters expressed support for the Report; and commented on the evolving nature of acceptable standards and locations for bicycle and pedestrian facilities. Commissioner Moulton-Peters also commented that potential development of bicycle and pedestrian facilities outside of the historical railroad corridor may be more appropriate in some cases.

Commissioner Rodoni expressed support for the Report; and commented on the importance of focusing on the current alignments, when appropriate, in order to close gaps efficiently.

In response to Commissioner Cutrano, Mr. McDonald explained that the Caltrans Bay Area Bike Plan update is primarily focused on developing facilities along Caltrans' ROWs, such as SR 1 and SR 131; however, the Report may be used as a resource when local facilities are referenced in the Caltrans Plan. Commissioner Cutrano commented on the importance of potentially bundling gap closure projects in order to be more competitive for grant funding; and evaluating how the corridors intersect with the greater Bay Area trail system.

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

Scott Valley Homeowners Association Vice President Francine Millman expressed concern about the potential reconstruction of the Alto Tunnel, including excessive cost and displacement of homeowners; and expressed support for alternative alignments, such as Horse Hill.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells thanked TAM staff and the consultant team for their coordination with MCBC and other entities during the production of the Report. Mr. Wells commented on the importance of developing common goals for the NSGW and CMB in order to inform which alignments are most appropriate; and expressed support for bundling gap closure projects in order to be more competitive for state funding.

Mr. Smith inquired about the funding sources and costs for the construction and maintenance of the projects outlined in the Report; and commented on the need to obtain data for corridor usage. Mr. Smith also commented on the need to monitor the safe use of electric bicycles (e-bikes) along the corridor.

Commissioner Carmel expressed support for the Report; bundling of gap closure projects; and prioritizing cost-effective, near-term projects. Commissioner Carmel commented on the importance of developing a plan over a set period of time to complete the gap closures; and the need to clearly identify the corridors with commonly used nomenclature and signage; and highlighted the wayfinding work currently underway by the Marin County Parks Department as an example. Commissioner Carmel also expressed concern with the potential reconstruction of the Alto Tunnel and expressed support for the Horse Hill/Casa Buena alignment as a near-term solution to close the gap in Segment 4.

Vice-Chair Lucan expressed support for the Report; and commented on the importance of identifying the corridors with commonly used nomenclature. Vice-Chair Lucan also commented that SMART has allocated approximately \$11 million for project development activities to address gaps along the SMART pathway in Segments 7, 8, 9, 10, 11, and 12 of the NSGW. Lastly, Vice-Chair Lucan commented on the critical role TAM will play in the development of the corridors and the greater area network.

Chair Colbert expressed support for the Report and thanked TAM staff for the good work.

Commissioner Rodoni moved to accept the Report. Commissioner Cutrano seconded the motion, which passed unanimously.

*The meeting was adjourned at 8:07 p.m.*

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Allocate Measure AA and Measure A Reserve Funds for Local Infrastructure Projects (Action), Agenda Item No. 5b

---

## RECOMMENDATION

The TAM Board allocates a total of \$6,881,152 in Measure AA and Measure A Reserve funds to cities, towns, and Marin County for local infrastructure projects in FY2023-24.

## BACKGROUND

TAM annually allocates available local infrastructure funds to local agencies to maintain roads, bikeways, sidewalks, and pathways. Local infrastructure funds can include a combination of Measure AA and Measure A Reserve funds. Measure AA funds are available annually. Measure A Reserve funds, which were set aside during the first five full years of revenue collection, are made available as specified in the current TAM Measure A/AA reserve policy as part of the annual budget process.

### Measure AA Category 2.1 Funds

Measure AA funds from Category 2.1 are used for local street and road maintenance and rehabilitation. Approximately \$6.6 million is available for allocation this year. Funds are eligible for a wide variety of local road needs to create a well-maintained and resilient transportation system. Funds are distributed on an annual basis to each city, town, and Marin County, calculated using a formula based on a 50/50 split of lane miles maintained and population; these factors were updated in 2023, resulting in very minor adjustments to local shares. This category will continue our local jurisdictions' recent progress rebuilding, repaving, and reconstructing our local roads, including the addition of features that support walking, biking, and taking transit.

Funds from Category 2.1 can also be used to increase public availability of alternative fuel facilities, such as electric vehicle charging infrastructure. Innovative technology for better managing traffic can also be funded, such as the installation of smart traffic signals and real-time transit information.

### Measure A Reserve Funds

TAM is scheduled to collect five years of Measure AA Reserve funds to prepare for periods of economic decline that adversely affect revenue collection. On June 27, 2019, the TAM Board adopted a policy to release Measure A Reserve funds at a 1 to 1 ratio to the amount of reserve funds collected under Measure AA, until the collected Measure A Reserve funds are fully exhausted.

As allowed by the reserve policy, \$1.78 million of Measure A Reserve funds has been made available for allocations in FY2023-24. The proportional share of Measure A Reserve funds for Strategy 3.2 Local Infrastructure Projects is \$254,897. It is anticipated that Measure A Reserve funds will remain available for another fiscal year after the distribution for FY2023-24.

**Measure B Element 1.1 Funds**

Since the passage of Measure B in 2010, Measure B Element 1.1 funds for local infrastructure projects were allocated every three years to cities, towns, and Marin County. In February 2023, the Measure B Expenditure Plan was amended as a part of the 10-year Expenditure Plan Review required by Measure B. Measure B Element 1.1 was changed from funding local infrastructure projects, such as local street and road paving projects, to bicycle, pedestrian, and safety improvement projects. Therefore, Measure B Element 1.1 funds will be allocated separately from the annual allocation of TAM funds for local infrastructure projects.

A separate process has been conducted for the allocation of Measure B Element 1.1 funds for bicycle, pedestrian, and safety improvement projects that is the subject of Item 9: “Allocate Measure B Element 1.1 Funds.”

**DISCUSSION**

The available amounts for allocation, as shown in the below table, total \$6,881,152 for FY2023-24. This total amount includes \$6,626,255 in Measure AA funds and \$254,897 in Measure A Reserve funds.

<b>FY 23/24 Available Funds for Local Infrastructure</b>			
	<b>Measure AA</b>	<b>Measure A Reserve</b>	<b>Total</b>
<b>Belvedere</b>	\$64,439	\$2,479	\$66,918
<b>Corte Madera</b>	\$244,214	\$9,394	\$253,608
<b>Fairfax</b>	\$183,563	\$7,061	\$190,624
<b>Larkspur</b>	\$270,402	\$10,402	\$280,804
<b>Mill Valley</b>	\$365,037	\$14,042	\$379,079
<b>Novato</b>	\$1,188,310	\$45,711	\$1,234,021
<b>Ross</b>	\$65,034	\$2,502	\$67,536
<b>San Anselmo</b>	\$294,018	\$11,310	\$305,328
<b>San Rafael</b>	\$1,313,510	\$50,528	\$1,364,038
<b>Sausalito</b>	\$181,839	\$6,995	\$188,834
<b>Tiburon</b>	\$223,968	\$8,616	\$232,584
<b>County</b>	\$2,231,921	\$85,857	\$2,317,778
<b>Total Available</b>	<b>\$6,626,255</b>	<b>\$254,897</b>	<b>\$6,881,152</b>



### **Call for Projects**

On May 4, 2023, a Call for Projects was issued to the local agencies, requesting completed Allocation Request Forms for FY2023-24. The Public Works Directors were informed of the allocation process and the amount of available funds for each agency. Every agency submitted a completed Allocation Request Form for the full amounts available for eligible projects planned in the upcoming year.

Attachment A describes each agency's anticipated project(s) that will be funded using the FY2023-24 allocations.

### **FISCAL IMPACTS**

These amounts were anticipated and included in the adopted TAM FY2023-24 Annual Budget and the 2023 Measures AA/A Strategic Plan.

### **NEXT STEPS**

Upon approval from the TAM Board, funding agreements for the amounts listed will be issued to the agencies. Funds are immediately available to an agency upon execution of a funding agreement.

### **ATTACHMENTS**

Attachment A – FY2023-24 Local Infrastructure Allocation Requests

THIS PAGE LEFT BLANK INTENTIONALLY

## Attachment A

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** City of Belvedere

**Project Name 1:** Lane Maintenance/Minor Repairs

**Scope of Work 1:** Replace and repair smaller segments of existing lanes: such as handrails, and concrete spot repairs. City Staff and the Parks, Opens Space and Lanes Committee work together to establish priorities.

**Cost of Scope:** \$16,918

**Requested Amount:** \$16,918

**Other Funding:** None

**Project Delivery Schedule (include start & completion milestones):** Project prioritization and scoping to begin in July 2023. Repairs to made throughout fiscal year, beginning in July 2023 and completing in June 2024

**Project Name 2:** Lane Design & Engineering

**Scope of Work 2:** Funds in this category will be earmarked for the engineering and design of the following projects: new Hawthorne Lane (Centennial Park) stairway and viewing platform, and the rebuilding of the lower segment of the Park Lane Stairs. The Park Lane Stair Project will include the installation of a concrete seating area and bench within the City right-of-way near the new stairway segment

**Cost of Scope:** \$20,000

**Requested Amount:** \$20,000

**Other Funding:** None

**Project Delivery Schedule (include start & completion milestones):** Engineering and Design is scheduled to begin in July 2023 and estimated to be completed by January 2024.

**Project Name 3:** San Rafael Avenue Seawall DG Path Restoration

**Scope of Work 3:** The San Rafael Avenue Seawall pedestrian pathway is constructed of decomposed granite (DG) and requires periodic structural maintenance to ensure a safe walking surface. Scope of work is to replace decomposed granite along the San Rafael Pathway to stabilize the failing areas and provide a safe pedestrian travel way.

**Cost of Scope:** \$30,000

**Requested Amount:** \$30,000

**Other Funding:** None

**Project Delivery Schedule (include start & completion milestones):** Construction to start in July 2023 and estimated to be completed in August 2023.

**Measure AA Category 2.1 Funds Available Amount:** \$64,439

**Measure A Reserve Funds Available Amount:** \$2,479

**Total Requested Amount:** \$66,918

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Town of Corte Madera

**Project Name:** Casa Buena Complete Streets Project

**Scope of Work:** This is a complete streets project on Casa Buena Drive from Conow Street to Meadowsweet Drive. Work will include extending the existing sidewalk from Conow Street to 1411 Casa Buena Drive, installing a class II bike lane in the southbound uphill direction, installing class III bike lane with sharrows in northbound downhill direction, installing new streetlights, resurfacing the road, and installing all new striping.

**Cost of Scope:** \$2,250,000

**Measure AA Category 2.1 Funds Available Amount:** \$244,214

**Measure A Reserve Funds Available Amount:** \$9,394

**Total Requested Amount:** \$253,608

**Other Funding:** \$416,323 TFCA grant

**Project Delivery Schedule (include start & completion milestones):** Design is 95% complete, construction anticipated to start in April 2024 and complete by August 2024.

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Town of Fairfax

**Project Name:** 23/24 Fairfax Street Improvement Projects

**Scope of Work:** Street Repair, Repaving and ADA Streets Improvement Projects:

- 1) Scenic between Azalea and Manor
- 2) Porteous between Bolinas Road and Wood Lane
- 3) Claus between Sir Francis Drake and Burdette Lane

**Cost of Scope:** \$1,000,000

**Measure AA Category 2.1 Funds Available Amount:** \$183,563

**Measure B Element 1.1 Funds Available Amount:** \$7,061

**Total Requested Amount:** \$190,624

**Other Funding:** General Funds and SB1 LSRA funding.

**Project Delivery Schedule (include start & completion milestones):** Town is currently out to bid for 3 identified streets with construction estimate of \$600,000; Town is creating 5 year plan identifying additional streets and roads for construction in subsequent years.

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** City of Larkspur

**Project Name:** 2023 Pavement Maintenance Project

**Scope of Work:** Pavement rehabilitation is anticipated to be preventative maintenance consisting of spot repairs, crack sealing, slurry seals and other thin pavement overlay treatments.

The list of streets proposed to be paved under this project is as follows:

2023 Pavement Maintenance Project		
	Paving Limits	
Street Name	from	to
Piper Park Entrance	Doherty Drive	Piper Park
Redwood Highway	Industrial Way	Wornum Drive
Larkspur Landing	East Sir Francis Drake Blvd	East Sir Francis Drake Blvd
Skylark Drive	Magnolia Avenue	end

**Cost of Scope:** \$1,696,700

**Measure AA Category 2.1 Funds Available Amount:** \$270,402

**Measure A Reserve Funds Available Amount:** \$10,402

**Total Requested Amount:** \$280,804

**Other Funding:** \$200,000 gas tax, \$200,000 RMRA gas tax, \$650,000 Vehicle Impact Fees, \$267,240 FY 22/23 Measure A, \$89,052 FY 22/23 Measure B, \$9,605 FY 22/23 Measure A Reserve.

**Project Delivery Schedule (include start & completion milestones):**

Project development July 1, 2023-September 30, 2023

Environmental Review/ Project Design/ PS&E October 1, 2023 – January 31, 2024

Advertise and Award Construction Contract February 1, 2024 – March 30, 2024

Construction May 1, 2024 – July 31, 2024

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** City of Mill Valley

**Project Name:** 2024 Annual Pavement Rehabilitation Program

**Scope of Work:**

- Repave roadways
- Repair damaged curb, gutter, and sidewalks
- Replace non-ADA-compliant curb ramps.

Location	Limits	
	From	To
CYPRESS AVE	EDGEWOOD AVE	WEST END
LOVELL AVE	920 LOVELL AVE	CASCADE DR
MARION AVE	MONTE VISTA AVE	CASCADE DR
MILLSIDE LANE	MARION AVE	END OF PAVEMENT
WILDOMAR STREET	MOLINO AVE	ETHEL AVE
ALTA VISTA AVE	E. BLITHEDALE	MESA AVE
ALVARADO AVE	SIDNEY ST	MANOR AVE
HAZEL AVE	ROSE AVE	MARION AVE
HELENS LANE	BIRCH ST	FLORENCE AVE
LEYTON COURT	ASHFORD AVE	EAST END
NELSON AVE	E. BLITHEDALE	SYCAMORE AVE
MAGEE AVE	CORTE MADERA	SUMMIT AVE
MAGEE AVE	SUMMIT AVE	TAMALPAIS AVE
MIRABEL AVE	ETHEL AVE	MOLINO



**Cost of Scope:** \$1,000,000

**Measure AA Category 2.1 Funds Available Amount:** \$365,037

**Measure A Reserve Funds Available Amount:** \$14,042

**Total Requested Amount:** \$379,079

**Other Funding:** Roadway Impact Fee, Gas Tax, General Fund

**Project Delivery Schedule (include start & completion milestones):**

Project Design August 2023 and expected to be completed by January 2024

Community meeting February 2024

BPAC meeting December 2023

City Council to approve project design in January 2024

Construction: May 2024-October 2024

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Novato

**Project Name:** 22-005 Citywide Crosswalk Enhancements and Traffic Management, 21-002 Sidewalk Repair Program, 24-002 Traffic, Bicycle, & Ped Improvements, 97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD

**Scope of Work:** **22-005 Citywide Crosswalk Enhancements and Traffic Management** is to design and construct new crosswalk enhancements and traffic calming measures at approximately 35 locations throughout the city in response to residents' requests and as recommended by the City's traffic engineer; **21-002 Sidewalk Repair** Program is to partner with homeowners to repair or replace cracked or uplifted sections of sidewalk; **24-002 Traffic, Bicycle, & Ped Improvements** is to provide improvements for bicyclists, pedestrians, drivers and residents by implementing traffic calming features, crosswalk/walkway enhancements, bicycle facilities, and traffic congestion relief measures; **97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD** is to complete the unimproved segment of Olive Ave. between Railroad Ave. and Redwood Blvd.

**Cost of Scope:** **22-005 Citywide Crosswalk Enhancements and Traffic Management** American Recovery Plan Act one-time funds of \$1,000,000 were appropriated to this project in FY 21/22 but were replaced with \$1,050,000 of TAM Measure AA funding in FY 22/23. For TAM Measure AA funding in FY 23/24 there is a request for \$250,000; **21-002 Sidewalk Repair** Program \$150,000 has been programmed for each year in the CIP as matching dollars for repairs and to support the development and administration of the program. TAM Measure AA transportation sales tax dollars serve as the source to fund the city portion of future sidewalk repairs; **24-002 Traffic, Bicycle, & Ped Improvements** costs include \$60,000 for an annual consultant services contract with a senior-level Registered Traffic Engineer who will investigate issues and make recommendations for implementation. Annual contract costs for this service are estimated to be \$100,000, however \$40,000 will be provided from CIP 15-015, "Traffic Signal Upgrade Program" as the consultant contract will also review all of Novato's signals and prepare recommendations for upgrades. Additional funds will support construction capital through small contracts initiated under this project or as change orders to other ongoing CIP projects. This project also serves as a basis for compatible grant funding opportunities like the Safe Routes to Schools program. This project was previously funded by Infrastructure Long Term Maintenance funds. Current and future funding is from SB1 RMRA Gas Taxes; 97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD; **97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD** project development estimates include environmental documentation, permitting, and design. Funding is proposed from Development Impact Fees – Drainage, Restricted Revenues from the adjacent private development project for a proportionate share of the cost of frontage improvements, along with Gas Taxes, TAM Measure AA funds, and other previously approved capital revenues.

**Measure AA Category 2.1 Funds Available Amount: \$1,188,310**

**Measure A Reserve Funds Available Amount: \$45,711**

**Total Requested Amount:**

<b>Fund</b>	<b>Project</b>	<b>23-24 TAM funds requested</b>
Measure AA Category 2.1 Funds Available Amount	97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD	734,021
Measure AA Category 2.1 Funds Available Amount	22-005 Citywide Crosswalk Enhancements & 21-002 Sidewalk Repair Program	400,000
Measure A Reserve Funds Available Amount	24-002 Traffic, Bicycle, & Ped Improvements	A Reserve 45,711 Measure AA 54,289
	<b>Total Requested</b>	<b>1,234,021</b>

**Other Funding:**

<b>Project</b>	<b>Other Funding</b>	<b>TAM Funding Totals</b>	<b>Total Funding w/ 23-24 Request</b>
22-005 Citywide Crosswalk Enhancements	1,131,337	250,000	1,381,337
21-002 Sidewalk Repair Program	400,000	150,000	550,000
97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD	1,516,995	734,021	2,251,016
24-002 Traffic, Bicycle, & Ped Improvements	340,000	100,000	440,000
<b>Totals</b>	<b>3,388,332</b>	<b>1,234,021</b>	<b>4,622,353</b>

**Project Delivery Schedule (include start & completion milestones):**

<b>Fund</b>	<b>Project</b>	<b>Delivery Schedule</b>
Measure AA Category 2.1 Funds Available Amount	22-005 Citywide Crosswalk Enhancements	Late 2023
Measure AA Category 2.1 Funds Available Amount	21-002 Sidewalk Repair Program	Project is Ongoing

Measure AA Category 2.1 Funds Available Amount	24-002 Traffic, Bicycle, & Ped Improvements	Project is expected to begin Summer of 2023
Measure AA Category 2.1 Available Amount	97-001 Olive Phase III (Redwood to Railroad) & Rule 20B UUD	Construction anticipated in 2024

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Town of Ross

**Project Name:** Laurel Grove Safe Pathways Project Phase IIA

**Scope of Work:** The LAUREL GROVE SAFE PATHWAYS PROJECT PHASE IIA, in the Town of Ross, consists of, but is not limited to concrete barrier, asphalt dike, curb, gutter, and sidewalk construction; roadway grinding and overlay; roadway signage and striping; storm drain; traffic control, water pollution control.

**Cost of Scope:** \$750,000

**Measure AA Category 2.1 Funds Available Amount:** \$65,034

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$2,502

**Total Requested Amount:** \$67,536

**Other Funding:** Town of Ross Roadway fund, Gas Tax Fund, SB1, Measure AA grant.

**Project Delivery Schedule (include start & completion milestones):** Award contract June 2023. Start construction July 2023, Complete August 2023.

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Town of San Anselmo

**Project Name:** 2023 Stret Rehabilitation Project

**Scope of Work:** Work includes grinding/paving asphalt roadways, installation of curb ramps and replacement of roadway striping on the following streets:

- Jordan Avenue from Cottage Avenue to Southview Terrace
- Amberwood Lane from Jordan Avenue to end
- Hildale Drive from Carolina Avenue to Longview Avenue
- Longview Avenue from Longview Avenue to Hildale Drive
- Ancho Vista Avenue from Red Hill Avenue to Sequoia Drive
- Park Way from Ancho Vista Avenue to 55 Park Way
- Essex Avenue from Red Hill Avenue to end
- Crescent Road from Raymond Avenue to Woodland Avenue
- San Anselmo Avenue from Sir Francis Drake Boulevard to Morningside Drive
- Morningside Drive from Meadowcroft Drive to Broadmoor Avenue
- Tomahawk Drive from 99' north of Indian Rock Road to end
- Palazzi Court from Ash Avenue to end

**Cost of Scope:** \$1,038,788

**Measure AA Category 2.1 Funds Available Amount:** \$294,018

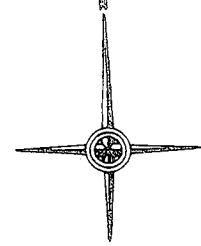
**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$11,310

**Total Requested Amount:** \$305,328

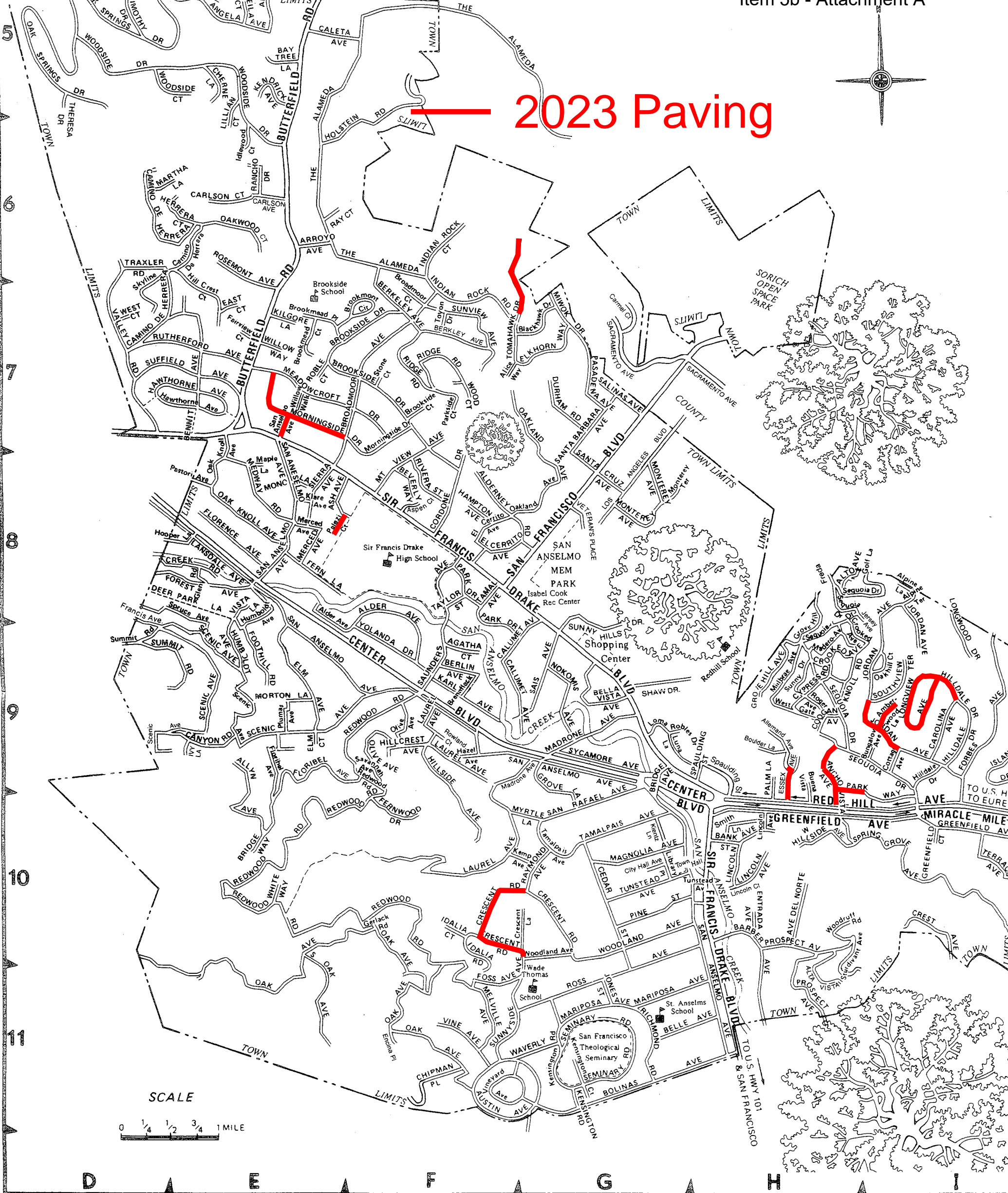
**Other Funding:** Local Measure J Sales Tax/Local Road Impact Fees = \$733,460

**Project Delivery Schedule (include start & completion milestones):**

- Project Bidding – April-May 2023
- Project Award – May 2023
- Project Construction – June-December 2023



2023 Paving



# The Town of San Anselmo

## STREET GUIDE

Agatha Ct	F-9	Bridge Ave	G-9	Deer Park La	D-8	Hampton Ave	F-8	Lansdale Ave	E-8	Oa	
Alderney Rd	F-8	Bridge Way	E-10	Durham Rd	G-7	Hawthorne Ave	D-7	Laurel Ave	F-9	Oa	
Alice Way	F-7	Broadmoor Ave	F-7			Hazel Ave	F-9	Library Pl	G-10	Par	
Altemand Ave	H-9	Broadmoor Ct	F-7	East Ct	E-7	Herrera Ct	D-6	Lillian Ct	E-6	Oa	
Allyn Ave	E-9	Brookmead Ct	E-7	East La	E-7	Hillcrest Ave	F-9	Lincoln Ave	H-10	Oa	
Alpine La	I-8	Brookmead Pl	E-7	El Cerrito Ave	F-8	Hillicrest Ct	E-6	Lincoln Ct	H-10	Oal	
Alpine Ter	I-8	Brookmont Cir	F-7	Elkhorn Way	G-7	Hilldale Dr	F-9	Loma Robles Dr	G-9	Oal	
Alta Vista	H-11	Brookside Ct	F-7	Elm Ave	E-9	Hillside Ave	I-9	Longview Ave	I-9	Oal	
Alto Ave	H-8	Brookside Dr	E-7	Elm Ct	E-9	Hoag Ave	E-9	Longwood Dr	I-8	Oti	
Amberwood La	I-9	Buena Vista	H-9	Encina Pl	F-11	Holstein Rd	E-6	Los Angeles Blvd	G-8		
Ancho Vista Ave	H-9	Bungalow Ave	I-9	Entrada Ave	H-10	Hooper La	D-8	Luna La	G-9		
Angela Ave	E-5	Butterfield Rd	E-6	Essex Ave	H-9	Humboldt Ave	E-9				
Arroyo Ave	E-6	Caleta Ave	F-5								
Ash Ave	E-8	Calumet Ave	E-9	Fairview Ct	E-7	Idalia Ct	F-10	Madero Ave	H-9		
Aspen Ct	F-8	Camino De Herrera	D-6	Fern La	E-8	Idalia Rd	F-10	Madrone Ave	F-9		
Austin Ave	F-11	Canyon Rd	E-9	Fernwood Dr	F-10	Idlewood Ct	E-8	Magnolia Ave	G-10		
Avenue Del Norte	H-10	Carmel Ct	G-7	Florence Ave	E-8	Indian Rock Ct	E-8	Maple La	E-8		
		Carson Ave	E-9	Floribel Ave	E-9	Indian Rock Rd	E-9	Mariposa Ave	G-11		
		Carson Ct	E-6	Floribel Ave	E-9	Island Dr	E-9	Martha La	D-6		
		Carolina Ave	I-9	Foothill Rd	E-9	Ivy La	I-9	Meadowcroft Dr	E-7		
		Cedar St	G-10	Forbes Ave	I-9			Medway Rd	E-8		
		Center Blvd	F,G-9	Forest Ave	E-8			Melville Ave	F-11		
		Cherne La	E-5	Foss Ave	F-11	Jersey Ave	I-8	Merced Ave	E-8		
		Chipman Pl	F-11	Francis Ave	D-8	Jones St	G-11	Milbrae Ave	H-9		
		City Hall Ave	G-10	Freda	H-8	Jordan Ave	I-8	Miracle Mile	I-10		
		Coogan Ave	H-9					Miwok Dr	G-7		
		Cordone Dr	F-8	Garlack Rd	F-10	Karl Ave	F-9	Mono La	E-8		
		Cottage Dr	I-9	Glen Rd	E-8	Kemp Ave	F-10	Monterey Ave	G-8		
		Creek Rd	F-8	Golf La	I-8	Kendrick Ave	E-5	Monterey Ter	E-7		
		Crescent La	E-10	Greenfield Ave	H,G-10	Kensington Ct	G-11	Morningside Dr	E-7		
		Crescent Rd	F,G-10	Greenfield Ct	I-10	Kensington Rd	G-11	Morton La	E-9		
		Crest Ave	I-10	Grove La	G-9	Kilgore La	G-10	Mountain View Ave	F-8		
		Crooked Ave	H-9	Grove Hill Ave	H-9	Klare Ave	E-7		F-10		
							E-8				

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** City of San Rafael

Project	Measure AA	Measure A Reserve	Total
1. Spinnaker Point Drive Post-Construction	\$160,000		
2. Canal Active Transportation Experience Improvements	\$39,000		
3. Multi-Use Path Civic Center Station	\$539,510	\$50,528	\$590,038
4. Bellam Boulevard Off-Ramp Project (Surface Component)	\$575,000		
<b>Total</b>	<b>\$1,313,510</b>	<b>\$50,528</b>	<b>\$1,364,038</b>

**1. Project Name:** Spinnaker Point Drive Post-Construction

**Scope of Work:** This project involves working with AT&T and PG&E to lower their utility vaults to prepare for the installation of the final concrete sidewalk. This project also includes installation of a bioretention area at the northeast corner of the Canal Street and Bahia Way intersection.

