



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JANUARY 25, 2024
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

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

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www.tam.ca.gov

Belvedere
Nancy Kemnitzer

Corte Madera
Eli Beckman

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

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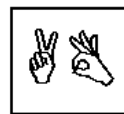
How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comments to info@tam.ca.gov, no later than 5:00 p.m. Wednesday, January 24, 2024, 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, 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 no later than 5 days before the meeting date.

AGENDA

1. Annual Selection of TAM Chair and Vice-Chair (Action) – **Attachment**
2. Chair’s Report (Discussion)
3. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
4. Executive Director’s Report (Discussion)
5. 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.)
6. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes December 14, 2023
 - b. Review and Accept the FY2023-24 Second Quarter Financial Report
 - c. Review and Acceptance of the Measure A/AA Compliance Audit
 - d. Approve the Programming of 2024 State Transportation Improvement Program Funds
 - e. Adopt the 2024 Legislative Platform
 - f. Review and Acceptance of the Compensation Study Results and Proposed 2024 Salary Ranges
7. Adopt the 2024 Marin County Local Road Safety Plan (Action) – **Attachment**
8. Update on Richmond-San Rafael Bridge (Information) – **Attachment**



DATE: January 25, 2024
TO: Transportation Authority of Marin Board of Commissioners
FROM: Anne Richman, Executive Director *Anne Richman*
SUBJECT: Annual Selection of TAM Chair and Vice-Chair (Action), Agenda Item No. 1

RECOMMENDATION

The TAM Board nominates and elects a Chair and Vice-Chair following the Executive Director's issuance of Oaths of Office to new Board members and any other preceding action items on the agenda.

BACKGROUND

Selection of a Chair and Vice-Chair

Pursuant to Section 104.1(a) of the TAM Administrative Code, the TAM Board is required to elect a Chair and Vice-Chair in January of each year.

DISCUSSION

None.

FISCAL IMPACTS

None.

NEXT STEPS

None.

ATTACHMENTS

None.

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

DECEMBER 14, 2023
6:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE, SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council, TAM Chair
Chance Cutrano, Fairfax Town Council
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair
Kate Colin, San Rafael City Council
Kevin Carroll, Larkspur City Council
Urban Carmel, Mill Valley City Council
Nancy Kemnitzer, Belvedere City Council
Rachel Farac, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors

Members Absent: Beach Kuhl, Ross Town Council
Dennis Rodoni, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Mary Sackett, Marin County Board of Supervisors
Melissa Blaustein, Sausalito City Council
Pat Ravasio, Corte Madera Town 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
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Principal Transportation Planner

Chair Colbert called the meeting to order at 6:06 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.

Chair Colbert announced that Agenda Item 9 - Update on Richmond-San Rafael Bridge (Information) – is being deferred to the January 2024 TAM Board meeting agenda.

1. Chair's Report

Chair Colbert thanked staff for hosting the TAM Holiday Luncheon, which also serves as a fundraiser for 10,000 Degrees, a non-profit organization that supports students from low-income backgrounds to and through college.

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

MTC Report – Commissioner Moulton-Peters

None.

SMART Report – Commissioner Lucan

Commissioner Lucan reported that in early December the Sonoma-Marín Area Rail Transit (SMART) Holiday Express Toy Drive resulted in a successful donation campaign benefiting Toys for Tots.

Marin Transit Report – Chair Colbert on behalf of Commissioner Rice

Chair Colbert reported that Marin Transit (MT) is conducting a fare collection study and evaluating options to replace fareboxes, while implementing some of the new capabilities of Clipper 2.0. Chair Colbert also reported that MT studied the benefits and challenges of offering free fares and will continue to provide updates as both studies move forward.

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 provided the Executive Director's Report, which was distributed to the TAM Board and posted on the TAM website as supplemental information.

In response to Commissioner Carmel, ED Richman explained that Mill Valley's Safe Routes to Schools Pedestrian Gap Closure project includes closing gaps in sidewalks and creating a safer pedestrian environment near schools.

In response to Commissioner Farac, ED Richman explained that TAM's Safe Routes to Schools (SRTS) team led and conducted the parent education seminar on electric bikes (e-bikes) in Novato.

Commissioner Carroll commented on Marin Health and Human Services (MHHS) tracking e-bike accidents through emergency medical services (EMS) data collection.

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

WTB-TAM President Patrick Seidler expressed support for Caltrans' State Route 131 (SR-131)/Tiburon Boulevard Capital Preventive Maintenance Project.

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.

Mr. Seidler provided handouts and commented on the Historical Railway Network of Marin County and expressed support for completing Marin's multimodal transportation system.

WTB-TAM Director of Planning Matthew Hartzell commented that closing the remaining gaps in the North-South Greenway and Cross-Marin Bikeway should be included in the Countywide Transportation Plan (CTP) and Active Transportation Plan (ATP); and that a near-term goal should be bringing all of the gap closure projects to shovel-ready status. Mr. Hartzell also commented that the Bay Trail gap running through Sausalito could be eligible for the upcoming Bay Trail funding program.

5. CONSENT CALENDAR (Action)

- a. Approve TAM Board Countywide Transportation Plan Workshop Minutes October 26, 2023
- b. Approve TAM Board Meeting Minutes October 26, 2023
- c. Acceptance of the FY2022-23 TAM Annual Comprehensive Financial Report
- d. Approve State Legislative Consultant Contract
- e. Acceptance of Revisions to the TAM Human Resources Policies and Procedures

Chair Colbert opened the item to public comment and hearing none asked for a motion.

Commissioner Carmel made the motion to approve the Consent Calendar. Commissioner Farac seconded the motion, which passed unanimously.

6. Update of Recommended Crossing Guard Locations (Action)

Chair Colbert provided introductory remarks on the importance of the Crossing Guard Program as an integral part of the community; and explained that TAM has continued to expand the Program, when possible, through Measure A, Measure B, and Measure AA. Chair Colbert also explained that a more in-depth discussion about funding and the long-term sustainability of the Program will occur in the spring.

Director of Project Delivery Dan Cherrier presented this item, which recommends the TAM Board accepts the recommendation of the Funding, Programs & Legislation (FP&L) Executive Committee to approve the updated ranked list of crossing guard locations; guard all sites down to Rank 105 for the duration of the current school year; and consider reducing the number of guarded sites for the following school year and/or future years, based on staff's further analysis of the program funding and cost factors in March or April 2024.

In response to Commissioner Colin, ED Richman explained that the Safe Streets and Roads for All (SS4A) Grant Program, which focuses on the development of a comprehensive safety action plan, is separate from the Crossing Guard Program. Mr. Cherrier explained that designated safe routes are not used as a criterion when scoring crossing guard locations. Commissioner Colin commented that perhaps future scoring evaluation could incorporate such routes.

In response to Commissioner Cutrano, Mr. Cherrier explained that historically, crossing guards are not removed from a location in the middle of a school year.

In response to Commissioner Carroll, Mr. Cherrier explained that the current carryover reserve is approximately \$1.6 million. ED Richman explained that the funding for the Program primarily comes from

the Measure AA ½-Cent Sales Tax, with a smaller portion provided by the Measure B Vehicle Registration Fee. ED Richman further explained that the Measure AA Expenditure Plan caps the funds for the Crossing Guard Program at 7%; and that funding is not transferable between categories in Measure AA or Elements in Measure B.

In response to Commissioner Carmel, Mr. Cherrier explained that the current carryover reserves will cover expenses through the current certification cycle; and that the base expense to cover 96 guards was calculated using a 30-year projected revenue and expense analyses. ED Richman explained that staff will return to the Board in the spring with an updated financial analysis; and that the current fiscal year budget will cover the expense of 105 crossing guards.

Commissioner Carmel commented that maintaining 105 guards for the remainder of the current certification cycle may preclude the agency from adding additional guards, if needed, and may jeopardize the sustainability of the Program; and inquired about the scoring criteria. In response, Mr. Cherrier explained that any number of scoring criterion can change a site score.

In response to Commissioner Farac, Mr. Cherrier explained that the anticipated cost to fund guards at the three additional sites for the remainder of the 2023-2024 school year is approximately \$30,000.

Commissioner Lucan commented that perhaps data/video collected by TAM would be beneficial to local DPWs to address state mandated safety improvements at crosswalks. Mr. Cherrier added that one of the scoring criterion includes vehicle parking at crosswalks. Commissioner Lucan also commented on the importance of following established policy and protocols for scoring and funding crossing guards sites in order to maintain the financial sustainability of the Program.

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

Commissioner Colin expressed support for funding the additional sites that were added to the list due to the New and Changed Condition Policy.

Commissioner Carmel commented on the importance of reanalyzing the finances of the Program in the spring to determine the next course of action; and expressed support for staff's recommendation.

Commissioner Cutrano made the motion to approve the updated ranked list of crossing guard locations; guard all sites down to Rank 105 for the duration of the current school year; and consider reducing the number of guarded sites for the following school year and/or future years, based on staff's further analysis of the program funding and costs in March or April 2024. Commissioner Carroll seconded the motion, which passed unanimously.

7. Marin-Sonoma Bike Share Pilot Program Update (Discussion)

Principal Transportation Planner Scott McDonald and Drop Mobility Vice President of Operations and Innovation Amber Wason presented this item for discussion.

In response to Commissioner Farac, Mr. McDonald explained that this MTC grant-funded pilot program will test and demonstrate the effectiveness of bike sharing in a suburban context; and that specific metrics have yet to be defined. Ms. Wason explained that the program launch will include collaboration with agencies and the community to determine Key Performance Indicators (KPIs), which may include data such as average number of trips per day per vehicle, CO² reduction by miles driven, and/or other data that addresses the community's goals.

In response to Commissioner Cutrano, Mr. McDonald confirmed that approximately 75 parking hubs are expected for the initial 300 bikes. Ms. Wason explained that hub locations will be determined through discussions with agencies and stakeholders; and that hubs will be visible on the program's mobile

application (app). Mr. McDonald also explained that the parking hubs will be geofenced, however further discussions will be needed regarding the geofencing of the larger service area; and Ms. Wason explained that there is flexibility within the program to use incentives and/or penalties to guide user behavior.

In response to Commissioner Carroll, Mr. McDonald explained that a parking hub is planned for the Larkspur Ferry/SMART station area. Commissioner Carroll commented that presentations to local city/town councils regarding the bike share program could be beneficial for public outreach.

In response to Commissioner Colin, Ms. Wason explained that Drop Mobility includes equity programs in all of its markets; and that typically, the programs use qualification criteria such as eligibility for the Supplemental Nutrition Assistance Program (SNAP), Medicaid, or other programs that conduct eligibility verification.

Chair Colbert commented on the importance of analyzing the Return on Investment (ROI) at varying locations and assessing the needs of communities outside of the SMART corridor.

In response to Commissioner Lucan, ED Richman explained that branding discussions have occurred at the agency staff level and that additional submissions are welcome. Commissioner Lucan commented that perhaps the process of developing a brand name would be a good opportunity to engage the public.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for the bike share pilot program.

Mr. Hartzell expressed support for the bike share pilot program; and inquired about the locations of bicycle parking hubs. Mr. Hartzell also commented that the SMART Civic Center Station would be an excellent location for a Mobility Hub.

Mr. Seidler expressed support for the bike share pilot program; and commented that the grade separation and multi-modal infrastructure at the SMART Civic Center Station makes it an excellent candidate to serve as a Mobility Hub location.

8. Marin Commutes Program Evaluation and Update (Discussion)

Mr. McDonald and Convey Senior Behavioral Scientist Nicole Hilaire presented this item for discussion.

Commissioner Carroll commented on ride-on-demand services for elderly and disabled people; provided names of organizations to include in public outreach for the Marin Commutes Program (Program); and inquired about the inclusion of College of Marin.

Commissioner Moulton-Peters expressed support for the Program; and commented that it provides an alternative to building more highway and road infrastructure, and dovetails with the county's overall values, including protection of the environment.

Commissioner Cutrano expressed support for the Program and its nexus with Transportation Demand Management (TDM) and the reduction of Vehicle Miles Travelled (VMT).

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

MCBC Executive Director Tarrell Kullaway expressed support for the Program. Ms. Kullaway commented on the challenge of tracking changes in behavior, and the importance of collaboration with employers

and businesses. Ms. Kullaway also commented on the availability of toolkits for employers through the League of American Bicyclists to create bicycle-friendly work environments; and inquired about the intersection of the Marin Commutes Rewards Program and the bike share pilot program.

The meeting was adjourned at 7:59 p.m.

DRAFT



DATE: January 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Finance and Administration Team

SUBJECT: Review and Accept the FY2023-24 Second Quarter Financial Report (Action),
Agenda Item No. 6b

RECOMMENDATION

Staff recommends that the TAM Board reviews and accepts the FY2023-24 Second Quarter Financial Report.

BACKGROUND

This report, along with all accompanying attachments, provides a summary of the financial activities for the period ending December 31, 2023, and covers TAM's revenue and expenditure activities from July 1 to December 31, 2023. Revenues and expenditures are presented on a cash basis for the period covered.

DISCUSSION/ANALYSIS

Revenue Highlights:

As of December 31, 2023, the total ½-Cent Transportation Sales Tax cash disbursements received from the California Department of Tax and Fee Administration (CDTFA) for the six-month period from July to December 2023 was \$17.74 million, which is 1.23% lower than the total cash disbursements received for the same period in FY2022-23.

As of December 31, 2023, TAM has received a total of \$1.18 million in Measure B \$10 Vehicle Registration Fee (VRF) cash disbursements from the Department of Motor Vehicles (DMV) for the six-month period from July to December 2023, which is 1.34% less than the total disbursements received for the same period in FY2022-23.

TAM also received \$1.75 million in interest revenue for the six-month period from July to December 2023. The majority of the interest revenue is from TAM's investments in CalTRUST (Investments Trust of California). Due to the continuing high interest rate, interest revenue from the first two quarters has almost met the budgeted amount for the fiscal year. Staff has been monitoring the cash flow needs of the agency and timely investing of available fund balances to continue to maximize interest return.

Expenditure Highlights:

Total expenditure through the second quarter of the year is about \$13.39 million. Please note all expenditures are reported on a cash basis and there are delays due to the time needed by vendors to prepare and submit payment requests for work conducted through the end of the second quarter of the year.

Investment with CalTRUST:

Attachment 7 of the staff report provides principal and interest earning details for each of the CalTRUST funds in which TAM invests. As of December 31, 2023, interest earnings from all funds totaled \$1.75 million, unrealized loss was \$1.02 million, which is mostly from the agency's \$42.6 million investment in the Medium-Term Fund due to the current financial market condition. Staff is closely monitoring the agency's cash flow needs and currently is not expecting any need to sell those funds in the near future.

TAM staff has been in communication with CalTRUST staff and its asset manager team from State Street Global Advisors about how to maximize interest revenue return without exposure to additional risk.

Budget Amendments:

With the approved Regional Measure 3 (RM3) fund allocation from the Metropolitan Transportation Commission (MTC) for the Marin Sonoma Narrows (MSN) Project, staff is recommending moving the *MSN B7 Construction Design Support* budget line item (\$300,000) under Measure AA Sales Tax Programs/Projects category to Professional Services Category since RM3 funds are now being used to support this effort.

FISCAL CONSIDERATION

None.

NEXT STEPS

The Third Quarter Financial Report will be presented to the Board for review and acceptance by April 2024.

ATTACHMENTS

- Attachment 1 FY2023-24 Budget to Actual Comparison as of 12/31/2023
- Attachment 2 Summary of FY2023-24 Budget Amendments as of 12/31/2023
- Attachment 3 FY2023-24 Revenue and Expenditure Report as of 12/31/2023 – Measure A Sales Tax Detail
- Attachment 4 FY2023-24 Revenue and Expenditure Report as of 12/31/2023 – Measure AA Sales Tax Detail
- Attachment 5 5.1: Monthly Measure A/AA Sales Tax Disbursement Comparison
5.2: Annual Measure A/AA Sales Tax Actual Vs. Budget Comparison
- Attachment 6 FY2022-23 and FY2023-24 Monthly Measure B VRF Disbursement Comparison
- Attachment 7 CalTRUST Investment Monthly Interest Income by Fund
- Attachment 8 8.1: FY2023-24 Budget Revenue Overview by Funding Source
8.2: FY2023-24 Budget Expenditure Overview by Category
- Attachment 9 Transportation Acronyms

Attachment I: FY2023-24 Budget to Actual Comparison as of 12/31/23

Budget Line Items	Annual Budget	12/31/2023	\$ Difference	Actual as % of Budget
<u>Beginning Fund Balance *</u>	<u>34,242,432</u>	<u>34,242,432</u>		
REVENUES				
Measure A/AA Sales Tax	35,680,000	17,744,979	(17,935,021)	49.73%
Measure B Vehicle Registration Fee Revenue	2,250,000	1,175,132	(1,074,868)	52.23%
Cities/Towns and County CMA Fee	576,950	576,950	-	100.00%
Interest Revenue	1,770,500	1,745,835	(24,665)	98.61%
MTC STP/CMAQ Planning & OBAG Grant Funds	1,524,234	244,532	(1,279,702)	16.04%
MTC Regional Measure 3 Fund	2,666,507	-	(2,666,507)	0.00%
CA State Earmark	3,000,000	-	(3,000,000)	0.00%
State TDA Fund	83,000	-	(83,000)	0.00%
Federal STP Fund	5,000	-	(5,000)	0.00%
Highway Safety Improvement Program (HSIP)	10,000	-	(10,000)	0.00%
Part Time Transit Lane Grant	404,648	-	(404,648)	0.00%
Realized Highway 101 ROW Excess Fund	1,675,000	-	(1,675,000)	0.00%
Marin Transportation For Clean Air Funding	350,000	180,036	(169,964)	51.44%
Regional TFCA Competitive Grants	283,637	-	(283,637)	0.00%
<u>Total Revenue Available</u>	<u>50,279,476</u>	<u>21,667,465</u>	<u>(28,612,011)</u>	<u>43.09%</u>
EXPENDITURES				
Administration				
Salaries & Benefits	3,167,466	1,431,237	1,736,229	45.19%
Agency-Wide Classification Study	23,000	2,220	20,780	9.65%
Office Lease	257,000	140,763	116,237	54.77%
Agency IT Related Equipment Upgrade	30,000	-	30,000	0.00%
Equipment Purchase/Lease	10,000	1,893	8,107	18.93%
Telephone/Internet/Web Hosting Services	25,000	11,283	13,717	45.13%
Office Supplies & Small Miscellaneous Items	40,000	15,342	24,658	38.35%
Insurance	20,000	16,288	3,712	81.44%
Financial Audit	25,000	12,600	12,400	50.40%
Legal Services	35,000	658	34,343	1.88%
Document/Video/Marketing Material Production	30,000	12,129	17,871	40.43%
Memberships	45,000	35,260	9,740	78.36%
Travel/Meetings/Conferences	26,000	13,333	12,667	51.28%
Professional Development	7,500	1,260	6,240	16.80%
Human Resources/Board Support	20,000	4,073	15,928	20.36%
Information Technology Support	45,000	12,609	32,391	28.02%
Annual Support & Upgrade of Financial System	10,000	-	10,000	0.00%
<u>Subtotal, Administration</u>	<u>3,815,966</u>	<u>1,710,946</u>	<u>2,105,020</u>	<u>44.84%</u>

Attachment I: FY2023-24 Budget to Actual Comparison as of 12/31/23

Budget Line Items	Annual Budget	12/31/2023	\$ Difference	Actual as % of Budget
Professional Services				
Bellam Blvd I01 Off-ramp Improvements - Design & ROW	900,000	12,220	887,780	1.36%
Travel Model Maintenance & Update	200,000	-	200,000	0.00%
Traffic Monitoring, Reporting & Travel Model Data Requests	150,000	33,362	116,638	22.24%
Project Management Oversight	140,000	20,306	119,694	14.50%
I01/580 Multi-modal and Local Access Improvements	1,660,000	-	1,660,000	0.00%
State Legislative Assistance	60,000	19,250	40,750	32.08%
Financial Advisor/Sales Tax Audit Services	25,000	2,007	22,993	8.03%
Measure A/AA Sales Tax Compliance Audit	20,000	19,812	188	99.06%
N/S Greenway - Construction Support	103,000	2,210	100,790	2.15%
Public Outreach Service Support	20,000	-	20,000	0.00%
Part Time Transit Lane	302,000	-	302,000	0.00%
Countywide Transportation Plan	350,000	74,128	275,872	21.18%
Local Road Safety Plan	10,000	58,889	(48,889)	588.89%
SR-37 Segment A1 Design	500,000	-	500,000	0.00%
Equity Framework	50,000	-	50,000	0.00%
Expired Expenditure Line Items	-	-	-	0.00%
Subtotal, Professional Services	4,490,000	242,185	4,247,815	5.39%
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>-</u>	<u>100.00%</u>
<i>Substrategy 1.1 - Local Bus Transit Service</i>	712,000	712,000	-	100.00%
<i>Substrategy 1.2 - Rural Bus Transit System</i>	57,672	57,672	-	100.00%
<i>Substrategy 1.3 - Special Needs Transit Services</i>	173,194	173,194	-	100.00%
<i>Substrategy 1.4 - Bus Transit Facilities</i>	115,522	115,522	-	100.00%
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>504,896</u>	<u>73,743</u>	<u>431,153</u>	<u>14.61%</u>
<i>Substrategy 3.1 - Major Roads</i>	250,000	-	250,000	0.00%
<i>Substrategy 3.2 - Local Streets and Roads</i>	254,896	73,743	181,153	28.93%
<u>Strategy 4 - Safer Access to Schools.</u>	<u>744,358</u>	<u>-</u>	<u>744,358</u>	<u>0.00%</u>
<i>Substrategy 4.1 - Safe Routes to Schools</i>	63,546	-	63,546	0.00%
<i>Substrategy 4.2 - Crossing Guards</i>	80,812	-	80,812	0.00%
<i>Substrategy 4.3 - Safe Pathways to School</i>	-	-	-	-
<i>Safe Pathway Capital Projects</i>	600,000	-	600,000	0.00%
Subtotal, Measure A Programs	2,307,642	1,132,131	1,175,511	49.06%

