



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

APRIL 25 2024
6:30 P.M.

MARIN WILDFIRE PREVENTION AUTHORITY BOARD ROOM
1600 LOS GAMOS DRIVE, ROOM 335
SAN RAFAEL, CALIFORNIA

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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Belvedere
Nancy Kemnitzer

Corte Madera
Eli Beckman

Fairfax
Chance Cutrano

Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

Novato
Rachel Farac

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

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

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

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT11TekZZNXF0QXRvdz09>

Webinar ID: 881 5544 9529
Passcode: 389590

Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 6:30 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 881 5544 9529; Password: 389590

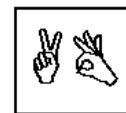
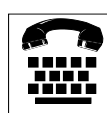
How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comments to info@tam.ca.gov, no later than 5:00 p.m. Wednesday, April 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. Chair's Report
 - a. Appointments to the TAM Executive Committees (Action) – **Attachment**
2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes March 28, 2024
 - b. Review and Accept the FY2023-24 Third Quarter Financial Report and Amend the FY2023-24 Budget
 - c. Regional Measure 3 North Bay Transit Access Improvement Call for Projects Framework
 - d. Authorize a One-Year Contract Extension and Amendment for Reach Strategies for Technical Assistance and Outreach Support for the Alternative Fuels Program
6. Crossing Guard Program Financial Analysis and Update to Recommended Staffing Levels (Action) – **Attachment**
7. Review of the Measure A/AA and the Measure B Revenue Projections and the FY2024-25 Annual Budget Development Schedule (Action) – **Attachment**
8. Bellam Boulevard Off-Ramp Improvement Project Update and Associated Actions (Action) – **Attachment**



DATE: April 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Jennifer Doucette, Clerk of the Board

SUBJECT: Appointments to the TAM Executive Committees (Action) – Agenda Item No. 1a

RECOMMENDATION

The TAM Board approves the Chair’s recommendation to appoint Commissioner Rachel Farac, representing the City of Novato, to the Funding, Programs, & Legislation (FP&L) Executive Committee; and to reappoint Commissioner Alice Fredericks, representing the Town of Tiburon, to the Administration, Projects & Planning (AP&P) Executive Committee.

BACKGROUND

A vacancy will exist on TAM’s Executive Committee due to a representative stepping down from office. Per TAM’s Administrative Code, *“Membership to each Committee shall be as recommended by the TAM Board Chair and approved by a majority of the full TAM Board.”*

Members of the Executive Committees conduct initial vetting of Board items and have the opportunity to ask questions, guide changes or additions to staff recommendations, and discuss policy direction on next steps, before taking an issue to the full Board. In general, the members review, discuss, and refer items to the Board in the following categories:

Administration, Projects & Planning

- Budget: annual development, quarterly financials, audits
- Administration: personnel, operations, etc.
- Planning: Vision, Regional Transportation Plan, other planning items
- Projects: capital project development, updates

Funding, Programs & Legislation

- Programming/funding (local, state, regional, federal)
- Programs: Electric Vehicle, Transportation Demand Management, Safe Routes to Schools, Bikeshare, Crossing Guards
- Legislation: annual platform and bill positions

Typically, Executive Committee meetings are held on the 2nd Monday of the month in the TAM Conference Room at 900 Fifth Avenue, Suite 100, San Rafael, California. The FP&L Executive Committee meeting starts at 2:00 p.m.; and the AP&P Executive Committee meeting starts at 3:30 p.m.

DISCUSSION/ANALYSIS

Following the retirement from office of Commissioner Kuhl, which is expected to take effect in late April, Board Chair Colbert is recommending the reappointment of Commissioner Fredericks, who currently serves on the FP&L Executive Committee, to the AP&P Executive Committee (on which she had previously served); and the appointment of Commissioner Farac to the FP&L Executive Committee.

If the TAM Board approves the recommendation, the makeup of each Executive Committee will consist of the rosters below.

Administration, Projects & Planning

Eric Lucan – Chair
Alice Fredericks (*reappointed*)
Chance Cutrano
Kate Colin
Stephanie Moulton-Peters

Funding, Programming and Legislation

Brian Colbert – Chair
Katie Rice
Mary Sackett
Rachel Farac (*new*)
Urban Carmel

FISCAL IMPACTS

None.