**Cost of Scope:** \$160,000

**Measure AA Category 2.1 Funds Available Amount:** \$160,000

**Measure A Reserve Available Amount:** \$0

**Total Requested Amount:** \$160,000

**Other Funding:** \$0

**Project Delivery Schedule (include start & completion milestones):** Sept 2023 – Nov 2023

**2. Project Name:** Canal Active Transportation Experience Improvements

**Scope of Work:** The project will make improvements to enhance the bicycle and pedestrian experience in the Canal neighborhood. Improvements include street lighting, curb ramp upgrades, sidewalk gap closures, pedestrians crossing improvements, bus stop improvements, secure bicycle parking, and bicycle boulevard treatments.

**Cost of Scope:** \$5,200,000

**Measure AA Category 2.1 Funds Available Amount:** \$39,000

**Measure A Reserve Available Amount:** \$0



**Total Requested Amount:** \$39,000

**Other Funding:** \$4,123,000

**Project Delivery Schedule (include start & completion milestones):** 2023 - 2027

**3. Project Name:** Multi-Use Path Civic Center Station

**Scope of Work:** This project will provide a safer, more comfortable access route by filling a critical gap under the freeway at the Marin Civic Center SMART station. The creation of a multi-use path in this location would link Rafael Meadows and neighborhoods west of Highway 101 with existing multi-use paths on the east side, creating a route to school that is safe and comfortable for walkers and cyclists of all ages and abilities. This route would bypass busy North San Pedro Road entirely.

**Cost of Scope:** \$1,800,000

**Measure AA Category 2.1 Funds Available Amount:** \$539,510

**Measure A Reserve Available Amount:** \$50,528

**Total Requested Amount:** \$590,038

**Other Funding:** \$0

**Project Delivery Schedule (include start & completion milestones):** Mar 2024 – June 2024

**4. Project Name:** Bellam Boulevard Off-Ramp Project (Surface Component)

**Scope of Work:** The project will build a new freeway-to-freeway connection between northbound US 101 and eastbound I-580 to improve connectivity and traffic flow for regional and local traffic. The project will also enhance traffic circulation and include landscaping and streetscape beautification on Bellam Boulevard.

**Cost of Scope:** TBD

**Measure AA Category 2.1 Funds Available Amount:** \$575,000

**Measure A Reserve Available Amount:** \$0

**Total Requested Amount:** \$575,000 for improvements in San Rafael

**Other Funding:** TBD

**Project Delivery Schedule (include start & completion milestones):** 2024

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** City of Sausalito

**Project Name:** Coloma St. Project, Edwards Ave. Rehabilitation Project

**Scope of Work:**

<b>Project</b>	<b>Description</b>
Edwards Ave Rehabilitation Project	Repaving of Edwards Ave., between Marion Ave. and Alexander Ave., includes replacement of existing sanitary sewer and new retaining wall
Coloma St. Project	Closure of a sidewalk gap, repaving of existing roadway, mid-block crosswalk with rapid flashing beacons, curb ramps and storm drain improvements. Bridgeway west to Olima St.

**Cost of Scope:**

<b>Project</b>	<b>Estimated Cost</b>
<b>Edwards Ave Rehabilitation</b>	\$1.7M to \$3.2M
<b>Coloma St. Project</b>	\$1.2M
<b>Total</b>	\$2.9M to 4.4M

**Measure AA Category 2.1 Funds Available Amount:** \$181,839

**Measure A Reserve Funds Available Amount:** \$6,995

**Total Requested Amount:** \$188,834

**Other Funding:** Safe Pathways to School grant, SB1-RMRA, Measures O & L, Sanitary Sewer Fund, Construction Impact Fees, other grants.

**Project Delivery Schedule (include start & completion milestones):**

Start 9/23

Completion 5/24

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Town of Tiburon

**Project Name:** 2025 Various Streets Pavement Rehabilitation Project

**Scope of Work:** Grind, Overlay, Slurry Seal several existing roadway segments in Tiburon.

**Cost of Scope:** \$1,500,000

<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Description</b>
Beach Road	Main St	Marsh	Overlay (greater than 2")
Loma Avenue	Vistazo East	End	Overlay (greater than 2")
Mar West St	Tiburon	Esperanza	Overlay (greater than 2")
Rock Hill Drive	Del Mar	Cul De Sac	Overlay (greater than 2")
Gilmartin Drive	Round Hill Dirt Extension	Cul De Sac	Overlay (greater than 2")
Mar East Street	Linda Vista	Paradise	Overlay (greater than 2")
Old Rail Trail Parking Lot	Parking Lot	Parking Lot	Overlay (greater than 2")
Old Landing Road	Paradise	End	Overlay (greater than 2")
Reed Ranch Road	135 FT S/O Via Capistrano	45 FT N/O Via Capistrano	Overlay (greater than 2")
Seafirth Place	Seafirth	End	Overlay (greater than 2")
Seafirth Road	Paradise	End	Overlay (greater than 2")
South Ridge West	South Ridge	Cul De Sac	Overlay (greater than 2")
Mateo Drive	Paradise	Begin Island	Overlay (2" and under)
Felipa Court	Avenida Mira Flores	Cul De Sac	Overlay (2" and under)
Sonora Court	Stewart	Cul De Sac	Overlay (2" and under)
Sutter Court	Tenaya	Cul De Sac	Overlay (2" and under)
Tenaya Drive	Steward	End	Overlay (2" and under)
Trestle Glen Blvd	Juno	Hacienda	Overlay (2" and under)

**Measure AA Category 2.1 Funds Available Amount:** \$223,968.00

**Measure A Reserve Funds Available Amount:** \$8,616.00

**Total Requested Amount:** \$232,584.00

**Other Funding:** Gas Tax, Street Impact Fees, General Fund

**Project Delivery Schedule (include start & completion milestones):**

Design Begins August 2024

Bid February 2025

Construction Starts June 2025

Construction Ends August 2025

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 23/24

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** Marin County

**Project Name:** San Geronimo Pavement Rehabilitation Project

**Scope of Work:** Improvements for this project will generally include asphalt grinding/milling, asphalt digouts to repair base failures, asphalt rubber chip seal as a stress absorbing membrane interlayer, hot mix asphalt overlay, minor concrete, shoulder backing, pavement markings/stripping and traffic control. The work will take place on the following roads:

- Arroyo Rd - Sir Francis Drake Blvd to Barranca Rd
- Barranca Rd - Arroyo Rd to End
- Castle Rock Ave – Carson Rd to End
- Castro St - Sir Francis Drake Blvd to Sir Francis Drake Blvd
- Chaparral Ln - Redwood Canyon Dr to End
- Elm Ave - Oak Grove Ave to End
- Fire Rd - Pine Ave to End
- Garden Wy - Redwood Dr to Castle Rock Ave
- Meadow View Ln - San Geronimo Valley Dr to End
- Oak Grove Ave - Carson Rd to End
- Railroad Ave - Sir Francis Drake Blvd to Elm Ave
- Redwood Canyon Dr - San Geronimo Valley Dr to End
- Spring Ave - Lagunitas Rd to End
- Tamal Rd - Sir Francis Drake Blvd to End

**Cost of Scope:** Design: \$175,000, Construction; \$4,800,000: Total: \$4,975,000

**Measure AA Category 2.1 Funds Available Amount:** \$2,231,921

**Measure A Reserve Funds Available Amount:** \$85,857

**Total Requested Amount:** \$2,317,778

**Other Funding:** Local Funds: \$157,222 and SB1: \$2,000,000

**Project Delivery Schedule (include start & completion milestones):** Design Complete August 1, 2023; Construction start August 2023; Construction complete June 30, 2024; Project close out August 2024.



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Dan Cherrier, Director of Project Delivery

**SUBJECT:** Approval of Interagency Agreement with Ross School District for Crossing Guard Services (Action), Agenda Item No. 5c

---

## RECOMMENDATION

The TAM Board authorizes the Executive Director to enter into an agreement with Ross School District to reimburse the District for the cost of the crossing guard service at the intersection of Sir Francis Drake Boulevard and Lagunitas Road. Total cost of the Agreement is not to exceed \$11,000 and will terminate at the end of 2023.

## BACKGROUND

The TAM Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. As stipulated in the original Transportation Sales Tax (Measure A) Expenditure Plan, the Program provides trained crossing guards by contracting with a professional company that specializes in crossing guard services. Under contract, All City Management Services (ACMS) currently provides crossing guards under the general supervision of TAM staff. The 2023/2024 school year will be the 18th year during which crossing guards have been funded by the TAM Crossing Guard Program.

The TAM Crossing Guard Program received a significant boost by the passage of Measure AA, the 30-year extension of Measure A, in the November 2018 election. With the increased funding level, the TAM Crossing Guard Program can now fund 96 guards annually.

## DISCUSSION

The intersection of Sir Francis Drake Boulevard and Lagunitas Road was scored at Rank 98 on the approved TAM list of crossing guard locations during the most recent evaluation. Ross School District has its own crossing guard contract and has paid for a crossing guard at this site for the last several years. Since the TAM Board approved funding for the top 103 locations for the first half of the 2023/2024 school year, this intersection is now within the TAM funded portion of the approved guard list. Staff has worked with Ross School District to reimburse the District for the cost of the services for the next six months, rather than replace the guard with one from the TAM contract.

## FISCAL IMPACTS

The Crossing Guard line item in the TAM FY2023-24 Annual Budget has sufficient budget to accommodate this Agreement.

**NEXT STEPS**

Upon Board approval, staff will execute the agreement with Ross School District.

**ATTACHMENTS**

None.



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Approval of Investment Policy Amendment (Action), Agenda Item No. 5d

---

## RECOMMENDATION

The TAM Board reviews and approves the recommended amendment to the Investment Policy.

## BACKGROUND/DISCUSSION

The TAM Investment Policy, originally adopted on April 26, 2007, is being reviewed annually, or when there are investment regulations or other related changes, and updates are made and approved by the Board when necessary. The Investment Policy was last reviewed and approved by the Board at its June 2023 meeting for minor amendments.

As part of TAM's FY2022-23 financial audit review and discussion with TAM's new financial audit team, Maze and Associates, staff agreed that Section 13, Reports, should be updated to reflect the current practice of investing most of the agency funds with the Investment Trust of California (CalTRUST). Therefore, the following changes are recommended for the Board's approval:

~~The Chief Financial Officer shall prepare a quarterly investment report~~ Monthly interest income received from CalTRUST is included as part of TAM's Quarterly Financial Report. If TAM changes its investment practice and it becomes necessary, staff may prepare and present separate Quarterly Investment Reports to the TAM Board of Commissioners. The quarterly report shall be submitted within 30 days following the end of the quarter, with the exception of the year-end report, which will be presented as part of the Annual Comprehensive Financial Report (ACFR).

## FISCAL CONSIDERATION

Not applicable.

## NEXT STEPS

Staff will continue the annual review of the Investment Policy and bring any proposed revisions to the TAM Board for approval when needed.

## ATTACHMENTS

None. *Copies of the Investment Policy provided upon request.*

THIS PAGE LEFT BLANK INTENTIONALLY





**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Public Hearing on the Draft 2023 Measure A/AA Transportation Sales Tax Strategic Plan, Agenda Item No. 6a

---

## RECOMMENDATION

The TAM Board conducts a public hearing and receives public input on the Draft 2023 Measure A/AA Transportation Sales Tax Strategic Plan (hereinafter, "Strategic Plan").

## BACKGROUND

Measure A, approved by 71.2% of Marin voters in November 2004, dedicates local sales tax revenues to critical transportation needs over a twenty-year period from 2005 to 2025. Measure A was a major source of transportation funding in Marin County for 14 years and was set to expire on March 31, 2025. Subsequently, Measure AA was approved by 76.7% of Marin voters in November 2018. This renewed the ½-cent transportation sales tax for another 30 years, until 2049.

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

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 most of the same project/program priorities, the two Strategic Plans were combined into a single document in 2021 to provide a more comprehensive outlook.

## DISCUSSION

Per the Strategic Plan amendment policy, the Strategic Plan, including updates and amendments, can be recommended for adoption at a regularly scheduled TAM Board meeting after a 30-day public comment period.

The Draft 2023 Measure A/AA Strategic Plan was reviewed by the TAM Funding, Programs & Legislation (FPL) Executive Committee on June 12, 2023 and the Citizens' Oversight Committee (COC) on June 19, 2023. On June 22, 2023, the TAM Board released the Draft 2023 Measure A/AA Strategic Plan for the required 30-day public comment period. July 22, 2023 officially signifies the end of the 30-day comment period.

A copy of the Draft 2023 Measure A/AA Strategic Plan was posted on TAM's website (<http://www.tam.ca.gov>) on June 23, 2023. A Public Notice was posted in the Marin Independent Journal on June 28, 2023. Details of the Draft 2023 Measure A/AA Strategic Plan are contained in Item 6b of this TAM Board packet.

### **Public Comments**

As of July 20, 2023, when this memo was disseminated, no public comments were received by TAM. Staff will report any public comments received by the close of the comment period on July 22, 2023 at the TAM Board meeting on July 27, 2023.

Staff is requesting the TAM Board to adopt the 2023 Measure A/AA Strategic Plan on July 27, 2023 if no public comments are received by July 22, 2023 or heard at the Public Hearing that would necessitate the 2023 Measure A/AA Strategic Plan be returned to the TAM Board for additional approval at a future meeting.

### **FISCAL IMPACTS**

There are no fiscal impacts with conducting a public hearing and receiving public input.

### **NEXT STEPS**

Upon completion of the public hearing, the TAM Board will consider the adoption of the Draft 2023 Measure A/AA Strategic Plan under Item 6b of the agenda.

### **ATTACHMENTS**

None.



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Adoption of the Draft 2023 Measures A/AA Transportation Sales Tax Strategic Plan (Action), Agenda Item No. 6b

---

## **RECOMMENDATION**

The TAM Board adopts the Draft 2023 Measures A/AA Transportation Sales Tax Strategic Plan (hereinafter referred to as “2023 Measure A/AA Strategic Plan”) as shown in Attachment A.

## **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 2049.

Both the 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 allocations 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 generally the same project/program priorities.

The Strategic Plan is scheduled for update every other year with 2023 as the next scheduled update. 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 Measure A/AA 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 is consistent with the adopted 2021 Measure A/AA 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 adopted 2021 Measure A/AA Strategic Plan were retained with minor changes in the Draft 2023 Measure A/AA 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 Measure A 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 adopted 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 from 2018. 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 the recent work from home arrangements, the local 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 adopted 2021 Measure A/AA Strategic Plan. On the other hand, the many uncertainties both globally and nationally are casting a shadow on the economic future. 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, are 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 IMPACTS**

There are no immediate fiscal impacts associated with adopting the Draft 2023 Measure A/AA Strategic Plan. 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**

Upon adoption by the TAM Board, the adopted 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 Measure A/AA Strategic Plan will be presented to the TAM Board for adoption in July 2023 as Item 5b (Local Infrastructure Projects) and Item 8b (Marin Transit's Annual Operations and Capital Request).

### **ATTACHMENTS**

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

THIS PAGE LEFT BLANK INTENTIONALLY





# 2023 Measure A/AA Sales Tax Strategic Plan

*DRAFT*





THIS PAGE LEFT BLANK INTENTIONALLY



*TAM Board of Commissioners*

*(June 2023)*

*Chairperson*

*San Anselmo - Brian Colbert*

*Vice Chairperson*

*County of Marin - Eric Lucan*

*Commissioners*

*Belvedere - Nancy Kemnitzer*

*Corte Madera - Patricia Ravasio*

*Fairfax - Chance Cutrano*

*Larkspur - Kevin Carroll*

*Mill Valley - Urban Carmel*

*Novato - Rachel Farac*

*Ross - P. Beach Kuhl*

*San Rafael - Kate Colin*

*Sausalito - Melissa Blaustein*

*Tiburon - Alice Fredericks*

*County of Marin - Mary Sackett*

*County of Marin - Katie Rice*

*County of Marin - Dennis Rodoni*

*County of Marin - Stephanie Moulton-Peters*

*Citizens' Oversight Committee*

*(June 2023)*

*Chairperson*

*Major Marin Employers - Peter Pelham*

*Vice Chairperson*

*League of Women Voters of Marin - Kevin Hagerty*

*Committee Member/Alternate*

*Central Marin Planning Area - Jeffrey Olson*

*Northern Marin Planning Area - Charley Vogt*

*Ross Valley Planning Area - Paul Roye/Susannah Saunders*

*Southern Marin Planning Area - Debbie Alley*

*West Marin Planning Area - Scott Tye*

*Bicyclist & Pedestrian Groups - Vince O'Brien*

*Environmental Organizations - Kate Powers/Nancy Okada*

*Marin County Paratransit Coordinating Council - Allan Bortel*

*School Districts - Zack Macdonald/Heather McPhail Sridharan*

*Taxpayer Group - Kingston Cole/James Schmidt*

*League of Women Voters of Marin - Kay Noguchi (Alternate)*

THIS PAGE LEFT BLANK INTENTIONALLY

## Table of Contents

1.	EXECUTIVE SUMMARY .....	7
	Guiding Principles of the Strategic Plans .....	7
	Overview of the 2023 Strategic Plan .....	8
2.	BACKGROUND .....	10
	About TAM.....	10
	The Measure A Expenditure Plan .....	11
	Accomplishments of Measure A.....	11
	Accountability .....	13
3.	POLICIES GUIDING THE PLAN .....	14
	3.1 Separation of Categories & Subcategories Policy .....	14
	3.2 Reserve Policy .....	15
	3.3 Bond Financing Policy .....	15
	3.4 Leveraging and Funding Swap Policy .....	16
	3.5 Audit Policy .....	16
	3.6 Expenditure Plan Amendment.....	16
	3.7 Investment of Cash Balance and Interest Fund Policy.....	17
	3.8 New Agency Policy.....	17
	3.9 Funding Restriction Policy.....	17
	3.10 Cash Flow and Use of Sales Tax Fund Policy .....	18
	3.11 Advancement of Fund Policy .....	18
	3.12 Staffing and Administration Policy.....	18
	3.13 Strategic Plan Amendment Policy.....	18
4.	REVENUE FORECAST .....	20
	Historical Sales Tax Data .....	20
	2023 Revenue Forecast .....	21
5.	PROGRAMMING/ALLOCATION TO PROJECTS/PROGRAMS.....	22
	Measure A Projects/Programs.....	22
	Strategy 1: Local Bus Transit.....	22
	Strategy 2: U.S. 101 HOV Gap Closure Project .....	23
	Strategy 3: Local Transportation Infrastructure .....	24
	Strategy 4: School Related Congestion and Safer Access to Schools.....	25
	Reserve Funds .....	26

Measure AA Projects/Programs ..... 27

    Category 1: Reduce Congestion on Hwy 101 & Adjacent Roadways ..... 28

    Category 2: Maintain, Improve, and Manage Marin’s Local Transportation Infrastructure ..... 30

    Category 3: Reduce School-Related Congestion and Provide Safer Access to Schools..... 32

    Category 4: Maintain and Expand Local Transit Services ..... 33

Implementation Guidelines ..... 37

Appendix ..... 40

    Appendix 1 - Measure A Five-Year Programming..... 40

    Appendix 2 - Measure AA Five-Year Programming ..... 40

    Appendix 3 - Measure AA Category 2.1 Local Road Infrastructure Programming by Agencies ..... 40

    Appendix 4 - Measure A Expenditure Plan (available for download)..... 40

    Appendix 5 - Measure AA Expenditure Plan (Available for download)..... 40

    Appendix 6 - Comments and Responses on Strategic Plan (if any) ..... 40

## 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.

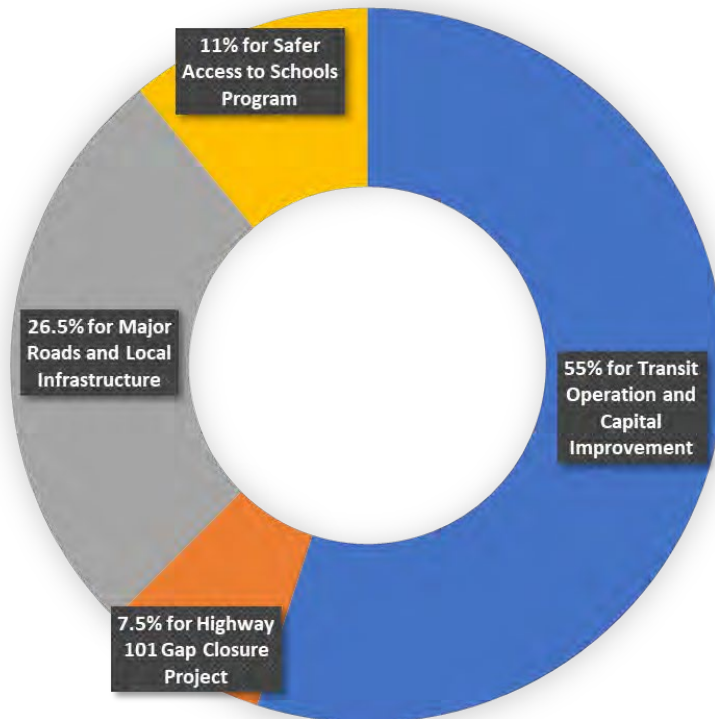
The TAM sixteen-member governing board comprises representatives from each of the cities and towns in Marin County, and all five members of the County Board of Supervisors. A twelve-member Citizens' Oversight Committee, made up of five representatives from the five planning areas and seven representatives 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.

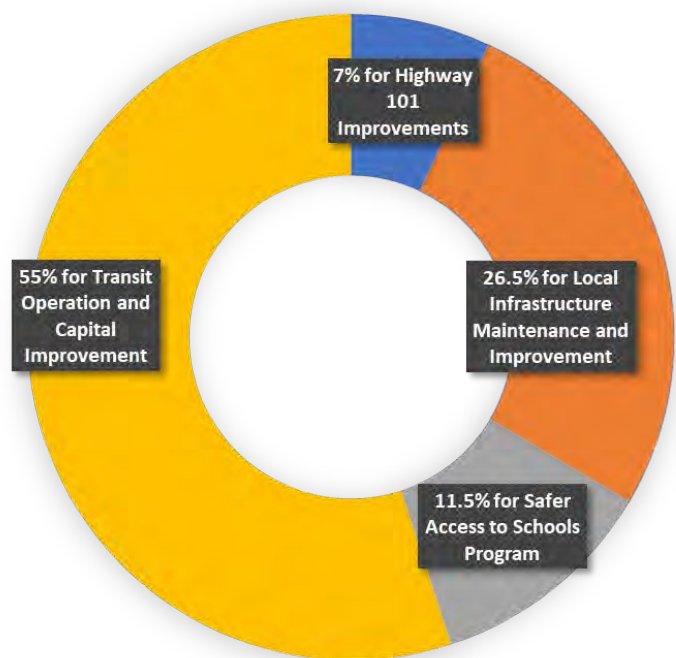
Safe Routes to Schools

- 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
<b>Total Sales Tax Collection</b>	<b>\$ 1,306.80</b>	<b>\$ 1,057.00</b>	<b>\$ 872.00</b>
<b>Change from Prior Projection - Overall %</b>	<b>23.63%</b>	<b>21.22%</b>	
<b>Change from Prior Projection - Overall \$</b>	<b>\$ 249.80</b>	<b>\$ 185.00</b>	
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
Change from Prior Projection - \$	\$ 12.50	\$ 9.25	
Category 1 - Highway 101 Improvements	\$ 84.60	\$ 67.99	\$ 55.69
Change from Prior Projection - \$	\$ 16.61	\$ 12.30	
Category 2 - Local Infrastructure Maintenance and Improvement	\$ 320.27	\$ 257.38	\$ 210.81
Change from Prior Projection - \$	\$ 62.89	\$ 46.57	
Category 3 - Safer Access to Schools Program	\$ 138.98	\$ 111.69	\$ 91.48
Change from Prior Projection - \$	\$ 27.29	\$ 20.21	
Category 4 - Transit Operation and Capital Improvement	\$ 664.70	\$ 534.19	\$ 437.53
Change from Prior Projection - \$	\$ 130.51	\$ 96.66	

## 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.

<b>Strategy 1 Bus Transit</b>	<b>55%</b>
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%
<b>Strategy 2 Highway 101 Gap Closure</b>	<b>7.5%</b>
<b>Strategy 3 Local Transportation Infrastructures</b>	<b>26.5%</b>
3.1 Major Roads and Related Infrastructures	13.25%
3.2 Local Roads and Related Infrastructures	13.25%
<b>Strategy 4 School-Related Congestion and Safer Access to Schools</b>	<b>11%</b>
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%
<b>TOTAL</b>	<b>100%</b>

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%
	<b>Total</b>	<b>100%</b>	<b>Total</b>	<b>100%</b>



## 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:

<b>IMPLEMENTATION CATEGORY</b>	Share	<b>Current 30-year Amount (in millions)</b>
<b>Category 1 Reduce Congestion on Hwy 101 &amp; Adjacent Roadways</b>	<b>7.0%</b>	<b>\$78.0</b>
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
<b>Category 2 Maintain, Improve, and Manage Marin's Local Transportation Infrastructure</b>	<b>26.5%</b>	<b>\$314.5</b>
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
<b>Category 3 Reduce School-Related Congestion and Provide Safer Access to Schools</b>	<b>11.5%</b>	<b>\$130.8</b>
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
<b>Category 4 Maintain and Expand Local Transit Services</b>	<b>55.0%</b>	<b>\$657.0</b>
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
<b>TOTAL</b>	<b>100%</b>	<b>\$1,180.3 *</b>

\* 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
<b>Total</b>	<b>\$12.4</b>

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
<b>Total</b>	<b>\$121.0</b>

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
- 2<sup>nd</sup> 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:

- SR131 Tiburon 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
<b>Strategy 1 - Transit</b>								
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
<b>Total</b>	<b>163,966</b>	<b>1,434</b>	-	-	-	-	-	<b>165,400</b>
<b>Strategy 3 - Local Transportation Infrastructure</b>								
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
<b>Total</b>	<b>77,483</b>	-	-	-	-	-	-	<b>77,483</b>
<b>Strategy 4 - Safer Access to Schools</b>								
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
<b>Total</b>	<b>28,214</b>	-	-	-	-	-	-	<b>28,214</b>

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
<b>Major Road Set-Aside</b>								
<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
<b>Total</b>	<b>10,142</b>	<b>7,163</b>	<b>2,318</b>	<b>5,320</b>	<b>5,071</b>	-	-	<b>30,014</b>
<b>Category 1 - Reduce Congestion</b>								
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
<b>Total</b>	<b>14,745</b>	<b>6,001</b>	<b>4,718</b>	<b>4,736</b>	<b>2,607</b>	-	-	<b>32,807</b>
<b>Category 2 - Local Transportation Infrastructure</b>								
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
<b>Total</b>	<b>23,092</b>	<b>7,063</b>	<b>6,883</b>	<b>7,932</b>	<b>8,596</b>	<b>8,784</b>	<b>8,975</b>	<b>71,325</b>
<b>Category 3 - Safer Access to Schools</b>								
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
<b>Total</b>	<b>5,875</b>	<b>3,020</b>	<b>3,050</b>	<b>3,432</b>	<b>3,912</b>	<b>3,714</b>	<b>3,952</b>	<b>24,955</b>
<b>Category 4 - Transit</b>								
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
<b>Total</b>	<b>45,531</b>	<b>16,181</b>	<b>19,798</b>	<b>16,621</b>	<b>18,003</b>	<b>18,391</b>	<b>18,786</b>	<b>153,459</b>