Attachment I: FY2023-24 Budget to Actual Comparison as of 12/31/23

Budget Line Items	Annual Budget	12/31/2023	\$ Difference	Actual as % of Budget
Measure AA Sales Tax Programs/Projects				
Major Road Set-Aside	8,000,000	2,773,695	5,226,305	34.67%
<u>Category 1 - Reduce Congestion</u>	<u>2,930,000</u>	<u>256,336</u>	<u>2,673,664</u>	<u>8.75%</u>
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	200,000	9,001	190,999	4.50%
MSN B7 Construction Design Support	300,000	2,411	297,589	0.80%
Category 1.2 - Match for Completion of 101/580 Direct Connector				
580/101 Direct Connector Project PID & PAED	300,000	52,089	247,911	17.36%
Category 1.3 - Enhance Interchanges	2,005,000	135,098	1,869,902	6.74%
Category 1.4 - Transportation Demand Management	125,000	57,737	67,263	46.19%
<u>Category 2 - Local Transportation Infrastructure</u>	<u>7,926,254</u>	<u>2,362,083</u>	<u>5,564,171</u>	<u>29.80%</u>
Category 2.1 - Local Roads	6,626,254	1,929,231	4,697,023	29.11%
Category 2.2 - Large Safe Pathways Capital Projects	1,000,000	373,215	626,785	37.32%
Category 2.3 - Sea Level Rise	250,000	59,638	190,363	23.86%
Category 2.4 - Innovative Technology	50,000	-	50,000	0.00%
<u>Category 3 - Safer Access to Schools</u>	<u>3,430,000</u>	<u>430,549</u>	<u>2,999,451</u>	<u>12.55%</u>
Category 3.1 - Safe Routes to Schools	1,200,000	179,883	1,020,117	14.99%
Category 3.2 - Crossing Guards	1,980,000	250,666	1,729,334	12.66%
Category 3.3 - Small Safe Pathways Capital Projects	250,000	-	250,000	0.00%
<u>Category 4 - Transit</u>	<u>20,331,820</u>	<u>3,799,990</u>	<u>16,531,830</u>	<u>18.69%</u>
Category 4.1 - Local Bus Transit Service	13,000,000	2,741,974	10,258,026	21.09%
Category 4.2 - Rural Bus Transit System	926,812	582,735	344,077	62.88%
Category 4.3 - Special Needs Transit Services	2,934,903	160,622	2,774,281	5.47%
Category 4.4 - School Transit Service	1,700,000	73,401	1,626,599	4.32%
Category 4.5 - Bus Transit Facilities	1,235,748	241,259	994,489	19.52%
Category 4.6 - Expand Access to Transit	534,357	-	534,357	0.00%
Subtotal, Measure AA Programs	42,618,074	9,622,653	32,995,421	22.58%
Measure B VRF Programs				
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>800,000</u>	<u>62,062</u>	<u>737,938</u>	<u>7.76%</u>
Element 1.1 - Local Streets and Roads	700,000	62,062	637,938	8.87%
Element 1.2 - Bike/Ped Pathways	100,000	-	100,000	0.00%
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>895,000</u>	<u>151,179</u>	<u>743,821</u>	<u>16.89%</u>
Element 2.1 - Mobility Management Programs	100,000	49,279	50,721	49.28%
Element 2.2 - Paratransit & Low Income Scholarships	180,000	61,914	118,086	34.40%
Element 2.3 - Paratransit Plus	340,000	16,794	323,206	4.94%
Element 2.4 - Volunteer Drive & Gap Grant	275,000	23,192	251,808	8.43%
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>761,000</u>	<u>208,477</u>	<u>552,523</u>	<u>27.40%</u>
Element 3.1 - Safe Routes to School/Street Smart Program	175,000	50,000	125,000	28.57%
Element 3.2 - Commute Alternative Programs	250,000	116,063	133,937	46.43%
Element 3.3 - Alternative Fuel Vehicle Program	336,000	42,414	293,586	12.62%
Subtotal, Measure B Programs	2,456,000	421,718	2,034,282	17.17%

Attachment I: FY2023-24 Budget to Actual Comparison as of 12/31/23

Budget Line Items	Annual Budget	12/31/2023	\$ Difference	Actual as % of Budget
Interagency Agreements				
Caltrans - MSN B8 PS&E/ROW Support & Capital	150,000	16,528	133,472	11.02%
Various Agencies - Bike/Ped Path Maintenance	30,000	-	30,000	0.00%
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	-	1,100,000	0.00%
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	1,525,000	-	1,525,000	0.00%
Caltrans - MSN B7 Construction Capital & Support	550,000	21,678	528,322	3.94%
Caltrans - 101/580 Multi-modal and Local Access PID	40,000	5,674	34,326	14.19%
Caltrans - 101 Interchange Studies	100,000	-	100,000	0.00%
Caltrans - SR-37 Segment A1 Design/ROW coop	500,000	-	500,000	0.00%
Caltrans - Part Time Transit Lane	50,000	-	50,000	0.00%
Marin City Flood Mitigation	2,000,000	-	2,000,000	0.00%
Subtotal, Interagency Agreements	6,045,000	43,880	6,001,120	0.73%
TFCA Programs/Projects Expenditures				
TFCA - Reimbursement of Various Capital Projects	334,000	218,254	115,746	65.35%
Expired Expenditure Line Items	-	-	-	0.00%
Subtotal, TFCA Programs/Projects	334,000	218,254	115,746	65.35%
Total Expenditures	62,066,682	13,391,767	48,674,916	21.58%
Net Change in Fund Balance	(11,787,206)	8,275,698		
Ending Fund Balance	22,455,226	42,518,130		

* Beginning Fund Balance has been adjusted to exclude the July/Aug 2023 Measure A/AA and Measure B revenues that were accrued in the FY2022-23.

The July/Aug 2023 revenues are included in the FY2023-24 revenue numbers .

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 2: Summary of FY2023-24 Budget Amendments as of 12/31/23			
Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>34,242,432</u>	<u>34,242,432</u>	<u>34,242,432</u>
REVENUES			
Measure A/AA Sales Tax	35,680,000		35,680,000
Measure B Vehicle Registration Fee Revenue	2,250,000		2,250,000
Cities/Towns and County CMA Fee	576,950		576,950
Interest Revenue	1,770,500		1,770,500
MTC STP/CMAQ Planning & OBAG Grant Funds	1,524,234		1,524,234
MTC Regional Measure 3 Fund	2,666,507		2,666,507
CA State Earmark	3,000,000		3,000,000
State TDA Fund	83,000		83,000
Federal STP Fund	5,000		5,000
Highway Safety Improvement Program (HSIP)	10,000		10,000
Part Time Transit Lane Grant	404,648		404,648
Realized Highway 101 ROW Excess Fund	1,675,000		1,675,000
Marin Transportation For Clean Air Funding	350,000		350,000
Regional TFCA Competitive Grants	283,637		283,637
Expired Revenue Line Items	-		-
<u>Total Revenue Available</u>	<u>50,279,476</u>	<u>-</u>	<u>50,279,476</u>
EXPENDITURES			
Administration			
Salaries & Benefits	3,167,466		3,167,466
Agency-Wide Classification Study	23,000		23,000
Office Lease	257,000		257,000
Agency IT Related Equipment Upgrade	30,000		30,000
Equipment Purchase/Lease	10,000		10,000
Telephone/Internet/Web Hosting Services	25,000		25,000
Office Supplies & Small Miscellaneous Items	40,000		40,000
Insurance	20,000		20,000
Financial Audit	25,000		25,000
Legal Services	35,000		35,000
Document/Video/Marketing Material Production	30,000		30,000
Memberships	45,000		45,000
Travel/Meetings/Conferences	26,000		26,000
Professional Development	7,500		7,500
Human Resources/Board Support	20,000		20,000
Information Technology Support	45,000		45,000
Annual Support & Upgrade of Financial System	10,000		10,000
<u>Subtotal, Administration</u>	<u>3,815,966</u>	<u>-</u>	<u>3,815,966</u>

Attachment 2: Summary of FY2023-24 Budget Amendments as of 12/31/23			
Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Professional Services			
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	900,000		900,000
Travel Model Maintenance & Update	200,000		200,000
Traffic Monitoring, Reporting & Travel Model Data Requests	150,000		150,000
Project Management Oversight	140,000		140,000
101/580 Multi-modal and Local Access Improvements	1,660,000		1,660,000
State Legislative Assistance	60,000		60,000
Financial Advisor/Sales Tax Audit Services	25,000		25,000
Measure A/AA Sales Tax Compliance Audit	20,000		20,000
N/S Greenway - Construction Support	103,000		103,000
Public Outreach Service Support	20,000		20,000
Part Time Transit Lane	302,000		302,000
Countywide Transportation Plan	350,000		350,000
Local Road Safety Plan	10,000		10,000
SR-37 Segment A1 Design	500,000		500,000
Equity Framework	50,000		50,000
MSN B7 Construction Design Support		300,000	300,000
Subtotal, Professional Services	4,490,000	300,000	4,790,000
Measure A Sales Tax Programs/Projects			
<u>Strategy 1 - Transit</u>	1,058,388	-	1,058,388
<i>Substrategy 1.1 - Local Bus Transit Service</i>	712,000		712,000
<i>Substrategy 1.2 - Rural Bus Transit System</i>	57,672		57,672
<i>Substrategy 1.3 - Special Needs Transit Services</i>	173,194		173,194
<i>Substrategy 1.4 - Bus Transit Facilities</i>	115,522		115,522
<u>Strategy 3 - Local Transportation Infrastructure</u>	504,896	-	504,896
<i>Substrategy 3.1 - Major Roads</i>	250,000		250,000
<i>Substrategy 3.2 - Local Streets and Roads</i>	254,896		254,896
<u>Strategy 4 - Safer Access to Schools.</u>	744,358	-	744,358
<i>Substrategy 4.1 - Safe Routes to Schools</i>	63,546		63,546
<i>Substrategy 4.2 - Crossing Guards</i>	80,812		80,812
<i>Substrategy 4.3 - Safe Pathways to School</i>			
<i>Safe Pathway Capital Projects</i>	600,000		600,000
Subtotal, Measure A Programs	2,307,642	-	2,307,642

Attachment 2: Summary of FY2023-24 Budget Amendments as of 12/31/23			
Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Measure AA Sales Tax Programs/Projects			
Major Road Set-Aside	8,000,000		8,000,000
<u>Category 1 - Reduce Congestion</u>	2,930,000	(300,000)	2,630,000
Category 1.1 - Completion of Marin-Sonoma Narrows			
MSN B7/B8 Design/ROW/Utility Work	200,000		200,000
MSN B7 Construction Design Support	300,000	(300,000)	-
Category 1.2 - Match for Completion of 101/580 Direct Connector			
580/101 Direct Connector Project PID & PAED	300,000		300,000
Category 1.3 - Enhance Interchanges	2,005,000		2,005,000
Category 1.4 - Transportation Demand Management	125,000		125,000
<u>Category 2 - Local Transportation Infrastructure</u>	7,926,254	-	7,926,254
Category 2.1 - Local Roads	6,626,254		6,626,254
Category 2.2 - Large Safe Pathways Capital Projects	1,000,000		1,000,000
Category 2.3 - Sea Level Rise	250,000		250,000
Category 2.4 - Innovative Technology	50,000		50,000
<u>Category 3 - Safer Access to Schools</u>	3,430,000	-	3,430,000
Category 3.1 - Safe Routes to Schools	1,200,000		1,200,000
Category 3.2 - Crossing Guards	1,980,000		1,980,000
Category 3.3 - Small Safe Pathways Capital Projects	250,000		250,000
<u>Category 4 - Transit</u>	20,331,820	-	20,331,820
Category 4.1 - Local Bus Transit Service	13,000,000		13,000,000
Category 4.2 - Rural Bus Transit System	926,812		926,812
Category 4.3 - Special Needs Transit Services	2,934,903		2,934,903
Category 4.4 - School Transit Service	1,700,000		1,700,000
Category 4.5 - Bus Transit Facilities	1,235,748		1,235,748
Category 4.6 - Expand Access to Transit	534,357		534,357
Subtotal, Measure AA Programs	42,618,074	(300,000)	42,318,074
Measure B VRF Programs			
<u>Element 1 - Maintain Local Streets & Pathways</u>	800,000	-	800,000
Element 1.1 - Local Streets and Roads	700,000		700,000
Element 1.2 - Bike/Ped Pathways	100,000		100,000
<u>Element 2 - Seniors & Disabled Mobility</u>	895,000	-	895,000
Element 2.1 - Mobility Management Programs	100,000		100,000
Element 2.2 - Paratransit & Low Income Scholarships	180,000		180,000
Element 2.3 - Paratransit Plus	340,000		340,000
Element 2.4 - Volunteer Drive & Gap Grant	275,000		275,000
<u>Element 3 - Reduce Congestion & Pollution</u>	761,000	-	761,000
Element 3.1 - Safe Routes to School/Street Smart Program	175,000		175,000
Element 3.2 - Commute Alternative Programs	250,000		250,000
Element 3.3 - Alternative Fuel Vehicle Program	336,000		336,000
Subtotal, Measure B Programs	2,456,000	-	2,456,000

Attachment 2: Summary of FY2023-24 Budget Amendments as of 12/31/23			
Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Interagency Agreements			
Caltrans - MSN B8 PS&E/ROW Support & Capital	150,000		150,000
Various Agencies - Bike/Ped Path Maintenance	30,000		30,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000		1,100,000
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	1,525,000		1,525,000
Caltrans - MSN B7 Construction Capital & Support	550,000		550,000
Caltrans - 101/580 Multi-modal and Local Access PID	40,000		40,000
Caltrans - 101 Interchange Studies	100,000		100,000
Caltrans - SR-37 Segment A1 Design/ROW coop	500,000		500,000
Caltrans - Part Time Transit Lane	50,000		50,000
Marin City Flood Mitigation	2,000,000		2,000,000
Expired Expenditure Line Items	-		-
Subtotal, Interagency Agreements	6,045,000	-	6,045,000
TFCA Programs/Projects Expenditures			
TFCA - Reimbursement of Various Capital Projects	334,000		334,000
Subtotal, TFCA Programs/Projects	334,000	-	334,000
Total Expenditures	62,066,682	-	62,066,682
Net Change in Fund Balance	(11,787,206)	-	(11,787,206)
Ending Fund Balance	22,455,226	34,242,432	22,455,226

Attachment 3: FY2023-24 Revenue and Expense 12/31/23 – Measure A

Budget Line	Interest	5% Reserve	1% Admin	4% Program	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.
REVENUE								
FY2023 Accrual Fund Balance	4,182,869	2,579,815	6,045	16,742	145,673	5,767	17,292	12,398
FY2024 Revenue	109,138		41	164	1,558	126	379	253
EXPENSES								
ADMINISTRATION								
Salaries & Benefits				36,442				
PROFESSIONAL SERVICES								
N/S Greenway - Construction Design Support								
MEASURE A PROGRAMS/PROJECTS								
Strategy 1 - Transit					712,000	57,672	173,194	115,522
Strategy 3 - Streets & Roads								
Strategy 4- Safe Routes								
Total Expenses	-	-	-	36,442	712,000	57,672	173,194	115,522
BALANCE	4,292,007	2,579,815	6,086	(19,536)	(564,770)	(51,779)	(155,523)	(102,871)

Attachment 3: FY2023-24 Revenue and Expense 12/31/23 – Measure A

Budget Line	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S- 4.2 C. Guards	S - 4.3 Pathways	Total
REVENUE						
FY2023 Accrual Fund Balance	27,999	403,143	7,289	10,063	(292,578)	7,122,518
FY2024 Revenue	558	558	139	177	147	113,237
EXPENSES						
ADMINISTRATION						
Salaries & Benefits						36,442
PROFESSIONAL SERVICES						
N/S Greenway - Construction Design Support						-
MEASURE A PROGRAMS/PROJECTS						
Strategy 1 - Transit						1,058,388
Strategy 3 - Streets & Roads		73,743				73,743
Strategy 4- Safe Routes						-
Total Expenses	-	73,743	-	-	-	1,168,573
BALANCE	28,557	329,958	7,428	10,240	(292,430)	6,067,182

Attachment 4: FY2023-24 Revenue and Expenditure Report as of 12/31/23 – Measure AA

Budget Line	Interest	Major Road Set Aside	5% Reserve	1% Adm	4% PM	Category DM	Cat 1.1 MSN	Cat 1.2 101/580	Cat 1.3 Intrchngs	Cat 1.4 TDM	Cat 2.1 Local Roads	Cat 2.2 Large SP Projects	Cat 2.3 Sea Level Rise	Cat 2.4 Innovative Tech
REVENUE														
FY2023 Accrual Fund Balance	185,601	(6,435,862)	5,174,195	885,557	688,767	-	(3,503,995)	(1,463,781)	985,689	505,830	6,787,149	946,072	1,105,575	403,150
FY2024 Revenue	505,119	783,333	574,189	114,838	459,351	225,000	128,995	171,994	257,991	42,998	2,066,864	281,845	93,948	46,974
EXPENSES														
ADMINISTRATION														
Salaries & Benefits				660,447										
Agency-Wide Classification Study				2,220										
Office Lease				140,763										
Agency IT Related Equipment Upgrade				-										
Equipment Purchase/Lease				1,893										
Telephone/Internet/Web Hosting Services				11,283										
Office Supplies & Small Miscellaneous Items				14,353										
Insurance				16,288										
Financial Audit				12,600										
Legal Services				658										
Document/Video/Marketing Material Production				12,129										
Memberships				35,260										
Travel/Meetings/Conferences				11,912										
Professional Development				1,260										
Human Resources/Board Support				4,073										
Information Technology Support				12,609										
Annual Support & Upgrade of Financial System				-										
PROFESSIONAL SERVICES														
Bellam Blvd 101 Off Ramp Improvements - Design & ROW		12,220												
N/S Greenway - Construction Support														
Financial Advisor/Sales Tax Audit Services				2,007										
Measure A/AA Sales Tax Compliance Audit				19,812										
Project Management Oversight														
Public Outreach Service Support														
MEASURE AA SALES TAX PROGRAMS/PROJECTS														
Major Road Set-Aside		2,773,695												
Category 1 - Reduce Congestion							11,412	52,089	135,098	57,737				
Category 2 - Local Transportation Infrastructure											1,929,231	373,215	59,638	
Category 3 - Safer Access to Schools														
Category 4 - Transit														
INTERAGENCY AGREEMENTS														
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital														
Various Agencies - Bike/Ped Path Maintenance														
Marin Transit - Bus Facility Lease or Purchase Contribution														
Caltrans - MSN B7 Construction Capital & Support														
Caltrans - 101/580 Multi-modal and Local Access PID								5,674						
Caltrans - 101 Interchange Studies														
Total Expenses	-	2,785,915	-	959,566	-	-	11,412	57,763	135,098	57,737	1,929,231	373,215	59,638	-
BALANCE	690,721	(8,438,444)	5,748,384	40,828	1,148,118	225,000	(3,386,412)	(1,349,550)	1,108,582	491,091	6,924,782	854,783	1,139,886	450,124

The FY2023-24 Revenue excludes July and Aug 2023 cash receipts. The two months of revenue were accrued in the FY2023 accrual balance.