NEXT STEPS

Once approved by the Board, the newly appointed commissioners will serve on the respective Executive Committees effective immediately.

ATTACHMENTS

None.



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

MARCH 28, 2024
5:30 PM

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council, TAM Chair
Chance Cutrano, Fairfax Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eli Beckman, Corte Madera Town Council
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair
Gabe Paulson, Larkspur City Council
Kate Colin, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Mary Sackett, Marin County Board of Supervisors
Melissa Blaustein, Sausalito City Council
Nancy Kemnitzer, Belvedere City Council
Rachel Farac, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Joanne O'Hehir, Administrative Assistant
Jennifer Doucette, Executive Assistant/Clerk of the Board
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chair Colbert called the meeting to order at 5:35 p.m.

Chair Colbert welcomed everyone to the meeting and Executive Director (ED) Anne Richman issued the oath of office to Gabe Paulson as the new alternate Commissioner representing the City of Larkspur.

Chair Colbert announced that Commissioner Colin was participating remotely pursuant to the "Just cause" clause of Assembly Bill (AB) 2449.

Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to confirm a quorum of the Board and provided detailed information about how the public may participate.

1. Public Comment Regarding Closed Session Item

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

2. Adjourn to Closed Session

3. Reconvene to Open Session

4. Chair's Report

- a. Outgoing Commissioner Recognition (Discussion)

Chair Colbert read and presented a commendation to outgoing Commissioner Kuhl; and thanked him for his dedication and service on the TAM Board.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported on her participation on a legislative trip to Sacramento with the Metropolitan Transportation Commission (MTC) to advocate for protecting Regional Early Action Planning program funds; enabling legislation for the Regional Transportation Measure (RTM); and the Bay Area affordable housing bond.

Marin Transit Report – Commissioner Sackett

None.

SMART Report – Commissioner Lucan

None.

Commissioner Matters Not on the Agenda

Commissioner Sackett reported on her selection as the Chair of the Great Redwood Trail Agency (GRTA). GRTA's service area is the former NCRA rail corridor in Mendocino, Trinity, and Humboldt Counties. The rail corridor in Sonoma and Marin Counties was transferred to the Sonoma-Marín Area Rail Transit (SMART), who will be responsible for rail-with-trail development for the Southern Segment of the Great Redwood Trail.

Commissioner Carmel reported that the City of Mill Valley relaunched its Bicycle and Pedestrian Advisory Committee as a Traffic and Mobility Advisory Committee to recommend bicycle and pedestrian infrastructure improvements, monitor implementation of the Bicycle and Pedestrian Transportation Plan, and provide a venue for public input on matters related to bicycle and pedestrian facilities and programs.

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.

6. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman introduced TAM's new Director of Finance and Administration (DFA) Melanie Purcell; and highlighted the list of current and anticipated upcoming grant solicitations,

from various local, regional, state, and federal programs, which was included in the Executive Director's Report (EDR) that was distributed to the TAM Board and posted on the TAM website as supplemental information.

Commissioner Blaustein welcomed DFA Purcell to TAM.

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.

7. 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.

MTC Policy Advisory Committee member Jeffrey Rhoads commented on Play Bay Area 2050 engagement efforts and provided handouts with additional information.

8. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes February 22, 2024
- b. Authorize Contracts for Equity Working Group Stipends
- c. Amendments to Supporting Contracts for the US 101/I-580 Multi-modal & Local Access Improvement Project
- d. Appointment to the TAM Citizens' Oversight Committee
- e. Contract Amendment with BKF Engineers to Complete Design and Support on the Bellam Boulevard Off-Ramp Project

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

Commissioner Moulton-Peters made the motion to approve the Consent Calendar, which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

9. Review and Approve the FY2022-23 COC/2023 TAM Annual Report (Action)

ED Richman introduced Kevin Hagerty, Vice-Chairperson of the Citizens' Oversight Committee (COC) to present this item, which recommends that the Board review and approve the combined FY2022-23 COC/2023 TAM Annual Report and direct staff to finalize the report based on input from both the COC and the Board and make it available to the public.

Commissioner Rice expressed support for the report and inquired about a link to be shared with constituents.