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 <sup>1</sup>	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	TOTAL <sup>2</sup>	
Category 2 - Local Transportation Infrastructure		POP/Mile <sup>3</sup>								
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
	<b>Total</b>	<b>100.00%</b>	<b>17,953,492</b>	<b>6,626,254</b>	<b>6,443,866</b>	<b>6,585,159</b>	<b>7,137,614</b>	<b>7,292,782</b>	<b>7,451,053</b>	<b>59,490,221</b>
<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](http://tamwebsite900.wenginepowered.com/wp-content/uploads/2018/07/TAM_2018FinalExpenditurePlan_062918.pdf)

THIS PAGE LEFT BLANK INTENTIONALLY



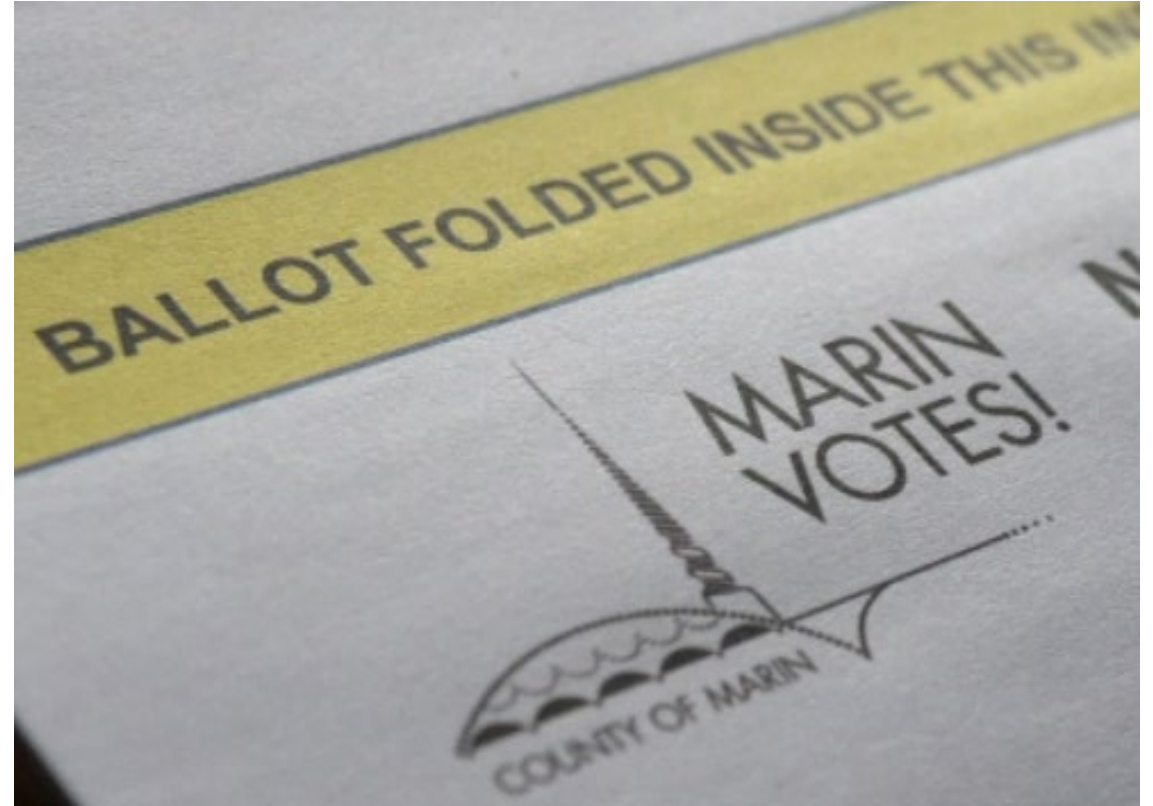
# Measure A/AA Strategic Plan

Transportation Authority of Marin  
Board of Commissioners

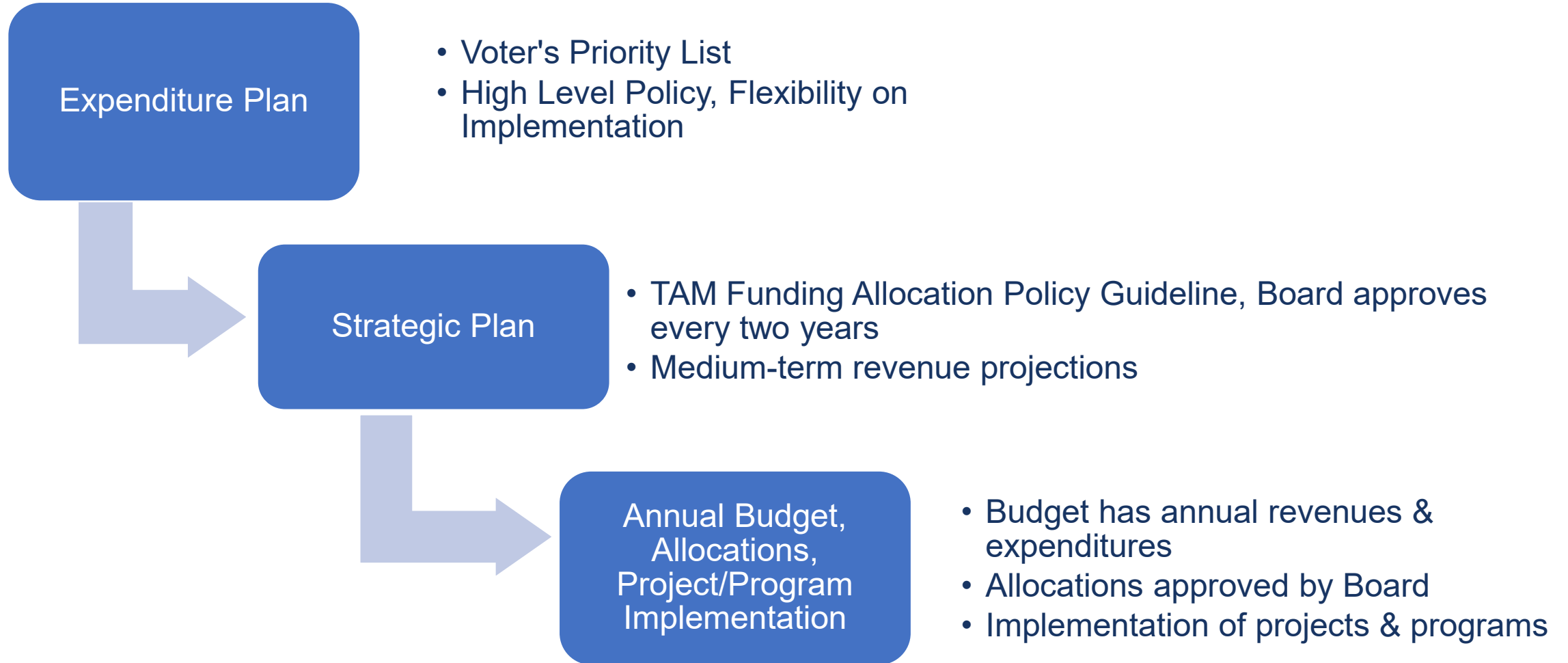
July 27, 2023

# Background

- Measure A was approved by 71.2% of Marin voters in November 2004
- Measure A was set to expire on March 31, 2025
- Measure AA was approved by 76.7% of Marin voters in November 2018 to extend Measure A for another 30 years to 2049
- The Expenditure Plans of both Measure A and Measure AA directed TAM to prepare Strategic Plans



# Steps/Processes in Policy and Program Development





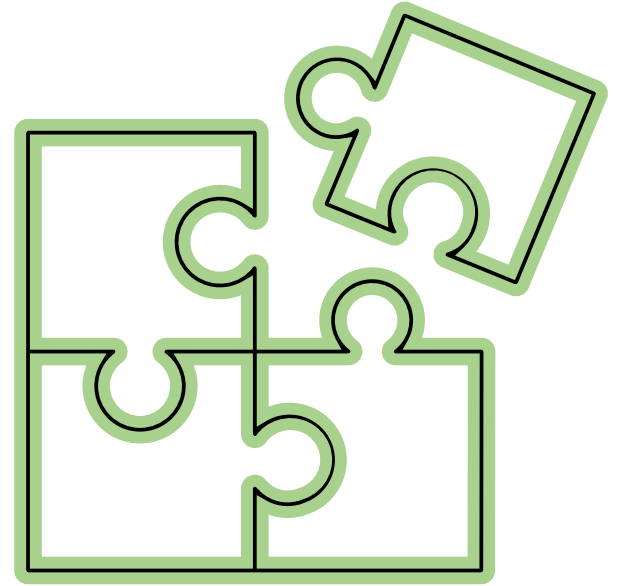
# Purposes of a Strategic Plan

- Outlines how revenues are distributed to projects/programs
- Establishes timing of allocations and addresses funding priorities
- Reconciles the timing of expected revenues with the schedule for when those revenues are needed to deliver projects and services
- Provides the overall structure for the management and oversight of the revenues, and guidance to sponsors on requesting, utilizing, and reporting on the spending of the funds allocated
- A Strategic Plan itself does not constitute a final funding commitment
- Actual funding commitments to individual projects and programs are secured through allocation requests by designated recipients and TAM Board approvals



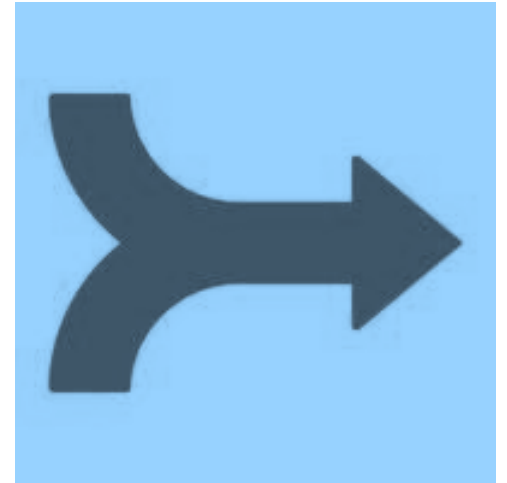
# Strategic Plan Updates

- The Measure A/AA Strategic Plan is updated every other year
- Revenue and Allocation/Expenditure Table of the Strategic Plan is being updated annually
- Updates to the Strategic Plan must be approved by the TAM Board, following a noticed public hearing and a 30-day public comment period



# Combined Measures A/AA Strategic Plan

- The Measure A Strategic Plan has been in existence since 2005 and updated every other year
- The first Measure AA Strategic Plan was adopted by the TAM Board in June 2019
- The 2021 Measure A/AA Strategic Plan 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
  - Both measures are collecting the same transportation sales tax revenue stream over a consecutive period with largely the same project/program priorities



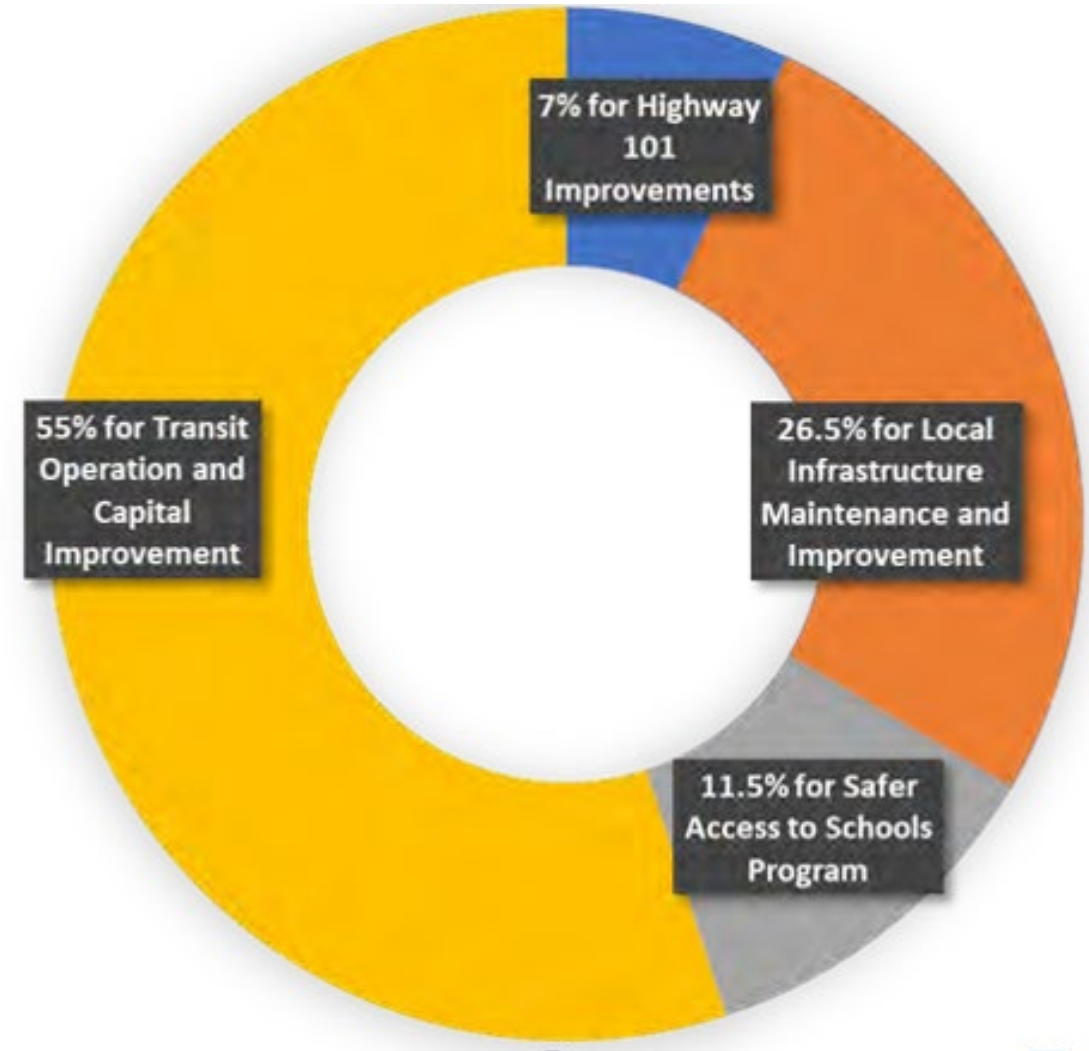
# Measure A Commitments

- All funding commitments of Measure A have been fulfilled except for the remaining funds of \$1.434 M in Strategy 1.4 (Transit Capital)
- 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 Funding by Category

- Category 1 – Highway 101 Improvements
- Category 2 – Local Infrastructure Maintenance and Improvement
- Category 3 – Safer Access to Schools Program
- Category 4 – Transit Operation and Capital Improvement



# 2023 Measure A/AA Strategic Plan



- The Draft 2023 Measure A/AA Strategic Plan is consistent with the 2021 Measure A/AA Strategic Plan
- The few changes include:
  - Updates to status of projects
  - Measure AA Revenue Forecast
  - Language to Allow Future COC Membership Change



# Measure AA Revenue Forecast

	2023 Projection	2021 Projection	AA EP Projection
<b>Total Sales Tax Collection</b>	<b>\$ 1,307</b>	<b>\$ 1,057</b>	<b>\$ 872</b>
<b><i>Change from Prior Projection - Overall %</i></b>	<b>23.63%</b>	<b>21.22%</b>	
<b><i>Change from Prior Projection - Overall \$</i></b>	<b>\$ 250</b>	<b>\$ 185</b>	
<b><u>#s in Million</u></b>			

- Since the 2021 projection, Marin's sales tax collection has benefited significantly from work from home arrangement, strong housing market, and other spending close to home
- While the 2023 estimates look encouraging, global and national uncertainties may dampen the economy
- Marin can typically weather these downturns because of the economic nature of the County that includes high per capita personal income and relatively low unemployment rate

# COC Membership

- 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 B Strategic Plan, and in the Draft Measure A/AA Strategic Plan to ensure consistency on the same issue among the strategic plans



# Public Comment Period

- On June 22, 2023, the TAM Board released the Draft 2023 Measure A/AA Strategic Plan for the required 30-day public comment period
- The 30-day public comment period ended on July 22, 2023
- As of July 20, 2023, no public comments were received



# Next Steps



2023 Measure A/AA  
Sales Tax Strategic Plan

*DRAFT*



MAKING THE MOST OF MARIN COUNTY TRANSPORTATION DOLLARS



- Upon adoption, the Measure A/AA Strategic Plan will be posted on TAM's website and communicated to local agencies and stakeholders
- Allocations based on the FY2023-24 Budget and the Strategic Plan are anticipated for July, including:
  - Measure A/AA Local Road Infrastructure Projects (Item 5b)
  - Measure A/AA Marin Transit Operations and Capital Request (Item 8b)

# Questions and Feedback

---

Thank you!



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Public Hearing on the Draft 2023 Measure B Vehicle Registration Fee Strategic Plan, Agenda Item No. 7a

---

## RECOMMENDATION

The TAM Board conducts a public hearing and receives public input on the Draft 2023 Measure B Vehicle Registration Fee Strategic Plan (hereinafter, "Strategic Plan").

## 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 2023 Measure B Expenditure Plan was for staff to develop a new Measure B Strategic Plan for adoption. The Measure B Strategic Plan will be updated every other year as needed.

## DISCUSSION

Per the Strategic Plan amendment policy, the Strategic Plan, including updates and amendments, can be recommended for adoption as part of a regularly scheduled TAM Board meeting after allowing 30 days for public comments.

The Draft 2023 Measure B Strategic Plan was reviewed by the TAM Funding, Programs & Legislation (FPL) Executive Committee on June 12, 2023 and the Citizens' Oversight Committee (COC) on June 19, 2023. On June 22, 2023, the TAM Board released the Draft 2023 Measure B Strategic Plan for the required 30-day public comment period.

A copy of the Draft 2023 Measure B Strategic Plan was posted on TAM's website (<http://www.tam.ca.gov>) on June 23, 2023. A Public Notice was posted in the Marin Independent Journal on June 28, 2023. Details of the Draft 2023 Measure B Strategic Plan are contained in Item 7b of this TAM Board packet.

The Draft 2023 Measure B Strategic Plan may be adopted by the TAM Board, following a noticed public hearing on the Strategic Plan and a 30-day public comment period. July 22, 2023 officially signifies the end of the 30-day comment period.

### **Public Comments**

As of July 20, 2023, when this memo was disseminated, no public comments were received by TAM. Staff will report any public comments received by the close of the comment period, July 22, 2023 at the TAM Board meeting on July 27, 2023.

Staff is requesting the TAM Board to adopt the 2023 Measure B Strategic Plan on July 27, 2023 if no public comments are received by the close of the comment period or heard at the Public Hearing that would necessitate the 2023 Measure B Strategic Plan be returned to the TAM Board for additional approval at a future meeting.

### **FISCAL IMPACTS**

There are no fiscal impacts with conducting a public hearing and receiving public input.

### **NEXT STEPS**

Upon completion of the public hearing, the TAM Board will consider the adoption of the Draft 2023 Measure B Strategic Plan under Item 7b of the agenda.

### **ATTACHMENTS**

None.



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Adoption of the Draft 2023 Measure B Strategic Plan (Action), Agenda Item No. 7b

---

## **RECOMMENDATION**

The TAM Board adopts the Draft 2023 Measure B Strategic Plan as shown in Attachment A.

## **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 new Measure B Strategic Plan for adoption. The 2023 Measure B Strategic Plan will be updated every other year as needed.

## **DISCUSSION/ANALYSIS**

### **Purpose of a Strategic Plan**

The Draft 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.

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 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 described below.

#### **Element 1.1 Summary of Changes**

The 35% funding is maintained through a formula-based program, which provides 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 maintenance projects. TAM allocates funds based on an estimated five years of revenue collection at the beginning of the five-year period. A reimbursement schedule has been developed based on project readiness. Descriptions of Element 1.1 may be found on Pages 14 and 15 of the Strategic Plan (Attachment A)

#### **Element 1.2 Summary of Changes**

The 5% funding share is 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. Staff will return to the Board at a later time to discuss options for use of the carryover funds. Descriptions of Element 1.2 may 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 may 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 may 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 IMPACTS**

There are no immediate fiscal impacts associated with adopting the Draft 2023 Measure B Strategic Plan. After the Draft 2023 Measure B Strategic Plan is adopted, Measure B funds will be made available upon requests from eligible recipients. Allocations proposed for FY2023-24 are included in the adopted FY2023-24 TAM Annual Budget and the Draft 2023 Measure B Strategic Plan.

## **NEXT STEPS**

Upon adoption by the TAM Board, the final 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 will be presented to the TAM Board for adoption in July 2023 as Item 8c (Marin Transit's Annual Paratransit Request) and Item 9 (Element 1.1 Funds for Bicycle, Pedestrian, and Safety Improvement Projects).

## **ATTACHMENTS**

Attachment A – Draft 2023 Measure B Strategic Plan  
Attachment B – PowerPoint Presentation

THIS PAGE LEFT BLANK INTENTIONALLY





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

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



## Table of Contents

<b>EXECUTIVE SUMMARY</b> .....	<b>3</b>
<b>I. INTRODUCTION</b> .....	<b>5</b>
A. THE TRANSPORTATION AUTHORITY OF MARIN.....	5
B. THE CITIZENS’ OVERSIGHT COMMITTEE (COC).....	5
C. OVERVIEW OF THE ELEMENTS .....	6
1. <i>Element 1: Enhance Bicycle, Pedestrian, and Safety Improvements on Local Network</i> .....	6
2. <i>Element 2: Improve Transit for Seniors and Persons with Disabilities</i> .....	7
3. <i>Element 3: Reduce Congestion and Pollution</i> .....	7
D. STRATEGIC PLAN PURPOSE & GUIDING PRINCIPLES .....	7
<b>II. POLICY ELEMENTS</b> .....	<b>9</b>
A. SEPARATION OF ELEMENTS & SUB-ELEMENTS POLICY.....	9
B. DEBT POLICY .....	9
C. INVESTMENT POLICY .....	10
D. FUND SWAP POLICY.....	10
E. COMPLIANCE AUDIT POLICY.....	10
F. STRATEGIC PLAN AMENDMENT POLICY.....	10
G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE POLICY .....	11
H. ANNUAL REPORTING POLICY .....	11
I. LOCAL BUSINESS EMPHASIS .....	11
<b>III. REVENUES &amp; PROGRAMMING</b> .....	<b>12</b>
A. VEHICLE REGISTRATION FEE REVENUE ESTIMATE ASSUMPTIONS.....	12
B. REVENUE & PROGRAMMING PLAN BY ELEMENT/SUB-ELEMENT .....	12
C. FUND LEVERAGING.....	12
D. PROGRAMMING METHODOLOGY & ASSUMPTIONS.....	13
1. <i>Element 1: Bicycle, Pedestrian, and Safety Improvements on Local Network and Pathways</i> .....	13
2. <i>Element 2: Improve Transit for Seniors and Persons with Disabilities</i> .....	15
3. <i>Element 3: Reduce Congestion and Pollution</i> .....	16
E. PERFORMANCE METRICS.....	19
<b>IV. IMPLEMENTATION GUIDELINES</b> .....	<b>20</b>
A. CLAIMANT POLICIES .....	20
1. <i>Eligibility for Funding</i> .....	20
2. <i>Application Process</i> .....	20
3. <i>Allocation and Disbursement of Funds</i> .....	20
4. <i>Monitoring and Reporting Requirements</i> .....	22
5. <i>Eligible and Ineligible Costs</i> .....	22
6. <i>Other</i> .....	22
<b>V. CONCLUSION</b> .....	<b>23</b>
<b>LIST OF ATTACHMENTS</b> .....	<b>24</b>
<b>LIST OF APPENDICES</b> .....	<b>24</b>

---

## 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.

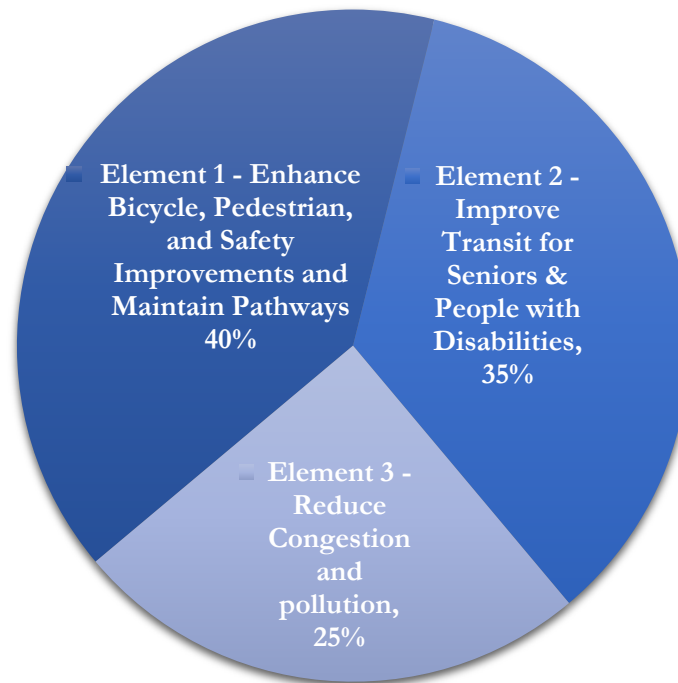


## 2. Element 2: Improve Transit for Seniors and Persons with Disabilities

**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 gas emissions 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: Bicycle, Pedestrian, and Safety Improvements on Local Network and Pathways**

<b>Element 1</b>		
<b>a) Enhance and maintain Bicycle, Pedestrian, and Safety Improvements on Local Network</b>		
<b>b) Maintain Class I Bicycle/Pedestrian Pathways</b>		
	<b>%</b>	<b><i>Est. 10 year revenue</i></b>
<b>What can Element 1 funds be used for?</b>		
<ul style="list-style-type: none"> <li>Safety improvements on all modes that benefit bicycle and pedestrian travel</li> <li>Bicycle, pedestrian, and accessibility enhancements, including bicycle and pedestrian access improvements to transit</li> <li>Intersection control, pavement, and drainage improvements for bicyclists and pedestrians</li> <li>Emergency repairs on damaged sidewalks and pathways</li> <li>Maintenance and improvement of Class I (exclusively) bicycle and pedestrian pathways, including new facilities</li> </ul>	40%	\$8.24 M
<b>How will the funds be spent?</b>		
<ul style="list-style-type: none"> <li>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.</li> </ul>	35%	\$7.21 M
<ul style="list-style-type: none"> <li>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.</li> </ul>	5%	\$1.03 M

<ul style="list-style-type: none"> <li>• The TAM Board has the discretion to redirect carryovers to any countywide pathway planning, maintenance, or construction needs.</li> <li>• 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.</li> <li>• Class I maintenance funds will be made available only to municipalities that have adopted a Complete Streets policy.<sup>1</sup></li> </ul>		
---	--	--

**1.1 Bicycle, Pedestrian, and Safety Improvements on Local Network**

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.<sup>1</sup>

<sup>1</sup> 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
<b>What can Element 2 funds be used for?</b>		
<ul style="list-style-type: none"> <li>• Implementing a Mobility Management Program that identifies and implements mobility options for Seniors and Persons with Disabilities</li> <li>• Support and Enhance paratransit (e.g. Whistlestop Wheels) and other local services focused on this population</li> <li>• Create a “Paratransit Plus” program to serve older seniors who may not qualify for service under the Americans With Disabilities Act</li> <li>• Implement other innovative programs to provide mobility to seniors as an alternative to driving</li> </ul>	35%	\$7.21 M
<b>How will the funds be spent?</b>		
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
<b>What can Element 3 funds be used for?</b>		
Eligible activities are limited to 3 core strategies and programs: <ul style="list-style-type: none"> <li>• School Safety and Congestion Reduction:                             <ul style="list-style-type: none"> <li>○ Maintain and expand the School Crossing Guard program</li> <li>○ Provide matching funds for Safe Routes to Schools programs</li> <li>○ Enhance/expand programs designed to reduce congestion and improve safety around schools including Street Smarts and School Pool programs</li> </ul> </li> </ul>	25%	\$5.15 M



<ul style="list-style-type: none"> <li>• 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"> <li>○ Carpool and vanpool information and incentive programs,</li> <li>○ Emergency Ride Home, and</li> <li>○ Transit information and promotion</li> <li>○ Transportation Demand Management programs</li> <li>○ Support efforts to bring trip reduction programs to Marin County</li> </ul> </li> <li>• 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"> <li>• Install alternative fuel infrastructure such as electric vehicle fueling stations</li> <li>• Provide matching funds to leverage grant opportunities to projects and programs</li> <li>• Develop strategies and support projects and program</li> </ul> </li> </ul>		
---	--	--