Attachment 4: FY2023-24 Revenue and Expenditure Report as of 12/31/23 – Measure AA

Budget Line	Cat 3.1 SR2S	Cat 3.2 Crossing Guards	Cat 3.3 Small SP Projects	Cat 4.1 Local Transit	Cat 4.2 Rural Transit	Cat 4.3 Special Needs	Cat 4.4 School Transit	Cat 4.5 Transit Facilities	Cat 4.6 Transit Access	Total
REVENUE										
FY2023 Accrual Fund Balance	1,505,216	1,877,438	532,149	15,414,681	29,285	1,657,383	1,473,480	39,043	384,773	29,177,393
FY2024 Revenue	308,960	617,920	88,274	3,132,184	284,744	901,689	474,573	379,659	47,457	11,988,902
EXPENSES										
ADMINISTRATION										
Salaries & Benefits										660,447
Agency-Wide Classification Study										2,220
Office Lease										140,763
Agency IT Related Equipment Upgrade										-
Equipment Purchase/Lease										1,893
Telephone/Internet/Web Hosting Services										11,283
Office Supplies & Small Miscellaneous Items										14,353
Insurance										16,288
Financial Audit										12,600
Legal Services										658
Document/Video/Marketing Material Production										12,129
Memberships										35,260
Travel/Meetings/Conferences										11,912
Professional Development										1,260
Human Resources/Board Support										4,073
Information Technology Support										12,609
Annual Support & Upgrade of Financial System										-
PROFESSIONAL SERVICES										
Bellam Blvd 101 Off Ramp Improvements - Design & ROW										12,220
N/S Greenway - Construction Support										-
Financial Advisor/Sales Tax Audit Services										2,007
Measure A/AA Sales Tax Compliance Audit										19,812
Project Management Oversight										-
Public Outreach Service Support										-
MEASURE AA SALES TAX PROGRAMS/PROJECTS										
Major Road Set-Aside										2,773,695
Category 1 - Reduce Congestion										256,336
Category 2 - Local Transportation Infrastructure										2,362,083
Category 3 - Safer Access to Schools	179,883	241,613								421,496
Category 4 - Transit				2,741,974	582,735	160,622	73,401	241,259		3,799,990
INTERAGENCY AGREEMENTS										
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital										-
Various Agencies - Bike/Ped Path Maintenance										-
Marin Transit - Bus Facility Lease or Purchase Contribution										-
Caltrans - MSN B7 Construction Capital & Support										-
Caltrans - 101/580 Multi-modal and Local Access PID										5,674
Caltrans - 101 Interchange Studies										-
Total Expenses	179,883	241,613	-	2,741,974	582,735	160,622	73,401	241,259	-	10,591,060
BALANCE	1,634,294	2,253,745	620,424	15,804,890	(268,706)	2,398,450	1,874,652	177,443	432,230	30,575,235

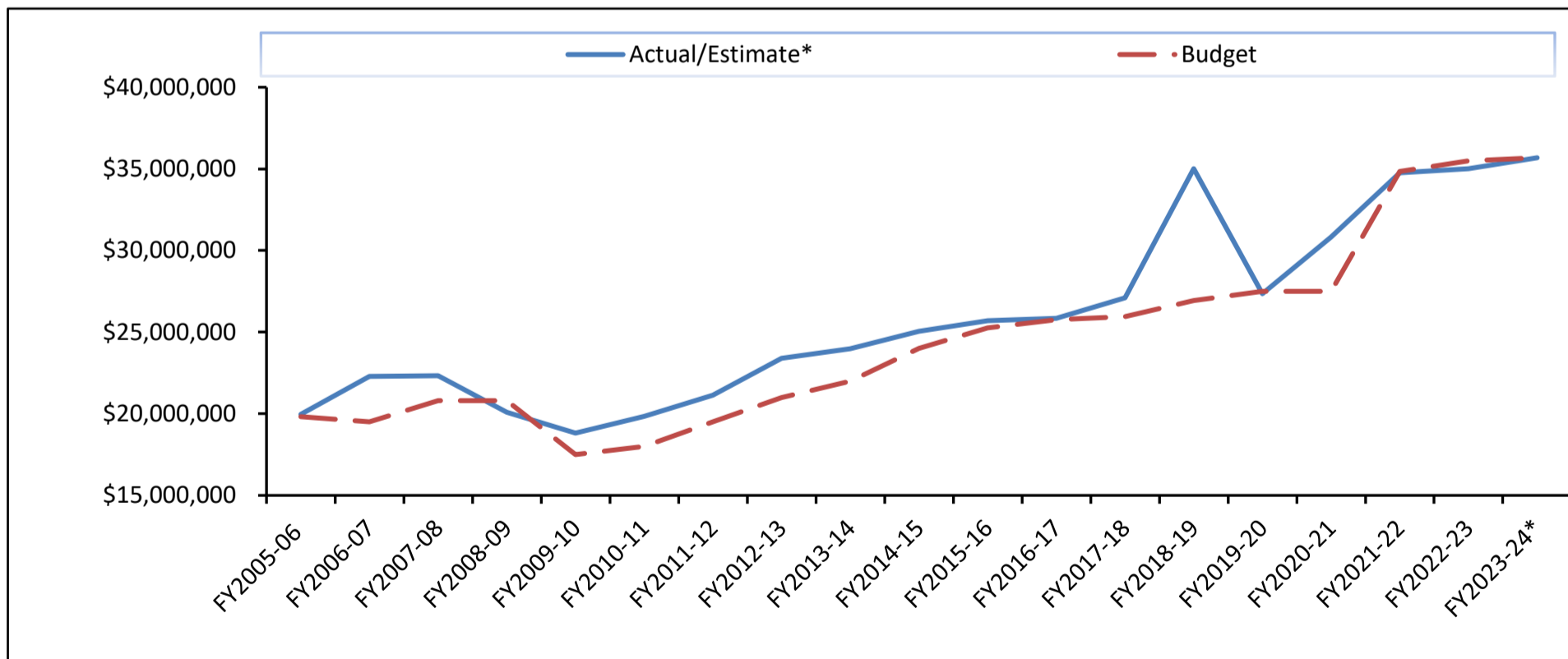
The FY202-24 Revenue excludes July and Aug 2023 cash receipts. The two months of revenue were accrued in the FY2023 accrual balance.

Attachment 5.1: FY2023 and FY2024 Monthly Measure A/AA Sales Tax Disbursement Comparison

(Cash Disbursement from July to June)

		FY2023	FY2024	\$ Difference	% Difference
Actuals	July	3,064,770	3,064,213	(557)	-0.02%
	August	3,115,515	3,192,884	77,369	2.48%
	September	2,789,732	2,645,981	(143,751)	-5.15%
	October	2,787,367	2,746,229	(41,137)	-1.48%
	November	3,433,472	3,474,197	40,725	1.19%
	December	2,775,146	2,621,475	(153,671)	-5.54%
Actual / Budget	January	2,693,039		(2,693,039)	-100.00%
	February	3,748,167		(3,748,167)	-100.00%
	March	2,541,895		(2,541,895)	-100.00%
	April	2,320,829		(2,320,829)	-100.00%
	May	3,189,071		(3,189,071)	-100.00%
	June	2,550,658		(2,550,658)	-100.00%
	July - December	17,966,002	17,744,979	(221,024)	-1.23%
	Annual Disbursement	35,009,661			
	FY2024 Annual Budget		35,680,000		

Attachment 5.2 Measure A/AA Sales Tax Actual Vs. Budget Comparison



Attachment 6: FY2023 and FY2024 Monthly Measure B VRF Disbursement Comparison

(Cash Disbursement from July to June)

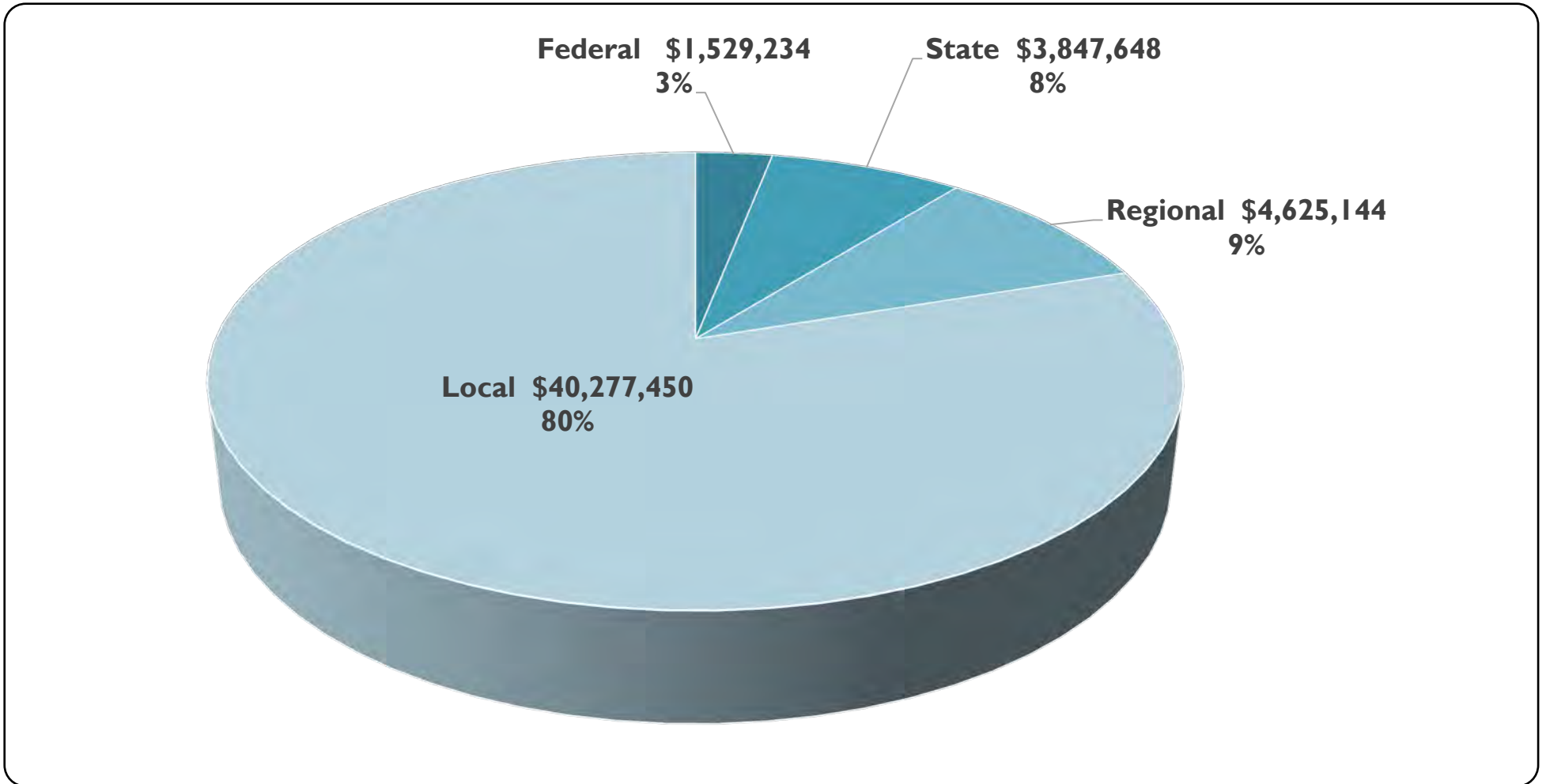
		FY2023	FY2024	\$ Difference	% Difference
Actual	July	196,187	208,837	12,651	6.45%
	August	199,555	200,384	829	0.42%
	September	196,934	175,592	(21,341)	-10.84%
	October	212,908	217,993	5,084	2.39%
	November	186,032	188,600	2,568	1.38%
	December	199,452	183,726	(15,726)	-7.88%
Actual / Budget	January	179,771		(179,771)	-100.00%
	February	175,490		(175,490)	-100.00%
	March	197,018		(197,018)	-100.00%
	April	177,473		(177,473)	-100.00%
	May	208,958		(208,958)	-100.00%
	June	176,792		(176,792)	-100.00%
	July - December	1,191,068	1,175,132	(15,935)	-1.34%
	Annual Disbursement	2,306,569			
	FY2024 Annual Budget		2,250,000		

Attachment 7: CalTRUST Investment Monthly Interest Income by Fund
(July - December 2023)

	Short Term	Medium Term	Liquidity*	Total
Initial Principal Investment	\$ 1,808,530	\$ 44,297,339	\$ -	\$ 46,105,869
Prior Reinvested Interest Revenue	\$ 152,807	\$ 4,763,589	\$ 982,004	\$ 5,898,400
Prior Reinvestment of Interest to Liquidity Fund	\$ (77,505)	\$ (2,539,479)	\$ 2,616,984	\$ -
Prior Realized Gain/(Loss)	\$ 5,599	\$ 77,449	\$ -	\$ 83,048
Prior Purchase	\$ -	\$ -	\$ 25,000,000	\$ 25,000,000
Prior Redemption	\$ (938,351)	\$ (4,000,000)	\$ (16,301,728)	\$ (21,240,079)
Realized Gain/(Loss) - 12/31/23 YTD	\$ -	\$ -	\$ -	\$ -
FY2023-24 Monthly Interest Income				
<i>July-23</i>	\$ 3,869	\$ 120,402	\$ 106,278	\$ 230,549
<i>August-23</i>	\$ 3,876	\$ 126,342	\$ 186,367	\$ 316,586
<i>September-23</i>	\$ 3,607	\$ 121,552	\$ 174,109	\$ 299,267
<i>October-23</i>	\$ 4,039	\$ 135,984	\$ 164,427	\$ 304,450
<i>November-23</i>	\$ 3,785	\$ 130,533	\$ 166,063	\$ 300,381
<i>December-23</i>	\$ 3,711	\$ 127,171	\$ 162,160	\$ 293,042
Total Thru 2nd Quarter	\$ 22,887	\$ 761,984	\$ 959,404	\$ 1,744,275
Reinvestment of Interest to Liquidity Fund	\$ (22,887)	\$ (761,984)	\$ 784,871	
Net Investment Purchase/Redemption - 12/31/23 YTD	\$ -	\$ -	\$ 18,640,000	\$ 18,640,000
Unrealized Gain/(Loss) - 12/31/23 Cumulative	\$ 3,811	\$ (1,021,824)	\$ -	\$ (1,018,013)
			\$ -	
Market Value - 12/31/23	\$ 954,890	\$ 41,577,074	\$ 32,681,536	\$ 75,213,500

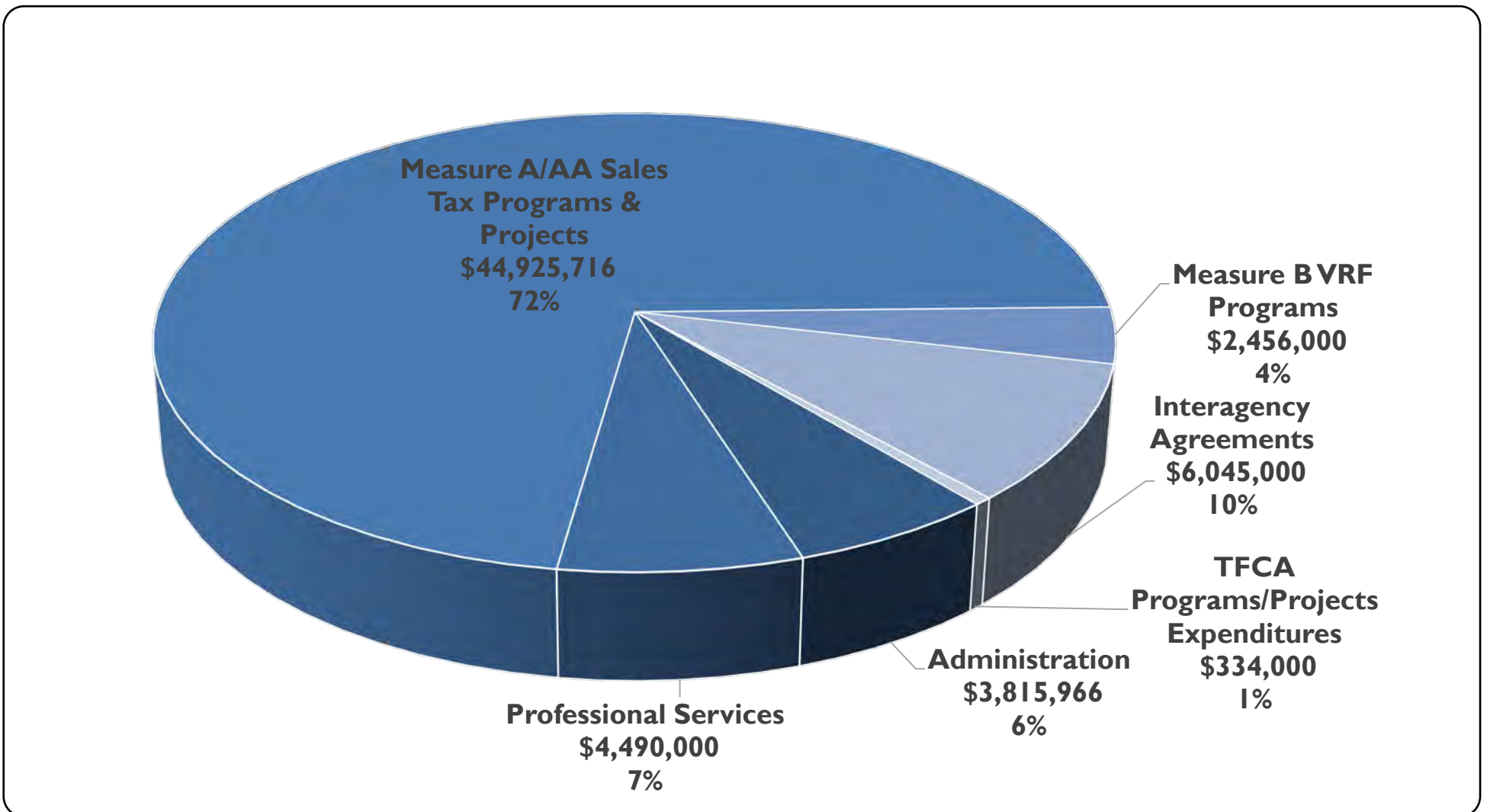
Note: Starting December 1, 2018, interests earned in the short-term and medium-term funds are reinvested in the liquidity fund for potential immediate agency cash needs with no principal risk.

Attachment 8.1: FY2023-24 Budget Revenue Overview by Funding Source



Attachment 8.2: FY2023-24 Budget Expenditure Overview by Category

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Attachment 9: Transportation Acronyms

Acronym	Full Term
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BATA	Bay Area Toll Authority
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BPAC	Bicycle / Pedestrian Advisory Committee
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Investment Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMFC	Central Marin Ferry Connection
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EIR	Environmental Impact Report
EV	Electric Vehicle
FASTER	Freedom, Affordability, Speed, Transparency, Equity, Reliability
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LATIP	Local Area Transportation Improvement Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

Attachment 9: Transportation Acronyms

Acronym	Full Term
MTS	Metropolitan Transportation System
Neg Dec	Negative Declaration
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PAED	Project Approval and Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimate
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM2	Regional Measure 2 (Bridge Toll)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State-Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR	State Route
SR2S/SRTS	Safe Routes to Schools
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TCM	Transportation Control Measures
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TFCA	Transportation Fund for Clean Air
TIP	Federal Transportation Improvement Program
TLC	Transportation for Livable Communities
TMP	Traffic Management Plan
TMS	Transportation Management System
TNC	Transportation Network Company
TOD	Transit-Oriented Development
TOS	Transportation Operations Systems
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fee



DATE: January 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Li Zhang, Deputy Executive Director/Chief Financial Officer
Emily Tong, Senior Accountant

SUBJECT: Review and Acceptance of the Measure A/AA Compliance Audit (Action), Agenda Item No. 6c

RECOMMENDATION

The TAM Board reviews and accepts the 2023 Measure A/AA Compliance Audit results.

The Citizens' Oversight Committee (COC) reviewed and discussed the audit results at its January 16 meeting and voted unanimously to refer the results to the TAM Board for acceptance.

BACKGROUND

TAM has a fiduciary responsibility to the voters of Marin County to ensure that the ½-Cent Measure A/AA Transportation Sales Tax funds are spent appropriately and has carried out this responsibility diligently since the inception of Measure A in 2004. Both the Measure A and Measure AA Expenditure Plans provided TAM with the authority to audit all Measure A/AA fund recipients for their use of the sales tax proceeds. An independent compliance audit is explicitly permitted under the terms and conditions of TAM's funding agreements/contracts with all Measure A/AA funding recipients. The COC played a critical role in the development of the original Measure A Compliance Audit Policy, adopted by the TAM Board at its October 28, 2010 Board meeting. The implementation of the Policy started with FY2011-12 and prior Measure A funding activities. The Compliance Audit Policy was updated to include all categories under Measure AA and amendments were approved by the TAM Board at its April 23, 2020 meeting.

The TAM Board approved the six Measure A/AA Transportation Sales Tax fund recipients that were selected for the 2023 audit cycle at its June 22, 2023 meeting; the selected recipients are shown in Table 1. The 2023 compliance audit cycle covers Measure A/AA revenue and expenditure activities, which occurred in or prior to FY2022-23.