Chair Colbert thanked COC Vice-Chairperson Hagerty, the subcommittee, and TAM staff for their time and effort.

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

Commissioner Fredericks made the motion to approve the combined FY2022-23 COC/2023 TAM Annual Report and direct staff to finalize the report based on input from both the COC and the Board and make it available to the public, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion passed unanimously.

10. Adopt Positions on 2024 State Legislative Bills (Action)

Director of Programming and Legislation David Chan and Legislation Consultant Gus Khouri of Khouri Consulting presented this item, which recommends that the TAM Board adopt positions on 2024 State Legislative Bills.

Of the 23 bills, staff recommends a Watch position on 17 bills, including Senate Bill (SB) 1031, which combines and replaces SB 925 and SB 926; a Support if Amended position on 1 bill; and a Support or Oppose position on 5 bills, as follows – Support: Assembly Bill (AB) 817, 1778, 1904; Support if Amended: (SB) 1271; and Oppose: AB 2535 and AB 3005.

ED Richman highlighted the attachments regarding perspectives on MTC's RTM from TAM staff and Marin Transit with a request for feedback from the Board.

Mr. Chan provided information on SB 1031, which replaced SB 925 and SB 926, and will be used as the vehicle for authorizing MTC's RTM; and further highlighted the attachments regarding TAM's and Marin Transit's perspectives.

In response to Commissioner Rice, ED Richman explained that other County Transportation Agencies (CTAs) are going through similar processes with their boards, and that there has been agreement on many top-level perspectives, including recognition that more resources are needed for transit in the future, and concern regarding sales tax and other revenue sources.

Commissioner Moulton-Peters commented on the complicated nature of the RTM process and expressed support for developing TAM's perspectives.

In response to Commissioner Blaustein, ED Richman explained that the original "oppose" position on SB 926 was due to the stringent language pertaining to transit agency consolidation.

Commissioner Sackett commented on the importance of including funding for school and yellow bus transit in TAM's perspective.

In response to Vice-Chair Lucan, ED Richman explained that there will be opportunities to bring this item back to the Board. Vice-Chair Lucan expressed support for the guiding principles and commented on the importance of monitoring the distribution ratio.

Commissioner Moulton-Peters commented that perhaps it would be beneficial to create an ad hoc committee with respect to the RTM.

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

Mr. Rhoads commented on the importance of presenting the benefits of an RTM to all Bay Area voters, including a process for decreasing project delivery costs.

Regarding SB 1031, Commissioner Carmel commented on the importance of including specific planned deliverables within the RTM and implementing a return-to-source funding model. Commissioner Carmel also expressed concern with language regarding the classification of Class 2 bicycles in AB 1778.

Vice-Chair Lucan commented that the language in AB 1778 also requires local jurisdictional passage; and expressed support for adding AB 73 and AB 2583 to the TAM Bill Matrix with a "watch" position on each bill.

Chair Colbert expressed support for TAM's perspective with respect to SB 1031.

Commissioner Beckman moved to adopt the 2024 State Legislative Platform, with the addition of “watch” positions on AB 73 and AB 2583, which was seconded by Commissioner Sackett. A roll call vote was conducted, and the motion passed unanimously.

11. Modification of Alternatives for the US 101/I-580 Multi-modal & Local Access Improvement Project (Action)

Director of Project Delivery Dan Cherrier, Connie Fremier of Fremier Enterprises, Inc., and Chadi Chazbek of Kimley-Horn & Associates, Inc. presented this item, which recommends that the TAM Board approves the addition of a Bellam Corridor Alternative (Alternative 7) and removes Alternatives “Modified 3B” and “6” from future studies including the Environmental Document for the US 101/I-580 Multi-modal & Local Access Improvement Project, as recommended by the Administration, Projects & Planning (AP&P) Executive Committee at its March 11 meeting.

In response to Commissioner Cutrano, Mr. Chazbek confirmed that the Preliminary Costs reflected on slide number 10 of the presentation are the most up-to-date estimates.