**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](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
<b>Gross Revenue</b>		<b>\$ 51,004,911</b>	\$ 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
<b>Less One-Time Election Cost</b>			\$ 159,928											
<b>Less 5% TAM Administration Fee</b>		<b>\$ 2,542,249</b>	\$ 123,065	\$ 114,013	\$ 117,367	\$ 116,682	\$ 118,825	\$ 119,982	\$ 119,324	\$ 120,856	\$ 116,365	\$ 120,216	\$ 115,555	\$ 115,000
<b>Net Revenue for Elements</b>		<b>\$ 48,302,734</b>	\$ 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
<b>Element 1 Revenue &amp; Programming</b>														
<b>Element 1.1 Local Streets Revenue</b>	35%	<b>\$ 16,905,957</b>	\$ 818,385	\$ 758,185	\$ 780,490	\$ 775,936	\$ 790,184	\$ 797,880	\$ 793,507	\$ 803,692	\$ 773,825	\$ 799,436	\$ 768,438	\$ 764,750
<b>Element 1.1 Local Streets Revenue + Carryover</b>				\$ 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
<b>Element 1.1 Local Streets Actual/Programming</b>			\$ -	\$ -	\$ 2,241,873			\$ 2,507,230			\$ 2,414,821			\$ 2,257,095
<b>Element 1.1 Carryover</b>			\$ 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
<b>Element 1.2 Bike/Ped Pathways Revenue</b>	5%	<b>\$ 2,415,137</b>	\$ 116,912	\$ 108,312	\$ 111,499	\$ 110,848	\$ 112,883	\$ 113,983	\$ 113,358	\$ 114,813	\$ 110,546	\$ 114,205	\$ 109,777	\$ 109,250
<b>Element 1.2 Bike/Ped Pathways Revenue + Carryover</b>				\$ 225,224	\$ 336,723	\$ 447,571	\$ 220,540	\$ 115,414	\$ 166,481	\$ 209,245	\$ 382,080	\$ 421,351	\$ 472,726	\$ 524,580
<b>Element 1.2 Bike/Ped Pathways Actual/Programming</b>			\$ -	\$ -	\$ -	\$ 339,914	\$ 219,109	\$ 62,291	\$ 72,050	\$ (62,289)	\$ 74,934	\$ 58,402	\$ 57,396	\$ 109,250
<b>Element 1.2 Carryover</b>			\$ 116,912	\$ 225,224	\$ 336,723	\$ 107,657	\$ 1,431	\$ 53,123	\$ 94,432	\$ 271,534	\$ 307,146	\$ 362,949	\$ 415,330	\$ 415,330
<b>Element 2 Revenue &amp; Programming</b>														
<b>Element 2 Transit for Senior and Disabled Revenue</b>	35%	<b>\$ 16,905,957</b>	\$ 818,385	\$ 758,185	\$ 780,490	\$ 775,936	\$ 790,184	\$ 797,880	\$ 793,507	\$ 803,692	\$ 773,825	\$ 799,436	\$ 768,438	\$ 764,750
<b>Element 2 Transit for Senior and Disabled Revenue + Carryover</b>				\$ 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
<b>Element 2 Transit for Senior and Disabled Actual/Programming</b>		<b>\$ 16,905,957</b>	\$ 276,677	\$ 534,025	\$ 671,308	\$ 863,617	\$ 730,335	\$ 627,197	\$ 957,016	\$ 991,414	\$ 956,701	\$ 910,679	\$ 808,354	\$ 950,000
<b>Element 2 Carryover</b>			\$ 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
<b>Element 3 Revenue &amp; Programming</b>														
<b>Element 3.1 School Safety and Congestion Programmed - Crossing Guard</b>	25%	<b>\$ 12,075,684</b>	\$ 584,561	\$ 541,561	\$ 557,493	\$ 554,240	\$ 564,417	\$ 569,915	\$ 566,790	\$ 574,066	\$ 552,732	\$ 571,026	\$ 548,884	\$ 546,250
<b>Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Crossing Guard</b>		<b>\$ 3,712,000</b>	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 246,000	\$ 246,000	\$ 320,000	\$ 150,000	\$ 175,000	\$ 150,000
<b>Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Crossing Guard</b>		<b>\$ 3,726,353</b>	\$ 134,375	\$ 139,437	\$ 164,874	\$ 157,882	\$ 167,784	\$ 246,000	\$ 246,000	\$ 320,000	\$ 150,000	\$ 175,000	\$ 175,000	\$ 150,000
<b>Element 3.1 Carryover to Element 3</b>		<b>\$ (14,353)</b>	\$ 15,625	\$ 10,563	\$ (14,874)	\$ (7,882)	\$ (17,784)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Element 3.1 School Safety and Congestion Programmed - Street Smart</b>		<b>\$ 500,000</b>	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 25,000
<b>Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Street Smart</b>		<b>\$ 483,004</b>		\$ 9,665	\$ 11,853	\$ 40,914	\$ 28,026	\$ 27,220	\$ 40,326	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 25,000
<b>Element 3.1 Carryover to Element 3</b>		<b>\$ 16,996</b>	\$ 25,000	\$ 15,335	\$ 13,147	\$ (15,914)	\$ (3,026)	\$ (2,220)	\$ (15,326)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Element 3.2 Commute Alternatives Programmed</b>		<b>\$ 5,196,000</b>	\$ 180,000	\$ 130,000	\$ 385,000	\$ 160,000	\$ 267,000	\$ 130,000	\$ 270,000	\$ 358,000	\$ 345,000	\$ 413,000	\$ 320,000	\$ 413,000
<b>Element 3.2 Commute Alternatives Actual/Anticipated Expenditure</b>		<b>\$ 4,245,150</b>	\$ 61,238	\$ 152,698	\$ 164,073	\$ 105,288	\$ 121,578	\$ 115,212	\$ 193,073	\$ 304,046	\$ 274,124	\$ 259,681	\$ 319,137	\$ 350,000
<b>Element 3.2 Carryover to Element 3</b>		<b>\$ 886,987</b>	\$ 118,762	\$ (22,698)	\$ 220,927	\$ 54,712	\$ 145,422	\$ 14,788	\$ 76,927	\$ 53,954	\$ 70,876	\$ 153,319	\$ 863	\$ 63,000
<b>Element 3.3 Alternative Fuel Promotion Programmed</b>		<b>\$ 5,526,086</b>	\$ 90,000	\$ 125,000	\$ 255,000	\$ 250,000	\$ 240,000	\$ 240,000	\$ 240,000	\$ 435,000	\$ 345,000	\$ 488,422	\$ 345,000	\$ 453,332
<b>Element 3.3 Alternative Fuel Promotion Actual/Anticipated Expenditure</b>		<b>\$ 3,427,855</b>		\$ 5,740	\$ 37,847	\$ 63,728	\$ 27,500	\$ 56,353	\$ 61,390	\$ 222,460	\$ 212,300	\$ 317,869	\$ 166,668	\$ 345,000
<b>Element 3.3 Carryover to Element 3</b>		<b>\$ 2,098,231</b>	\$ 90,000	\$ 119,260	\$ 217,153	\$ 186,272	\$ 212,500	\$ 183,647	\$ 178,610	\$ 212,540	\$ 132,700	\$ 170,553	\$ 178,332	\$ 108,332

Measure B Vehicle Registration Fee Revenue and Programming Summary Sheet (2nd 10-Year)												
	Share	13 FY2023-24	14 FY2024-25	15 FY2025-26	16 FY2026-27	17 FY2027-28	18 FY2028-29	19 FY2029-30	20 FY2030-31	21 FY2031-32	22 FY2032-33	3rd 10 Yr Total
<b>Gross Revenue</b>		\$ 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
<b>Less One-Time Election Cost</b>												
<b>Less 5% TAM Administration Fee</b>		\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 112,500	\$ 1,125,000
<b>Net Revenue for Elements</b>		\$ 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
<b>Element 1 Revenue &amp; Programming</b>												
<b>Element 1.1 Enhanced Bicycle &amp; Pedestrian Safety Improvements on Local Network</b>	35%	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 7,481,250
<b>Element 1.1 Enhanced Bicycle &amp; Pedestrian Safety Improvements on Local Network + Carryover</b>		\$ 751,813	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	\$ 748,125	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	
<b>Element 1.1 Enhanced Bicycle &amp; Pedestrian Safety Improvements on Local Network Programming</b>		\$ 3,744,313					\$ 3,740,625					
<b>Element 1.1 Carryover</b>		\$ (2,992,500)	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	\$ (2,992,500)	\$ (2,244,375)	\$ (1,496,250)	\$ (748,125)	\$ (0)	
<b>Element 1.2 Bike/Ped Pathways Revenue</b>	5%	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 1,068,750
<b>Element 1.2 Bike/Ped Pathways Revenue + Carryover</b>		\$ 522,205	\$ 529,080	\$ 529,080	\$ 529,080	\$ 529,080	\$ 529,080	\$ 529,080	\$ 529,080	\$ 529,080	\$ 529,080	
<b>Element 1.2 Bike/Ped Pathways Programming</b>		\$ 100,000	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	\$ 106,875	
<b>Element 1.2 Carryover</b>		\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	\$ 422,205	
<b>Element 2 Revenue &amp; Programming</b>												
<b>Element 2 Transit for Senior and Disabled Revenue</b>	35%	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 748,125	\$ 8,246,000
<b>Element 2 Transit for Senior and Disabled Revenue + Carryover</b>		\$ 895,510	\$ 748,635	\$ 751,760	\$ 754,885	\$ 753,010	\$ 751,135	\$ 749,260	\$ 752,385	\$ 750,510	\$ 748,635	
<b>Element 2 Transit for Senior and Disabled Programming</b>		\$ 895,000	\$ 745,000	\$ 745,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 745,000	\$ 750,000	\$ 750,000	\$ 748,635	
<b>Element 2 Carryover</b>		\$ 510	\$ 3,635	\$ 6,760	\$ 4,885	\$ 3,010	\$ 1,135	\$ 4,260	\$ 2,385	\$ 510	\$ -	
<b>Element 3 Revenue &amp; Programming</b>												
<b>Element 3.1 School Safety and Congestion Programmed - Crossing Guard</b>		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,500,000
<b>Element 3.1 School Safety and Congestion Anticipated Expenditure - Crossing Guard</b>		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,500,000
<b>Element 3.1 Carryover to Element 3</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Element 3.1 School Safety and Congestion Programmed - Street Smart</b>		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 250,000
<b>Element 3.1 School Safety and Congestion Anticipated Expenditure - Street Smart</b>		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 250,000
<b>Element 3.1 Carryover to Element 3</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Element 3.2 Commute Alternatives Programmed</b>		\$ 250,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,825,000
<b>Element 3.2 Commute Alternatives Anticipated Expenditure</b>		\$ 250,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,825,000
<b>Element 3.2 Carryover to Element 3</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Element 3.3 Alternative Fuel Promotion Programmed</b>		\$ 336,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 2,019,332
<b>Element 3.3 Alternative Fuel Promotion Anticipated Expenditure</b>		\$ 336,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,911,000
<b>Element 3.3 Carryover to Element 3</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,332

## 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:

<b>Performance Measure</b>	<b>Metric</b>
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 provided
Ambassador Program (Fare Assistance Program)	Low Income Scholarships provided (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**

<b>Performance Measure</b>	<b>Metric</b>
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**

<b>Performance Measure</b>	<b>Metric</b>
Encourage Electric Vehicle (EV) Adoption	New sales data for EVs
EV Charger Deployment	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**

THIS PAGE LEFT BLANK INTENTIONALLY



Item 7b - Attachment B

# Measure B Strategic Plan

Transportation Authority of Marin  
Board of Commissioners

July 27, 2023



# Background

- The Marin County Vehicle Registration Fee (VRF) was approved by voters as Measure B in November 2010
- The Measure B Expenditure Plan underwent a review process in 2022
- The review process concluded when the TAM Board adopted the Amended Measure B Expenditure Plan in February 2023
- The Amended Measure B Expenditure Plan also called for the development of a Measure B Strategic Plan



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

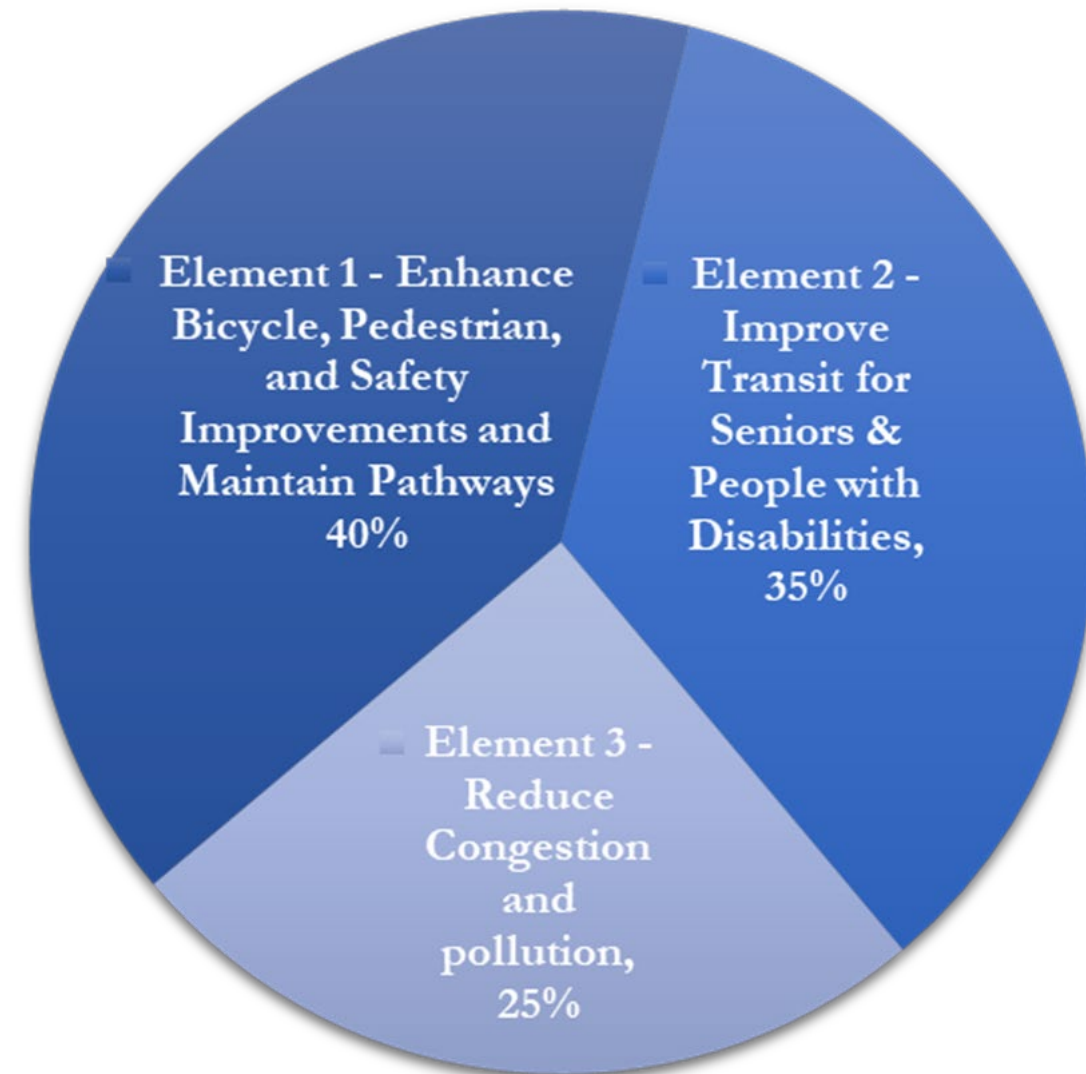
Originally Adopted July 28, 2011  
 Revised July 27, 2023 (pending)





# Measure B Funding by Element

- Element 1 – Bicycle, Pedestrian, and Safety Improvements and Pathways Maintenance
- Element 2 – Transit for Seniors and People with Disabilities
- Element 3 – Reduce Congestion and Pollution
  - Crossing Guard Program
  - Commute Alternatives
  - Alternative Fuels Infrastructure and Promotion



# 2023 Measure B Strategic Plan

- 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
- An estimated \$2.3 million is collected annually in VRF revenues for transportation projects and programs in Marin
- Measure B is based on vehicles registered in Marin County, so the funds are steady with little fluctuation year to year
- While funds are steady, buying power diminishes over time
- The adopted 2023 Amended Measure B Expenditure Plan includes modest changes from the 2010 Measure B Expenditure Plan

# Notable Changes to the 2023 Measure B Strategic Plan

- Element 1.1 funding focus
  - 35% funding share
  - Existing distribution formula (50% population and 50% lane miles)
  - Funds used for bike/pedestrian and safety improvement projects instead of traditional local street and road rehab projects
  - Funds allocated based on an estimated five years of revenue
  - Reimbursement schedule developed based on project readiness
- Element 1.2 use of carryover funds
  - 5% funding share
  - The TAM Board now has the discretion to redirect carryovers over \$250,000 to any countywide pathway planning, maintenance, or construction needs.
  - Staff will return at a later time with options for the carryover funds



# Notable Changes (cont.)

- No changes for Elements 2 and 3
  - Element 3 preserves existing policy with no fixed percentage for each sub-element to maintain flexibility for programs
- COC Membership
  - The Measure B Expenditure Plan was amended to allow the Board the authority to review and adjust the COC membership structure when necessary
- Performance metrics for each element and sub-element
  - Included for each element and sub-element to gauge how well they meet the goals of Measure B
  - Developed and reviewed with COC and fund recipients



# COC Membership

- 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 B Strategic Plan, and in the Draft Measure A/AA Strategic Plan to ensure consistency on the same issue among the strategic plans

# Public Comment Period

- Updates to the Measure B Strategic Plan must be approved by the TAM Board, following a noticed public hearing and a 30-day public comment period
- On June 22, 2023, the TAM Board released the Draft 2023 Measure B Strategic Plan for the required 30-day public comment period
- The 30-day public comment period ended on July 22, 2023
- As of July 20, 2023, no public comments were received



# Next Steps

- Upon adoption, the Measure B Strategic Plan will be posted on TAM's website and communicated to local agencies and stakeholders
- Allocations based on the FY2023-24 Budget and the Measure B Strategic Plan are anticipated for July, including:
  - Measure B Element 1.1 Bicycle, Pedestrian, and Safety Improvement Projects (Item 9)
  - Measure B Element 2 Marin Transit Paratransit Program (Item 8c)



# Questions and Feedback

---

Thank you!





**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Marin Transit's Annual Presentation (Discussion), Agenda Item No. 8a

---

**RECOMMENDATION**

No action is needed. This is a discussion item only.

**BACKGROUND**

Marin Transit's General Manager, Nancy Whelan, will be presenting at the July 27, 2023 TAM Board meeting on Marin Transit's activities performed in FY2022-23 and planned activities for FY2023-24 that are the subjects of Items 8b and 8c involving the allocations of Measures A/AA and B funds, respectively. Marin Transit staff also provided an annual presentation to the TAM Citizens' Oversight Committee (COC) on July 17, 2023.

**FISCAL IMPACTS**

There are no fiscal impacts with this presentation as a discussion item.

**NEXT STEPS**

There are no next steps with Marin Transit's Annual Presentation unless issues arise during the TAM Board meeting on July 27, 2023 that necessitate follow-up actions.

**ATTACHMENTS**

Attachment A – Marin Transit's Presentation

THIS PAGE LEFT BLANK INTENTIONALLY



# Marin Transit Update

TAM BOARD



# Agenda

- 01** FY2022/23 Highlights
- 02** FY2023/24 Budget
- 03** Fixed Route Operations
- 04** Marin Access Operations
- 05** School Service
- 06** Capital Program and Grant Awards
- 07** Measure AA and Measure B Allocation Requests

# FY2022/23 Highlights



# FY2022/23 Highlights

- \$31.5 Grant Award for Facility
- OBAG Grant for Key Corridor Improvements
- Transit Fiscal Cliff – New state funding for transit
- Marin Transit – Strong rider retention and short-term fiscal stability
- Service Changes
  - Fixed Route change to increase reliability
  - Marin Access responding to changing conditions



# Marin Transit Services FY 22/23



**Local Bus Service**  
Operated by:



**Supplemental School**  
Operated by:



**Muir Woods Shuttle**  
Operated by:



**On Demand (Connect)**  
Operated by:



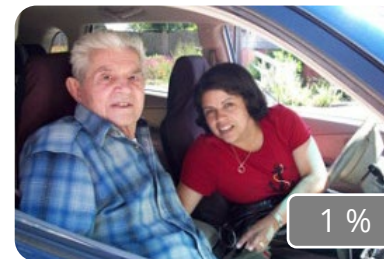
**Community Shuttles**  
Operated by:



**Local Paratransit**  
Operated by:



**Rural Stagecoach**  
Operated by:

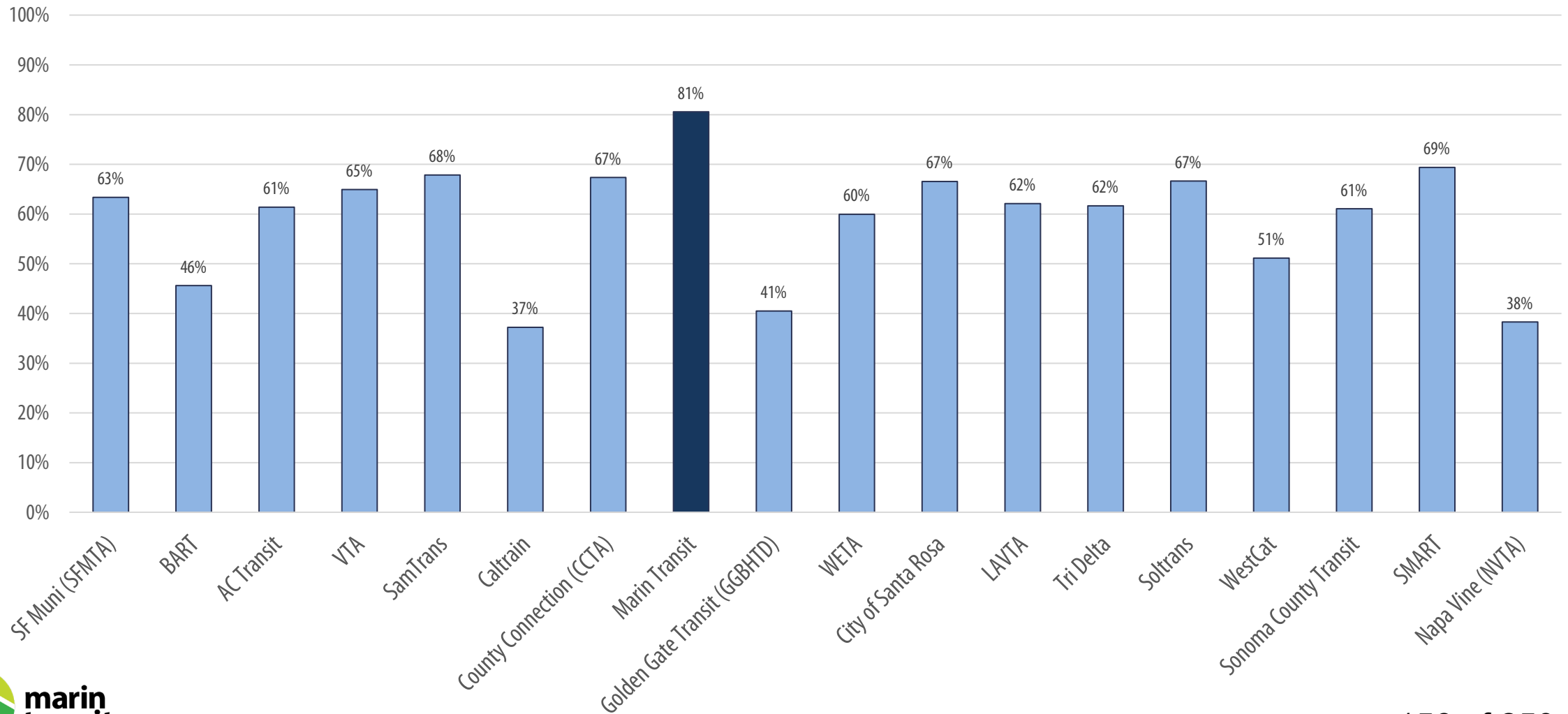


**Mobility Management**  
In partnership with:



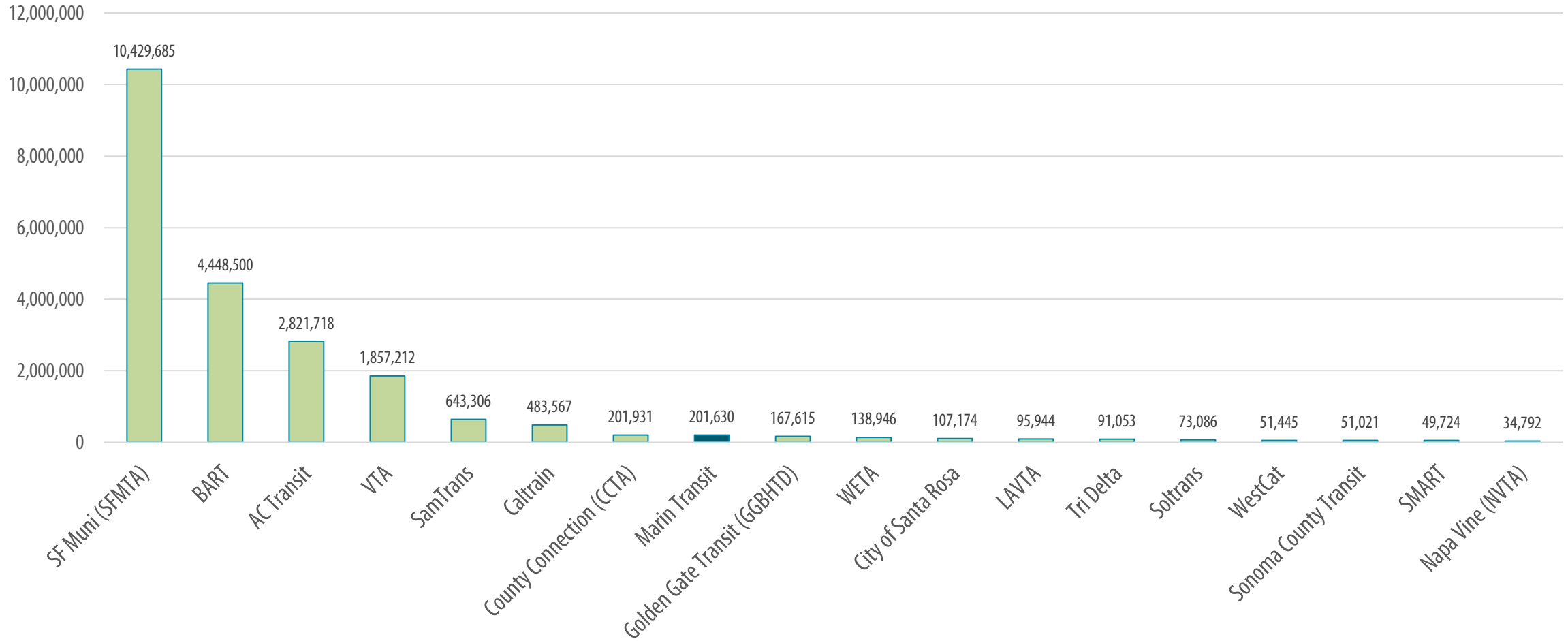
→ % of total ridership

# % Pre-COVID Ridership (Feb 2020 vs Feb 2023)





# Monthly Ridership (February 2023)



# Fiscal Challenges for Bay Area Transit Operators

- Pandemic and other economic conditions have negatively impacted transit agencies
- Ridership on commuter-based systems is recovering much slower than local bus systems
- Fare dependent (typically commuter focused) agencies are facing near-term fiscal cliffs
- Marin Transit financial outlook is stable for the next 5 years