Sales Tax Fund Recipients Selected for the 2023 Compliance Audit Cycle

No.	Fund Recipient	Funding Strategy/Category
Interest Revenue Funding Usage		
	None for this Cycle	
Measure A Strategy 1/Measure AA Category 4 Local Bus Transit System		
1	Marin Transit	For all sales tax funds received for its FY2022-23 transit operation and capital needs
Measure AA Category 1 Highway 101 & Adjacent Roadways		
2	HNTB	Professional consultant support for the Interchange Study
Measure A Strategy 3.1/Measure AA Major Road Set Aside		
3	City of Mill Valley	E. Blithedale Avenue Rehabilitation Project
Measure A Strategy 3.2/Measure AA Category 2.1 Local Street and Road		
4	Town of Fairfax	For the usage of the FY2022-23 or prior sales tax Local Roads funds
Measure A Strategy 4.1/Measure AA Category 3.1 Safe Routes to School Program		
	None for this Cycle	
Measure A Strategy 4.2/Measure AA Category 3.2 Crossing Guard Program		
	None for this Cycle	
Measure AA Category 2.2 Safe Pathways to School Project		
5	Town of Tiburon	Large Capital Project: Del Mar Middle School Improvement Project
6	City of Larkspur	Small Capital Project: South Eliseo Drive Bicycle Lane and Splitter Island Project

DISCUSSION/ANALYSIS

Measure A/AA Compliance Audit Process:

The annual Measure A/AA Compliance Audit Workshop was conducted on August 31, 2023. Staff, along with the audit team from Moss, Levy & Hartzheim (MLH), LLP, reviewed the requirements of the Measure A/AA Expenditure Plans, the agreements and contracts in place, and the compliance audit policy adopted, and explained the audit process and timeline. Representatives from 10 different fund recipients attended the workshop and provided staff with valuable questions and feedback.

The audit team from MLH, along with TAM staff, started the initial pre-audit meetings in September with the fund recipients selected, field visits were completed, and draft audit results were presented to TAM staff for review in early December. Staff is pleased to report there were no instances of non-compliance findings during this audit cycle.

Measure A/AA Compliance Audit Results by Fund Recipients:

The main purpose of the compliance audit is to verify that all Measure A/AA funds were spent according to the requirements of the Measure A/AA Expenditure Plans and the funding agreements/contracts. Results from the audits can also help TAM staff to continue improving the fund programming, allocation, and monitoring process.

Compliance audit results for the 6 fund recipients selected for the 2023 compliance audit effort are presented below.

Marin Transit, Measure A/AA Funds for Local Transit

Measure A/AA Expenditure Audited:

Compliance audit for Marin Transit covers all Measure A and Measure AA funds allocated and spent in FY2022-23 for Marin Transit’s operation and capital needs.

Measure A/AA Allocation				
Allocation Period	Agreement Number	Measure A/AA Strategy/Category	Agreement Date	Available Amount
FY2022-23	A-FY23-01	Measure A/AA	8/12/2022	\$ 16,964,195
Total Measure A/AA Allocation				\$ 16,964,195
Measure A/AA Expenditures				
Project Name	Measure A/AA Strategy/Category	Date of Completion	Amount	
Marin Transit Operation and Capital Needs	Measure A Reserve	6/30/2023	\$	1,010,820
	A S1.4		\$	1,434,410
	AA C4.1		\$	4,579,793
	AA C4.2		\$	1,131,141
	AA C4.3		\$	2,594,817
	AA C4.4		\$	1,098,029
	AA C4.5		\$	1,628,357
Total Measure A/AA Expenditure				\$ 13,477,367

Result:

The audit procedures disclosed no instances of noncompliance with the Measure A/AA Expenditure Plans and the funding agreement between Marin Transit and TAM.

Follow-up Meeting and/or Action:

Not needed.

HNTB, Measure AA Funds for the Highway 101 Interchange Study

Measure A/AA Expenditure Audited:

Compliance audit for HNTB covers all Measure AA funds spent during and prior to FY2022-23 for professional consultant services for the Highway 101 Interchange Study. HNTB is a contractor to TAM for the Study.

Measure A/AA Allocation				
Contract Period	Contract Number	Measure A/AA Strategy/Category	Contract Date	Available Amount
Apr 2020-June 2024	C-FY20-09	Measure AA	4/27/2020	\$ 4,431,000
Total Measure A/AA Allocation				\$ 4,431,000
Measure A/AA Expenditures				
Project Name	Phase	Measure A/AA Strategy/Category	Date of Completion	Expenditures Through FY22-23
Interchange Study	Project Study	Measure AA C1.3	In Progress	\$ 2,054,531
Total Measure A/AA Expenditure				\$ 2,054,531

Result:

The audit procedures disclosed no significant instances of noncompliance with the Measure A/AA Expenditure Plans and the contract between HNTB and TAM.

Follow-up Meeting and/or Action:

Even though not considered a material weakness or significant deficiency in controls over compliance for the auditee, the auditor brought the following contract management process improvement to TAM

staff for consideration. During the invoice testing process, the auditor noted that some rate increases of certain HNTB staff didn't go through the written approval process specified in the contract, even though it was reviewed and confirmed as reasonable by the TAM contract manager and was within the contract budget. The auditor suggests that TAM staff follow the contract term for future rate increases or amend the contract to allow reasonable periodic rate increases to be approved via email confirmation by the TAM contract manager, instead of by written instrument executed by duly authorized officers or representatives of both parties and approved in the same manner as the current contract requires.

City of Mill Valley, Measure A/ AA Funds for the East Blithedale Avenue Rehabilitation Project

Measure A/AA Expenditure Audited:

Compliance audit for the City of Mill Valley covers all Measure A/AA funds allocated and spent during and prior to FY2022-23 for the East Blithedale Rehabilitation project.

Measure A/AA Allocation				
Allocation Period	Agreement Number	Measure A/AA Strategy/Category	Agreement Date	Available Amount
FY2020-21	A-FY21-35	Measure A and AA	5/27/2021	\$ 1,210,780
Total Measure A/AA Allocation				\$ 1,210,780
Measure A/AA Expenditures				
Project Name	Phase	Measure A/AA Strategy/Category	Date of Completion	Amount
East Blithedale Rehab Phase 1	Construction	Measure AA Major Road	7/7/2022	\$ 1,106,760
		Measure A Reserve	7/7/2022	\$ 104,020
Total Measure A/AA Expenditure				\$ 1,210,780

Result:

The audit procedures disclosed no instances of noncompliance with the Measure A/AA Expenditure Plans and the funding agreement between the City of Mill Valley and TAM.

Follow-up Meeting and/or Action:

Not needed.

Town of Fairfax, Measure AA Funds for Local Roads

Measure AA Expenditure Audited:

Compliance audit for the Town of Fairfax covers all Measure AA funds allocated and spent in FY2022-23 for local roads funding.

Measure A/AA Allocation				
Allocation Period	Agreement Number	Measure A/AA Strategy/Category	Agreement Date	Available Amount
FY2021-22	A-FY22-03	Measure AA	3/1/2022	\$ 143,220
Total Measure A/AA Allocation				\$ 143,220
Measure A/AA Expenditures				
Project Name	Phase	Measure A/AA Strategy/Category	Date of Completion	Amount
Local Roads- Scenic Rd., Bolinas Rd.	Various	Measure AA C2.1	4/5/2023	\$ 143,220
Total Measure A/AA Expenditure				\$ 143,220

Result:

The audit procedures disclosed no instances of noncompliance with the Measure AA Expenditure Plans and the funding agreement between the Town of Fairfax and TAM.

Follow-up Meeting and/or Action:

Not needed.

Town of Tiburon, Measure AA Funds for the Del Mar Middle School Improvement Project

Measure A/AA Expenditure Audited:

Compliance audit for the Town of Tiburon covers all Measure AA funds allocated and spent during and prior FY2022-23 for the Del Mar Middle School Improvement Project.

Measure A/AA Allocation				
Allocation Period	Agreement Number	Measure A/AA Strategy/Category	Agreement Date	Available Amount
FY2019-20	A-FY20-30	Measure AA	4/17/2020	\$ 400,000
Total Measure A/AA Allocation				\$ 400,000
Measure A/AA Expenditures				
Project Name	Phase	Measure A/AA Strategy/Category	Date of Completion	Amount
Del Mar Middle School Improvement Project	Various	Measure AA C2.2	8/16/2022	\$ 400,000
Total Measure A/AA Expenditure				\$ 400,000

Result:

The audit procedures disclosed no instances of noncompliance with the Measure AA Expenditure Plans and the funding agreement between the Town of Tiburon and TAM.

Follow-up Meeting and/or Action:

Not needed.

City of Larkspur, Measure AA Funds for the South Eliseo Drive Bicycle Lane and Splitter Island Project

Measure A/AA Expenditure Audited:

Compliance audit for the City of Larkspur covers all Measure AA funds allocated and spent during or prior to FY2022-23 for the South Eliseo Drive Bicycle Lane and Splitter Island project.

Measure A/AA Allocation				
Allocation Period	Agreement Number	Measure A/AA Strategy/Category	Agreement Date	Available Amount
FY2019-20	A-FY20-24	Measure AA	3/2/2020	\$ 50,000
Total Measure A/AA Allocation				\$ 50,000
Measure A/AA Expenditures				
Project Name	Phase	Measure A/AA Strategy/Category	Date of Completion	Amount
South Eliseo Bicycle Lane & Splitter Island	Construction	Measure AA C2.2	6/29/2020	\$ 50,000
Total Measure A/AA Expenditure				\$ 50,000

Result:

The audit procedures disclosed no instances of noncompliance with the Measure AA Expenditure Plans and the funding agreement between the City of Larkspur and TAM.

Follow-up Meeting and/or Action:

Not needed.

FISCAL IMPACTS

The Measure A/AA compliance audit was conducted within budget and on schedule.

NEXT STEPS

After the Board accepts the reports, the compliance audit reports will be distributed to the fund recipients for record. The next compliance audit cycle process will begin in June 2024.

ATTACHMENTS

Since the reports are very similar and essential information from all reports is highlighted in the staff memo, only the Marin Transit report is included as part of the package; the other reports may be accessed with the links below:

- [Attachment A-1 Measure A/AA Compliance Audit Report – Marin Transit](#)
- [Attachment A-2 Measure A/AA Compliance Audit Report – HNTB](#)
- [Attachment A-3 Measure A/AA Compliance Audit Report – City of Mill Valley](#)
- [Attachment A-4 Measure A/AA Compliance Audit Report – Town of Fairfax](#)
- [Attachment A-5 Measure A/AA Compliance Audit Report – Town of Tiburon](#)
- [Attachment A-6 Measure A/AA Compliance Audit Report – City of Larkspur](#)



MOSS, LEVY & HARTZHEIM LLP

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE

Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, California

Compliance

We have audited Marin Transit's (Agency) compliance with the types of compliance requirements described in the Measure A/AA Expenditure Plans and the respective funding agreement with the Transportation Authority of Marin (Authority), for the fiscal year ended June 30, 2023. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to compliance audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Management of Marin Transit is responsible for compliance with the Measure A/AA Expenditure Plans and requirements of its funding agreement with the Authority. Our responsibility is to express an opinion on the Agency's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to compliance audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Measure A/AA Expenditure Plans issued by the County of Marin, and the respective funding agreement between the Agency and the Authority. An audit includes examining, on a test basis, evidence about the Agency's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide legal determination on the Agency's compliance with those requirements.

In our opinion, the Agency complied, in all material respects, with the compliance requirements referred to above for funding allocated during the fiscal years end June 30, 2023 and for expenditures during the fiscal year ended June 30, 2023.

Internal Control over Compliance

The management of the Agency is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts, and grants applicable to Measure A/AA funded programs. In planning and performing our audit, we considered the Agency's internal control over compliance to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control over compliance.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We noted no deficiencies that we considered to be material weaknesses.

A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We noted no deficiencies that we consider to be significant deficiencies.

This report is intended solely for the information of the Board of Commissioners, Citizens' Oversight Committee, Management of the Authority, and Management of the Agency, and is not intended to be and should not be used by anyone other than these specified parties.

Moss, Levy & Hartzheim

MOSS, LEVY & HARTZHEIM, LLP
Culver City, CA
December 11, 2023

MARIN TRANSIT

Measure A/AA Compliance Report

Notes to the Compliance Report

June 30, 2023

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIESFinancial Reporting Entity

Marin Transit (Agency) is an agency formed by vote by the people of Marin County that provides local transit services within Marin County.

Basis of Accounting

The Agency utilizes the accrual basis of accounting, whereby revenues are recognized when earned and expenses are recognized when incurred.

NOTE 2 MEASURE A/AA SALES TAX

The Measure A/AA sales tax is a ½-cent sales tax originally approved as Measure A in 2004 and then renewed as Measure AA in 2018 by the voters of Marin. The Measure AA Expenditure Plan was approved by 76.7% of Marin voters and renewed the ½-cent transportation sales tax for another 30 years. It is expected to provide more than \$1.3 billion (Per the 2023 Measure A/AA Strategic Plan) in local transportation dollars as a step in implementing the “transportation vision” set forth by the County of Marin to alleviate traffic congestion, reinvent the public transportation system, provide addition pedestrian and bike pathways, provide safer routes to school and many other additional transit related goals. Various community and advocacy groups in each part of the County, representing the many diverse interests in Marin, provided input that resulted in a draft expenditure plan for both Measure A and Measure AA. The draft plans were presented to each of Marin’s City/Town Councils and to numerous stakeholder groups for review and input. Comments received prompted refinements reflected in the Final Measure A/AA Transportation Sales Tax Expenditure Plans (Plans).

The Plan is administered by the Authority. Its 16-member Board of Commissioners consists of the five Board of Supervisors and a council member of each incorporated City/Town. The Authority is accountable to a 12-member Citizens’ Oversight Committee (Committee), created with the assistance of the League of Women Voters. The Committee reviews all expenditures and reports annually and reports to the public in its annual report.

MARIN TRANSIT

Measure A/AA Compliance Report

Attachment A – Procedures Performed

June 30, 2023

1. Obtained original Funding Agreement/Contract, Allocation Request, and Funding Agreement/Contract Amendments for the audit period or for the period during which funding was utilized for an approved project.
2. Reviewed Funding Agreement/Contract, Allocation Request, and Funding Agreement/Contract Amendments to determine total funding provided by the applicable Strategy for the audit period or for the projects being audited.
3. Interviewed finance staff regarding internal controls in the following areas, specific to, but not limited to, accounting for Measure A/AA funding, to obtain an understanding of the entity's operations:
 - a. Cash Disbursements – Reviewed policies and procedures regarding approval, defacements, accounts payable check processing, and other matters related to the disbursement of funds.
 - b. Cash Receipts – Reviewed policies and procedures regarding cash handling of over-the-counter receipts and cash receipts received through the mail, bank deposits, bank reconciliations, and other matters related to the receipt of funds.
4. Obtained all invoices submitted to the Authority for reimbursements, if applicable.
5. Obtained supporting documentation for all invoices submitted to the Authority for reimbursements, including construction, personnel, project management, consultants, and other related costs.
6. Obtained general ledger detail for revenue and expenditures charged to the Measure A/AA funding source or equivalent reports where income and expenses associated with Measure A/AA funds can be clearly identified.
7. Reviewed remittances from the Authority to ensure that all revenues are correctly coded to the specific cost center or fund code designated for Measure A/AA funding.
8. For reimbursement-based agreements/contracts, we reviewed all invoices submitted to the Authority to ensure that the costs being billed on the invoices reconcile with the ones being charged to the specific Measure A/AA cost center in the entity's financial accounting system.
9. For reimbursement-based agreements/contracts, expenditures charged to the specific cost center or fund code designated for Measure A/AA funding were selected on a random basis and tested for the following attributes:
 - a. Approval – Reviewed invoices and supporting documentation to ensure that the proper review and approval process occurred and was documented on the invoice.
 - b. Invoice – Reviewed invoices and supporting documentation to ensure that they were mathematically accurate, properly addressed to the auditee, and had sufficient detail to justify the amounts being charged and the cost center or fund code to which it was charged to.
 - c. Coding – Reviewed invoices and supporting documentation to ensure that they had been correctly coded to the specific cost center or fund code designated for Measure A/AA funding.
 - d. Allowable – Reviewed invoices and supporting documentation to ensure that the costs being charged to the specific cost center or fund code designated for Measure A/AA funding were allowable costs based on the Measure A/AA Expenditure Plans, the entity's funding agreement with the Authority, and specific requirements of the Strategy/Category for which the funds were restricted for. Also reviewed expenditures to ensure that all costs are direct costs and not indirect costs or allocations of any kind.

MARIN TRANSIT

Measure A/AA Compliance Report

Attachment A – Procedures Performed

June 30, 2023

10. For entities receiving funding in advance for Measure A Strategy 3 and/or Measure AA Category 2 under a funding agreement, we reviewed, in summary form, various invoices to verify that expenditures being charged to the specific cost center or fund code restricted for Measure A/AA were reasonable for the project. In addition, expenditures were also tested in the same fashion as outlined in Step 9 of this list.
11. For entities where capital construction projects were funded utilizing Measure A Strategy 1,3&4 and Measure AA Category 2, 3&4 and the Major Road Set-aside funding, we obtained the necessary project files and reviewed them for the following requirements:
 - a. Procurement Process – Reviewed procurement process of the project to ensure that the project was properly advertised in publications, internet, trade journals and/or other acceptable means. If other means of procurement, such as selective Request For Proposal (RFP) submittals were followed, we determined whether the process was adequate in regards to the project. Reviewed any other evidence of procurement when appropriate, such as fax logs or mailing lists.
 - b. Bids and Proposals – Reviewed bids and proposals received to ensure that sufficient bids were received in regards to the project.
 - c. Bid Award – Reviewed County Board of Supervisor and/or City/Town Council Agendas and Minutes along with Staff Reports in regards to the bid award to ensure that the contract for the project was properly approved and documented in a public forum. Also, we reviewed bidding results to ensure that the lowest bid was selected, and if the lowest bid was not selected, that there was sufficient documentation for any other selection process utilized.
12. For entities where professional service contracts were paid utilizing Measure A/AA funding, with regards to construction projects or other purposes, we reviewed the policies and procedures of the entity in question to ensure that internal policies and procedures were followed in regards to the selection of professional service firms.
13. For entities where capital construction projects were paid utilizing Measure A Strategy 1,3&4 and Measure AA Category 2,3&4 and the Major Road Set-aside funding, we reviewed any applicable environmental review requirements and reviewed documentation to verify that all reports and reviews were performed prior to the start of any construction.
14. For entities where personnel costs were charged to Measure A/AA funding, we selected a representative sample of charges for personnel costs and tested for the following:
 - a. Recalculation – Reviewed and reconciled wage rates from personnel costs charged to Measure A/AA cost center or fund code to the entity’s payroll registers to ensure that wage rates being charged were accurate and properly approved; reviewed all benefits and fringe costs being allocated in addition to wage rates to ensure that they were accurate and appropriate; recalculated personnel costs utilizing wage rates and hours being charged to ensure that the amounts were mathematically accurate; review the calculation to ensure no indirect costs were included in the reimbursement request.
 - b. Timesheet – Reviewed timesheets for selected personnel costs to ensure that hours being charged to Measure A/AA are properly supported with an approved timesheet. All charges to Measure A/AA funding must be clearly documented on timesheets, detailing the number of hours and the funding source, on a daily basis. We also reviewed timesheets for selected personnel costs to ensure that signatures of both the employee and supervisor were present. Electronic time documentation methods must also have similar electronic signatures.
15. Obtained close-out reports, from completed capital construction projects, submitted to the Authority.
16. Reviewed close-out reports to ensure that they were submitted within 90 days and were properly certified in accordance with the entity’s funding agreement/contract with the Authority.

MARIN TRANSIT

Measure A/AA Compliance Report

Attachment B - Findings and Observations

June 30, 2023

None Noted

MARIN TRANSIT

Measure A/AA Compliance Report

Attachment C – Schedule of Funding Allocations and Expenditures

June 30, 2023

Measure A/AA Allocation				
Allocation Period	Agreement Number	Measure A/AA Strategy/Category	Agreement Date	Available Amount
FY2022-23	A-FY23-01	Measure A/AA	8/12/2022	\$ 16,964,195
Total Measure A/AA Allocation				\$ 16,964,195
Measure A/AA Expenditures				
Project Name	Measure A/AA Strategy/Category	Date of Completion	Amount	
Marin Transit Operation and Capital Needs	Measure A Reserve	6/30/2023	\$	1,010,820
	A S1.4		\$	1,434,410
	AA C4.1		\$	4,579,793
	AA C4.2		\$	1,131,141
	AA C4.3		\$	2,594,817
	AA C4.4		\$	1,098,029
	AA C4.5		\$	1,628,357
Total Measure A/AA Expenditure				\$ 13,477,367

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DATE: January 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approve the Programming of 2024 State Transportation Improvement Program Funds (Action), Agenda Item No. 6d

RECOMMENDATION

The TAM Board approves the programming of 2024 State Transportation Improvement Program (STIP) funds for Planning, Programming and Monitoring (PPM) activities in the amount of \$97,000 in FY2028-29.

BACKGROUND

The STIP is a biennial programming document adopted each even-numbered year by the California Transportation Commission (CTC). Each STIP will cover a five-year period; the upcoming 2024 STIP covers FY2024-25 to FY2028-29. Each new STIP will include projects carried forward from the previous STIP, plus new projects and reserves proposed by regional agencies in their Regional Transportation Improvement Programs (RTIP) and by the California Department of Transportation (Caltrans) in its Interregional Transportation Improvement Program (ITIP).

The CTC adopted a STIP Fund Estimate in August 2023, estimating all funds reasonably expected in the upcoming STIP. The Fund Estimate provides each county and region of the state an estimate of funds they can request.