In response to Commissioner Beckman, Mr. Cherrier explained that the preliminary traffic modeling for the Bellam Blvd. corridor improvements resulted in decreased traffic congestion in the surrounding areas, including Sir Francis Drake (SFD) Blvd. ED Richman explained that the modeling used a 20-year time horizon, which showed a significant increase in congestion on both Bellam Blvd. and SFD Blvd. if no improvements are made. Commissioner Beckman expressed support for the Bellam Blvd. improvements and commented on the importance of public communication and engagement at every phase of the project.

In response to Commissioner Rice, Mr. Cherrier explained that the majority of traffic exiting onto Bellam Blvd. is local users; and Ms. Fremier explained that approximately 95% of regional traffic currently uses SFD Blvd. to access the Richmond-San Rafael (RSR) Bridge. Ms. Fremier also explained that without a direct connector, regional traffic will remain on local streets (e.g., Bellam Blvd. and SFD Blvd.). Mr. Chazbek further explained that the modeling uses the TAM Traffic Demand Model (TDM), which analyzes effects on the surrounding areas and streets; and that the modeling uses both 20-year and 40-year time horizons. Commissioner Rice expressed support for the addition of a Bellam Corridor Alternative (Alternative 7); and commented that other improvements along U.S. 101 between the Richardson Bay Bridge and Larkspur may also be necessary to address traffic congestion.

In response to Commissioner Kemnitzer, Mr. Chazbek explained that the modeling incorporates the housing plan and is updated on a regular basis; and analyzes local and regional traffic. Mr. Cherrier explained that the Preliminary Cost estimates include broad right of way cost analyses.

In response to Commissioner Carmel, Mr. Chazbek explained that a more detailed analysis of the differences between Alternative 2 and Alternative 3A will be conducted during the environmental phase of the project. Mr. Chazbek also explained that the modeling indicates that once a director connector is built, almost all regional traffic will divert to the new facility.

In response to Commissioner Paulson, Mr. Cherrier explained that Alternative 6 was originally included because of the higher design speed and close alignment with Caltrans’ design standards. However, due to local geophysical constraints and negative public feedback regarding the height of Alternative 6, staff expects that Alternatives 2 and 3A can be successfully negotiated through the Caltrans process. ED Richman also explained that development of this project has been through an extensive process with Caltrans, including their approval of the Project Study Report; and that staff will continue to work closely with Caltrans through the environmental process.

In response to Commissioner Blaustein, ED Richman explained that in addition to funding from Measure A/AA and Regional Measure 3 (RM3), staff will seek funding from a variety of sources, including competitive grant programs.

In response to Commissioner Blaustein's inquiry regarding public outreach, Ms. Fremier explained that the 101/580 Stakeholder Working Group includes members of the local business community.

Commissioner Sackett expressed support for eliminating Alternative 6.

In response to Commissioner Farac, Mr. Cherrier explained that the Bellam Corridor Alternative (Alternative 7) was developed as a result of advancing the preliminary traffic studies; and Ms. Fremier explained that a direct connector project is specified in the voter-approved Measure A/AA and RM3. ED Richman explained that the Bellam Corridor improvements could be a stand-alone project or an early phase of the direct connector project.

In response to Commissioner Colin, Mr. Cherrier explained that RSR Bridge access improvement projects along east SFD Blvd. were completed in 2018 and resulted in reduced travel times; and that modeling indicates that all of the alternatives will result in reduced travel times on SFD Blvd.

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

Mr. Rhoads expressed support for Alternative 7 and aligning a direct connector as closely as possible to the existing interchange footprint; and expressed concern about the impacts Alternative 2 would have on the residential and commercial areas of the surrounding neighborhoods.

Commissioner Blaustein made the motion to approve staff's recommendation to add a Bellam Corridor Alternative (Alternative 7) and remove Alternatives "Modified 3B" and "6" from future studies including the Environmental Document for the US 101/I-580 Multi-modal & Local Access Improvement Project, which was seconded by Commissioner Colin. A roll call vote was conducted, and the motion passed unanimously.

12. Update on Countywide Transportation Plan Draft Vision and Equity Framework (Discussion)

Director of Planning Derek McGill, and Bob Grandy and Taylor McAdam of Fehr and Peers presented this item for discussion.

Commissioner Rice commented on the importance of articulating the legacy burdens resulting from the effects of historical decisions and land use, and their impact on future projects.

Commissioner Farac expressed support for the Countywide Transportation Plan (CTP) Draft Vision and Equity Framework.