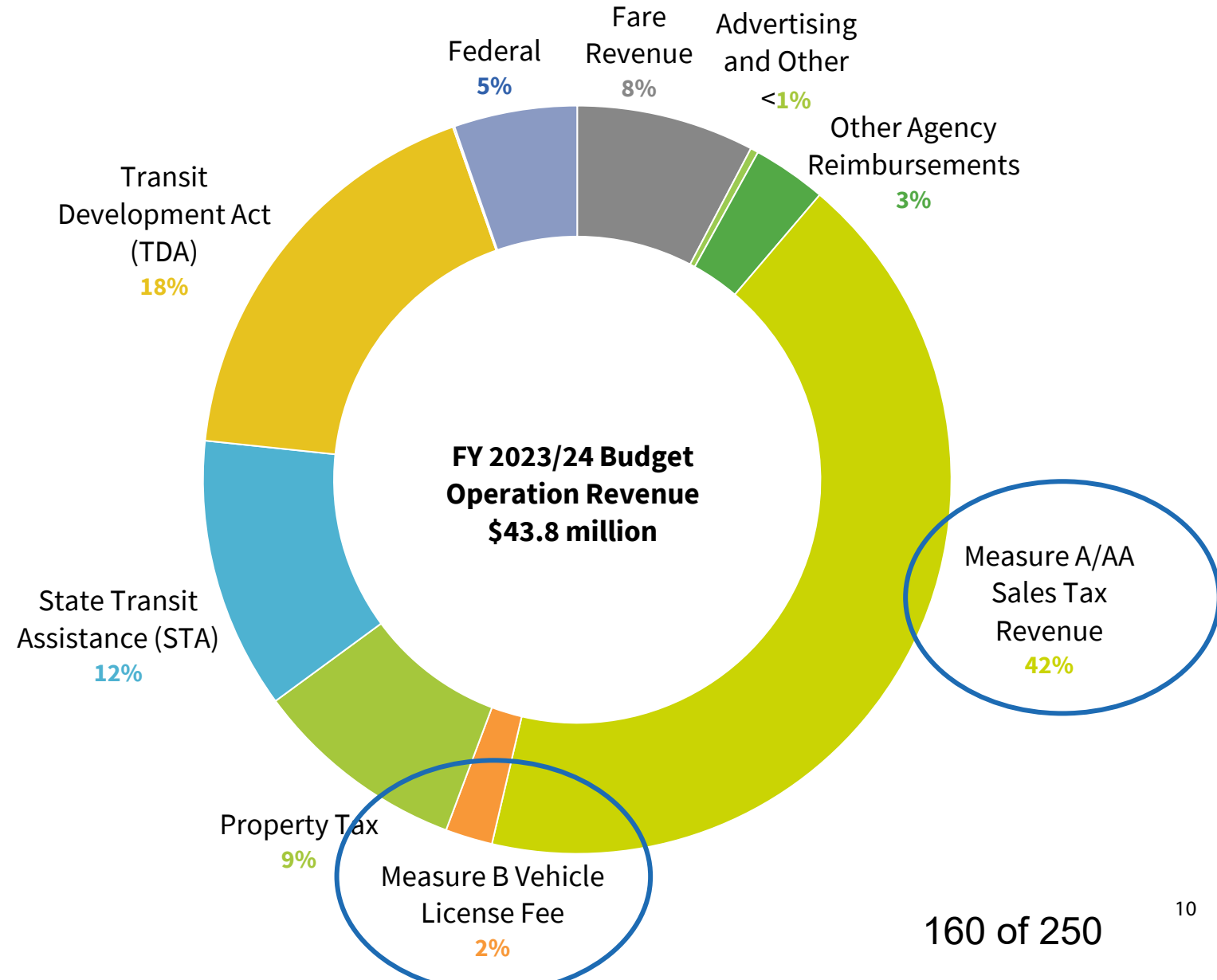
# FY2023/24 Budget

# Operations Revenue

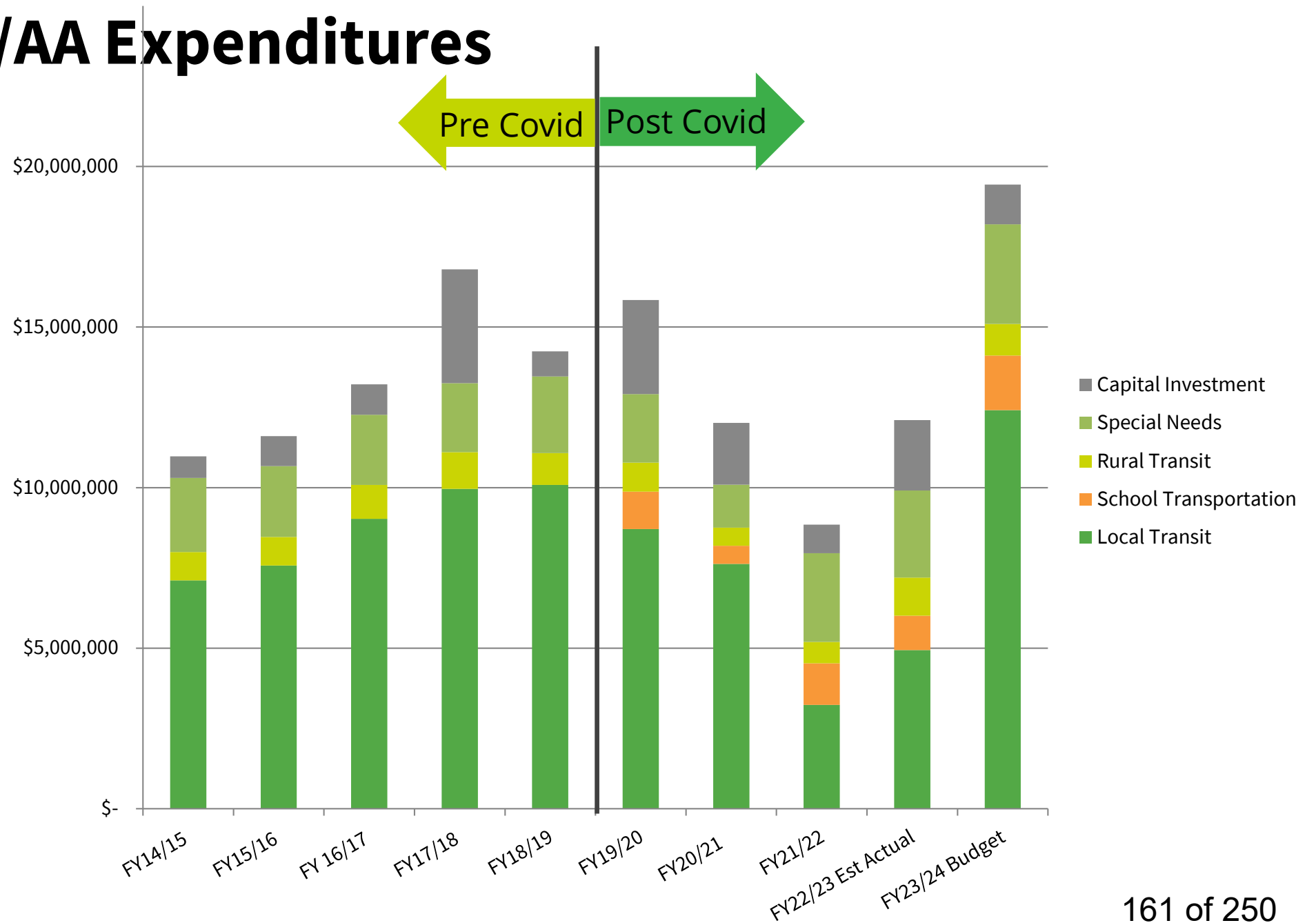
Return to a reliance on Measure AA funding for operations

## Post Pandemic Revenue Fluctuations

- Drop in federal relief revenues
- Increase in Measure AA expenditures
- State revenue swings

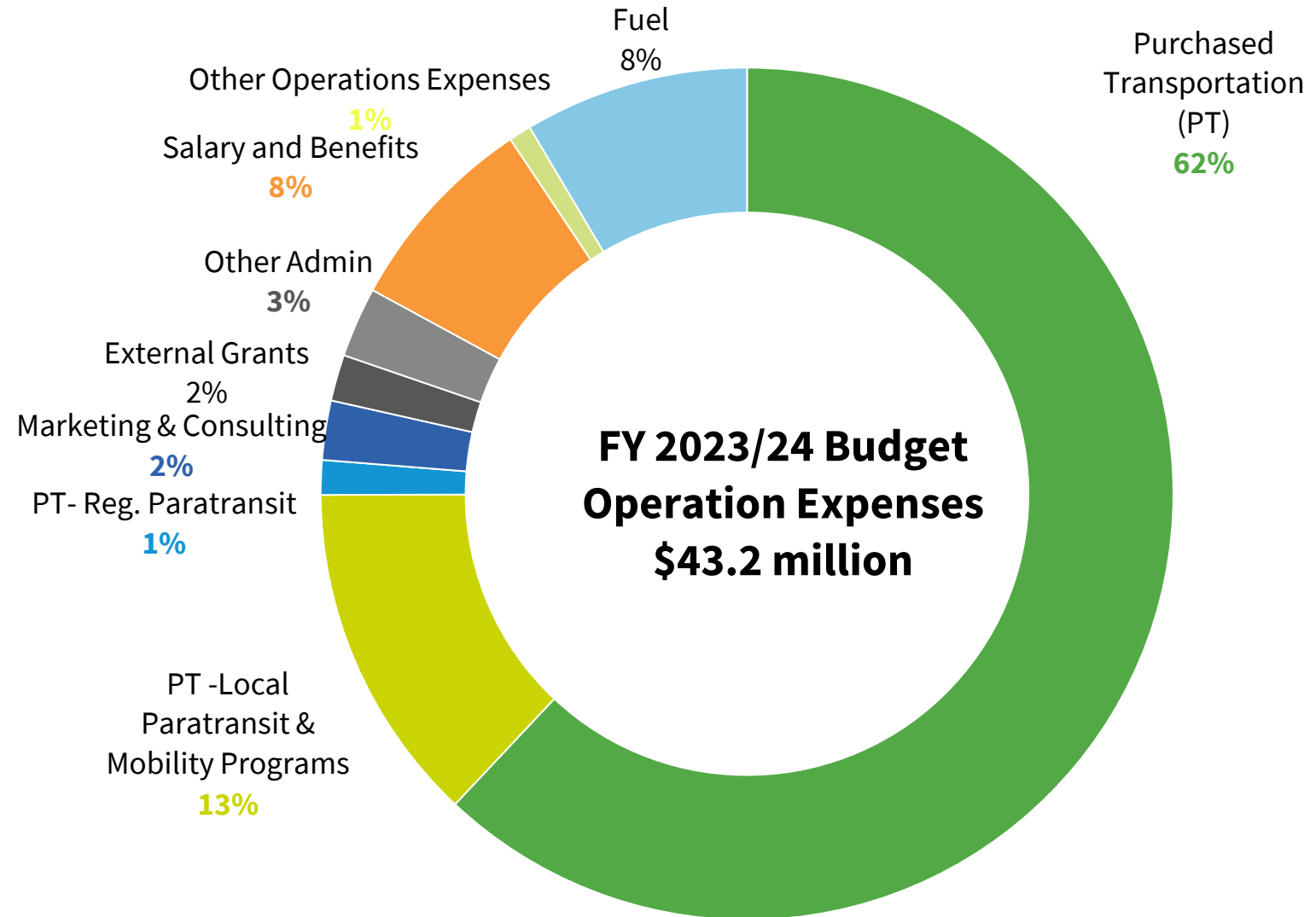


# Measure A/AA Expenditures



# Operations Expense

- Purchased Transportation
- Fuel
- Program Budgets
  - Administration
  - Local
  - Yellow Bus
  - Rural
  - Marin Access





# Fixed Route Operations



# Local Service

\$27.6 million Budget

- 64% of Operations cost
- Measure A/AA 45% of Revenues
- Similar level of service to FY22-23
- 10% increase in Purchased Transportation Costs
- 7% increase in fuel
- Operated by GGBHTD & Marin Airporter
- Service Adjustments effective June 2023



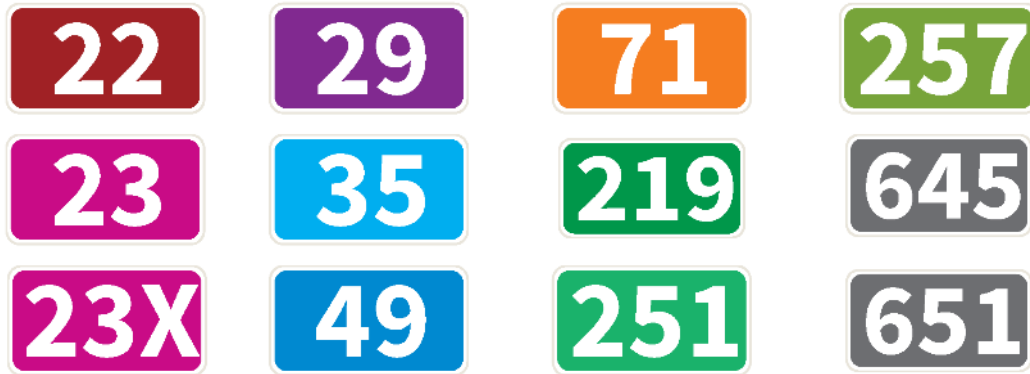


# Overview of Service Changes in 2023

- Purpose is to address:
  - Decreasing reliability due to labor shortages, traffic congestion
  - Reductions in regional bus service in the County
- Includes 12 of the 24 fixed route services
- Estimated decrease of **2.1%** of all fixed route service (revenue hours)
- Estimated decrease of **7.5%** of peak vehicle pullouts (# of vehicle used)
- Changes effective **June 11, 2023**

# 2023 Service Changes

Effective June 11, 2023



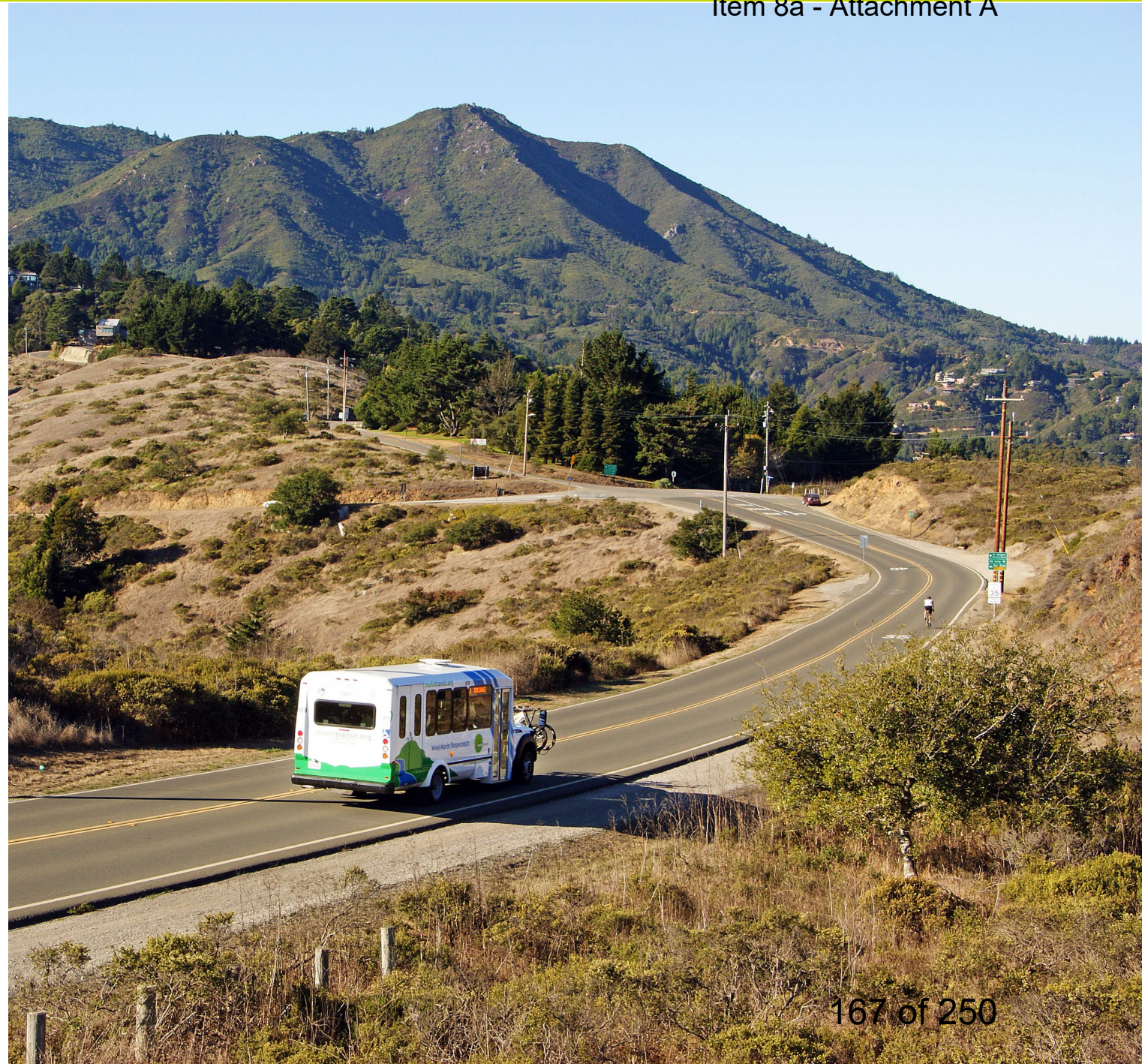
Route	Alignment Change	Service Level Change (frequency or span of service)	Cancel	Replacement Service
22	(-)	(-)		
23	(+)	(+)		
23x			X	23
29	(+/-)	(+/-)		
35	(-)			
49	(+)			
71		(+)		
219	(-)	(-)		
251			X	49, 257
257	(+)	(+)		
645			X	35
651			X	49, 257



# Rural Service

\$2.7 million Budget

- Operation by Marin Airporter
- No change to service levels
- \$300,000 in FTA Section 5311 funds
- \$984,484 in Measure A/AA
- Measure A/AA funds 38% of costs





# Marin Access Operations

# Marin Access Program FY 22/23



## Paratransit

Door-to-door, shared ride service for ADA-eligible riders



## Travel Navigators

One-stop resource for program information & eligibility



## Volunteer Driver

Mileage reimbursement for seniors & people with disabilities



## Travel Training

Group presentations on public transit & other mobility options



## Catch-A-Ride

Discounted taxi rides for seniors & people with disabilities



## Fare Assistance

Fare assistance for those that qualify via Medi-Cal or income



## Marin Transit CONNECT

On-demand, general public shuttle service



## Dial-A-Ride

Pre-scheduled, general public shuttle service



# Marin Access Key Challenges

- Ridership has not recovered since the pandemic
- Costs are not leveling off due to reduced demand
- Labor shortages reduce service reliability
- Resources are spread across a lot of programs
- Evaluation of the Connect Pilot program showed low cost-effectiveness
- Contract changes effective July 1, 2023

# Marin Access - Overview of Changes

Effective July 1, 2023



- **Catch-A-Ride** – Enhance program & offer two voucher types as 12-month pilot program
  - Paper voucher (taxi)
  - Digital voucher (Uber)
- **Novato Dial-A-Ride** – Cancel and replace with enhanced Catch-A-Ride pilot program
- **Connect** – Cancel and replace with enhanced Catch-A-Ride pilot program
- **Volunteer Driver** – Increase reimbursement rate to \$0.70 / mile





# Marin Access Budget

\$7.8 million Budget

Funding Sources:

Measure A/AA	41%
Measure B	12%
FTA Section 5307	14%
FTA Section 5310	4%
Property Tax	9%
GGBHTD	18%
Fare Revenue	2%



# School Service



# School Bus Service

## Measure AA Funding:

- \$626,829 - Fixed route services to middle and high schools
- \$320,431 - Ross Valley yellow bus
- \$752,740 - Grants to other County yellow bus programs

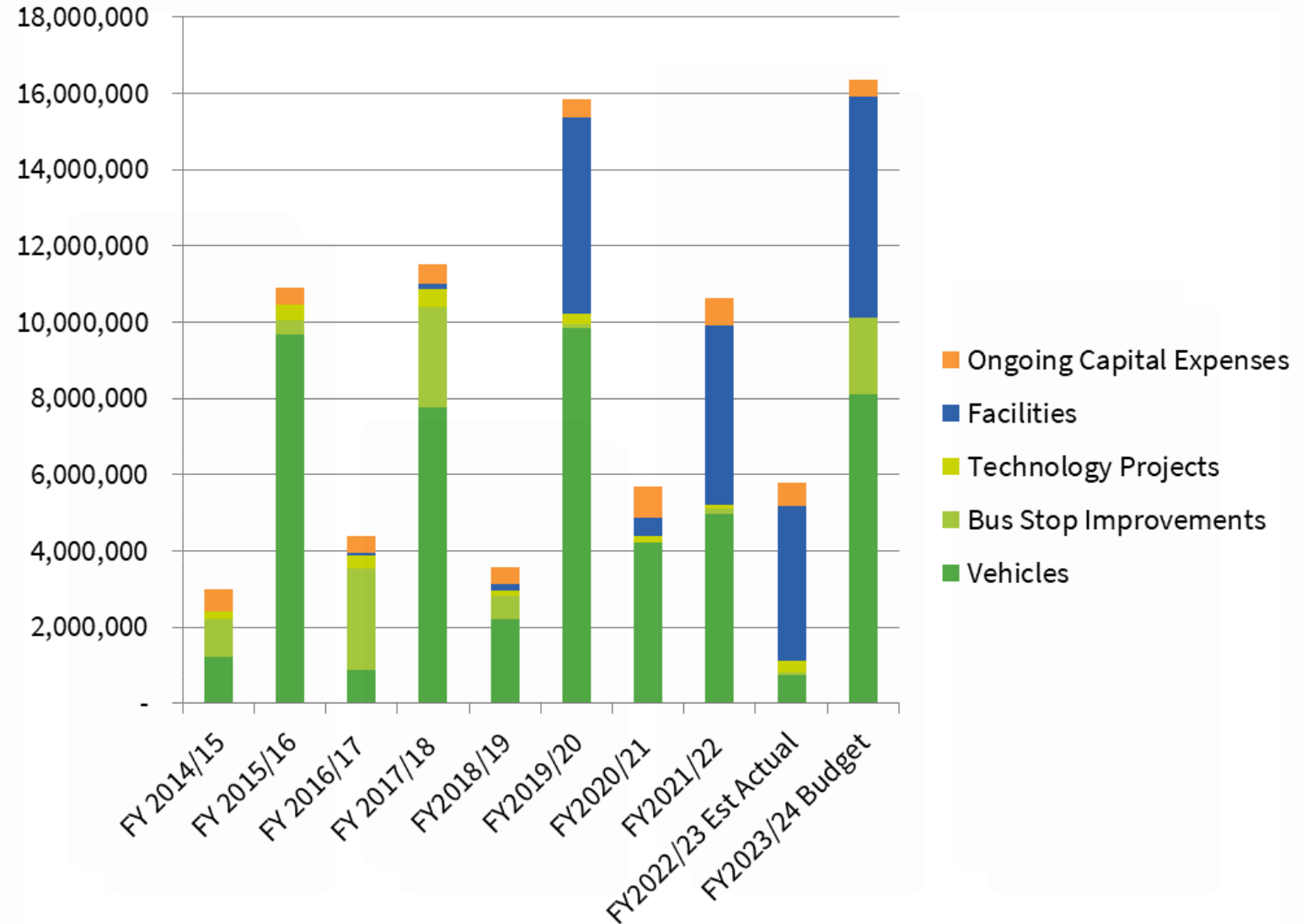


# Capital Program

# Capital Budget

\$16.4 million Budget

- 15% funded with Measure A/AA
- Seven 35-ft Hybrids
- 10 paratransit vehicles
- Electric Paratransit/Shuttle
- \$5.8 million for facilities
  - Yellow bus parking
  - Paratransit driver break room
  - Construction of parking, solar and improvements at 3010/3020 Kerner
- Bus stop improvements
- Corridor Improvements Project



# Electric Bus Maintenance Facility and Yard

FTA Grant	\$31,535,000 (68%)
Local Match	<u>\$15,143,000</u> (32%)
Total project	<b>\$46,678,000</b>


## Goals

- Meet fleet electrification requirements
- Increase competition for future service operation contracts
- Reduce long term risks


## Needs

- Electric charging and parking for 40 larger buses
- 3 – 5 bus bay maintenance facility
- Employee parking
- 4 – 5 acre site
- Good access to US-101




**Congressman Jared Huffman** 1h · 🌐

Big news: I've helped secure over \$41 million in grants from the Bipartisan Infrastructure Law to upgrade our bus fleets in Marin and Santa Rosa! It's part of a \$1.7B nationwide investment that comes with a ton of benefits for our community and planet.



INFRASTRUCTURE LAW  
**INVESTING IN AMERICA**  
**\$41.4 MILLION**  
*to invest in greener, more modern buses and facilities in Marin and Santa Rosa*  
**JARED HUFFMAN**  
U.S. CONGRESSMAN SERVING CALIFORNIA'S 11<sup>TH</sup> DISTRICT

👍❤️ 17

1 comment



# Allocation Requests



# Measure A/AA Allocation Request

Measure A Strategy 1 – Local Bus Transit	FY 23/24 Requested Amount
1.1 Maintain and Expand Local Bus Transit Service	\$712,000
1.2 Maintain & Expand Rural Bus Transit System	\$57,672
1.3 Maintain & Expand Transit Services for Those with Special Needs	\$173,194
1.4 Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$115,522
<b>Measure A Total</b>	<b>\$1,058,388</b>

Measure AA Category 4 – Local Bus Transit	FY 23/24 Requested Amount
4.1 Bus Transit Service	\$13,000,000
4.2 Rural/Recreational Bus Services	\$926,812
4.3 Transit Services for Special Needs	\$2,934,903
4.4 Transit Services to Schools	\$1,700,000
4.5 Bus Transit Facilities	\$1,235,748
<b>Measure AA Total</b>	<b>\$19,797,463</b>

---

**Total Allocation Request** **\$20,855,851**

# FY 2023/24 Measure B Allocation Request

Measure B	Requested Amount
1 Staffing for Mobility Management Program	\$100,000
2 Support and Enhance Paratransit (Travel Navigator Program, Operations Support and Marketing)	\$190,000
3 "Paratransit Plus" program (Catch A Ride)	\$300,000
4 Other programs to provide mobility to seniors (Volunteer Driver, Innovation Incubator & Marin Access Fare Assistance)	\$290,000
<b>Total Allocation Request</b>	<b>\$895,000</b>

# Questions?

**Nancy Whelan**

[nwhelan@marintransit.org](mailto:nwhelan@marintransit.org)

**(415) 226-0855**

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Allocate FY2023-24 Measure AA and Measure A Reserve Funds to Marin Transit (Action), Agenda Item No. 8b

---

## RECOMMENDATION

The TAM Board allocates \$20,855,851 in Measure AA and Measure A Reserve funds to Marin Transit for its operational and capital needs in FY2023-24.

## BACKGROUND

Category 4 of the Measure AA Expenditure Plan is to maintain and expand efficient and effective local transit services in Marin County to reduce congestion and meet community needs, including services to schools and specialized service for seniors and persons with disabilities. Category 4 includes the following six sub-categories:

- 4.1 - Maintain & improve existing transit service in areas that can support fixed-route service
- 4.2 - Maintain & expand the rural and recreational bus services, such as the West Marin Stagecoach
- 4.3 - Maintain & expand transit services and programs for those with special needs
- 4.4 - Provide transit services to schools to reduce local congestion
- 4.5 - Invest in bus transit facilities for a clean and efficient transit system
- 4.6 - Expand access to ferries and regional transit, funds to be requested and managed by the Golden Gate Bridge Highway and Transportation District (GGBHTD)

Since the passage of Measure AA in 2018, Measure AA funds from Category 4 have been allocated to Marin Transit annually. Measure AA funds not requested or unused at the end of each fiscal year are carried over and available in the following fiscal year. Funds dedicated to Category 4.6 will be separately requested by GGBHTD at a later date.

In addition to Measure AA funds, Measure A Reserve funds are also available in FY2023-24. Measure A Reserve funds are available until they are exhausted, as discussed below.

## DISCUSSION

The available funds for Marin Transit in FY2023-24 include a combination of Measure AA, Measure A Reserve, and Measure B funds. The availability and allocation of Measure B funds will be discussed and considered separately under Item 8c of this agenda. The breakdown for Measure AA and Measure A Reserve funds is shown below in Table 1.

## **Scope of Services**

Marin Transit, responsible for local transit service within Marin County, provided over 2.8 million unlinked passenger trips per year and over 225,000 revenue hours of service with a fleet of 79 buses in FY2022-23. Marin Transit delivers services through contract operators, including GGBHTD, Marin Airporter, and Transdev.

Marin Transit retained and recovered ridership during the pandemic at a higher rate than peer agencies. Marin Transit's current fixed route ridership is at approximately 90% of pre-COVID levels. Essential workers and the transit dependent continued to rely on Marin Transit's core services. Ridership on Paratransit and other Marin Access programs has recovered more slowly, and Marin Transit's FY2023-24 budget includes operations to serve 60% of pre-pandemic paratransit ridership.

Local voter approved funds from TAM continue to be critical in allowing Marin Transit to budget for operation of existing service levels and fund innovative programs like yellow bus service, rural service in West Marin, and service to recreational locations like Muir Woods and Stinson Beach. The federal relief funds Marin Transit received during the pandemic are now fully expended. Transit operators, including Marin Transit, continue to face increasing costs for purchased transportation due to high inflation and labor shortages. Marin Transit will be implementing changes to its fixed route service and Marin Access programs to offset rising costs. Measure AA revenue is budgeted to provide 43% of Marin Transit's operations revenues in FY2023-24.

Details of Marin Transit's work scope for FY2023-24 can be found in Attachment A (Allocation Request Form).

## **Measure AA Funds Available**

The Measure AA Strategic Plan shows approximately \$31.4 million total available for allocation to Marin Transit in FY2023-24. This amount includes an estimated \$16.1 million in new revenue collection and approximately \$15.3 million in unallocated funds from prior years.