DISCUSSION

2024 STIP Fund Estimate

In the early stages of the Marin Sonoma Narrows (MSN) project, TAM advanced its future share of STIP funding to leverage State Proposition 1B bond funds. The Proposition 1B bond funds would not have been programmed by the CTC without TAM's commitment to dedicate its future STIP funds to the project. As a result, TAM will not have STIP funds for new capital projects until the advancement is repaid. It is anticipated that funds from the 2026 and 2028 STIP cycles will complete TAM's obligation to the advancement, depending on the statewide STIP revenue collection for each cycle.

While TAM has no new STIP funds for programming for projects, the CTC has still made available STIP funds for PPM activities. The CTC has set aside \$326,000 in STIP funds for TAM to use for PPM activities during the 2024 STIP cycle.

Programming of STIP Funds

On October 26, 2023, the TAM Board approved the programming of \$229,000 in STIP funds for PPM activities in FY2024-25. Staff inadvertently omitted the availability of \$97,000 that can be programmed for PPM activities only in FY2028-29 per state statute. Since the funds can only be programmed in FY2028-29, they remain available to TAM for programming in the next STIP cycle in 2026.

However, MTC informed staff of its preference to program the \$97,000 concurrent with the \$229,000 previously approved by the TAM Board. Therefore, staff is recommending the TAM Board approve the programming of the remaining \$97,000 in STIP funds for PPM activities in FY2028-29.

TAM will be required to submit an allocation request to the CTC for the STIP funds in FY2028-29 and will have three fiscal years to expend the funds.

2024 STIP Schedule

The following schedule lists major milestones for the 2024 STIP.

TAM Board approves STIP programming	January 25, 2024
Final List of Projects due to MTC	February 1, 2024
MTC approves STIP programming	February 28, 2024
CTC adopts STIP programming by	March 21, 2024

FISCAL IMPACTS

Once the STIP funds are allocated by CTC, the funds will be included in the TAM Annual Budgets in the fiscal years planned for expenditure.

NEXT STEPS

Complete the necessary documents to program STIP funds in the amount of \$97,000 in FY2028-29 for PPM activities. After the funds have been approved by the CTC in March 2024, staff will submit an allocation request for the programmed funds in FY2028-29.

ATTACHMENTS

None.



DATE: January 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt the 2024 Legislative Platform (Action), Agenda Item No. 6e

RECOMMENDATION

The TAM Board adopts the proposed 2024 Legislative Platform as shown in Attachment A.

BACKGROUND

At the beginning of each year, staff and Khouri Consulting, TAM's Legislation Consultant, develop a Legislative Platform to guide policy decisions and communicate TAM's goals and the County's transportation priorities to the Legislature and other agencies, such as the Metropolitan Transportation Commission (MTC) and the Self-Help Counties Coalition (SHCC). The platform is used to guide communications on critical legislation and policies that impact how TAM achieves its goals and funding needs during the year.

TAM has historically worked in concert with other agencies and associations in developing a unified message to advance Marin's transportation interests. TAM's past legislative advocacy and successes have usually been accomplished by working collaboratively with local jurisdictions and transit agencies, North Bay Counties, Bay Area County Transportation Agencies (BACTA), SHCC, statewide Regional Transportation Planning Agencies (RTPAs), and MTC. TAM will continue this practice to seek partners with common interests in supporting or opposing pertinent legislation and policies in 2024.

DISCUSSION/ANALYSIS

During the height of the pandemic, State Legislators were dissuaded from introducing too many bills because hearings and public participation were limited. With the COVID State of Emergency lifted in 2023, a normal course of business is expected to resume for the State Legislature in 2024 and the number of bills introduced in 2024 may approach those seen prior to the COVID pandemic. As usual, staff and Khouri Consulting will be monitoring the introduction of all bills and policies relevant to TAM for 2024.

Proposed 2024 Legislative Platform

Staff has developed the annual Legislative Platform to address ongoing and emerging transportation issues anticipated for 2024. The proposed 2024 Legislative Platform is included as Attachment A. A redlined version of the proposed 2024 Legislative Platform is included as Attachment B to show changes from the adopted 2023 Legislative Platform ([download](#)).

The proposed 2024 Legislative Platform captures relevant ongoing policy elements that TAM adopted in prior years' platforms and adds potential new issues that staff anticipates being relevant in 2024. Staff and Khouri Consulting also reviewed MTC's and the County of Marin's proposed 2024 Legislation Programs to avoid unwarranted contradictory proposals. While Marin Transit does not adopt an annual legislation program, staff regularly consults with Marin Transit staff on proposed bills involving transit to ascertain impacts on local transit operations and have included Marin Transit's interests in TAM's Legislative Platform.

The proposed 2024 Legislative Platform recognizes the importance of state and federal funding and suggests diligent efforts to enhance funding opportunities for Marin's transportation projects/programs. TAM will monitor all proposals on the distribution of Senate Bill 1 (SB 1) and Infrastructure Investment and Jobs Act (IIJA) funds to maximize funding opportunities for projects/programs in Marin. TAM will inform local agencies of these funding opportunities as they arise and provide assistance where applicable.

While transportation funding policies continue to remain a focal point, the proposed 2024 Legislative Platform addresses other key areas of interest to TAM, including, but not limited to, the following:

- support legislation and regional efforts to encourage the state to provide resources to transit agencies in dealing with the impacts from the pandemic;
- support legislation that mitigates climate change and promotes resilience;
- support legislation that encourages multi-modal transportation options that emphasize active transportation, zero emission vehicles, and public transit;
- support legislation that provides resources and incentives for electric vehicle usage and infrastructure; including support for transit operators transitioning bus, ferry, and rail fleets to zero emission vehicles;
- support legislation that allows transit buses to use highway shoulders where feasible; and
- support legislation that maintains or increases funding to established state funding programs.

One of the issues that will be a major focus for the Bay Area is MTC's proposal for a Regional Transportation Measure (RTM) to generate new transportation funding. MTC has been exploring options to put an RTM on the ballot before Bay Area voters in 2026 or later. Prior to placing an RTM on the ballot, MTC would need to sponsor authorizing state legislation to enable the proposed ballot measure.

MTC staff is planning to seek authorization from the Commission on January 24, 2024 to initiate the legislative process in 2024. MTC will be coordinating with County Transportation Agencies (CTAs), including TAM, and transit agencies on the development of a proposed Expenditure Plan. TAM will participate in the RTM Working Group meetings to advocate for policies that ensure equitable funding to Marin and avoid guidelines that may be impediments for small agencies to compete for funds. Staff will monitor all developments on the RTM and provide relevant updates to the TAM Board.

Funding, Programs & Legislation (FP&L) Executive Committee

On January 8, 2024, the FP&L Executive Committee reviewed, suggested additional language, and voted unanimously to refer the proposed 2024 Legislative Platform with the suggested changes to the Board for review and adoption. The additional language approved by the FP&L Executive Committee was added to Section IV under "Issues and Background" and as Strategies 5 and 6 in Attachments A and B as shown in the below table.

IV. Enhancing Multi-Modal Options	
Issues and Background	Strategies
Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.	5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation.
In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. The ICT applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double decker, and cutaway buses. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.	6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.

2024 State Legislative Session

The 2024 Legislative Session is the second year of a two-year session. Any bill introduced in the second year that does not pass will need to be re-introduced.

The deadline to introduce legislative bills for the 2024 State Legislative Session is February 16, 2024. Staff and Khouri Consulting anticipate returning to the Board in March and subsequent months to highlight relevant bills for monitoring and taking positions consistent with the Adopted 2024 Legislative Platform.

Notable dates for the 2024 Legislative Session are shown in the table below.

Legislature reconvenes	January 3, 2024
Deadline for Governor to submit proposed FY2024-25 State Budget	January 10, 2024
Last day for bills to be introduced	February 16, 2024
Deadline to propose changes to State Budget, referred to as “May Revise”	May 14, 2024
Deadline for Legislature to pass State Budget	June 15, 2024
Last day for the Legislature to pass bills	August 31, 2024
Last day for the Governor to sign or veto bills	September 30, 2024
Statutes take effect, except emergency items that take effect upon signing	January 1, 2025

FY2024-25 State Budget

On January 10, 2024, Governor Newsom released the proposed FY2024-25 State Budget. Mr. Khouri of Khouri Consulting reviewed the proposed State Budget and prepared a report (Attachment C) summarizing the budgetary impacts for FY2024-25, particularly on the anticipated deficit and its impacts to climate programs, transportation, and housing.

FISCAL CONSIDERATION

There are no immediate fiscal impacts with the adoption of the proposed 2024 Legislative Platform.

NEXT STEPS

Upon Board approval, staff will communicate TAM's 2024 Legislative Platform to our partners, review proposed 2024 legislative bills, and present relevant legislative bills to the Board for action.

ATTACHMENTS

Attachment A – Proposed 2024 Legislative Platform

Attachment B – Proposed 2024 Legislative Platform (redlined version)

Attachment C – Khouri Consulting Report – Governor's Proposed FY2024-25 State Budget

Attachment A

Proposed TAM 2024 Legislative Platform

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM’s Priority Projects</p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. TAM has funded the Marin-Sonoma Narrows and several active transportation projects through SB 1. Opportunities to acquire funding will be made available through Cycle 4 managed by the California Transportation Commission (CTC).</p> <p>On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035 and promotes zero-emission vehicles for future mobility needs. A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax.</p>	<p>A. Aggressively pursue funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<ol style="list-style-type: none"> TAM will remain diligent in competing for additional state funds to support countywide priorities, with an emphasis on addressing safety, congestion, and mobility, securing funds for State Route 37 and the 580/101 connector, as well as rehabilitating local roads and bridges. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to encourage and provide resources for transportation to maintain a state of good repair, implement operational improvements (i.e. Bus on Shoulder Project), enhance connections to transit, advance equitable mobility, and enhance the safety and extent of the bicycle and pedestrian networks from programs such as the Active Transportation Program (ATP), Cap and Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board, and California Department of Housing and Community Development are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help</p>	<p>A. Monitor activities regarding greenhouse gas emission reduction, local land use development patterns and the impact on vehicle miles traveled.</p>	<ol style="list-style-type: none"> TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion. An evaluation of the cost of increased usage of electricity, as well as availability should be considered. TAM will work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by

Issue and Background Information	Goals	Strategies
<p>mitigate vehicle miles traveled to reduce greenhouse gas emissions.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift, emphasizing reducing greenhouse gases and vehicle miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled.</p> <p>Given the unique geography of Marin County, local land use development patterns, and regional travel patterns, opportunities for reducing vehicle miles traveled can be challenging. The prospects for reducing greenhouse gas emissions can also be realized through investments made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible.</p> <p>The Cap and Trade Program is set to expire in 2030 without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects.</p>	<p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<p>SB 375, and making transit-oriented development more viable, where feasible. This includes supporting MTC's efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition between regional and state GHG reduction strategies.</p> <p>3. TAM will monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for Marin PDAs and major transit stops to integrate housing and transportation to reduce VMT.</p> <p>4. TAM will monitor upcoming funding opportunities and programs for zero emission vehicles, including charging infrastructure. This includes working with local jurisdictions to support climate action plan goals and mobility goals. Ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds, including supporting funds to help transit operators transition bus, ferry, and rail fleets to zero emission vehicles.</p> <p>5. TAM will continue to seek to modify the definition of disadvantaged communities so that resources can be used in underprivileged communities within the County but also provide a regional benefit.</p> <p>6. TAM will continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p>

Issue and Background Information	Goals	Strategies
		<p>7. TAM will support efforts to extend the Cap-and-Trade program beyond 2030 and efforts to mitigate climate change and support adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea-level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate against threats to the local transportation network, particularly major arterials, or evacuation routes.</p>
<p>III. Leveraging Regional Partnerships</p> <p>Even with the availability of state resources, regional coordination, and funding are needed to expedite project delivery to improve air quality and mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the California State Transportation Agency, CTC, Caltrans, and the Newsom Administration, about the Bay Area’s transportation network and mobility needs.</p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<ol style="list-style-type: none"> 1. TAM will coordinate with MTC on legislation authorizing a regional transportation measure to be considered by regional voters and advocate for policies that ensure equitable return to source funding in the proposed expenditure plan 2. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities. 3. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), SMART, and partners to seek funding for State Route 37 for congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor.
<p>IV. Enhancing Multi-Modal Options</p> <p>The COVID-19 pandemic and the shift to working from home has exacerbated transit ridership challenges. Legislation will be needed to extend relief for transit operators to maintain and expand existing services.</p> <p>The recent Active Transportation Program (ATP) Cycle 6 provided one-time funding of \$1.3 billion and several local projects received funding. However the program is likely to be significantly smaller going forward. In addressing climate changes, broad based support for more funding for active transportation and safety</p>	<p>A. Support potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p> <p>B. Seek funding to maintain transit operations.</p>	<ol style="list-style-type: none"> 1. TAM will support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations. 2. TAM will monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations. 3. TAM will also continue to advocate for a permanent augmentation to the Active Transportation Program, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively

Issue and Background Information	Goals	Strategies
<p>improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.</p> <p>In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. The ICT applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double decker, and cutaway buses. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.</p>	<p>C. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<p>pursue funds for non-motorized transportation applications that were not funded by ATP or One Bay Area Grant (OBAG).</p> <ol style="list-style-type: none"> 4. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes. 5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation. 6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.
<p>V. Seek Efficiencies</p> <p>AB 2449 (Rubio), Chapter 285, statutes of 2022, updates the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility in relation to remote participation in meetings without a declared State of Emergency. AB 2449 limits virtual participation for no more than 20% of a local agency’s board meetings and requires a quorum to meet in a singular physical location within the jurisdiction of a board.</p> <p>AB 557 (Hart), Chapter 534, Statutes of 2023, removes the January 1, 2024 sunset date on virtual meetings necessitated by a state of emergency declaration.</p>	<ol style="list-style-type: none"> A. Support efforts to streamline and expedite project delivery. B. Support flexibility for local agencies to conduct virtual public meetings. 	<ol style="list-style-type: none"> 1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner. 2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio).TAM will advocate for language that allows board members to participate remotely more frequently if needed, without a declared state of emergency. 3. TAM will support a streamlined application process for state funds so that the process does not disadvantage smaller

Issue and Background Information	Goals	Strategies
<p>The California Transportation Commission conducts several competitive programs that require individual applications.</p>		<p>agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</p>
<p>VI. Pursuing Federal Opportunities</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of funding over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. IIJA program funding is being released over time through calls for projects.</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. Support climate resilience policies.</p>	<p>1. TAM will work with our regional and national partners to implement the IIJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</p> <p>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keep up with inflation.</p> <p>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</p> <ul style="list-style-type: none"> a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for, bus and rail operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including interchange improvements. b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools. c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County. d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs.

Issue and Background Information	Goals	Strategies
		<ul style="list-style-type: none">4. TAM will advocate for mitigating climate change and will support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise. 5. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPRRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.

Attachment B

Proposed TAM 2024³ Legislative Platform

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM’s Priority Projects</p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. <u>TAM has funded the Marin-Sonoma Narrows and several active transportation projects through SB 1. Opportunities to acquire funding will be made available through Cycle 4 managed by the California Transportation Commission (CTC). Applications were due to the California Transportation Commission(CTC) in December of 2022 for the SB 1 Cycle 3 competitive programs. Program adoption is scheduled for June 2023. The CTC adopted \$1.35 billion in funding for Cycle 6 of the Active Transportation Program in December. Of that amount, \$1.049 billion was one-time money approved in the FY2022-23 State Budget (AB 180).</u></p> <p><u>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of \$40 billion over the next five years. Discussion continues regarding the distribution of funding.</u></p> <p>On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035 and</p>	<p>A. Aggressively pursue funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<p>1. TAM will remain diligent in competing for additional state funds , including California’s share of federal funds, to support countywide priorities, with an emphasis on addressing safety, congestion, and mobility, <u>securing funds for</u> on State Route 37 and the 580/101 connector, as well as rehabilitating <u>local</u> roads and bridges, such as the Richmond San Rafael Bridge and Bellam Boulevard Off Ramp Project. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs <u>or restore truck weight fees.</u></p> <p>2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those that<u>who</u> must drive further to job centers.</p> <p>3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to encourage and provide resources for transportation to maintain a state of good repair, implement operational improvements <u>(i.e. Bus on Shoulder Project)</u>, enhance connections to transit, advance equitable mobility, and enhance the safety and extent of the bicycle and pedestrian networks <u>from programs such as the Active Transportation Program (ATP), Cap and Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).</u></p> <p><u>4. TAM will support efforts by Marin Transit, Golden Gate Bridge, Highway and Transportation District, and SMART to acquire funds from the Active Transportation Program, Cap and Trade and Transit and Intercity Rail Capital Program for operations and capital needs for bus, rail, bicycle, pedestrian programs, ferries, and transit hubs, such as the San Rafael Transit Center, Marin Transit facilities, and Bus on Shoulder Project.</u></p>

Issue and Background Information	Goals	Strategies
<p>promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will eventually be needed<u>A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax.</u></p>		<p>4. TAM supports a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</p>
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board, and California Department of Housing and Community Development are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled to reduce greenhouse gas emissions.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on, <u>emphasizing</u> reducing greenhouse gases and vehicle miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled.</p> <p>Given the unique geography of Marin County, local land use development patterns, and regional travel patterns, opportunities for reducing vehicle miles traveled can be challenging. The prospects for reducing greenhouse gas emissions can also be realized through investments</p>	<ul style="list-style-type: none"> A. Monitor activities regarding greenhouse gas emission reduction, local land use development patterns and the impact on vehicle miles traveled. B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions. C. Support climate resilience policies and funding opportunities. 	<ul style="list-style-type: none"> 1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. An evaluation of the cost of increased usage of electricity, as well as availability should be considered. 2. TAM will work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, and making transit-oriented development more viable, where feasible. This includes supporting MTC’s efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition between regional and state GHG reduction strategies. 3. TAM will monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for Marin PDAs and major transit stops to integrate housing and transportation to reduce VMT. 4. TAM will monitor upcoming funding opportunities and programs for zero emission vehicles, including charging infrastructure. This includes working with local jurisdictions to support climate action plan goals and mobility goals, including MTC’s effort to seek up to \$1.25 billion for zero-emission vehicle investments in the FY2023-24 budget, consistent with the level

Issue and Background Information	Goals	Strategies
<p>made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible.</p> <p><u>The Cap and Trade Program is set to expire in 2030 without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects.</u></p>		<p>identified in AB 211 (2022), part of the multiyear climate commitment in the FY2022-23 budget. Ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds, including supporting funds to help transit operators transition bus, ferry, and rail fleets to zero emission vehicles.</p> <p>5. TAM will continue to seek to modify the definition of disadvantaged communities so that resources can be used in underprivileged communities within the County but also provide a regional benefit.</p> <p>6. TAM will continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>7. TAM will support efforts to extend the Cap-and-Trade program beyond 2030 and efforts to mitigate climate change and support adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea-level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate against threats to the local transportation network, particularly major arterials, or evacuation routes.</p>
<p>III. Leveraging Regional Partnerships</p> <p>Even with the availability of state resources, regional coordination<u>coordination</u>, and funding is needed to expedite project delivery to improve air quality, are needed to expedite project delivery to improve air quality</p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to protect and</p>	<p><u>1. TAM will coordinate with MTC on legislation authorizing a regional transportation measure to be considered by regional voters and advocate for policies that ensure equitable return to source funding in the proposed expenditure plan.</u></p>

Issue and Background Information	Goals	Strategies
<p><u>and</u> mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the California State Transportation Agency, CTC, Caltrans, and the Newsom Administration, about the Bay Area’s transportation network and mobility needs.</p>	<p>acquire resources to address transportation infrastructure and mobility needs.</p>	<p>24. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</p> <p>32. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), <u>SMART, and partners</u> to seek <u>approval for tollsfunding for on</u> State Route 37 <u>to help fundfor</u> congestion relief and sea level rise/flood prevention projects on the route. <u>TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor. TAM will work with stakeholders to ensure that the potential legislation supports Marin’s priorities of addressing segments within the County.</u></p> <p>3. TAM will support the California Transit Association’s (CTA’s) effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101.</p> <p>4. TAM will advocate for the expansion of cost savings provisions for MTC and the Bay Area Toll Authority (BATA) that were incorporated into the FY2020-21 State Budget with respect to local agencies to reduce BATA administrative costs and free up funding for key bridge maintenance and increased capacity to support counties with bridge toll revenues.</p>
<p>IV. Enhancing Multi-Modal Options</p> <p>The COVID-19 pandemic and the shift to working from home has exacerbated transit ridership challenges. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new exemptions from</p>	<p>A. Support potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p>	<p>1. TAM will support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations.</p> <p><u>2. TAM will monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations.</u></p> <p>2. TAM will support efforts by Marin Transit, Golden Gate Bridge, Highway and Transportation District, and SMART to acquire funds from Cap and Trade and Transit and Intercity Rail Capital Program for operations and capital needs for bus, rail and bicycle</p>