Commissioner Lucan commented on the definition of the top disparity/barrier of non-driving access for Non-Drivers and inquired if that included affordability, as well as geographical access.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for the Countywide Transportation Plan (CTP) Draft Vision and Equity Framework; and commented on the importance of planning for multi-modal and active transportation for all users and ages.

Commissioner Sackett expressed support for the Countywide Transportation Plan (CTP) Draft Vision and Equity Framework, and the opportunity to further analyze the co-benefits.

Commissioner Cutrano commented on the importance of acknowledging historical decisions and their effects on the community, and communicating this during the public engagement process.

The meeting was adjourned at 9:33 p.m.



DATE: April 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 Third Quarter Financial Report and Amend the FY2023-24 Budget (Action), Agenda Item No. 5b

RECOMMENDATION

Staff recommends that the TAM Board reviews and accepts the FY2023-24 Third Quarter Financial Report and amends the budget to reflect the adjustments as listed.

BACKGROUND

This report, along with all accompanying attachments, provides a summary of the financial activities for the period ending March 31, 2024, and covers TAM's revenue and expenditure activities from July 1, 2023 to March 31, 2024. Revenues and expenditures are presented on a cash basis for the period covered.

DISCUSSION/ANALYSIS

Revenue Highlights:

As of March 31, 2024, the total ½-Cent Transportation Sales Tax cash disbursements received from the California Department of Tax and Fee Administration (CDTFA) for the nine-month period from July 2023 to March 2024 was \$26.59 million, which is 1.33% less than the total disbursements received for the same period in FY2022-23.

As of March 31, 2024, TAM has received a total of \$1.74 million in Measure B \$10 Vehicle Registration Fee cash disbursements from the Department of Motor Vehicles (DMV) for the nine-month period from July 2023 to March 2024, nearly the same as the disbursements received for the same period in FY2022-23

TAM also received \$2,712,302 in interest revenue for the nine-month period from July 2023 to March 2024, which includes \$2,709,459 from its investments in CalTRUST (Investments Trust of California), and \$2,843 from its cash in the checking and money market accounts with Bank of Marin. The increase in interest revenue is due to timely investing of available resources in higher interest earning options.

Expenditure Highlights:

Total expenditure through the third quarter of the year is approximately \$23.30 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 third quarter of the year.

Budget Amendments:

TAM staff is proposing the following amendments:

- Net increase in Revenues of \$43,485,876
 - Decrease in Measure AA Sales Tax Revenue of \$680,000 due to reduced receipts;
 - Increase in Measure B Vehicle Registration Fee Revenue of \$50,000 due to increased receipts;
 - Decrease of \$321,234 in STP/CMAQ funds after verification of most recent Notice to Proceed specifications;
 - Increase of \$44,387,022 in MTC Regional Measure 3 funds due to resolution of legal challenges; and
 - Recognition of \$10,000 in SB1 Planning Grant.

- Net increase in Expenditures of \$40,683,259
 - Increase of \$14,000 in Administration for Human Resources/Board support to cover costs of additional activities related to recruitment and review processes;
 - Shift \$300,000 from Direct Connector Project PID & PAED funded from Measure AA to 101/580 Multi-modal and Local Access Improvements funded from RM3. Shifting future costs for this re-named project to be funded from RM3;
 - Increase of \$55,588 to complete the Local Road Safety Plan (\$15,500 is local funds while \$40,088 is from the state);
 - The addition of \$40,498,671 in MSN B7 Construction includes the repayment of funds advanced by MTC and construction expected to be complete within FY24 (funded from RM3);
 - Increase of \$115,000 for the Sea Level Rise adaptation plan.

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 March 31, 2024, interest earnings from all funds totaled \$2,709,459, unrealized loss was \$1,273,947, which is mostly from the agency's investment in the Medium-Term Fund due to fluctuations in 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.

FISCAL CONSIDERATION

As noted above, this action amends the budget to reflect the most current information affecting revenues and expenditures with an increase in revenues of \$43,485,876 and an increase in expenditures of \$40,683,259, leaving a net increase in fund balance to offset future project costs of \$2,802,617.