Marin Transit is requesting an allocation of \$19.8 million of the total \$31.4 million available for FY2023-24, leaving a carryover of approximately \$11.6 million. Marin Transit may request a subsequent allocation in FY2023-24 if needed or the carryover funds will be added to future revenue collection to be available in future years until they are exhausted.

## **Measure A Reserve Funds Available**

TAM is scheduled to collect five years of Measure AA Reserve funds to ensure a cushion is available in periods of economic downturns that adversely affect sales tax revenue collection. The TAM Board adopted a policy to release Measure A Reserve funds at a 1-to-1 ratio of the amount collected for Measure AA Reserve funds. The TAM Board also adopted a policy not to collect Measure AA Reserve funds for any years that the sales tax revenue experiences zero or negative growth so those funds can be made available to projects and programs during financially difficult times. Collected Measure A Reserve funds may be made available for distribution until the funds are exhausted.

As allowed by adopted TAM policy, Measure A Reserve funds in the amount equal to the estimated \$1.78 million in Measure AA reserve collected have been made available for allocations in FY2023-24. The proportional share of Measure A reserve funds for Strategy 1 Transit is \$1,058,388. Marin Transit is requesting the entire amount of Measure A Reserve funds available for FY2023-24. It is anticipated that additional Measure A Reserve funds will be available in FY2024-25.

### Measure A Funds

After the passage of Measure AA, unused Measure A funds were still made available to Marin Transit for allocations until the funds were exhausted. The only remaining funds of \$1,434,410 from Measure A for transit capital projects were allocated in FY2022-23, completing the fiscal obligation from Measure A for Strategy 1.

<b>TABLE 1</b>					
	<b>Previous Unallocated Funds</b>	<b>Available FY2023-24 Funds</b>	<b>Estimated Total Available</b>	<b>Requested Amount</b>	<b>Estimated Carryover</b>
<b>Measure AA Funds</b>					
4.1 Maintain & Expand Existing Transit Services	\$14,105,819	\$9,761,460	\$23,867,279	\$13,000,000	\$10,867,279
4.2 Rural and Recreational Services	\$39,407	\$887,405	\$926,812	\$926,812	\$0
4.3 Services with Special Needs	\$124,786	\$2,810,117	\$2,934,903	\$2,934,903	\$0
4.4 Transit Services for Schools	\$988,378	\$1,479,009	\$2,467,387	\$1,700,000	\$767,387
4.5 Bus Transit Facilities	\$52,541	\$1,183,207	\$1,235,748	\$1,235,748	\$0
<b>Measure AA Total</b>	<b>\$15,310,931</b>	<b>\$16,121,198</b>	<b>\$31,432,129</b>	<b>\$19,797,463</b>	<b>\$11,634,666</b>
<b>Measure A Reserve Funds</b>					
1.1 Maintain & Expand Local Bus Transit Service	\$0	\$712,000	\$712,000	\$712,000	\$0
1.2 Maintain & Expand Rural Bus Transit System	\$0	\$57,672	\$57,672	\$57,672	\$0
1.3 Maintain & Expand Transit Services with Special Needs	\$0	\$173,194	\$173,194	\$173,194	\$0
1.4 Invest in Bus Transit Facilities for Clean and Efficient Transit	\$0	\$115,522	\$115,522	\$115,522	\$0
<b>Measure A Reserve Total</b>	<b>\$0</b>	<b>\$1,058,388</b>	<b>\$1,058,388</b>	<b>\$1,058,388</b>	<b>\$0</b>
<b>Total for FY2023-24</b>	<b>\$15,310,931</b>	<b>\$17,179,586</b>	<b>\$32,490,517</b>	<b>\$20,855,851</b>	<b>\$11,634,666</b>

### Requested Amounts

Marin Transit is requesting \$20,855,851 in Measure AA and Measure A Reserve funds for FY2023-24. The remaining unrequested amount of \$11,634,666 in Measure AA will be carried over for future allocation. The remaining unrequested amount is subject to change, depending on the amount of unused funds and the final revenue collection for FY2023-24. Both figures will be finalized by October 2023 and any adjustments needed will be reflected in the carryover amount available for future allocation. TAM staff and Marin Transit staff collaborate annually to substantiate any unused and carryover funds available for future allocation.

### FISCAL IMPACTS

The requested amounts are included in the adopted FY2023-24 TAM Annual Budget and the 2023 Measure A/AA Strategic Plan.

### NEXT STEPS

Upon approval of the TAM Board, TAM will issue a funding agreement to Marin Transit for the approved allocation amounts.

### ATTACHMENTS

Attachment A – FY2023-24 Marin Transit Measure AA Allocation Request Form



THIS PAGE LEFT BLANK INTENTIONALLY

## Attachment A

## Allocation Request Form

## Transportation Authority of Marin

### Measure A/AA – Transportation Sales Tax

## Measure A

Fiscal Year of Allocation:	2023/24
Expenditure Plan:	Measure A Category 1 – Local Bus Transit Measure AA Category 4 – Local Bus Transit
Project Name:	Maintain and Expand Local Transit Services
Implementing Agency:	Marin County Transit District (Marin Transit)

#### SCOPE OF WORK

The Marin County Transit District (Marin Transit) provides local transit service within Marin County. Marin Transit provides 2.8 million unlinked passenger trips per year and provides over 225,000 revenue hours of service with a fleet of 79 buses. Marin Transit delivers services through contract operators, including Golden Gate Bridge, Highway & Transportation District (GGBHTD); Marin Airporter; and Transdev. Marin Transit's Short Range Transit Plan (SRTP) is the primary service and financial planning document for the District and includes ten years of financial projections for operations and capital programs. The District's Board adopted the most recent full SRTP on February 3, 2020 and a "mini" SRTP update on December 5, 2022.

Marin Transit retained and recovered ridership during the pandemic at a higher rate than peer agencies. Currently, fixed route ridership is at approximately 90% of pre-COVID levels. Ridership on ADA Paratransit and other Marin Access programs has recovered more slowly, and the budget includes operations to serve 60% of pre-pandemic paratransit ridership. After two years of greater than 5% inflation and sustained labor shortages, the District is experiencing higher purchased transportation costs and challenges maintaining service quality. Marin Transit is implementing fixed route service changes effective June 2023 that include a minor reduction in fixed route service designed to increase service reliability (not to reduce costs). The changes are designed to reduce the peak vehicle and driver requirements to reduce missed service. Marin Transit is also implementing changes to Marin Access programs for older adults and people with disabilities, to make changes to reflect post-pandemic rider needs, service reliability, and cost effectiveness.

Measure AA funding is critical to allow Marin Transit to continue to budget for operations of existing service levels and continue the operation of innovative programs like yellow bus service, rural service in West Marin, and service to recreational locations like Muir Woods and Stinson Beach. The federal relief funds the District received during the pandemic are now fully expended and the District's Measure AA expenditures return to pre-pandemic levels. The District continues to face increasing costs for purchased transportation due to high inflation. Measure AA revenue is budgeted to provide 43% of Marin Transit's operations revenues in FY2023/24.

**Measure A Subcategory 1.1 & Measure AA Category 4.1  
Maintain and Improve Existing Levels of Bus Transit Service**

Major programs funded under this sub-strategy include local fixed route, community shuttle service, supplemental school service, and the Muir Woods seasonal shuttle. All services are operated under contract, and the direct contract service costs are 80% of budgeted expenses. Other major expenses include consultant services (ride checks, service contract audits, grant funded studies), directly purchased fuel, communication, marketing, and staff time for contract oversight. The requested \$13,712,000 of Measure A and Measure AA funds will provide 45% of the needed revenues to operate the local fixed route service.

The local service budget (including supplemental school service) for FY 2023/24 is \$30.1 million. It represents a 6% increase over the prior year revised budget and continues a similar level of service with service adjustments effective June 11, 2023 to reflect ridership changes from the pandemic and respond to Golden Gate Transit reductions in regional service in the highway 101 corridor.

**Figure 1: Local Service Hours by Program**

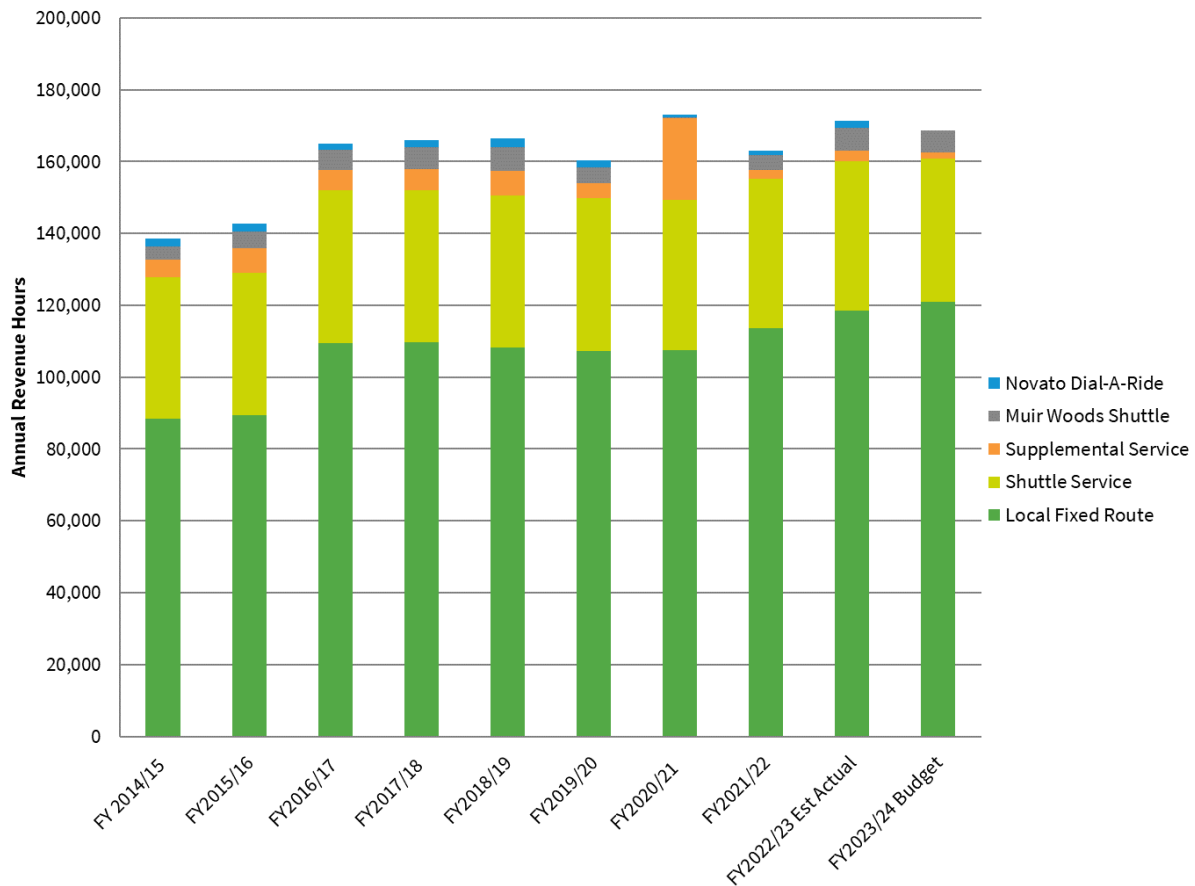
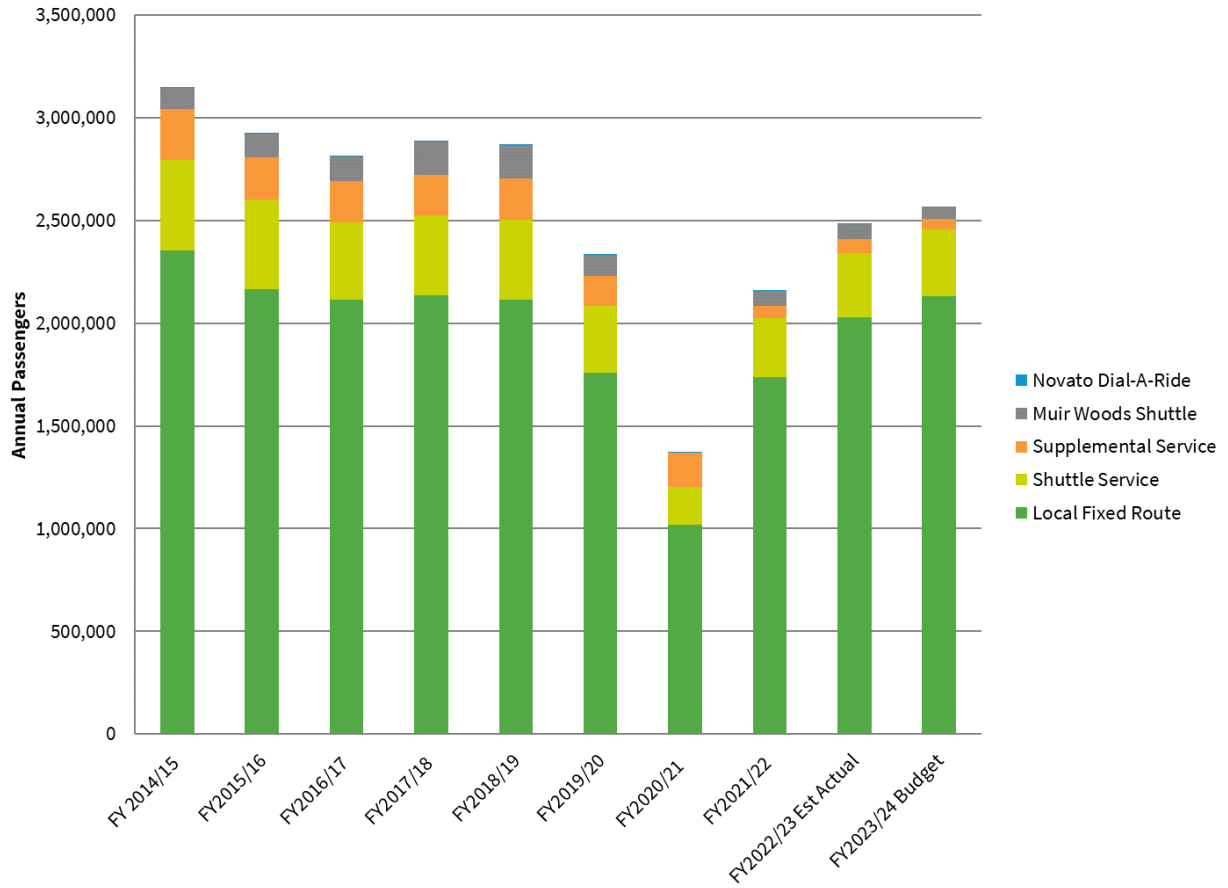


Figure 2: Local Passenger Trips by Program



Highlights for this sub-strategy in the coming year:

- Ridership continues to be strong at 90% of pre-pandemic levels
- Service changes to increase reliability
- Evaluation of service options for Muir Woods Shuttle

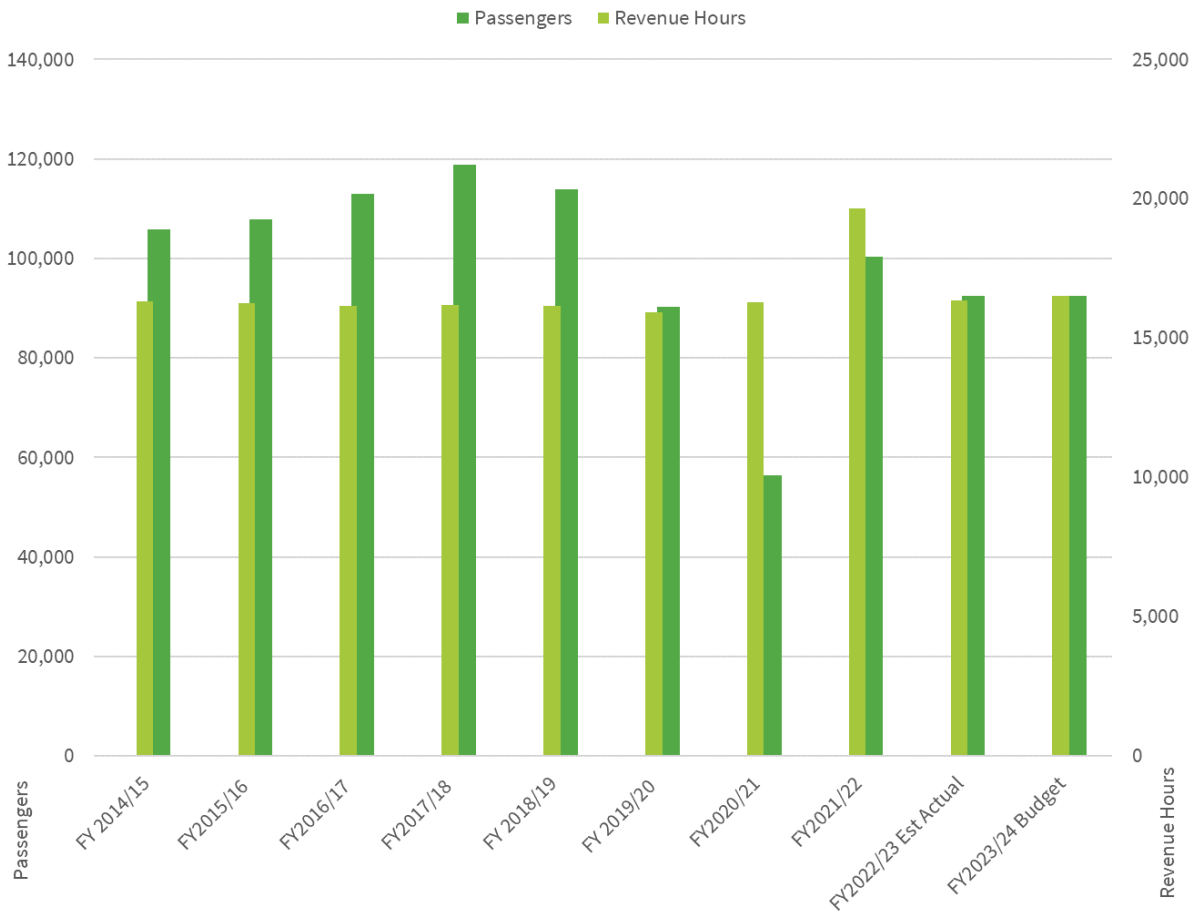
**Measure A Subcategory 1.2 & Measure AA Category 4.2**  
**Maintain and Expand Existing Levels of Rural and Recreational Bus Services**

Rural service is operated as the West Marin Stagecoach (Stagecoach) and includes northern Route 68 and southern Route 61. Starting July 1, 2023, the West Marin Stagecoach, Routes 68 and 61, is operated under contract with Marin Airpporter. The rural Dial-A-Ride program is re-branded as the Marin Access Shuttle program effective June 30, 2023.

Since Rural service provides lifeline connections to rural communities, these services continued to operate throughout the COVID-19 pandemic. Marin Transit temporarily added 1,050 service hours to Route 61 to address overcrowding due to capacity limits in FY2021/22. Service levels are now back to the pre-COVID level of 16,500 revenue hours per year, but ridership is not back to the pre-COVID level (Figure 3)

The allocation request of \$984,484 will fund 38% of Rural costs in FY2023/24.

**Figure 3: Rural Service Hours and Unlinked Passenger Trips by Fiscal Year**



Highlights for this sub-strategy in the coming year:

- Re-brand rural dial-a-ride program as Marin Access Shuttles

### Measure A Subcategory 1.3 & Measure AA 4.3

#### Maintain and Expand Transit Services and Programs for those with Special Needs

---

Marin Transit has been very successful in meeting the goal of sub-strategy 1.3 and has pioneered new programs to increase mobility for those with special needs under the Marin Access banner. Marin Access goes beyond the required operation of local paratransit to expand services for seniors and the disabled. In addition to providing traditional ADA mandated paratransit services, with the help of Measure AA and Measure B, Marin Transit provides travel training, subsidizes taxi services, Connect, an on demand pilot program, and volunteer driver programs.

The COVID-19 pandemic severely impacted demand for paratransit and other mobility management services. Ridership for FY2022/23 is at 45% of historic levels and the District is budgeting for 60% of pre-COVID levels for FY2023/24.

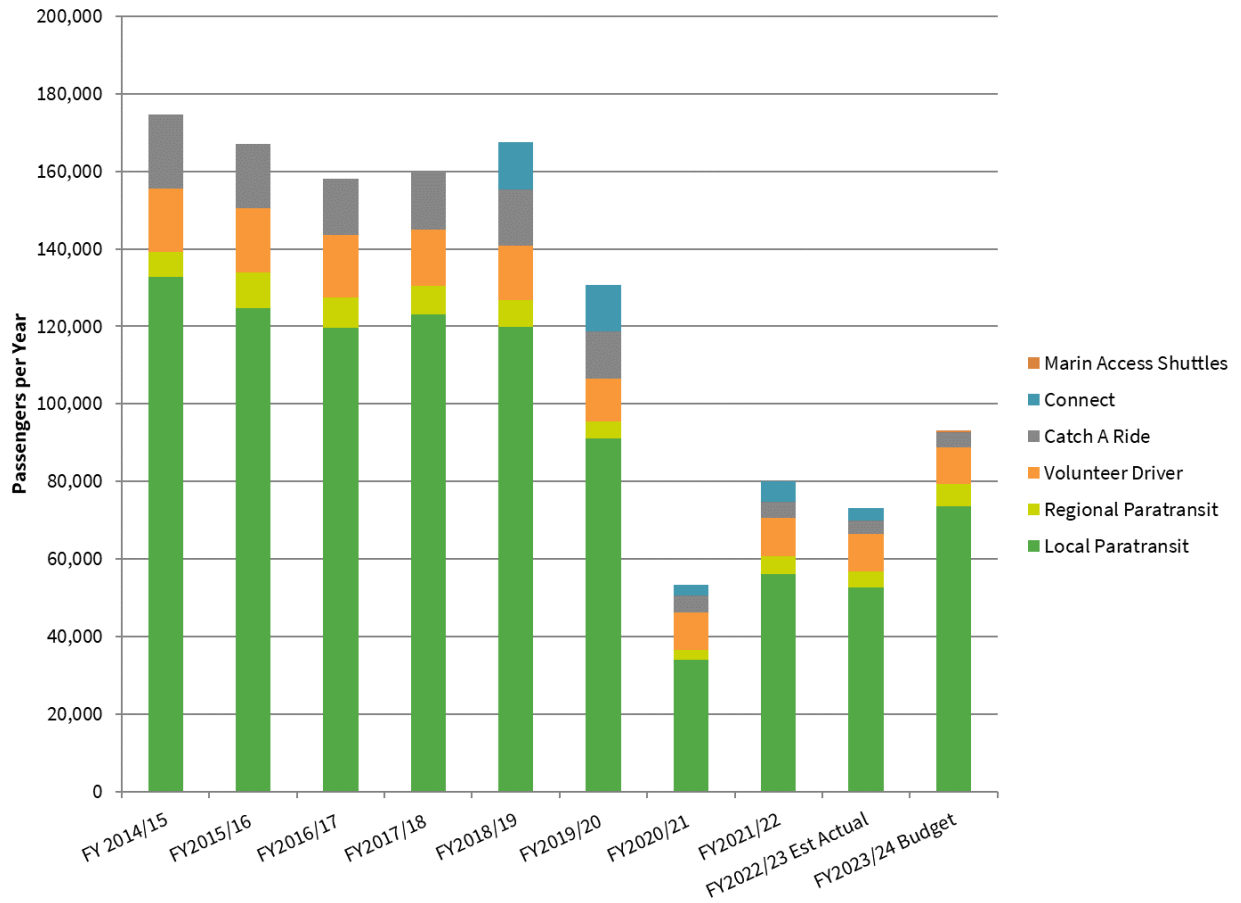
Marin Transit is requesting all of the available funds in this sub-strategy, \$3,108,097. This funding will provide 40% of the needed revenues to operate Marin Transit's Marin Access programs (Figure 3):

Local Paratransit Service	74,000 trips
Catch A Ride	4,000 trips
Volunteer Driver	9,500 trips

Services for seniors and persons with disabilities are planned with the support of the existing consumer-based Paratransit Coordinating Council, which advises the Transit District on the needs of these communities, and public input from all areas of the county. To advise Marin Access and to promote multi-agency coordination of transportation resources, Marin Transit developed the Marin Mobility Consortium, a working partnership consisting of agency representatives and advocates.

Demand and usage of Marin Access programs has not returned to pre-pandemic levels and Marin Transit staff completed program evaluations and rider outreach to plan for service changes and improvements that will be implemented July 1, 2023. These changes include the expansion of the Catch-A-Ride program, discontinuing Transit Connect and making improvements to the volunteer driver program.

Figure 2: Marin Access Passengers by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Expansion of Catch-A-Ride Program
- Increased reimbursement rates for Volunteer Drivers
- Discontinuing Transit Connect Program



## Measure AA Category 4.4 Transit Services to Schools

---

Marin Transit uses Category 4.4 sales tax funds to support supplemental school service and yellow school bus transportation in Marin County. Supporting yellow bus operations is a non-traditional role for a transit agency and is made possible by Measure AA and other local funds. Measure AA funding allows Marin Transit to try a new approach to address school transportation and school related traffic congestion. The program includes the following components:

- Operations and management of the Ross Valley yellow bus program
- Dedicated supplemental and expanded basic service to middle and high schools
- Expanded basic service to support access to the College of Marin
- Distribution of a portion of Measure AA funding to five existing Marin County Yellow Bus Programs
- General staffing support for the planning and development of yellow bus services in Marin County

Marin Transit is requesting \$1,700,000 for transit to school services. \$626,829 will be available for fixed route services to middle and high schools. The remaining \$1,073,171 will be distributed to Marin County yellow bus programs in accordance with guidelines adopted by the Marin Transit board. The allocation will be made to the following school districts: Reed Union/Cove, Ross Valley, San Rafael School District, Miller Creek, and Sausalito/Marin City. This amount was increased from \$700,000 to expend carryforward funds in this strategy over a three-year period.

Highlights for this sub-strategy in the coming year:

- Distribution of \$1.1 million to existing yellow school bus programs
- Continue supplemental school service to middle and high schools
- Expanded basic fixed route service to better service existing high schools and College of Marin
- Continue youth pass program that provides free fixed route transit to income qualified youth

## Measure A Subcategory 1.4 & Measure AA Category 4.5 Invest in Bus Transit Facilities

Marin Transit has developed a capital improvement program for FY2023/24 that supports the projects and services described in the previous sub-strategies. As required in the Measure AA Expenditure Plan, Marin Transit has given high priority to opportunities to match or leverage Measure AA funds to ensure the maximum benefit from transportation sales tax dollars. The primary use of Measure AA capital funds is for the local share (20%) of transit vehicle procurements.

Marin Transit continues to be successful in leveraging Measure AA funds for discretionary grants. Marin Transit's overall FY2022/23 capital program totals \$16.3 million. Marin Transit is requesting \$1,351,270 in Measure A and Measure AA sales tax funds for capital expenditures, combined with previously allocated Measure A interest funds for the yellow bus parking facility, these local sales tax funds will fund 15% of Marin Transit's capital budget for FY 2023/24.

### MEASURE A SHARE OF FY2023/24 CAPITAL PROJECTS

Project	Total Project Cost	FY2023/24 Budget	Percent of Project funded with Measure A/ AA
Replace 7 35ft Hybrid Vehicles	6,423,974	6,422,474	13%
Purchase 5 paratransit replacements	505,000	496,594	20%
Electric Paratransit Vehicle and Charging	677,208	673,208	0%
Purchase 5 paratransit replacements	515,000	509,500	0%
<b>Subtotal Vehicles</b>	<b>8,121,182</b>	<b>8,101,776</b>	<b>11%</b>
Novato Bus Stop Shelters	61,115	52,052	20%
ADA Bus Stop Improvements	1,703,000	1,477,288	13%
Capital Corridors	2,000,000	500,000	20%
<b>Subtotal Bus Stop Improvements</b>	<b>3,764,115</b>	<b>2,029,340</b>	<b>15%</b>
Facility - Fixed Route Maintenance Facility	20,000,000	300,000	0%
Facility -3010/3020 Kerner Improvements	2,148,537	1,848,537	0%
Facility - Kerner Driver Break Room	650,000	650,000	0%
Yellow Bus Parking Facility*	3,000,000	3,000,000	37%
<b>Subtotal Facility</b>	<b>25,798,537</b>	<b>5,798,537</b>	<b>19%</b>
Golden Gate Capital Costs (GG)	18,000	18,000	100%
Major Vehicle Repairs (VR)	200,000	200,000	58%
Infrastructure Support (IF)	200,000	200,000	0%
<b>Subtotal Ongoing Capital Expenses</b>	<b>624,000</b>	<b>418,000</b>	<b>32%</b>
<b>Total Expenditures</b>	<b>38,307,834</b>	<b>16,347,653</b>	<b>15%</b>

\* Measure A interest funds previously allocated

### Programmed and Requested Amounts

<b>Measure A Strategy 1 – Local Bus Transit</b>		<b>FY 23/24 Requested Amount</b>
1.1	Maintain and Expand Local Bus Transit Service	\$712,000
1.2	Maintain & Expand Rural Bus Transit System	\$57,672
1.3	Maintain & Expand Transit Services for Those with Special Needs	\$173,194
1.4	Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$115,522
<b>Measure A Total</b>		<b>\$1,058,388</b>
<b>Measure AA Category 4 – Local Bus Transit</b>		<b>FY 23/24 Requested Amount</b>
4.1	Bus Transit Service	\$13,000,000
4.2	Rural/Recreational Bus Services	\$926,812
4.3	Transit Services for Special Needs	\$2,934,903
4.4	Transit Services to Schools	\$1,700,000
4.5	Bus Transit Facilities	\$1,235,748
<b>Measure AA Total</b>		<b>\$19,797,463</b>
<b>Total Allocation Request</b>		<b>\$21,750,851</b>

Cash flow Availability	100% of Measure A/AA funds available in FY 2023/24
Other Funds	<p>Marin Transit will leverage Measure A/AA funds with other funds, including:</p> <ul style="list-style-type: none"> <li>• Transportation Development Act Funds (TDA)</li> <li>• State Transit Assistance (STA)</li> <li>• Fares</li> <li>• Property Taxes (used primarily for paratransit and capital)</li> <li>• Federal Transit Administration Section 5311 Rural Transit Funds (used for West Marin Stagecoach Service)</li> <li>• Federal Transit Administration 5307 Bus and Bus Facilities Funds</li> </ul>
Project Delivery Schedule	July 1, 2023 – June 30, 2024
Environmental Clearance	Not Applicable

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Allocate FY2023-24 Measure B Vehicle Registration Fee Funds to Marin Transit (Action), Agenda Item No. 8c

---

## **RECOMMENDATION**

The TAM Board allocates \$895,000 in Measure B Vehicle Registration Fee (VRF) funds to Marin Transit under Element 2 of the Measure B Strategic Plan for its operational needs in FY2023-24.