Issue and Background Information	Goals	Strategies
<p>the farebox recovery calculation, including on-demand service and micro transit service beyond fixed route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero emission operations, and for compliance with state and federal mandates. Legislation will be needed to extend relief for transit operators to maintain and expand existing services.</p> <p>The recent cycles of the State's Active Transportation Program (ATP) have left many viable applications unfunded due to the lack of funds. Cycle 6 provided one-time funding of \$1.3 billion <u>and several local projects received funding. However the program is likely to be significantly smaller going forward.</u> In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., "complete streets") have been advocated by various organizations.</p> <p><u>Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.</u></p> <p><u>In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. The ICT applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It</u></p>	<p>B. Seek funding to maintain transit operations.</p> <p>C. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<p>and pedestrian programs, ferries, and transit hubs, such as the San Rafael Transit Center, Marin Transit facilities, and Bus on Shoulder Project.</p> <p>3. TAM will also continue to advocate for a permanent augmentation to the Active Transportation Program, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively pursue funds for non-motorized transportation applications that were not funded by ATP or One Bay Area Grant (OBAG).</p> <p><u>34. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes.</u></p> <p><u>5. Monitor efforts to better coordinate and optimize public and school bus transportation services, and support appropriate funding for school transportation.</u></p> <p><u>6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.</u></p> <p>4. TAM supports recommendations made by the Blue Ribbon Transit Recovery Task Force and will assist local transit agencies in seeking funding opportunities to implement those recommendations applicable to Marin.</p> <p>5. TAM will participate in a regional effort to pursue a unified statewide advocacy strategy for new ongoing (multi-year) state funding to address transit operators' fiscal impacts from the pandemic, as well as other improvements needed to attract riders back to transit.</p>

Issue and Background Information	Goals	Strategies
<p><u>includes standard, articulated, over-the-road, double decker, and cutaway buses. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.</u></p>		
<p>V. Seeking Efficiencies<u>Seek Efficiencies</u></p> <p><u>AB 2449 (Rubio), Chapter 285, statutes of 2022, updates the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility in relation to remote participation in meetings without a declared State of Emergency. AB 2449 limits virtual participation for no more than 20% of a local agency’s board meetings and requires a quorum to meet in a singular physical location within the jurisdiction of a board.</u></p> <p><u>AB 557 (Hart), Chapter 534, Statutes of 2023, removes the January 1, 2024 sunset date on virtual meetings necessitated by a state of emergency declaration.</u></p> <p><u>The California Transportation Commission conducts several competitive programs that require individual applications.</u></p>	<p>A. Support efforts to streamline and expedite project delivery.</p> <p>B. B. Support flexibility for local agencies to conduct virtual public meetings.</p>	<p>1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</p> <p>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio), which updates the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility in relation to remote participation in meetings without a declared State of Emergency. AB 2449 limits virtual participation for no more than 20% of a local agency’s board meetings and requires a quorum to meet in a singular physical location within the jurisdiction of a board. TAM will advocate for language that allows board members to participate remotely more frequently <u>if needed, without a declared state of emergency, as long as the public is afforded the same opportunity.</u></p> <p><u>3. TAM will supports a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</u></p>
<p>VI. Pursuing Federal Opportunities</p> <p>The Fixing America’s Surface Transportation (FAST) Act was enacted in 2015 and authorized federal surface transportation programs for highways, highway safety and transit. It expired September 30, 2020; however, a one-year extension was approved to provide certainty to states and local governments under the strain of the COVID-19 pandemic.</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. B. Support climate resilience policies.</p>	<p>1. TAM will work with our regional and national partners to implement the IJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will monitor funds from IJA that are distributed to the Bay Area in an equitable manner to CTAs and transit agencies. TAM will <u>also</u> seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</p> <p>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keeps <u>s</u> up with inflation.</p>

Issue and Background Information	Goals	Strategies
<p>In 2019, the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. The Trump Administration threatened to revoke California’s Clean Air Act waiver, devising its own emissions standards.</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of funding over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. IIJA program funding is being released over time through calls for projects.</p>		<p>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</p> <p>a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for SMART, bus and rail operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including interchange improvements.</p> <p>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p> <p>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.</p> <p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs for, including immediate pandemic-related relief funding and transit facilities for Marin Transit and SMART.</p> <p>4. TAM will advocate for mitigating climate change and will support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</p> <p>5. TAM will monitor litigation and any potential actions pertaining to SAFE rule enactment and compliance.</p> <p>6. TAM will support an extension of federal tax credits for zero emission vehicles. Federal law provides a credit for qualified</p>

Issue and Background Information	Goals	Strategies
		<p>plug-in electric drive motor vehicles including passenger vehicles and light trucks.</p> <p><u>57.</u> While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</p>



January 10, 2024

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

RE: GOVERNOR'S PROPOSED FY 2024-25 STATE BUDGET

On January 10, 2024, Governor Newsom released his proposed FY 2024-25 State Budget. The 2024-25 Budget, which contains \$208.7 billion in General Fund spending (\$291.5 billion with special funds), is projected to have a deficit of \$37.86 billion. This is a sharp turn from the past few years following surpluses in the FY 22-23 State Budget (\$101.4 billion) and the FY 21-22 State Budget (\$74.3 billion), which were predominantly used for one-time expenditures rather than long-term obligations.

This was attributable to a 55% increase in revenue from personal income tax, corporate tax, and capital gains revenue during the pandemic. A portion of the deficit is attributable to the 33% reduction in capital gains, which contributed to the collection of only \$18 billion of the \$42.9 billion expected in tax receipts. Due to last winter's severe storms, the Internal Revenue Service delayed tax collection to November 16 in 55 of 58 California counties, impacting 99% of all state taxpayers and the late estimates. Had the tax collection delay not been in place, most of the \$31.7 billion deficit for FY 23-24 would have been more significant due to lower tax receipts reflected in the May Revision and a smaller shortfall for FY 24-25.

Thankfully, the Governor is not predicting a recession. The FY 24-25 State Budget has a \$38 billion reserve to help address the shortfall and stave off deep cuts. Governor Newsom proposes using \$18.8 billion from the Rainy Day Fund, \$11.9 billion in reductions/funds shifts, and \$7.2 billion in delays and deferrals. Over \$18.4 billion would remain in reserves, and \$11.1 billion would be in the Rainy Day Fund.

The Governor's Budget economic forecast projects U.S. headline inflation will continue to moderate as the Federal Reserve maintains its current restrictive monetary policy through the middle of 2024. Inflation is projected to slow to historical rates of between 2 and 3 percent for both the nation and the state (somewhat higher in California) by late 2024.

Funding For Climate Change

The 2021 and 2022 Budget Acts allocated approximately \$54 billion over five years to advance the state's climate agenda. The Budget maintains 89 percent of these investments (roughly \$48.3 billion) and continues to prioritize equity and investments in populations facing disproportionate harm from pollution and the climate crisis. Given the projected decline in General Fund revenues, the Budget includes reductions across several climate programs, partially offset by shifts to other fund sources. Additionally, the state will pursue additional federal funding through the Inflation Reduction Act and the Infrastructure Investment and Jobs Act. Most climate reductions are included in the trigger, so if there is sufficient General Fund in May 2024, these reductions will be restored.

The 2021 and 2022 Budget Acts committed \$10 billion over five years in investments to the state's zero emission vehicle (ZEV) agenda—from cleaning up drayage trucks and school buses to accelerating equitable electrification of passenger vehicles—coupled with infrastructure and incentives for in-state manufacturing. Below is a list of where adjustments are being made.

Significant Budget Adjustments

- **Expenditure Reductions** – A reduction of \$38.1 billion General Fund for various programs, including Drayage Trucks and Infrastructure Pilot Project (\$23.5 million), ZEV Manufacturing Grants (\$7.3 million) and Emerging Opportunities (\$7.3 million).
- **Fund Shifts** – A shift of \$475.3 million in General Fund to the Greenhouse Gas Reduction Fund (GGRF) in the current year for various programs, including ZEV Fueling Infrastructure Grants (\$218.5 million); Drayage Trucks and Infrastructure (\$157 million); Transit Buses and Infrastructure (\$28.5 million); and Clean Trucks, Buses and Off-Road Equipment (\$71.3 million).
- **Funding Delays** – A delay of \$600 million in GGRF from FY 2024-25 to FY 2027-28 across various programs, including Clean Cars 4 All and Other Equity Projects (\$45 million), ZEV Fueling Infrastructure Grants (\$120 million), Equitable At-home Charging (\$80 million), Drayage Trucks and Infrastructure (\$98 million), Clean trucks, Buses and Off-Road equipment (\$137 million), Community-Based Plans, projects and Support/Sustainable Community Strategies (\$100 million), and Charter Boats Compliance (\$20 million). This delay enables a \$600 million General Fund expenditure to shift to the GGRF for other programs.

Impact on Transportation

The 2022-23 Budget Act included \$13.8 billion for transportation programs and projects aligned with the state's climate goals. The Budget maintains \$13.6 billion of these investments but includes \$200 million in reductions, \$791 million in fund shifts, and \$3.1 billion in delays across various programs.

Significant Budget Adjustments

- **Transit Intercity Rail Capital Program** – A delay, from FY 24-25 to 25-26, of \$1 billion of formulaic Transit and Intercity Rail Capital Program funds provided in SB 125, leaving \$1 billion for this program in FY 24-25. Additionally, the Budget proposes to shift \$261.4 million of the remaining \$1 billion in FY 24-25 from the General Fund to the GGRF. This fund shift will have no programmatic impact.
- **Active Transportation Program** – A reduction of \$200 million, leaving \$850 million in one-time funding. To ensure no impact on previously awarded projects, the \$200 million will be backfilled from ATP funding that was anticipated to be available for future cycles.

Coastal Resilience

Governor Newsom states that the impacts of climate change on the coast and ocean include sea-level rise, more extreme storm events, coastal erosion, increased water temperatures, and ocean acidification. These impacts affect public and private property and infrastructure, public access to and along the coast, ecosystem health, and California's coastal economy, including tourism and fishing.

Over multiple years, the 2021 and 2022 Budget Acts committed \$1.3 billion for coastal resilience. The Budget maintains \$660 million of these investments over numerous years in programs and projects for coastal resilience. The Budget reflects \$452 million in General Fund reductions and \$36.8 million in fund shifts across several coastal protection and adaptation programs.

To address the projected budget shortfall, the Budget proposes General Fund solutions to achieve a balanced budget. These include:

- **Sea Level Rise** – A reversion of \$220.9 million General Fund for Sea Level Rise activities. The Budget maintains the \$333.6 million previously allocated for this program.
- **Coastal Protection and Adaptation** – A reversion of \$171.1 million General Fund for Coastal Protection and Adaptation activities. The Budget maintains the \$154.9 million previously allocated for this program.
- **Sea Level Rise Mitigation** – A reversion of \$25 million General Fund and shift of \$36.8 million to the GGRF in 2024-25 for implementation of Chapter 236, Statutes of 2021 (SB 1). The Budget maintains \$77 million previously allocated for this program.
- **Ocean Protection** – A reversion of \$35 million General Fund for Ocean Protection funding at the Ocean Protection Council. The Budget maintains the \$65 million previously allocated for this program.

Housing

Given the scale of California’s housing shortfall, the state has taken a variety of actions in recent years to address the issue. This includes investing billions of state and federal dollars in a variety of affordable housing programs since 2019, passing legislation to streamline the approval of much-needed housing, and taking executive action to make excess state properties available for housing development.

Despite the budget shortfall, this work will continue. The Administration is identifying opportunities to pursue additional federal funding that supports housing development and to streamline and rationalize the process by which the state and local governments plan for housing. Additionally, the Administration is advancing and developing strategies to facilitate housing construction and adaptive reuse in infill areas, as well as strategies to reduce the cost of housing construction overall. The Administration will continue to engage with tribal partners and the Legislature to help address tribal housing needs.

Addressing the Problem

Since 2019, the state has invested approximately \$5.2 billion from the General Fund into affordable housing and homeownership programs. The Governor’s Budget includes over \$1.2 billion General Fund reductions over the multiyear period for various housing programs that received recent investments, leaving the total General Fund investment in affordable housing and homeownership programs at approximately \$4 billion since 2019. To address the projected budget shortfall, the Budget proposes General Fund solutions to achieve a balanced budget. These include:

- **Regional Early Action Planning Grants 2.0 (REAP 2.0)** – A reversion of \$300 million General Fund for REAP 2.0.
- **Multifamily Housing Program** – A reversion of \$250 million General Fund for the Multifamily Housing Program, which leaves \$75 million in 2023-24 for this purpose.

- **Foreclosure Intervention Housing Preservation Program** – A reduction of \$247.5 million General Fund for the Foreclosure Intervention Housing Preservation Program over the next three years (\$85 million in 2024-25, \$100 million in 2025-26, and \$62.5 million in 2026-27).
- **Infill Infrastructure Grant Program** – A reversion of \$200 million General Fund for the Infill Infrastructure Grant Program, which leaves \$25 million in 2023-24 for this purpose.
- **CalHome Program** – A reversion of \$152.5 million General Fund for CalHome Program.
- **Veteran Housing and Homelessness Prevention Program** – A reversion of \$50 million General Fund for the Veteran Housing and Homelessness Prevention Program.
- **Housing Navigators** – A reduction of \$13.7 million General Fund ongoing for Housing Navigators.

Next Steps

The legislature will hold various subcommittee hearings and leave items open until the release of May revision, which occurs before May 14. Legislators will then have until June 15 to send a balanced budget to the Governor. Governor Newsom will have until June 30 to sign the budget and have it take effect on July 1. The legislature may work on trailer bills through August 31, which is the last day of the regular session.



DATE: January 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Review and Acceptance of the Compensation Study Results and Proposed 2024 Salary Ranges (Action), Agenda Item No. 6f

RECOMMENDATION

The TAM Board accepts the compensation study results and proposed 2024 salary ranges.

BACKGROUND

TAM's current salary range was established in 2011 through an agency-wide compensation and classification study process. The salary range did not increase until 2016, when the TAM Board approved the first Cost of Living Adjustment (COLA) as part of the FY2016-17 Annual Budget approval process. Since then, annual COLA adjustments were approved and applied to the salary range as part of the annual budget review and adoption process, but no additional agency-wide compensation/reclassification studies were conducted until now. With TAM's ongoing operational changes along with the evolving economic landscape and job market condition in the Bay Area, to ensure TAM is providing a competitive compensation package and is able to attract the necessary talents for the success of the agency, the recent compensation study was recommended several years ago and has been included in TAM's annual budget for the last couple years. As the region emerged from the pandemic and the economy and labor market somewhat stabilized, staff proceeded with the study.

After a request for proposals process that was concluded in March of 2023, Koff & Associates, a division of Gallagher Benefit Services was hired to conduct the compensation study. Koff & Associates is a firm that is focused on classification and compensation studies with extensive experience in the Bay Area transportation sector. The primary goals of the compensation study are to assist TAM in developing a competitive pay and benefit plan, which is based upon market data, to ensure that the plan is fiscally responsible and meets the needs of TAM with regards to recruitment and retention of qualified staff, and to ensure that internal relationships of salaries are based upon objective evaluation factors, resulting in equity across TAM.

It is also important to note that this was a compensation study, not a classification study. A classification study would examine current job duties and job descriptions and consider whether any changes to descriptions or job ladders are warranted. TAM may undertake a classification study in the future, resources permitting.

TAM's Human Resources (HR) Ad Hoc Committee, consisting of Commissioners Alice Fredericks, Beach Kuhl, Dennis Rodoni and Stephanie Moulton-Peters, has been working with TAM staff and the Koff & Associates team to provide guidance during the process. The HR Ad Hoc Committee met on October 20, 2023, December 18, 2023 and January 11, 2024 and reviewed the background information, list of comparator agencies, salary and benefit survey data, and proposed salary range and benefit changes.

DISCUSSION/ANALYSIS

Study Process:

TAM staff started to work with the Koff & Associates team in July 2023 to review positions and job classifications and identify comparable agencies and positions.

The compensation study included all the classifications that TAM currently has, either filled or vacant. The table below shows the classifications for which salary and benefits data were collected.

Classification Title
1. Accounting and Payroll Specialist
2. Administrative Assistant
3. Associate Transportation Planner
4. Chief Financial Officer
5. Deputy Executive Director
6. Director of Planning
7. Director of Programming & Legislation
8. Director of Project Delivery
9. Executive Assistant-Clerk of the Board
10. Executive Director
11. Principal Project Delivery Manager
12. Principal Transportation Planner
13. Public Outreach Coordinator
14. Senior Accountant

Based on organizational type and structure, similarity of population, staff and operational budgets, scope of services provided, and the labor market and geographic location, Koff & Associates and TAM staff worked together and selected the following list of comparators for the study. The 10 comparator agencies were reviewed and confirmed by the HR Ad Hoc Committee at its October 20, 2023 meeting.

Comparator Agencies
1. Alameda County Transportation Commission
2. City of San Rafael
3. City/County Association of Governments of San Mateo County
4. Contra Costa Transportation Authority
5. Marin County Transit District
6. Napa Valley Transportation Authority
7. San Francisco County Transportation Authority
8. Solano Transportation Authority
9. Sonoma County Transportation Authority
10. Sonoma-Marin Area Rail Transit

With the data collected from the comparator agencies, Koff & Associates identified matching classifications at the comparator agencies and compared salary and total compensation for these classifications based on the following key factors:

- At least four comparator agencies with matching classifications to the benchmark classification are required to ensure that no one classification has undue influence on the calculations;
- The median (middle value) is a better comparator than the mean (average) when comparing salaries and/or total compensation;
- Salaries and/or total compensation for employment classifications falling within 5 percent of the median are considered market competitive;
- At a client's discretion, salaries can be adjusted based on either base salary only or total compensation – for which the agency is closer to the median. And the base factor used for TAM's study is total compensation.

Study Results:

Koff & Associates conducted extensive analyses based on the salary and benefit data collected. The results of the compensation study showed the following overall findings:

- TAM's base salaries, in comparison to the market median, are 4% below the market.
- TAM's total compensation, in comparison to the market median, is 4.3% below the market for CalPERS (California Public Employees' Retirement System) classic members.
- TAM's total compensation, in comparison to the market median, is 8.3% below the market for CalPERS PEPR (California Public Employees' Pension Reform Act) members.

Study Recommendations:

To create and implement an equitable compensation plan that can help attract and retain excellent staff, the market analyses and study findings are essential tools. On the other hand, TAM's current financial capacity and long-term fiscal health are also key considerations when determining appropriate compensation philosophies and strategies. With consideration of all various factors, Koff & Associates made the following recommendations related to salary structure and placement that were reviewed and supported by the HR Ad Hoc Committee at its January 11, 2024 meeting:

- Create a salary structure with 40 ranges, with 9 steps within each range and 2.5% between each step, and 5% differentials between ranges. This will allow TAM the flexibility to adjust salary among all the adopted ranges with Board review and approval, without the need for additional compensation/classification study when new positions and/or classifications are needed. (Table 1: Proposed Salary Schedule)
- Based on study results, recommend the salary range placements for each of the classifications as shown in Table 2: Proposed Salary Range Placements.