NEXT STEPS

The Fourth Quarter Financial Report will be incorporated as part of the TAM FY2023-24 Annual Comprehensive Financial Report (ACFR) and presented to the Board for review and acceptance by November 2024.

ATTACHMENTS

- Attachment 1 FY2023-24 Budget to Actual Comparison as of 3/31/2024
- Attachment 2 Summary of FY2023-24 Budget Amendments as of 3/31/2024
- Attachment 3 FY2023-24 Revenue and Expenditure Report as of 3/31/2024 – Measure A Sales Tax Detail
- Attachment 4 FY2023-24 Revenue and Expenditure Report as of 3/31/2024 – 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 FY2023 and FY2024 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

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Attachment I: FY2023-24 Budget to Actual Comparison as of 3/31/24

Budget Line Items	Annual Budget	3/31/2024	\$ 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	26,593,947	(9,086,053)	74.53%
Measure B Vehicle Registration Fee Revenue	2,250,000	1,749,437	(500,563)	77.75%
Cities/Towns and County CMA Fee	576,950	576,950	-	100.00%
Interest Revenue	1,770,500	2,712,302	941,802	153.19%
MTC STP/CMAQ Planning & OBAG Grant Funds	1,524,234	599,274	(924,960)	39.32%
MTC Regional Measure 3 Fund	2,666,507	32,399,673	29,733,166	1215.06%
CA State Earmark	3,000,000	265,555	(2,734,446)	8.85%
State TDA Fund	83,000	-	(83,000)	0.00%
Federal STP Fund	5,000	4,000	(1,000)	80.00%
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>65,081,174</u>	<u>14,801,698</u>	<u>129.44%</u>
EXPENDITURES				
Administration				
Salaries & Benefits	3,167,466	2,222,163	945,303	70.16%
Agency-Wide Classification Study	23,000	27,935	(4,935)	121.46%
Office Lease	257,000	203,220	53,780	79.07%
Agency IT Related Equipment Upgrade	30,000	2,668	27,332	8.89%
Equipment Purchase/Lease	10,000	3,011	6,989	30.11%
Telephone/Internet/Web Hosting Services	25,000	14,896	10,104	59.59%
Office Supplies & Small Miscellaneous Items	40,000	20,476	19,524	51.19%
Insurance	20,000	16,288	3,712	81.44%
Financial Audit	25,000	12,600	12,400	50.40%
Legal Services	35,000	1,710	33,291	4.88%
Document/Video/Marketing Material Production	30,000	29,502	498	98.34%
Memberships	45,000	38,181	6,819	84.85%
Travel/Meetings/Conferences	26,000	22,357	3,643	85.99%
Professional Development	7,500	6,964	536	92.85%
Human Resources/Board Support	20,000	33,835	(13,835)	169.18%
Information Technology Support	45,000	19,891	25,109	44.20%
Annual Support & Upgrade of Financial System	10,000	7,967	2,033	79.67%
<u>Subtotal, Administration</u>	<u>3,815,966</u>	<u>2,683,663</u>	<u>1,132,303</u>	<u>70.33%</u>

Attachment I: FY2023-24 Budget to Actual Comparison as of 3/31/24

Budget Line Items	Annual Budget	3/31/2024	\$ Difference	Actual as % of Budget
Professional Services				
Bellam Blvd I01 Off-ramp Improvements - Design & ROW	900,000	18,710	881,291	2.08%
Travel Model Maintenance & Update	200,000	106,201	93,799	53.10%
Traffic Monitoring, Reporting & Travel Model Data Requests	150,000	9,294	140,706	6.20%
Project Management Oversight	140,000	24,808	115,192	17.72%
I01/580 Multi-modal and Local Access Improvements	1,660,000	249,579	1,410,421	15.03%
State Legislative Assistance	60,000	31,600	28,400	52.67%
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	16,048	86,952	15.58%
Public Outreach Service Support	20,000	9,260	10,740	46.30%
Part Time Transit Lane	302,000	-	302,000	0.00%
Countywide Transportation Plan	350,000	164,882	185,118	47.11%
Local Road Safety Plan	10,000	60,277	(50,277)	602.77%
SR-37 Segment A1 Design	500,000	-	500,000	0.00%
Equity Framework	50,000	-	50,000	0.00%
MSN B7 Construction Design Support	300,000	171,182	128,818	57.06%
Subtotal, Professional Services	4,790,000	883,658	3,906,342	18.45%
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	1,058,388	1,058,388	-	100.00%
<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>	504,896	121,956	382,940	24.15%
<i>Substrategy 3.1 - Major Roads</i>	250,000	-	250,000	0.00%
<i>Substrategy 3.2 - Local Streets and Roads</i>	254,896	121,956	132,940	47.85%
<u>Strategy 4 - Safer Access to Schools</u>	744,358	144,358	600,000	19.39%
<i>Substrategy 4.1 - Safe Routes to Schools</i>	63,546	63,546	-	100.00%
<i>Substrategy 4.2 - Crossing Guards</i>	80,812	80,812	-	100.00%
<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	1,324,702	982,940	57.41%