## **BACKGROUND**

In November 2010, Marin residents voted to approve Measure B to increase the annual vehicle registration fee by \$10 to help fund transportation improvements. The Measure B Strategic Plan, adopted in July 2011, was developed to guide how the funds will be distributed to each of the three elements, as well as the oversight process. The Revenue and Programming Element of the Measure B Strategic Plan is updated annually, and the revenue and expenditures expected are reflected in TAM's annual budget.

According to the 2023 Measure B Strategic Plan, thirty five percent (35%) of the funds will be distributed to Marin Transit, under Element 2, for use on mobility management programs and enhancements to the specialized transportation system for seniors and people with disabilities.

## **DISCUSSION**

Funds from Element 2 could be used to: implement a mobility management program that provides mobility options for seniors and people with disabilities, support and enhance paratransit, operate a "Paratransit Plus" program to serve older seniors who may not qualify for service under the Americans with Disabilities Act (ADA), and implement other innovative programs to provide mobility to seniors as an alternative to driving.

## **Funds Available**

In FY2023-24, \$895,510 in Measure B Element 2 funds is available to Marin Transit for implementation, which is comprised of \$748,125 in anticipated new revenue and \$147,385 in estimated carryover funds from previous years. The carryover is an estimated figure because FY2023-24 has not been fully closed out, therefore, the actual carryover amount may be different from the projected amount. The difference in the final carryover will be adjusted during the allocation process for FY2023-24.

The entire amount of \$895,510 is available for allocation upon request. Any funds not requested are available for a supplemental allocation during the fiscal year or are available in future years.

## Allocation Request

Marin Transit submitted an FY2023-24 allocation request (Attachment A) for \$895,000 in Measure B funds to implement projects and programs under Element 2 of the Measure B Strategic Plan. Marin Transit is proposing the following scope of work:

- Manage the Mobility Management Program that identifies and implements mobility options for seniors and persons with disabilities – Marin Transit will provide sufficient program staff to design, implement, and manage Marin Transit’s mobility management efforts.
- Support and enhance paratransit (e.g., Marin Access Paratransit) and other local services focused on this population – Marin Transit will fund Marin Access Travel Navigators, operations of mandated and non-mandated paratransit service.
- Support and expand the “Paratransit Plus” program to serve older seniors who may not qualify for service under that Americans with Disabilities Act – Marin Transit will continue the Marin Catch-A-Ride program for older adults who no longer drive and individuals that are eligible for ADA paratransit.
- Implement other innovative programs to provide mobility to qualified seniors as an alternative to driving – Marin Transit will use funding to continue the volunteer driver programs for home-bound seniors by providing mileage reimbursement to riders to give back to their drivers. Funds will also be used on the Marin Access Innovation Incubator Program and Low-Income Fare Assistance Program.

The below table includes a summary of the FY2023-24 amounts requested by program, total available, and carryover funds.

<b>Element 2</b>	<b>Requested</b>
Mobility Management Program	\$100,000
Paratransit Support and Enhancement	\$205,000
Paratransit Plus	\$300,000
Innovations/Alternatives to Driving Program	\$290,000
<b>Total Requested</b>	<b>\$895,000</b>
<b>Total Available</b>	<b>\$895,510</b>
<b>Carryover</b>	<b>\$510</b>

## FISCAL IMPACTS

The requested amounts for the sub-elements of Measure B Element 2 are included in the adopted FY2023-24 TAM Annual Budget.

## NEXT STEPS

Upon TAM Board approval, a funding agreement will be issued to Marin Transit for the approved allocation amount.

## ATTACHMENTS

Attachment A – FY2023-24 Marin Transit Measure B Allocation Request Form

Attachment A

Transportation Authority of Marin  
Measure B – Vehicle Registration Fee

Allocation Request Form

Fiscal Year of Allocation: 2023/24

Expenditure Plan: Element 2

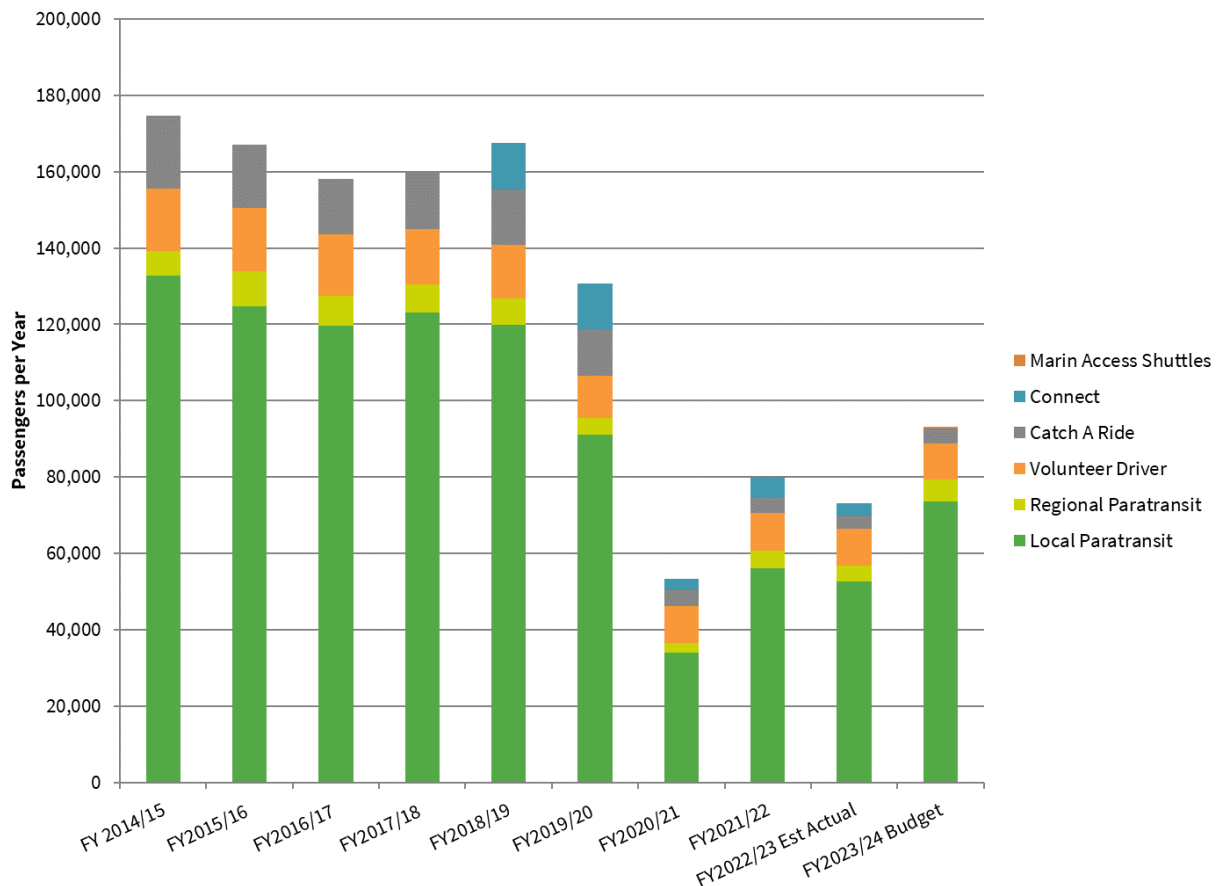
Implementing Agency: Marin Transit

Project Name: Improve Transit for Seniors and Persons with Disabilities

**Scope of Work:** Marin Transit will use FY 2023/24 Measure B Element 2 funds to continue the Mobility Management Programs (Marin Access) for seniors and persons with disabilities (Figure 1). Building on Marin Transit’s prior mobility management efforts, Measure B funding will be utilized to plan, market, and operate specialized transportation services for Marin’s senior and disabled residents.

The COVID-19 pandemic severely impacted demand for paratransit and other mobility management services. Ridership for FY 2022/23 is at 45% of historic levels and the District is budgeting for 60% of pre-COVID levels for FY 2023/24. Measure B continues to fund programs that address needs that go beyond the Americans with Disabilities Act (ADA) and continue to need additional and dedicated funding resources.

Figure 1: Mobility Provided through Marin Access Programs (trips per year)



Program Components:



## Attachment A

- 1) *Implementing a Mobility Management Program that identifies and implements mobility options for Seniors and Persons with Disabilities*

Estimated Measure B Expenditure: \$100,000

Marin Transit will 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**; and

Implementing and monitoring **Mobility initiatives** such as:

- Adjustment of mobility management services to reflect changes in community needs due to the COVID-19 pandemic;
- Technical assistance in the areas of specialized transportation operations, and coordination of transportation of resources to Marin's community transportation providers;
- Improvements to coordination between human service agencies and transportation providers;
- Evaluation of current travel training efforts and expansion of the program to include a volunteer travel ambassador program and eligible rider orientation sessions;
- Continue implementation of electronic fare payment for all Marin Access programs;
- Travel training to introduce riders to fixed-route transit and provide them with the confidence and knowledge to ride on their own;
- On-going outreach on transportation resources and issues to Marin residents and stakeholder agencies; and
- Represent Marin Transit and Marin Access at various meetings.

Reporting Metric – Marin Transit will report annual customer contacts

- 2) *Support and Enhance paratransit (e.g. Marin Access Paratransit) and other local services focused on this population*

Estimated Measure B Expenditure: \$205,000

Measure B will partially fund:

**Marin Access Travel Navigators** provide a one-call, one-stop service for information and eligibility for all of the Marin Access programs. The program will continue to conduct outreach in venues easily accessible and commonly frequented by older adults and people with disabilities;

Operations of mandated and non-mandated **local paratransit service**; and

**Marketing and printing materials** for the Marin Access program.

Reporting Metric - Trips provided (local paratransit) and customer contacts (same as #1)

- 3) *Create a "Paratransit Plus" program to serve older seniors who may not qualify for service under the Americans with Disabilities Act*

Estimated Measure B Expenditure: \$300,000

Measure B funds will continue to support and expand accessible transportation that can take same day reservations. Marin Transit's "Paratransit Plus" or Marin Access programs funded with Measure B in

### Attachment A

FY 2023/24 will be provided through an enhanced **Catch-A-Ride** pilot program effective July 1, 2023. The program allows riders to use paper or digital vouchers for their trips through the taxi network or through the Uber platform. Residents of Marin County that are age 65 and older or that have been determined to be eligible for Marin Access Paratransit can participate. The new program provides up to 30 rides per month with a \$5 base fare for each trip and then a subsidy of up to \$20. Rides must start or end in Marin County. Additional subsidy is available to riders eligible for the Marin Access Fare Assistance (MAFA) program and for longer trips.

Reporting Metric – Catch-A-Ride trips funded by Measure B

4) *Implement other innovative programs to provide mobility to seniors as an alternative to driving*

Estimated Measure B Expenditure: \$290,000

Measure B funds will continue to fund:

**Volunteer driver programs** (STAR in East Marin and TRIP in West Marin) which allows Marin County residents that are 65+ or ADA eligible to identify trusted drivers and provide mileage reimbursements for up to 100 miles per month (400 miles in West Marin). In FY2023/24, the reimbursement rate for the volunteer driver programs was increased from \$0.60 to \$0.70 per mile. Staff project the increased reimbursement rate will lead to an increase in program participation. Ridership is still low due to the lasting impacts of the COVID-19 pandemic, but existing riders have reported that a rate increase is needed due to increasing fuel costs and as an added incentive to attract drivers. The volunteer driver program is the most cost-effective Marin Access program as measured by subsidy per passenger trip.

**Marin Access Innovation Incubator** to achieve an emphasis on program sustainability and to avoid duplicating services already offered by the District. These funds will continue to provide a small source of competitive funding for local agencies to support, expand or implement new transportation services that meet the requirements of Measure B. In FY2023/24, Marin Transit will release an open call for projects that will allow stakeholders to propose projects that improve mobility for residents of Marin County. The call for projects will be posted to Marin Transit's website and will be publicized through our stakeholder networks including the Marin Paratransit Coordinating Council and the Marin Mobility Consortium. Staff recognize that applicants may need technical assistance and support to identify projects; staff will work with applicants to develop their applications as appropriate to ensure that funds are allocated to the most promising projects.

**Fare assistance** which allows those with income barriers to receive assistance paying fares for services offered by Marin Access and Marin Transit. The Marin Access Fare Assistance (MAFA) program offers eligible riders \$75 of credit per quarter (three month period) which can be used for travel on local Paratransit and Marin Access shuttle trips. In July 2023 Marin Transit renamed the existing Low Income Fare Assistance program and implemented several changes to enhance the program. These enhancements increase mobility for participants and make the program easier to administer and navigate for applicants and eligible users. Changes to eligibility requirements and the expansion of the program have increased the number of eligible riders that can utilize the program and the subsidies provided.

Reporting Metrics – Volunteer Driver trips funded by Measure B, Amount of Funding distributed through the Innovation Incubator, and Amount of Fare Assistance funded by Measure B.

**Attachment A**

Expenditures are estimated by program components, but actual expense may shift based on the implementation schedule of each program. Total expenditures will not exceed the allocation amount.

**Strategic Plan Update Programmed for FY 2023/24:** \$895,510

**Requested Amounts:** \$895,000

**Cash flow Availability:** 100% of Measure B funds available for reimbursement in FY 2023/24.

**Other Funds:** Measure AA, Federal Transit Administration Section 5307, and Local Property Tax

**Project Delivery Schedule:** July 1, 2023 – June 30, 2024

**Environmental Clearance:** Not Applicable



**DATE:** July 27, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Allocate Measure B Element 1.1 Funds (Action), Agenda Item No. 9

---

## RECOMMENDATION

The TAM Board allocates a total of \$2,240,888 in Measure B Element 1.1 funds to the cities, towns, and County of Marin for bicycle, pedestrian, and safety improvement projects and approves the accompanying reimbursement schedule shown in Attachment A.

## 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 was adopted in July 2011, and was recently amended in February 2023. Following the approval of the Amended Measure B Expenditure Plan, staff developed a new Measure B Strategic Plan pending adoption in July 2023. The Measure B Strategic Plan describes three Elements that are eligible for funding and how much funding each Element receives. Additionally, the Measure B Strategic Plan provides implementation guidance for eligible sponsors responsible for implementing the projects and programs.

### Element 1.1 and Summary of Changes in the 2023 Measure B Strategic Plan

In accordance with the 2023 Measure B Expenditure Plan, the 2023 Measure B Strategic Plan (pending adoption in July 2023) was developed and reflects the new project eligibility criteria for Measure B Element 1.1 funds. While the historic 35% share of VRF funding for Element 1.1 is continued through a formula-based program (50% population and 50% lane miles) to jurisdictions that maintain local streets and roads, based on the 2023 Measure B Expenditure Plan there is now the requirement that the funds will be used for specific bicycle/pedestrian and safety improvement projects rather than general local street and road maintenance projects. TAM will allocate funds based on an estimated five years of revenue collection at the beginning of a five-year period. A reimbursement schedule has therefore been developed based on project readiness and cash availability (shown in Attachment A).

**DISCUSSION**

**Call for Projects**

On March 19, 2023, a Call for Projects was issued to the local jurisdictions, requesting completed Measure B Element 1.1 Allocation Request Forms for FY2023-24 to FY2027-28. The Public Works Directors were informed of the allocation process and the amount of available funds for each agency. Most agencies submitted a completed Allocation Request Form (shown in Attachment B) for the full amounts available for eligible projects planned within the upcoming 5-year period, except for the following:

- San Rafael’s allocation request will be forthcoming pending additional consideration of projects suited for Measure B Element 1.1 funding;
- County of Marin requested a portion of its available funds for the Lomita Drive Project, leaving \$761,197 available for another allocation request to be submitted at a later date.

The available amounts for allocation, as shown per agency in the below table, total \$3,744,313 to be implemented between FY2023-24 and FY2027-28, based on a five-year cycle as specified in the 2023 Measure B Strategic Plan.

<b>Agency</b>	<b>5-Year Revenue</b>
Belvedere	\$36,412
Corte Madera	\$137,999
Fairfax	\$103,726
Larkspur	\$152,797
Mill Valley	\$206,272
Novato	\$671,481
Ross	\$36,749
San Anselmo	\$166,142
San Rafael	\$742,228
Sausalito	\$102,752
Tiburon	\$126,558
County	\$1,261,197
<b>Total</b>	<b>\$3,744,313</b>

Sponsors submitted a range of applications to advance bicycle, pedestrian, and safety improvement projects. Some included improvements at intersections to incorporate safety features such as bulb outs to protect pedestrians from vehicular traffic, extended sidewalks, and new crosswalks. Others include repaving to incorporate bicycle and pedestrian components to provide bicycle lane street markings along with safety treatments such as a rectangular rapid flashing beacon, pedestrian refuge and curb ramps. Examples of notable projects include the following:

- Fairfax's Repaving Projects on Scenic, Porteous, and Claus Streets will include curb ramp improvements and sidewalks and street markings for bicycles;
- San Anselmo's Creek Park Contra-Flow Bike Lane will close a gap in the east-west Cross Marin Bikeway (CMB);
- Sausalito's Coloma Street Safe Pathways to School Project will include closing a sidewalk gap between Bridgeway and Olima Street by installing a new sidewalk on the northerly side of Coloma with several pedestrian crossing improvements including a rectangular rapid flashing beacon;
- County of Marin's Lomita Drive Project will implement bike lanes and close existing sidewalk gaps to provide a continuous sidewalk.

### **Reimbursement Schedule**

TAM staff has developed a reimbursement schedule shown in Attachment A based on estimated annual collection of Measure B Element 1.1 funding over the five-year period. The reimbursement schedule ensures that TAM has the cashflow to reimburse sponsors over the five-year period, while letting agencies know when and how much they can request reimbursement. The reimbursement schedule does not prevent sponsors from commencing their projects, but it provides predictability regarding how soon they may be reimbursed for costs incurred toward projects. Staff discussed the proposed reimbursement schedule with the Marin Public Works Association (MPWA) and no objections were raised. The reimbursement schedule will be included in funding agreements with project sponsors.

### **FISCAL IMPACTS**

The funding for Measure B Element 1.1 has been anticipated and included in the Measure B Strategic Plan to be available based on revenue projections. One year of funding has also been accounted for in the FY2023-24 TAM Annual Budget and will be available for reimbursement upon request.

### **NEXT STEPS**

Upon TAM Board approval, funding agreements for the projects listed will be issued to the agencies.

### **ATTACHMENTS**

Attachment A – Measure B Element 1.1 Reimbursement Schedule  
Attachment B – Measure B Element 1.1 Local Infrastructure Allocation Requests  
Attachment C – Staff PowerPoint Presentation

THIS PAGE LEFT BLANK INTENTIONALLY



Allocation Request Received for Measure B 1.1 Funds (\$3,744,313 total available)										
Agency	Project Name and Description	Available Funding	Total Requested	Design Phase Funding Request	Construction Phase Funding Request	Reimbursement Schedule				
						FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28
Belvedere	<b>San Rafael Ave and City Hall Safety Improvement Project</b> - Will address pedestrian and traffic safety conflicts at the San Rafael Avenue, Laurel Avenue and Acacia Avenue intersection in front of City Hall and provide a stop sign to westbound San Rafael Avenue approach, ADA crosswalks on Laurel Avenue and San Rafael Avenue for access to city Hall and bus stop, bulb outs to protect pedestrians from vehicular traffic, extend sidewalk on Laurel Avenue to intersection and connect with new crosswalk to City Hall, and modify parking spots in front of City Hall to improve visibility/safety.	\$36,412	\$36,412	\$10,000	\$26,412	\$10,000	\$26,412			
Corte Madera	<b>2024 Madera Gardens Resurfacing Project</b> – Lakeside Drive is scheduled for resurfacing, Element 1.1 funds will be used on ADA improvements, bulb outs, and enhanced pedestrian facilities to Lakeside Drive in the Madera Gardens neighborhood.	\$137,999	\$137,999		\$137,999	\$137,999				
Fairfax	<b>Re-Paving Project of multiple streets in Fairfax</b> - Work is including improvements to curb ramps, sidewalks and street markings for bicycles. Three streets (Scenic, Porteous and Claus) are out to bid for repaving and scope will include installation and upgrades to curb ramps and replacement of Class II bicycle lane street markings.	\$103,726	\$103,726	\$60,000	\$43,726	\$60,000	\$43,726			
Larkspur	<b>Intersection improvements to enhance bicycle and pedestrian navigation</b> - The City completed a crosswalk study in 2019 and funded a project to complete top priority locations in 2021/22. More detailed analysis of locations reveals an increased level/ amount of improvements needed at various locations requiring additional funding. Specifically, additional funding is needed to complete identified improvements at: Magnolia Avenue and William Avenue, Magnolia Avenue and Alexander Avenue, Magnolia Avenue and Creekside Drive, Magnolia Avenue and Murry Lane, Magnolia Avenue and Mason Lodge driveway, Larkspur Landing Circle and Drakes Way, El Portal and Corte Encanto, El Portal and Via Casitas.	\$152,797	\$152,797	\$3,225	\$149,572	\$152,797				
Mill Valley	<b>Sidewalk and bicycle path improvements</b> - The City of Mill Valley is looking to improve the adjacent sidewalk and bicycle path that runs along the south side of Sycamore Avenue between Camino Alto and Hauke Park. The path and sidewalk are heavily used as the primary access point to the Hauke Park/Bayfront Park complex. They also provide key connections to the Mill Valley Middle School and Mill Valley-Sausalito Multi Use Path.	\$206,272	\$206,272	\$51,272	\$155,000	\$51,272	\$155,000			
Novato	<b>Resurface pavement on city streets as identified in the City's Pavement Management Program</b> - The type of rehabilitation work will vary from scrub-seals and micro-surfacing to grinding/paving or recycled pavement options depending on the condition of the roadways. This project will also upgrade pedestrian facilities to meet accessibility requirements and may include other enhancements such as bike lane striping and crosswalks. It is proposed that Novato's TAM Measure B 1.1 funds be utilized to resurface bicycle/pedestrian pathway segments and construct curb ramps and crosswalk enhancements.	\$671,481	\$671,481		\$671,481				\$671,481	

Allocation Request Received for Measure B 1.1 Funds (\$3,744,313 total available)											
Agency	Project Name and Description	Available Funding	Total Requested	Design Phase Funding Request	Construction Phase Funding Request	Reimbursement Schedule					
						FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	
Ross	<b>The Laurel Grove Safe Pathways Project Phases IIA, IIB, and III</b> - Construct a dedicated pedestrian pathway along the Southerly side of Laurel Grove Avenue in Ross, between Sir Francis Drake Blvd and Makin Grade (Town Limits). The project will also include traffic calming and minor reconfiguration of intersections to enhance vehicular traffic safety and visibility along the pathway alignment.	\$36,749	\$36,749		\$36,749	\$36,749					
San Anselmo	<b>Creek Park Contra-Flow Bike Lane</b> - The Creek Park Contra-Flow Bike Lane will connect a gap in the east-west Cross Marin Bikeway (CMB) from Bank Street through Creek Park, ultimately connecting to Bridge Avenue and San Anselmo Avenue.	\$166,142	\$166,142		\$166,142		\$166,142				
San Rafael	<b>Project to Be Determined</b> - City of San Rafael is still considering the project request for this funding and will submit a request in the future.	\$742,228								\$742,228	
Sausalito	<b>Coloma Street Safe Pathways to School Project</b> - The Project includes closing a sidewalk gap between Bridgeway and Olima St., by installing a new sidewalk on the northerly side of Coloma, pedestrian crossing improvements including a rectangular rapid flashing beacon, pedestrian refuge and curb ramp at the paper intersection of Coloma St. and Tomales St., curb ramps at Coloma's intersection with Olima St., enhanced striping and signage along Coloma, and sidewalk, curb ramps and pedestrian crossing improvements at the intersection of Ebbtide and the northerly MLK parking lot entrance.	\$102,752	\$102,752		\$102,752	\$102,752					
Tiburon	<b>Kleinert Way Sidewalk Improvement</b> - This project will provide a continuous sidewalk along the south side of Kleinert Way. The project is located along the southside of Kleinert Way along the back side of Reed Elementary School	\$126,558	\$126,558	\$85,000	\$41,558	\$85,000	\$41,558				
County	<b>Lomita Drive bicycle/pedestrian improvements (\$500,000) and additional Project to Be Determined</b> - The Lomita project will provide high visibility bike lanes and close existing sidewalk gaps to provide a continuous sidewalk. Several old curb ramps will be reconstruction to be accessible. County of Marin is still considering an additional project request for their remaining \$761,197 in funding and will submit a request in the future.	\$1,261,197	\$500,000		\$500,000			\$500,000		\$761,197	
		<b>\$3,744,313</b>	<b>\$2,240,888</b>			<b>\$636,569</b>	<b>\$432,838</b>	<b>\$500,000</b>	<b>\$671,481</b>	<b>\$1,503,425</b>	
		<b>Available Funding Amount + Carryover</b>					<b>\$748,863</b>	<b>\$861,156</b>	<b>\$1,177,181</b>	<b>\$1,426,043</b>	<b>\$1,503,425</b>
		<b>Accumulated Carryover</b>					<b>\$112,294</b>	<b>\$428,318</b>	<b>\$677,181</b>	<b>\$754,562</b>	<b>\$0</b>

**Measure B Allocation Request  
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: City of Belvedere  
Contact Person: Antony Boyd (Director of Public Works)  
Phone: (415)435-4111  
E-Mail: [aboyd@cityofbelvedere.org](mailto:aboyd@cityofbelvedere.org)

**2. Project Information**Brief Project Description:

The San Rafael Ave and City Hall Safety Improvement Project was created to address pedestrian and traffic safety conflicts at the San Rafael Avenue, Laurel Avenue and Acacia Avenue intersection in front of City Hall.

## Safety Issues:

- No existing pedestrian crosswalks providing access to City Hall
- No continuous sidewalk along Laurel Avenue to San Rafael Avenue
- Dangerous pedestrian and parking conflicts from westbound San Rafael Avenue traffic

## Scope of Work:

- Add stop sign to westbound San Rafael Avenue approach
- Add ADA crosswalks on Laurel Avenue and San Rafael Avenue for access to city Hall and bus stop
- Add bulb outs to protect pedestrians from vehicular traffic
- Extend sidewalk on Laurel Avenue to intersection and connect with new crosswalk to City Hall
- Modify parking spots in front of City Hall to improve visibility/safety

Brief Description of Project Location (include a map if available):

The intersection at the front of City Hall includes vehicular traffic on San Rafael Avenue, Laurel Avenue and Acacia Avenue. It also includes three parking spaces directly in front of City Hall and pedestrian access to the main entrance of City Hall. The intersection currently contains no pedestrian crosswalks. There is currently no stop sign for westbound traffic on San Rafael Avenue.

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by the agency's Council or Board for submittal. Please explain how this project has been approved:

The Traffic Safety Committee provided a report identifying traffic engineering items to be considered and addressed within the City of Belvedere. Of these, the City Council identified the pedestrian pathways and intersection improvements to the frontage of City Hall as priority projects. As a result, the San Rafael Avenue/City Hall intersection Project was added to the Capital Improvement Projects (CIP's), and funding was allocated in fiscal years 2021-22 and 2022-23.