Table 1: Proposed Salary Schedule

Salary Range	Monthly								
	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9
1	3,651	3,742	3,836	3,932	4,030	4,131	4,234	4,340	4,448
2	3,833	3,929	4,028	4,128	4,231	4,337	4,446	4,557	4,671
3	4,025	4,126	4,229	4,335	4,443	4,554	4,668	4,785	4,904
4	4,226	4,332	4,440	4,551	4,665	4,782	4,901	5,024	5,149
5	4,438	4,549	4,662	4,779	4,898	5,021	5,146	5,275	5,407
6	4,660	4,776	4,895	5,018	5,143	5,272	5,404	5,539	5,677
7	4,893	5,015	5,140	5,269	5,400	5,536	5,674	5,816	5,961
8	5,137	5,266	5,397	5,532	5,671	5,812	5,958	6,107	6,259
9	5,394	5,529	5,667	5,809	5,954	6,103	6,255	6,412	6,572
10	5,664	5,805	5,951	6,099	6,252	6,408	6,568	6,732	6,901
11	5,947	6,096	6,248	6,404	6,564	6,728	6,897	7,069	7,246
12	6,244	6,400	6,560	6,724	6,893	7,065	7,241	7,423	7,608
13	6,557	6,720	6,888	7,061	7,237	7,418	7,604	7,794	7,988
14	6,884	7,056	7,233	7,414	7,599	7,789	7,984	8,183	8,388
15	7,229	7,409	7,595	7,784	7,979	8,178	8,383	8,593	8,807
16	7,590	7,780	7,974	8,174	8,378	8,587	8,802	9,022	9,248
17	7,970	8,169	8,373	8,582	8,797	9,017	9,242	9,473	9,710
18	8,368	8,577	8,792	9,011	9,237	9,468	9,704	9,947	10,196
19	8,786	9,006	9,231	9,462	9,699	9,941	10,190	10,444	10,705
20	9,226	9,456	9,693	9,935	10,183	10,438	10,699	10,966	11,241
21	9,687	9,929	10,177	10,432	10,693	10,960	11,234	11,515	11,803
22	10,171	10,426	10,686	10,953	11,227	11,508	11,796	12,091	12,393
23	10,680	10,947	11,221	11,501	11,789	12,083	12,385	12,695	13,012
24	11,214	11,494	11,782	12,076	12,378	12,687	13,005	13,330	13,663
25	11,775	12,069	12,371	12,680	12,997	13,322	13,655	13,996	14,346
26	12,363	12,672	12,989	13,314	13,647	13,988	14,338	14,696	15,064
27	12,981	13,306	13,639	13,980	14,329	14,687	15,055	15,431	15,817
28	13,631	13,971	14,321	14,679	15,046	15,422	15,807	16,202	16,608
29	14,312	14,670	15,037	15,413	15,798	16,193	16,598	17,013	17,438
30	15,028	15,403	15,788	16,183	16,588	17,002	17,428	17,863	18,310
31	15,779	16,174	16,578	16,992	17,417	17,853	18,299	18,756	19,225
32	16,568	16,982	17,407	17,842	18,288	18,745	19,214	19,694	20,187
33	17,396	17,831	18,277	18,734	19,202	19,682	20,175	20,679	21,196
34	18,266	18,723	19,191	19,671	20,163	20,667	21,183	21,713	22,256
35	19,180	19,659	20,151	20,654	21,171	21,700	22,242	22,798	23,368
36	20,139	20,642	21,158	21,687	22,229	22,785	23,355	23,938	24,537
37	21,145	21,674	22,216	22,771	23,341	23,924	24,522	25,135	25,764
38	22,203	22,758	23,327	23,910	24,508	25,120	25,748	26,392	27,052
39	23,313	23,896	24,493	25,105	25,733	26,376	27,036	27,712	28,404
40	24,479	25,090	25,718	26,361	27,020	27,695	28,388	29,097	29,825

Table 2: Proposed Salary Range Placements

Classification Title	Current Maximum Monthly Salary	Proposed Salary	Proposed Maximum Monthly Salary
Accounting and Payroll Specialist	\$8,248	14	\$8,388
Administrative Assistant	\$5,819	10	\$6,901
Associate Transportation Planner	\$9,718	18	\$10,196
Chief Financial Officer	\$16,620	30	\$18,310
Deputy Executive Director	\$17,934	31	\$19,225
Director of Planning	\$15,680	29	\$17,438
Director of Programming & Legislation	\$16,061	29	\$17,438
Director of Project Delivery	\$16,575	30	\$18,310
Executive Assistant-Clerk of the Board	\$9,207	16	\$9,248
Executive Director	\$24,088	36	\$24,537
Principal Project Delivery Manager	\$16,171	26	\$15,064
Principal Transportation Planner	\$13,126	24	\$13,663
Public Outreach Coordinator	\$12,877	18	\$10,196
Senior Accountant	\$9,626	18	\$10,196
Senior Transportation Planner	\$12,501	21	\$11,803

Based on review of the benefits provided by the comparator agencies, staff recommended, and the HR Ad Hoc Committee also reviewed and supported the following benefit enhancements:

- Transit Reimbursement – as a congestion management agency, TAM should reimburse employees who commute to work via transit. Maximum reimbursement limit will be determined during the implementation process and adjusted annually if needed.
- Cell Phone Allowance – Currently, TAM provides staff at certain classifications with an agency cell phone but not to all. With the hybrid work environment and system access security authentication requirement, some employees are required to use their personal cell phones for work to a certain extent. Therefore, it is recommended that employees who are not provided with an agency paid phones be eligible for a cell phone allowance. The maximum allowance will be determined during the implementation process and adjusted when necessary.

The HR Ad Hoc Committee also discussed the timelines of all the changes recommended and supported the following:

- For all classifications with positive adjustments, the new salary placement will be effective on July 1, 2024 as part of the FY2024-25 budget review and approval process;
- For all classifications with negative adjustments, current employees who are in the position will be grandfathered in with no negative salary impact. The new lower salary range will only be implemented with new hires. Employees in these positions would also continue to be eligible for COLA adjustments that are approved agency wide.
- The two new benefit enhancements will go into effect on July 1, 2024, with the start of the FY2024-25 budget year.

FISCAL IMPACTS

The proposed maximum salary range for all the 15 classifications studied is 3% higher than the current maximum in total. With the grandfathering of the classifications that are being negatively impacted, potential impact could be up to 5%. Estimated financial impact due to this change for FY2024-25 is expected to be less than \$25,000, including the reimbursement costs expected for the additional transit and cell phone benefits. These changes do not have a significant impact on the agency's long-term financial health.

NEXT STEPS

After the approval of the Board, staff will start planning for the implementation of the new salary range placement and the additional benefits and incorporate those into the FY2024-25 Annual Budget development process.

ATTACHMENTS

None.



DATE: January 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt the 2024 Marin County Local Road Safety Plan (Action), Agenda Item No. 7

RECOMMENDATION

The TAM Board Adopt the 2024 Marin County Local Road Safety Plan (LRSP), including a Vision Zero Statement and Vision Zero Goals to strive to achieve zero deaths or serious injuries on Marin’s roadways by 2050; forward the LRSP to our member agencies for their consideration to adopt; and authorize the Executive Director to make non-substantive edits as needed.

BACKGROUND

For too long, we’ve considered traffic deaths and severe injuries to be an inevitable side effect of modern life. While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue. In the United States, 42,795 roadway fatalities were reported in 2022. According to the California Highway Patrol (CHP), there were 216,366 traffic accidents in the state in 2022, which resulted in 3,854 fatalities and 165,978 injuries.

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and is now being adopted by regions across the United States. Vision Zero differs from traditional approaches in that it recognizes traffic deaths and serious injuries as preventable, and it integrates the reality and expectation that humans will make mistakes. The Vision Zero safe systems approach is holistic, requiring that road systems be considered in their entirety from the infrastructure to policies for improving roadway safety for all users, including vehicles, bicycles, and pedestrians.

In 2018, the County of Marin, in partnership with our Cities and Towns, led an effort to prepare a Travel Safety Plan that was funded through a California Department of Transportation (Caltrans) grant under the Systemic Safety Analysis Report (SSAR) Program. The intent of the plan was to provide a proactive collision analysis of our roadway network and identify high risk locations and collision patterns using existing crash data, identifying low-cost and long-term countermeasures, and to help secure future grants to address key safety issues. The SSAR was used as supporting documentation of existing roadway safety conditions during a past grant cycle through the Caltrans Highway Safety Improvement Program (HSIP). Marin was awarded over \$6 million for capital improvements throughout multiple jurisdictions for this grant cycle. Marin’s SSAR is listed on the Federal Highway Administration’s (FHWA’s) website as an example of good safety planning.

DISCUSSION/ANALYSIS

Local Road Safety Plan Development

The LRSP updates the SSAR with current data and expands the contents to align the County with the Principles of Vision Zero and the Safe System Approach. The LRSP will complement the Safe System Approach adopted by the US DOT, Caltrans Safe System policy, and MTC's Regional Safety/Vision Zero Policy.

A LRSP is a plan that provides a framework to identify, analyze, and prioritize potential roadway safety improvements for local and rural roads, thereby increasing safety for all road users. The LRSP facilitates local agency partnerships and collaboration to systematically address road safety issues, ultimately resulting in a list of prioritized projects and actions that can be used to obtain grant funding. It provides a proactive approach to address safety needs and demonstrates agency responsiveness to safety challenges.

This LRSP has been developed as a collaboration between the Transportation Authority of Marin (TAM), the County of Marin's Public Works Department, and Marin's Cities and Towns, with input from outside advisors that participated in a Technical Advisory Committee. The Technical Advisory Committee was formed to provide guidance in developing the Vision Zero Statement and Goals, and to oversee the process of developing the contents of the LRSP. The membership consisted of TAM staff, local agency public works staff, two representatives from the CHP, a representative from the Central Marin Police Authority, two representatives from MarinHealth and a representative from the Marin County Bicycle Coalition.

The initial chapters of the LRSP consist of an overview of the background and document organization. Chapter 2 presents the Vision Statement & Goals, which is a key component of the LRSP. Subsequent chapters present other existing Countywide and State Plans and Studies that promote and improve safety; present countywide safety data; and presents a framework for developing and implementing strategies to increase road user safety across the County, referred to as "Emphasis Areas". The emphasis areas in Chapter 6 present quantifiable goals based on Caltrans Strategic Highway Safety Plan Five E's, education, enforcement, engineering, emergency response, and emerging technology. The emphasis areas were divided into four categories, Vulnerable Users, Collision Factors, Collision Types, and External Conditions.

The remaining Chapters have been developed to focus on each individual jurisdiction and follow a similar format from the initial chapters but are tailored to present information specific to that jurisdiction, along with priority safety projects for the jurisdiction. The LRSP recommends an agency complete a periodic evaluation to monitor safety conditions over time to understand progress and safety conditions. Foremost amongst these should be the number of killed or seriously injured (KSI) collisions as this corresponds directly to the LRSP goals.

[View and download the LRSP here.](#)

The LRSP contains an Appendix consisting of a "Counter Measure Tool Kit". The counter measure tool kit consists of a list of counter measures that when applied to a specific safety related incident will reduce the potential re-occurrence of the type of incident by a given collision reduction factor. The countermeasures are categorized by signalized intersections, non-signalized intersections, and roadway segments. See Attachment E for the list of counter measures.

Grant Funding Opportunities

A relatively new safety related program under the Federal Bipartisan Infrastructure Investment and Jobs Act (aka IIJA) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over a five year period.

There are two types of available grant categories from the SS4A program: (1) Develop or update a safety action plan or, (2) Implementation (capital improvements). The updated LRSP will meet the eligibility requirements for future capital improvement category grant opportunities under the SS4A program. Multi-jurisdictional grant applications are strongly encouraged under the SS4A program. Caltrans will issue a call-for-projects grant opportunity under Cycle 12 of the HSIP later this spring. The updated LRSP will also meet the eligibility requirements for future HSIP grant opportunities.

Additionally, if a jurisdiction has an adopted LRSP, they would receive additional points in the highly competitive Regional Active Transportation Program (ATP) administered by MTC. This will make Marin's applications more competitive. A call for projects is expected to be issued by MTC later this spring.

FISCAL CONSIDERATION

TAM and the County of Marin have led the effort to prepare and coordinate agency review of the LRSP using TAM and County funds in the amount of \$153,410 along with a \$72,000 grant from the state administered HSIP for a total cost of \$225,410. TAM, the County of Marin and all agencies have also provided additional in-kind resources to complete the LSRP. The LRSP will need to be updated every five years to remain eligible for future grant opportunities. Based on the input from some agencies, a more in-depth safety planning effort may be considered in future updates. Evaluating a cost sharing approach from all agencies should be considered.

NEXT STEPS

Receive input from the TAM Board, incorporate Commissioner comments, and finalize the LRSP. Upon adoption by the Board, staff will transmit the Final LRSP to the County, Cities and Towns for their use and consideration to adopt the 2024 Marin County Local Road Safety Plan.

ATTACHMENTS

Attachment A – TAM Resolution No. 2024-01

Attachment B – Transmittal Letter Draft

Attachment C – PowerPoint Presentation

Attachment D – [Link to the "2024 Marin County Local Road Safety Plan Final Draft"](#)

Attachment E – [Link to the 2024 Marin County Local Road Safety Plan "Appendix"](#)

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TAM RESOLUTION NO. 2024-01**RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) ADOPTING THE 2024 MARIN COUNTY LOCAL ROAD SAFETY PLAN**

WHEREAS, according to SafeTREC's Transportation Injury Mapping System (TIMS) from 2017-2021, a total of 2,164 collisions resulting in an injury or fatality were reported to occur on Marin County's non-state arterials and collector roadways, consisting of 28 fatalities and 199 severe injury collisions; and

WHEREAS, zero transportation-related deaths or severe injuries on the transportation network are acceptable in Marin County; and

WHEREAS, the Transportation Authority of Marin and our partner agencies are committed to transportation safety for every resident, visitor, and worker regardless of transportation mode and are dedicated to eliminating fatalities and severe injuries from occurring on Marin's roadways; and

WHEREAS, the Local Road Safety Plan and Vision Zero Principles are founded on the Safe System approach that recognizes people will make mistakes and roadway systems, policies and projects should be designed and implemented to protect people in the public right-of-way first through redundancies and shared responsibilities; and

WHEREAS, the Local Road Safety Plan will complement the Safe System Approach adopted by the US DOT, Caltrans Safe System policy, and MTC's Regional Safety/Vision Zero Policy; and

WHEREAS, the Local Road Safety Plan is a data-driven strategy to eliminate all traffic fatalities and severe injuries, while increasing safety and equitable mobility for all; and

WHEREAS, implementing the Local Road Safety Plan should create opportunities to invite meaningful input from the community, including those that are disproportionately burdened by traffic collisions, and historically have been underserved within transportation systems; and

WHEREAS, committing to the Vision Zero Principles and the Safe System Approach institutionalizes the pivotal change to which agencies must commit when making decisions to allocate funding to align with the Plan's goals; and

WHEREAS, committing to Vision Zero Principles, establishing a Local Road Safety Plan, and engaging key stakeholders including transportation professionals, law enforcement, public health, active transportation advocates, and local government is the first step towards reaching transportation safety goals; and

WHEREAS, the Local Road Safety Plan meets the requirements of safety related grants such as the Highway Safety Improvement Program (HSIP), the Safe Streets & Roads 4 All (SS4A), and other competitive grant programs for which TAM and our partner agencies may seek funding.

NOW THEREFORE, BE IT RESOLVED that the Transportation Authority of Marin does hereby adopt the 2024 Marin County Local Road Safety Plan, including the Vision Zero Statement and the goal of working to eliminate all transportation-related deaths and severe injuries among all transportation system users by 2050.

PASSED AND ADOPTED at the regular meeting of the Transportation Authority of Marin held on the 25th day of January 2024 by the following vote:

AYES:

NOES:

ABTENT:

ABSTAIN:

Brian Colbert, Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board



January 26, 2024

City Manager, Jurisdiction

SUBJECT: 2024 Marin County Local Road Safety Plan

Dear:

On January 25, 2024, the TAM Board Adopted the 2024 Marin County Local Road Safety Plan (LRSP), including a Vision Zero Statement & Vision Zero Goals to strive to achieve zero deaths or serious injuries on Marin's roadways by 2050; and to forward the LRSP to our member agencies for their consideration to adopt the safety plan.

TAM staff, in partnership with the Marin County Department of Public Works, have been working with your public works staff to develop the 2024 Marin County LRSP. The LRSP updates the 2018 Safety Plan with current data and expands the contents to align our jurisdictions with the Principles of Vision Zero. The LRSP will complement the Safe System Approach adopted by the US DOT, Caltrans Safe System Policy, and MTC's Regional Safety/Vision Zero Policy.

The LRSP has been developed as a Countywide Plan, but it also has individual chapters tailored to present information specific to your jurisdiction, along with the community's roadway safety priority projects.

The LRSP has been prepared, in part, to make our agencies eligible and meet the requirements of safety related grants such as the federal Safe Streets and Road 4 All (SS4A) grant, or the state's Highway Safety Improvement Program (HSIP) grant. The updated LRSP will meet the eligibility requirements for both these grant opportunities. Additionally, if a jurisdiction has an adopted LRSP, they would receive additional points in the highly competitive Regional Active Transportation Program (ATP) administered by MTC. We understand a call for projects for the next cycle of HSIP and ATP will be in the spring of 2024 and the next call for projects for SS4A will be coming soon as well. In the past, Marin has had success with the HSIP and ATP grants and we are pleased to be able to support future eligibility with this plan.

Electronic copies of this staff report, PowerPoint Presentation, Resolution, links to the LRSP and Appendix will be provided to your staff. If you have any comments or questions, please contact Bill Whitney by email at bwhitney@tam.ca.gov or by phone at (415) 226-0823.

Sincerely,

Anne Richman, Executive Director

ATTACHMENTS

Attachment A – TAM Resolution No. 2024-01

Attachment B – TAM Staff Report January 25, 2024

Attachment C – [Link to the "2024 Marin County Local Road Safety Plan Final Draft"](#)

Attachment D – [Link to the 2024 Marin County Local Road Safety Plan Appendix](#)

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MARIN COUNTY LOCAL ROAD SAFETY PLAN

2024 MARIN COUNTY

Local Road Safety Plan



JANUARY 2024

Parametrix | Parisi



January 25, 2024
83 of 101

X AGENDA

- LRSP background
- Vision and goals
- Collision data overview
- High collision network
- Emphasis areas
- Implementation and evaluation
- Next steps

X WHAT IS A LOCAL ROAD SAFETY PLAN?

An LRSP is a plan that “provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues.”

-Caltrans

Agencies applying for HSIP, SS4A, and other federal funding must have an LRSP or equivalent.

X WHAT IS A LOCAL ROAD SAFETY PLAN?

LRSPs:

- Systematically identify and analyze safety problems
- Recommend safety improvements
- Develop local agency partnerships and collaboration
- Create a prioritized list of improvements and actions that can demonstrate a defined need and time range for deployment



MARIN LRSP TECHNICAL ADVISORY COMMITTEE

- California Highway Patrol
- Central Marin Police
- Marin County Department of Public Works
- Marin County Bicycle Coalition
- MarinHealth
- City of Novato
- Town of San Anselmo
- City of San Rafael
- City of Sausalito
- Transportation Authority of Marin



SAN RAFAEL
THE CITY WITH A MISSION



CITY OF NOVATO
CALIFORNIA



TOWN OF
SAN ANSELMO
EST. 1907



MARIN COUNTY LRSP VISION STATEMENT & GOALS

Vision:

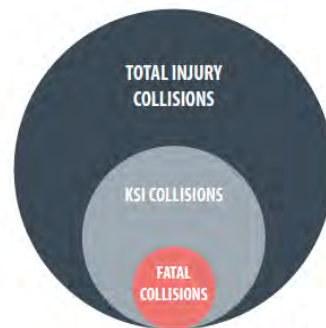
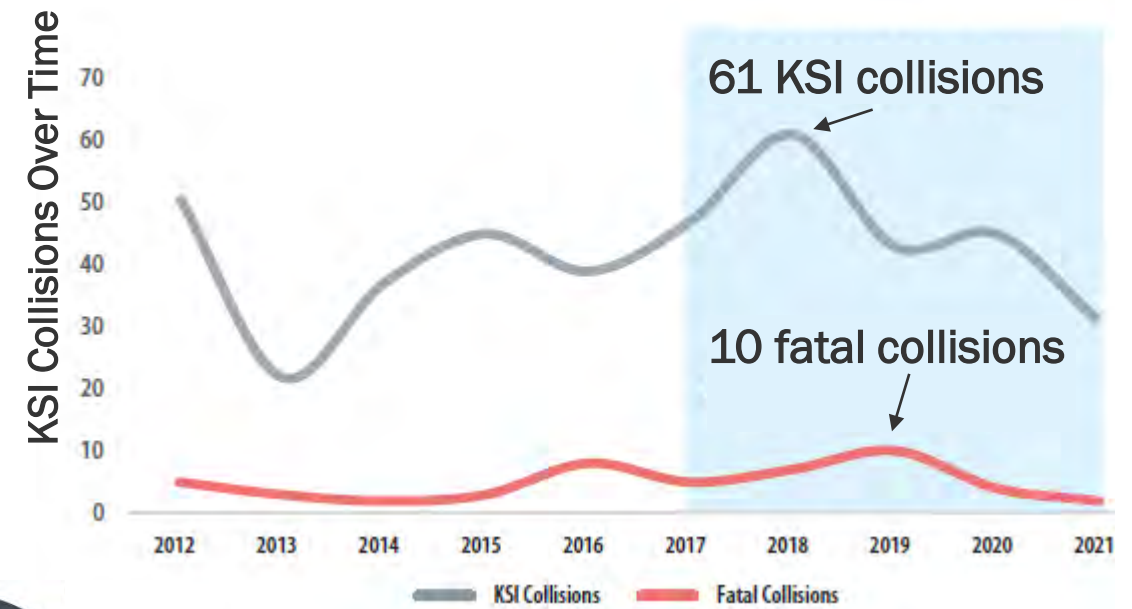
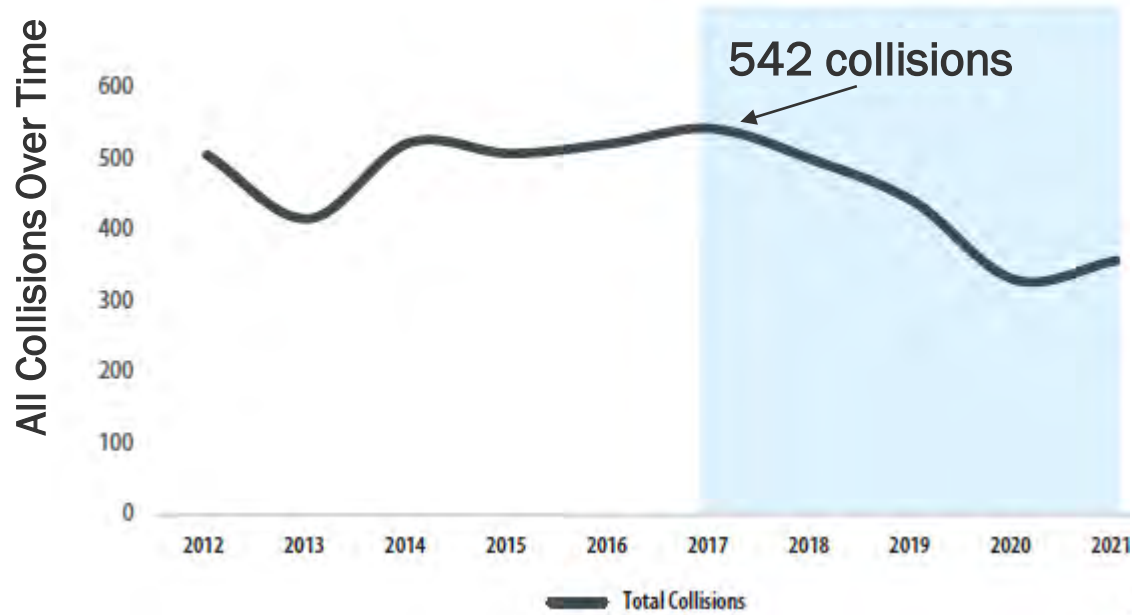
Marin County and its incorporated cities and towns strive to eliminate collision-related fatalities and severe injuries by proactively and equitably pursuing a safe systems approach prioritizing road safety for all users.