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	N/A	N/A	N/A	-
Final Design (PS&E)	\$25,000 (est.)	07/2023	10/2023	0%
Right of Way Acquisition (ROW)	N/A	N/A	N/A	-
Construction (CON)	\$250,000 (est.)	01/2024	05/2024	0%
Contingency (no more than 10% of the total construction cost)	\$25,000 (est.)	01/2024	05/2024	0%
Conceptual Design	\$18,000	02/2021	06/2023	75%
Other (enter phase name)				
<b>Total Project Cost</b>	\$318,000 (est.)			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	Final Design (PS&E)	\$10,000
	Construction (CON)	\$26,412
<b>Total Requested</b>		<b>\$36,412</b>

### 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Total Funds Programmed				

### 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate

**Measure B Allocation Request**  
**Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: Town of Corte Madera  
Contact Person: Chris Good  
Phone: (415) 927-5794  
E-Mail: cgood@tcmmail.org

**2. Project Information**

Project Name:  
2024 Madera Gardens Resurfacing Project

## Brief Project Description:

The project will include ADA improvements, bulb outs, and enhanced pedestrian facilities to Lakeside Drive in the Madera Gardens neighborhood. Lakeside Drive is a very wide road that provides access to most of the Madera Gardens neighborhood and is located adjacent to Niel Cummins school. The project will also include resurfacing all the roads in the neighborhood and include sidewalk repair and other related improvements.

## Brief Description of Project Location (include a map if available):

The project is located in the Madera Gardens neighborhood of Corte Madera which includes Lakeside Dr, Mohawk Ave, Seminole Ave, Monona Dr, Hickory Ave, Walnut Ave, Birch Ave, Ash Ave, Chickasaw Ct, Blue Rock Ct, Mohave Ct, Arrowhead Ln, Cheyenne Way, Navajo Ln, and Apache Rd. See attached map for exhibit of roads.

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:

Public Works will include this project in the next fiscal year 2023-2024 Capital Improvement Program list which will be approved by Council in June 2023.



### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	\$0	N/A	N/A	N/A
Final Design (PS&E)	\$350,000	11/23	04/24	0
Right of Way Acquisition (ROW)	\$0	N/A	N/A	N/A
Construction (CON)	\$2,000,000	06/24	10/24	0
Contingency (no more than 10% of the total construction cost)	\$200,000	N/A	N/A	N/A
Construction Management	\$50,000	06/24	10/24	0
Other (enter phase name)				
<b>Total Project Cost</b>	<b>\$2,600,000</b>			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	CON	\$137,999 (or full amount)
<b>Total Requested</b>		<b>\$137,999</b>

### 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
None				
Total Funds Programmed				

### 6. Attachments

If available, please provide the following attachments:

A Project Map - Attached

Drawings/Schematics – Not available, design hasn't started

Detailed Engineers Estimate – Not available

**Measure B Allocation Request  
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: Town of Fairfax  
Contact Person: Loren Umbertis  
Phone: 415-794-7049  
E-Mail: [lumbertis@townoffairfax](mailto:lumbertis@townoffairfax)

**2. Project Information**

Brief Project Description: Re-Paving Project of multiple streets in Fairfax, with work including improvements to curb ramps, sidewalks and street markings for bicycles

Brief Description of Project Location (include a map if available): Three streets (Scenic, Porteous and Claus) are out to bid for repaving and scope will include installation and upgrades to curb ramps and replacement of Class II bicycle lane street markings.

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved: Project was approved by Town Council as part of 22/23 Capital Improvement Program and Notice to Invite Bids was issued May 2023. Project will be primarily funded by General Fund and SB1 funds for a percentage. Bids are due to the Town on June 27<sup>th</sup> with an anticipated start date of July 2023 and completion by end of October 2023. If funds are made available through TAM, General Funds will be re-allocated to other projects within Town

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	N/A			
Final Design (PS&E)	\$66,700	Mar 2023	May 2023	100%
Right of Way Acquisition (ROW)	N/A			
Construction (CON)	\$600,000	July 2023	Oct 2023	0%
Contingency (no more than 10% of the total construction cost)	\$60,000	July 2023	Oct 2023	0%
Other (enter phase name)				
Other (enter phase name)				
<b>Total Project Cost</b>	<b>\$726,000</b>			<b>10%</b>

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	Design	\$60,000
	Construction	\$43,726
<b>Total Requested</b>		<b>\$103,726</b>

## 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
General Funds		2022/23	Secured	\$600,000
SBI/LSRA		2023/24	Pending	\$187,000
Total Funds Programmed				\$787,000

## 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate

**Measure B Allocation Request**  
**Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: City of Larkspur  
Contact Person: Julian Skinner  
Phone: 415-927-5020  
E-Mail: [jskinner@cityoflarkspur.org](mailto:jskinner@cityoflarkspur.org)

**2. Project Information**

## Brief Project Description:

Intersection improvements to enhance bicycle and pedestrian navigation. The City completed a crosswalk study in 2019 and funded a project to complete top priority locations in 2021/22. More detailed analysis of locations reveals an increased level/ amount of improvements needed at various locations requiring additional funding.

## Brief Description of Project Location (include a map if available):

Various locations throughout the City. Specifically, additional funding is needed to complete identified improvements at:

Magnolia Avenue and William Avenue  
Magnolia Avenue and Alexander Avenue  
Magnolia Avenue and Creekside Drive  
Magnolia Avenue and Murry Lane  
Magnolia Avenue and Mason Lodge driveway  
Larkspur Landing Circle and Drakes Way  
El Portal and Corte Encanto  
El Portal and Via Casitas.

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:

The Crosswalk Improvements Project is included as project 22-303 in the City's adopted Capital Improvement Program. The requested funding does not replace allocated funding but supplements the project funding to complete the project goals.

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	1	7/21	12/23	70
Final Design (PS&E)	29	1/22	2/24	70
Right of Way Acquisition (ROW)	0			
Construction (CON)	283	3/22	9/24	25
Contingency (no more than 10% of the total construction cost)				
Other (construction management)	20	3/22	9/24	25
Other (enter phase name)				
<b>Total Project Cost</b>	<b>333</b>			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	PS&E	3,225
Measure B 1.1 Funds	CON	132,797
Measure B 1.1 Funds	CM	16,775
Total Requested		152,797



## 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Gas Tax	PS&E, CM	21/22	Secured	30,000
Citywide Paving Plan	CON	21/22	secured	150,000
Total Funds Programmed				180,000

## 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate

**Measure B Allocation Request  
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: City Of Mill Valley  
 Contact Person: Jared Barrilleaux  
 Phone: (415)384-4818  
 E-Mail: [jbarrilleaux@cityofmillvalley.org](mailto:jbarrilleaux@cityofmillvalley.org)

**2. Project Information**

Brief Project Description:

*The City of Mill Valley is looking to improve the adjacent sidewalk and bicycle path that runs along the south side of Sycamore Avenue between Camino Alto and Hauke Park. The path and sidewalk are heavily used as the primary access point to the Hauke Park/Bayfront Park complex. They also provide key connections to the Mill Valley Middle School and Mill Valley-Sausalito Multi Use Path.*

*The path and sidewalk each have two parallel marked crosswalks that cross two driveways, one providing access to a church and the Mill Valley corporation yard, the second providing access to the Sewage Agencies of Marin and a parking lot for Hauke and Bayfront Parks. One of the bike path crossings initially had stop controls for cyclists, but the controls were frequently ignored by cyclists. Those signs were removed so as not to give motorists a false sense that cyclists would stop.*

*Combined with the frequency/speed of cyclists, the alignment and width of the parallel crosswalks have created sight distance and safety concerns. The City seeks to study the issue, develop alternative crossing concepts, and implement an optimal solution.*

*The improvements are expected to realign and possibly combine the paths at the driveways, which may also require demolition and the replacement of four ADA ramps. The improvements are also expected to include signage and markings encourage westbound cyclists to cross Sycamore Avenue at the Church/Corporation Yard driveway, so that when continuing westerly on Sycamore Avenue, they will not need to wait for two traffic signal cycles at the Camino Alto/Sycamore traffic signal to cross from the southeast to northeast corner.*

Brief Description of Project Location (include a map if available):



A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by the agency's Council or Board for submittal. Please explain how this project has been approved:

*The project will be included in the 2023 - 2028 CIP budget to be adopted by the City Council in July 2023*

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)				
Final Design (PS&E)	\$50,000	May 2024	September 2024	
Right of Way Acquisition (ROW)	\$0			
Construction (CON)	\$140,000	June 2025	August 2025	
Contingency (no more than 10% of the total construction cost)	\$15,000			
Other (enter phase name)				
Other (enter phase name)				
<b>Total Project Cost</b>	<b>\$205,000</b>			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	Design	\$50,000
	Construction	\$155,000
<b>Total Requested</b>		<b>\$205,000</b>

### 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Total Funds Programmed				

### 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate

**Measure B Allocation Request**  
**Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: City of Novato  
Contact Person: Christopher Blunk, Public Works Director-City Engineer  
Phone: 415.899.8942  
E-Mail: pw@novato.org

**2. Project Information**

Brief Project Description: The City of Novato 5-year Capital Improvement Program includes the 2026 Annual Paving Project, which will resurface pavement on city streets as identified in the City's Pavement Management Program and as funding will allow. Pavement Condition Index (PCI) and other factors are used to prepare a recommendation of priority street segments to receive pavement rehabilitation in a given fiscal year. The type of rehabilitation work will vary from scrub-seals and micro-surfacing to grinding/paving or recycled pavement options depending on the condition of the roadways. This project will also upgrade pedestrian facilities to meet accessibility requirements and may include other enhancements such as bike lane striping and crosswalks. It is proposed that Novato's TAM Measure B 1.1 funds be utilized to resurface bicycle/pedestrian pathway segments and construct curb ramps and crosswalk enhancements.

The city's Complete Streets and Pathways Oversight Committee reviews the pavement management data and streets recommendation list generated by staff, considers public input, and makes a further recommendation to the City Council for the final scope of each annual pavement rehabilitation project.

Brief Description of Project Location (include a map if available):

Various locations throughout the City of Novato. The city's Complete Streets and Pathways Oversight Committee reviews the pavement management data and streets recommendation list generated by staff, considers public input, and makes a further recommendation to the City Council for the final scope of each annual pavement rehabilitation project.

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:

The City of Novato's adopted 5-year Capital Improvement Program includes the 2026 Annual Paving Project.

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	10	9/25	3/26	0
Final Design (PS&E)	110	9/25	3/26	0
Right of Way Acquisition (ROW)	0	N/A	N/A	0
Construction (CON)	1,500	4/26	9/26	0
Contingency (no more than 10% of the total construction cost)	150			
Other (enter phase name)				
Other (enter phase name)				
<b>Total Project Cost</b>	<b>\$1,770,000</b>			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	CON	\$671,481
<b>Total Requested</b>		<b>\$671,481</b>

## 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Gas Tax – HUTA	ENV	25/26	Pending	\$10,000
Gas Tax – HUTA	PS&E	25/26	Pending	\$110,000
Gas Tax – HUTA	CON	25/26	Pending	\$350,000
Gas Tax – RMRA LSR	CON	25/26	Pending	\$650,000
Total Funds Programmed				\$1,120,000

## 6. Attachments

If available, please provide the following attachments:

Project Map - N/A at this time.

Drawings/Schematics - N/A at this time.

Detailed Engineers Estimate - N/A at this time.



**Measure B Allocation Request  
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: **Town of Ross**  
 Contact Person: **Richard Simonitch**  
 Phone: **415 453-1453 ext 115**  
 E-Mail: **rsimonitch@townofross.org**

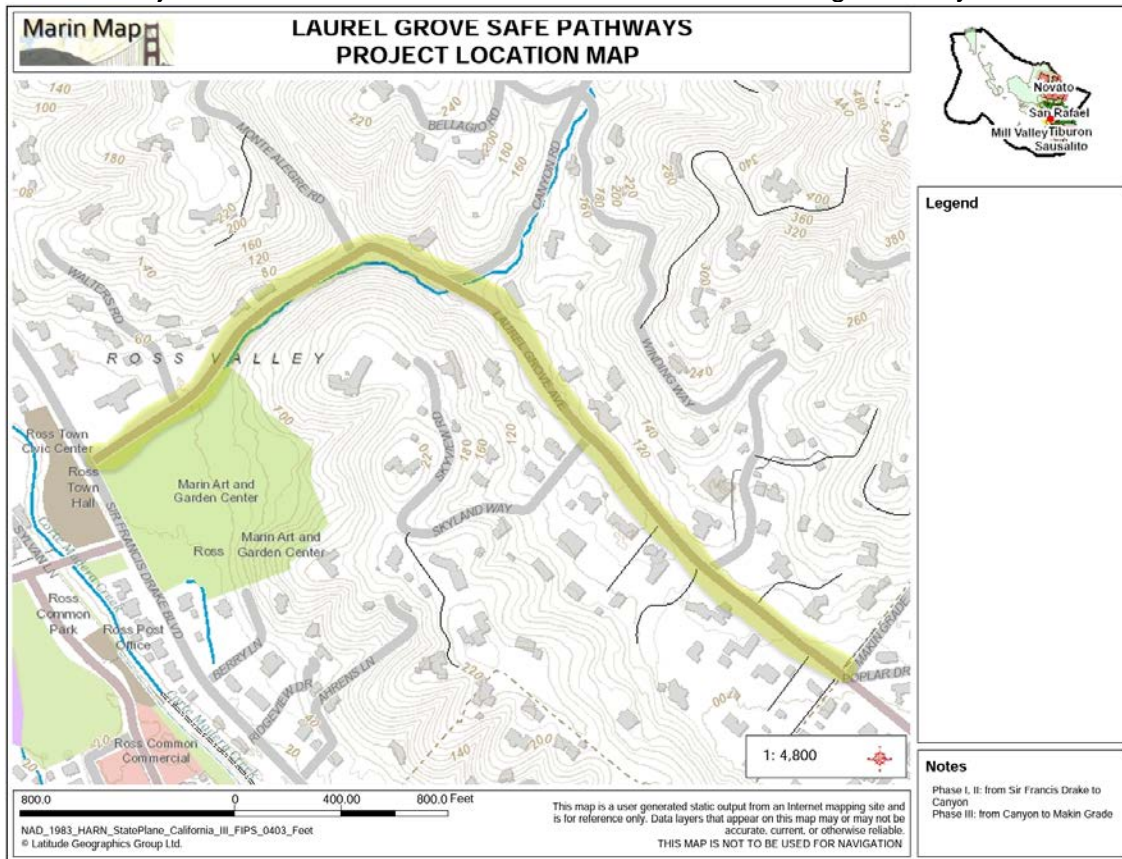
**2. Project Information**

**Brief Project Description:**

The Laurel Grove Safe Pathways Project Phases IIA, IIB, and III proposes to construct a dedicated pedestrian pathway along the Southerly side of Laurel Grove Avenue in Ross, between Sir Francis Drake Blvd and Makin Grade (Town Limits). The project will also include traffic calming and minor reconfiguration of intersections to enhance vehicular traffic safety and visibility along the pathway alignment.

**Brief Description of Project Location:**

The Project is co-located within the Laurel Grove Avenue Right of Way in Ross.



**A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:**

The Laurel Grove Safe Routes project has been vetted through the Town's 5-year Capital Improvement Plan process each year since FY21-22. The 5-year CIP is adopted by the Ross Town Council as part of the annual budget process every June.

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

	<b>Cost</b>	<b>Schedule</b>		<b>Status</b>
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
<b>Project Phase IIA</b>				
Environmental Studies and Permits (ENV)	\$20,000	7/2021	6/2023	90%
Final Design (PS&E)	\$240,000			100%
Right of Way Acquisition (ROW)	\$40,000	7/2020	6/2021	100%
Construction (CON)	\$640,000	7/2023	10/2023	0%
Contingency (no more than 10% of the total construction cost)	\$60,000			
<b>Phase IIB</b>	\$600,000	5/2024	10/2024	30%
<b>Phase III</b>	\$750,000	5/2027	10/2026	15%
<b>Total Project Cost</b>	\$2,350,000			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	IIA & IIB	\$36,749

Total Requested	\$36,739
-----------------	----------

### 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Measure AA Category 2.2	IIA, IIB	2021-2024	secured	\$400,000
TDA Article 3 Grant	III	2022-2023	secured	\$75,000
Safe Routes to School Grant	III	2026	pending	\$400,000
Measure AA, SB 1, RMRA	IIA, IIB	2024	secured	\$180,000
Total Funds Programmed				\$1,055,000

### 6. Attachments

Phase IIA 90% Plan Cover Sheet  
Phase IIA Engineers Estimate

**Measure B Allocation Request  
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: Town of San Anselmo  
Contact Person: Scott Schneider  
Phone: 415-258-4653  
E-Mail: [sschneider@townofsananselmo.org](mailto:sschneider@townofsananselmo.org)

**2. Project Information**

Brief Project Description:

The Creek Park Contra-Flow Bike Lane will connect a gap in the east-west Cross Marin Bikeway (CMB) from Bank Street through Creek Park, ultimately connecting to Bridge Avenue and San Anselmo Avenue.

Brief Description of Project Location (include a map if available):

Phase 1 consists of widening and repaving the Creek Park parking lot to allow for a shared (Class 3) bike route with one-way vehicular traffic, as well as a contra-flow Class 4 bike lane to connect Bank Street (Countywide Bike Route 24) to Bridge Avenue.

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:

The project is included in the Town's Bicycle and Pedestrian Masterplan, and was also included in the Town's recent Hub Transportation Study. The bike lane will complement the Town's Reimagine Creek Park project.

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	\$10,000	08/23	02/24	
Final Design (PS&E)	\$70,000	08/23	02/24	
Right of Way Acquisition (ROW)	N/A			
Construction (CON)	\$350,000	07/24	09/24	
Contingency (no more than 10% of the total construction cost)	\$35,000	07/24	09/24	
Construction Management (CM)	\$35,000	07/24	11/24	
Other (enter phase name)				
<b>Total Project Cost</b>	<b>\$500,000</b>			

### 4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	PS&E, CON, CM	\$166,142
<b>Total Requested</b>		<b>\$166,142</b>

## 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Active Transportation (Measure J local sales tax)	CON/CM	23/24	secured	\$161,000
Measure J/Road Maintenance (local)	CON/CM	23/24	secured	\$100,000
Active Transportation (GF)	CON/CM	23/24	secured	\$72,858
Total Funds Programmed				\$ 333,858

## 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate

**Measure B Allocation Request**  
**Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

## 1. Applicant

Responsible Agency: [City of Sausalito](#)  
 Contact Person: [Kevin McGowan](#)  
 Phone: [415-289-4176](tel:415-289-4176)  
 E-Mail: [kmcgowan@sausalito.gov](mailto:kmcgowan@sausalito.gov)

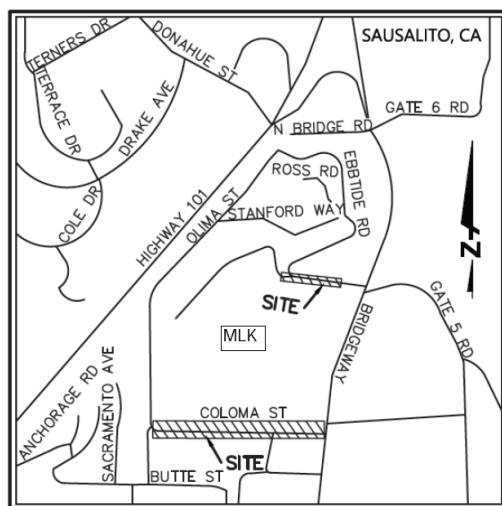
## 2. Project Information

### Brief Project Description:

[Coloma Street Safe Pathways to School Project](#): The Project includes closing a sidewalk gap between Bridgeway and Olima St., by installing a new sidewalk on the northerly side of Coloma, pedestrian crossing improvements including a rectangular rapid flashing beacon, pedestrian refuge and curb ramp at the paper intersection of Coloma St. and Tomales St., curb ramps at Coloma's intersection with Olima St., enhanced striping and signage along Coloma, and sidewalk, curb ramps and pedestrian crossing improvements at the intersection of Ebbtide and the northerly MLK parking lot entrance.

### Brief Description of Project Location (include a map if available):

The Project is located on Coloma St. between Bridgeway and Olima St. and at the intersection of Ebbtide and the northerly entrance to the MLK parking lot at Ebbtide.



**VICINITY MAP**  
NOT TO SCALE

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:

**This project is currently on the City's active capital projects list denoted in the FY2023/24 CIP as A-006. The project has also been approved for partial funding from a Safe Routes to School Grant. Additional funding is needed to complete the project.**

**The City Council approved the project when it accepted and signed the TAM Reimbursement Funding Agreement A-FY20-29 for the Safe Pathway Project, Resolution 5920 dated 28-April-2020.**

### 3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	NA			NA
Final Design (PS&E)	150,000	6/2021	12/2023	30
Right of Way Acquisition (ROW)	NA			NA
Construction (CON)	1,000,000	7/2024	6/2025	0
Contingency (no more than 10% of the total construction cost)	100,000	7/2024	6/2025	
Other (enter phase name)				
Other (enter phase name)				
<b>Total Project Cost</b>	1,250,000			

**Additional funding needed to execute the construction for the project.**



**4. Measure B 1.1 Funds Available:**

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	Construction	\$102,752
Total Requested		\$102,752

## 5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Safe Routes to School	Design/Construction	2021	Secured	\$400,000
Total Funds Programmed				\$400,000

## 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate

**Measure B Allocation Request**  
**Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

Responsible Agency: Marin County Department of Public Works  
Contact Person: Rachel Calvert, Senior Civil Engineer or Dan Dawson, Principal Transportation Planner  
Phone: 473-2830 / 473-6287  
E-Mail: [rcalvert@marincounty.org](mailto:rcalvert@marincounty.org) / [ddawson@marincounty.org](mailto:ddawson@marincounty.org)

**2. Project Information**

Brief Project Description:

Lomita Drive is a heavily used local road with a school zone, narrow road widths, sidewalk gaps, and there are conflicts between roadway users. This project will close the existing gaps and provide a continuous sidewalk, and high visibility bike lane for pedestrians and cyclists between the multi-use path from Mill Valley-Sausalito trailhead to Horse Hill Preserve-Corte Madera trailhead. Storm drain improvements, driveway conforms, and conforms with the school property will all be necessary to provide the minimum widths necessary for bike lanes. Additional modifications are necessary to ensure that existing localized flooding is not exacerbated by the road widening.

Lomita Drive bicycle/pedestrian improvements:

The project will provide high visibility bike lanes and close existing sidewalk gaps to provide a continuous sidewalk. Several old curb ramps will be reconstructed to be accessible.

Brief Description of Project Location (include a map if available):

Project is located on Lomita Drive between Mill Valley-Sausalito trailhead and Horse Hill Preserve-Corte Madera trailhead.

The project area includes the section of Lomita Drive between Greenfield Court and the Edna Maguire School frontage.

Project area is approximately 83,132 square feet.

---

A submitted project request must be either in an approved Capital Improvement Program (CIP) or approved by agency's Council or Board for submittal. Please explain how this project has been approved:

Over several years Lomita Drive has been the subject of multiple improvements in the County's CIP, starting with a new sidewalk along the Horse Hill Open Space in 2013 and a currently active project to extend the sidewalk eastward to the Horse Hill parking area and Horse Hill path trailhead including bicyclist safety improvements. The third component in this corridor includes closing a short sidewalk gap between Greenfield Court and Terra Marin School, correction of roadway cross-slope along the school frontage to enable installation of a bike lane and repaving ,and performing pavement preservation where applicable, the entire length of Lomita Drive from Edna Maguire School to the Horse Hill path.

**3. Cost Estimate Breakdown and Schedule**

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	\$125,000	08/2022	TBD	33%
Final Design (PS&E)	\$185,000	04/2021	03/2023	95%
Right of Way Acquisition (ROW)	-	-	-	-
Construction (CON)	\$1,850,000	06/2024	11/2026	0%
Contingency (no more than 10% of the total construction cost)	\$185,000	06/2024	11/2026	0%
Other (enter phase name)				
Other (enter phase name)				
<b>Total Project Cost</b>	\$2,345,000			

**4. Measure B 1.1 Funds Available:**

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	Construction	\$500,000
<b>Total Requested</b>		\$500,000

**5. Other Programmed Funding**

Transportation Authority of Marin

March 2023

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
MTC-TDA	CON	24	Secured	\$130,000
Marin County Road & Bridge	DESIGN	23	Secured	\$185,000
Marin County Road & Bridge	ENV	24	Secured	\$125,000
Marin County Road & Bridge	CON	24	Secured	\$1,235,000
Flood Zone 3	COND	24	Pending	\$170,000
Total Funds Programmed				\$2,345,000

## 6. Attachments

If available, please provide the following attachments:

A Project Map  
 Drawings/Schematics,  
 Detailed Engineers Estimate



## Allocation of Measure B Element 1.1 Funds

Transportation Authority of Marin  
Board of Commissioners  
July 27, 2023

# Element 1.1 Background

- The Marin County Vehicle Registration Fee (VRF) was approved by voters as Measure B in November 2010
- The Measure B Expenditure Plan was reviewed in 2022
- The review process concluded when the TAM Board adopted the Amended Measure B Expenditure Plan in February 2023
- The Amended Measure B Expenditure Plan called for the development of a Measure B Strategic Plan, also placed on July 27, 2023 Board meeting agenda



# Funding Availability by Jurisdiction

In accordance with the Amended Measure B Expenditure Plan and Measure B Strategic Plan, within Element 1.1, TAM is to allocate funds based on an estimated five years of revenue collection based on the historic formula (50% population and 50% lane miles).

Agency	5-Year Revenue
Belvedere	\$36,412
Corte Madera	\$137,999
Fairfax	\$103,726
Larkspur	\$152,797
Mill Valley	\$206,272
Novato	\$671,481
Ross	\$36,749
San Anselmo	\$166,142
San Rafael	\$742,228
Sausalito	\$102,752
Tiburon	\$126,558
County	\$1,261,197
<i>Total</i>	\$3,744,313

# Call for Projects

- On March 19, 2023, a Call for Projects was issued to the local jurisdictions, requesting project proposals for funding from FY2023-24 to FY2027-28.
- Staff evaluated projects and confirmed each meet Measure B Element 1.1 requirements
- Based on project readiness and cash availability staff developed a project reimbursement schedule for the five-year period
- Note the following agencies chose to defer submitting requests for the full amount of funding available, and will do so upon identifying projects
  - San Rafael (project request TBD)
  - County of Marin (requested \$500,000 of \$1.2M available)

# Projects Requested

## Allocation Request Received for Measure B 1.1 Funds (\$3,744,313 total available)

Agency	Project Name and Description	Available Funding	Total Requested
Belvedere	San Rafael Ave and City Hall Safety Improvement Project	\$36,412	\$36,412
Corte Madera	2024 Madera Gardens Resurfacing Project	\$137,999	\$137,999
Fairfax	Re-Paving Project of multiple streets in Fairfax	\$103,726	\$103,726
Larkspur	Intersection improvements to enhance bicycle and pedestrian navigation	\$152,797	\$152,797
Mill Valley	Sidewalk and bicycle path improvements	\$206,272	\$206,272
Novato	Resurface pavement on city streets as identified in the City's Pavement Management Program	\$671,481	\$671,481
Ross	The Laurel Grove Safe Pathways Project Phases IIA, IIB, and III	\$36,749	\$36,749
San Anselmo	Creek Park Contra-Flow Bike Lane	\$166,142	\$166,142
San Rafael	Project to Be Determined	\$742,228	
Sausalito	Coloma Street Safe Pathways to School Project	\$102,752	\$102,752
Tiburon	Kleinert Way Sidewalk Improvement	\$126,558	\$126,558
County	Lomita Drive bicycle/pedestrian improvements (\$500,000) and additional Project to Be Determined	\$1,261,197	\$500,000
		<b>\$3,744,313</b>	<b>\$2,240,888</b>

# Project Examples

Sponsors submitted applications to advance bicycle, pedestrian, and safety improvements, the following examples highlight the range of projects:

- Fairfax: repaving project with curb ramps, sidewalks or street markings for bicycles at three streets (Scenic, Porteous and Claus).
- San Anselmo: Creek Park contra-flow bike lane, which will connect a gap in the east-west Cross Marin Bikeway (CMB).
- Sausalito: Coloma Street Safe Pathways to School Project includes installing a new sidewalk with several pedestrian crossing improvements, including a rectangular rapid flashing beacon.
- County of Marin: Lomita Drive bicycle/pedestrian improvements, which will provide bike lanes and close existing sidewalk gaps to provide a continuous sidewalk.



# Next Steps

- Upon approval from the TAM Board, staff will:
  - Work with local jurisdictions to develop funding agreements
  - Work with San Rafael and County of Marin to receive forthcoming project requests based on the funding still available for each

# Questions and Feedback

---

Thank you!