Goals:

- Systematically implement proven safety solutions, initiatives, policies, and programs to eliminate preventable fatal & severe collisions by 2050.
- Utilize a multi-faceted approach that spans jurisdictions and encompasses diverse strategies including engineering, education, public health, and enforcement.
- Implement improvements that promote and support safe travel for vulnerable users including people walking and bicycling, children, older adults, and people with disabilities.
- Ensure that multimodal safety investments are made in a manner that is fair and equitable for all Marin County residents.

X COLLISION DATA OVERVIEW

2,164 collisions resulting in injury occurred on non-state-owned collector and arterial roads in Marin County from 2017-2021

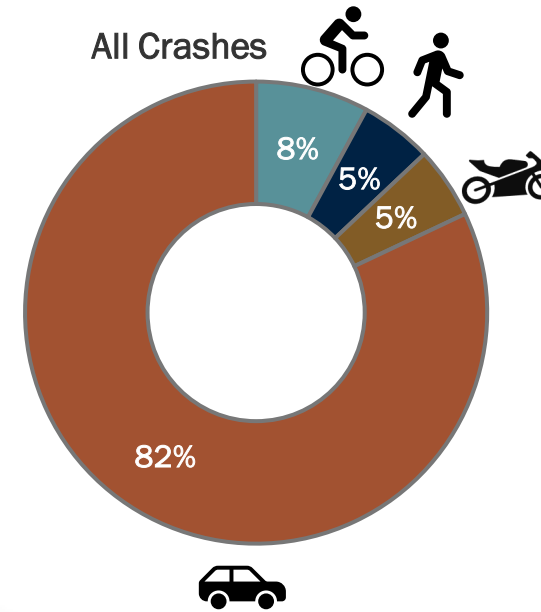
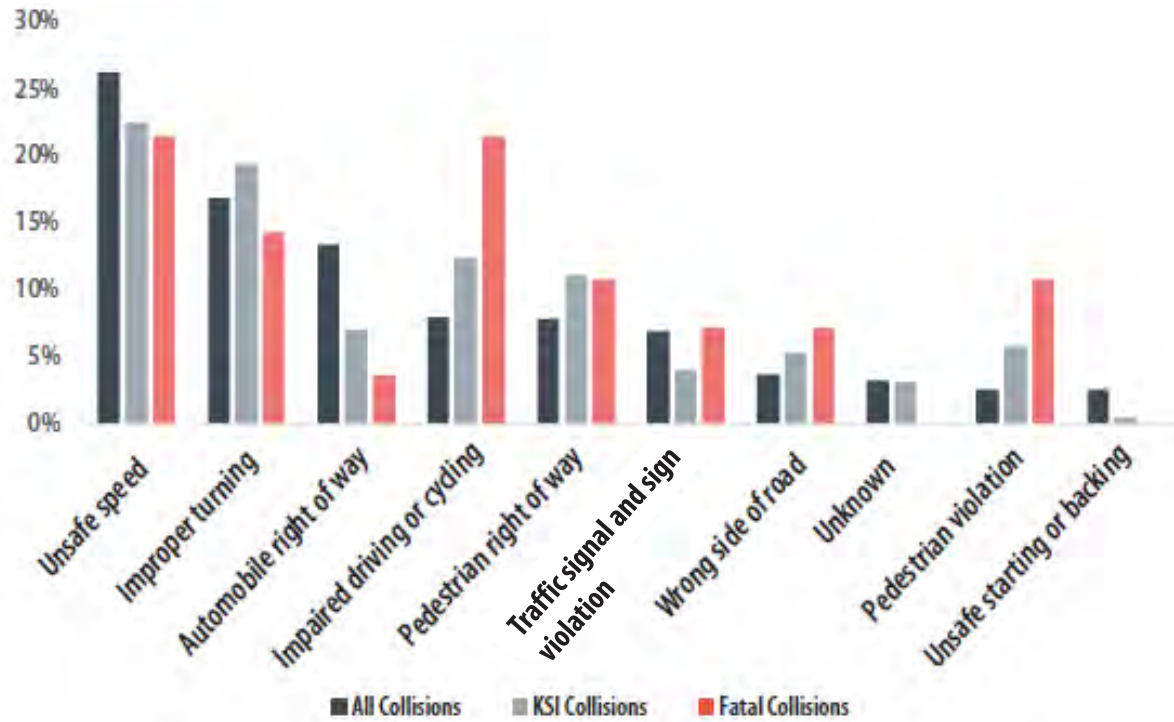


KSI = Collisions resulting in someone being Killed or Seriously Injured

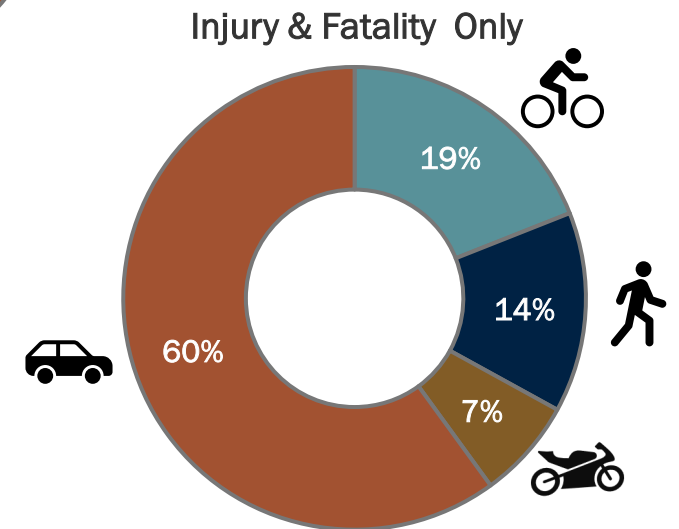


COLLISION DATA OVERVIEW

Top 10 Primary Collision Factors



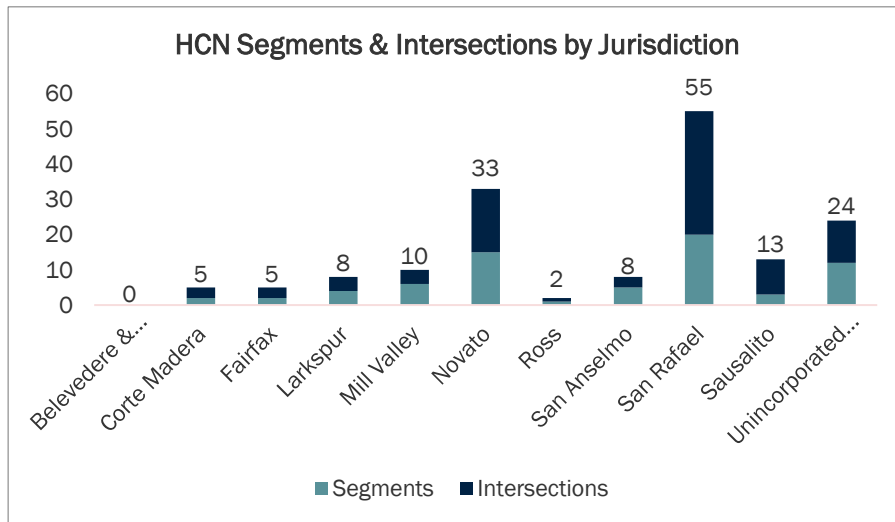
Collisions by Mode





HIGH COLLISION NETWORK

- Based on collision rates along road segments and at intersections
- 70 road segments and 93 intersections



LEGEND

● HCN Intersection — HCN Segment □ Boundary

X EMPHASIS AREAS

- Featured in LRSPs as high priority issues where there is opportunity to improve
- Can be users, behaviors, crash types, or locations
- Emphasis areas that are overrepresented compared to the County are selected
- Goals and strategies are developed for each emphasis area



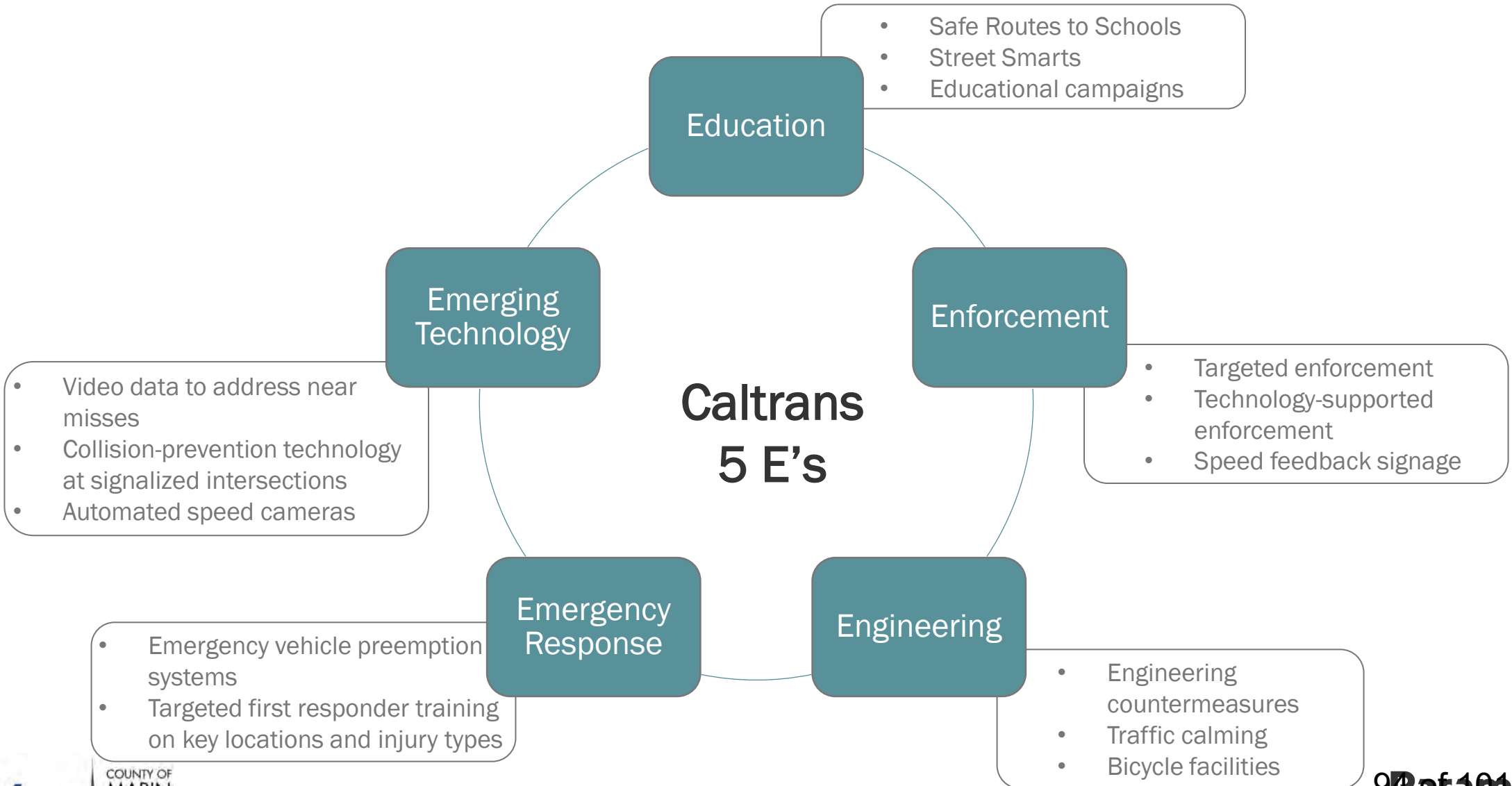


EMPHASIS AREAS BY JURISDICTION

	Belvedere & Tiburon	Corte Madera	Fairfax	Larkspur	Mill Valley	Novato	Ross	San Anselmo	San Rafael	Sausalito	Unincorporated
Pedestrians		■	■	■	■	■		■	■		
Bicyclists	■	■		■				■	■	■	■
Motorcyclists									■		■
Automobile ROW				■	■	■					
Impaired Driving & Bicycling						■					■
Improper Turning		■	■			■	■			■	■
Unsafe Speed	■		■	■			■	■	■	■	■
Broadside Collisions					■	■			■	■	
Rear End Collisions	■				■		■	■			■
Sideswipe Collisions									■		
Dark Conditions		■	■			■	■	■	■		■



EMPHASIS AREA STRATEGIES



X PRIORITY PROJECT LOCATIONS

- Developed based on High Injury Network locations, collision trends, and jurisdiction priorities
- Locations in each jurisdiction were selected for more detailed countermeasure recommendations

Novato Priority Project Location Example



Rowland Boulevard & Redwood Boulevard (Intersection)

- **Signal Timing Improvements**

Broadside collisions may indicate that clearance intervals are too short; consider adding a longer yellow phase.

- **Pedestrian Crossing Improvements**

A number of pedestrian crossing improvements could be implemented at this intersection including some of the following: reduced curb radii, pedestrian ramps, pedestrian refuge islands, high visibility crosswalks, advanced stop bars, and pedestrian countdown signal heads. These could improve pedestrian crossings by shortening crossing distances and emphasizing pedestrians' presence.

- **Bicycle Facility Improvements**

Installing green paint through conflict zones and mixing zones and installing sharrow symbols through mixing zones could increase the visibility of bicyclists, clarify where bicyclists are expected to ride, and remind motorists to expect bicyclists on the road. Consider a protected intersection.

X IMPLEMENTATION & EVALUATION

- Next steps and timeline for implementation
- Funding sources and strategies
 - Federal safety grants
- Coordination and partnership
- Policy support
- Evaluation metrics



X NEXT STEPS

- Adoption by TAM, Marin County, and jurisdictions
- Use to secure federal funding for road safety projects:
 - Highway Safety Improvement Program (HSIP)
 - Safe Streets & Roads 4 All (SS4A)
 - Active Transportation Program (ATP)
 - Other federal sources



Parametrix

2024 MARIN COUNTY

Local Road Safety Plan



QUESTIONS?



JANUARY 2024

Parametrix | Parisi





DATE: January 25, 2024

TO: Transportation Authority of Marin, Board of Commissioners

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

SUBJECT: Update on Richmond-San Rafael Bridge (Information), Agenda Item No. 8

RECOMMENDATION

This item is information only.

BACKGROUND

A TAM Board member has requested an item be placed on this agenda regarding the Richmond-San Rafael (RSR) Bridge. Staff is able to provide available information in response to questions that were also posed, as noted below.

DISCUSSION/ANALYSIS

As background, TAM, the Metropolitan Transportation Commission (MTC)/Bay Area Toll Authority (BATA), California Department of Transportation (Caltrans), and the Contra Costa Transportation Authority (CCTA) have been involved in and monitoring a series of pilot projects on and near the RSR Bridge. An update about the pilot projects was presented at the BATA Oversight Committee on November 8, 2023 and is available online:

<https://mtc.registar.com/LegislationDetail.aspx?ID=6402669&GUID=D5CA99F1-3FCD-42B6-A3DC-D6593020700D&Options=&Search=>

Below are responses to the specific questions posed:

- Costs associated with moving the barrier on the RSR Bridge upper deck that separates the multi-use path from the traffic lanes.

At its October 11, 2023 meeting, the BATA Oversight Committee discussed barrier costs as part of the Agenda. The related staff report indicated an estimated annual cost of \$500,000 to provide movement and maintenance of the barrier. Note, the barrier is not moved every day under this contract and the barrier transfer machine is leased from the barrier vendor. The link to the meeting is available online:

<https://mtc.ca.gov/meetings-events/bay-area-toll-authority-oversight-committee-2023-10-11t163500>

TAM commissioned a study examining the traffic outcomes and costs of a potential peak-period third lane westbound on the Bridge, that was reported to the TAM Board at its September 23, 2021 meeting. That study estimated that it would cost approximately \$1,000,000 per year to move the barrier twice every weekday if a barrier machine was procured.

- Cost of procuring a barrier transfer machine:

The most recent cost estimate for purchase of the barrier transfer machine that is currently on site is \$1.27 million.

- Cost to remove the existing barrier:

The existing barrier installation cost was approximately \$12 million. The cost for removal is unknown at this time due to many variables. These include the current market for the used barrier, the extent the Bridge needs to be returned to the unimproved condition, and current contracting cost for the physical removal.

- Current Delay Times:

The 2022 delay (speeds less than 55 mph) begins at about Regatta Blvd on westbound I-580 during the most impacted peak hour of the morning commute. This is slightly farther back (from the Bridge) than in 2019. Speeds below 35 mph in 2019 extended back to Marina Bay Parkway and lasted for a duration of 90 minutes. The normal peak delay in 2019 was 23 minutes.

- Costs and impacts associated with the opening of a third westbound traffic lane during the morning commute.

The aforementioned 2021 TAM study drew the conclusion that opening a third lane during the morning commute would reduce travel time for vehicles going to northbound US 101 once they reached Marin by 11 minutes; however, it would increase travel time for vehicles traveling to southbound US 101 by 3 minutes. The study also indicated that a minimum of \$70 to \$90 million of improvements would be needed on the western end of the Bridge and into Marin to allow for the additional traffic lane. The full presentation from 2021 is available online: <https://www.tam.ca.gov/wp-content/uploads/2021/09/7-RSRB-Study.pdf>.

- Historic and current accident data for the westbound RSR Bridge.

The above referenced report from the November 2023 BATA presentation includes the accident rates and severity before and after the barrier was installed. For the three major types of highway accidents “Rear End”, “Side Swipe” and “Hit Object”, each showed a slight decrease after the barrier was installed.

Additional information is shown below from the Summary of Incident Data from the After Study performed for the Richmond San Rafael Bridge dated June 30, 2022 authored by the University of California, Berkeley, Partners for Advanced Transportation Technology.

Table 10-5: Before/After Incident Types on Bridge Approach and Upper Deck – I-580 West

Incident Type	Approach			Bridge Upper Deck			Overall		
	Before	After A ¹	After B ²	Before	After A ¹	After B ²	Before	After A ¹	After B ²
Rear End	75 (41.9%)	8 (29.6%)	26 (39.4%)	145 (55.1%)	26 (50.0%)	61 (52.1%)	220 (49.8%)	34 (43.0%)	87 (47.5%)
Sideswipe	67 (37.4%)	11 (40.7%)	18 (27.3%)	86 (32.7%)	22 (42.3%)	42 (35.9%)	153 (34.6%)	33 (41.8%)	60 (32.8%)
Hit Object	29 (16.2%)	7 (25.9%)	7 (30.3%)	24 (9.1%)	4 (7.7%)	11 (9.4%)	53 (12.0%)	11 (13.9%)	31 (16.9%)
Broadside	4 (2.2%)	0 (0.0%)	1 (1.5%)	2 (0.8%)	0 (0.0%)	1 (0.9%)	6 (1.4%)	0 (0.0%)	2 (1.1%)
Overturn	2 (1.1%)	0 (0.0%)	0 (0.0%)	1 (0.4%)	0 (0.0%)	0 (0.0%)	3 (0.7%)	0 (0.0%)	0 (0.0%)
Other	2 (1.1%)	1 (3.7%)	1 (1.5%)	5 (1.9%)	0 (0.0%)	2 (1.7%)	7 (1.6%)	1 (1.3%)	3 (1.6%)
Overall	179	27	66	263	52	117	442	79	183

Note: Before Period: 01/2016 to 09/2019 (15 quarters)

After Period A: 01/2020 to 12/2021, excluding 03/2020 to 06/2021 due to Covid-19 effects (3 quarters)

After Period B: 01/2020 to 12/2021 (8 quarters)

- Cost of providing an on-demand bicycle shuttle to provide service in both directions on the RSR Bridge.

The cost for a similar service on the San Francisco Oakland Bay Bridge is \$22,000 per month.

FISCAL CONSIDERATION

N/A

NEXT STEPS

MTC staff have been invited to present to the TAM Board in the Spring with additional information on the status of the current pilot projects on or near the RSR Bridge, the Richmond San Rafael Bridge Forward Project, and the impact the multi-use path has had on incident response times. In addition, MTC and Caltrans are working on information to understand potential benefits and costs of providing a westbound third lane on the Bridge to accommodate High Occupancy Vehicles. Should that information be available by the time of the MTC presentation, it will be included as well.

ATTACHMENTS

None.