Attachment I: FY2023-24 Budget to Actual Comparison as of 3/31/24

Budget Line Items	Annual Budget	3/31/2024	\$ 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>2,630,000</u>	<u>363,531</u>	<u>2,266,469</u>	<u>13.82%</u>
Category 1.1 - Completion of Marin-Sonoma Narrows MSN B7/B8 Design/ROW/Utility Work	200,000	10,441	189,559	5.22%
Category 1.2 - Match for Completion of 101/580 Direct Connector 580/101 Direct Connector Project PID & PAED	300,000	-	300,000	0.00%
Category 1.3 - Enhance Interchanges	2,005,000	273,361	1,731,639	13.63%
Category 1.4 - Transportation Demand Management	125,000	79,729	45,271	63.78%
<u>Category 2 - Local Transportation Infrastructure</u>	<u>7,926,254</u>	<u>3,736,926</u>	<u>4,189,328</u>	<u>47.15%</u>
Category 2.1 - Local Roads	6,626,254	3,182,575	3,443,679	48.03%
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	181,137	68,863	72.45%
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>1,639,314</u>	<u>1,790,686</u>	<u>47.79%</u>
Category 3.1 - Safe Routes to Schools	1,200,000	530,191	669,809	44.18%
Category 3.2 - Crossing Guards	1,980,000	1,078,252	901,748	54.46%
Category 3.3 - Small Safe Pathways Capital Projects	250,000	30,870	219,130	12.35%
<u>Category 4 - Transit</u>	<u>20,331,820</u>	<u>8,229,920</u>	<u>12,101,900</u>	<u>40.48%</u>
Category 4.1 - Local Bus Transit Service	13,000,000	6,008,910	6,991,090	46.22%
Category 4.2 - Rural Bus Transit System	926,812	926,812	-	100.00%
Category 4.3 - Special Needs Transit Services	2,934,903	665,809	2,269,094	22.69%
Category 4.4 - School Transit Service	1,700,000	310,575	1,389,425	18.27%
Category 4.5 - Bus Transit Facilities	1,235,748	317,814	917,934	25.72%
Category 4.6 - Expand Access to Transit	534,357	-	534,357	0.00%
Subtotal, Measure AA Programs	42,318,074	16,743,386	25,574,688	39.57%
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>325,003</u>	<u>569,997</u>	<u>36.31%</u>
Element 2.1 - Mobility Management Programs	100,000	96,951	3,049	96.95%
Element 2.2 - Paratransit & Low Income Scholarships	180,000	109,344	70,656	60.75%
Element 2.3 - Paratransit Plus	340,000	61,315	278,685	18.03%
Element 2.4 - Volunteer Drive & Gap Grant	275,000	57,394	217,607	20.87%
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>761,000</u>	<u>386,873</u>	<u>374,127</u>	<u>50.84%</u>
Element 3.1 - Safe Routes to School/Street Smart Program	175,000	175,000	-	100.00%
Element 3.2 - Commute Alternative Programs	250,000	160,871	89,129	64.35%
Element 3.3 - Alternative Fuel Vehicle Program	336,000	51,002	284,998	15.18%
Subtotal, Measure B Programs	2,456,000	773,938	1,682,062	31.51%

Attachment I: FY2023-24 Budget to Actual Comparison as of 3/31/24

Budget Line Items	Annual Budget	3/31/2024	\$ Difference	Actual as % of Budget
Interagency Agreements				
Caltrans - MSN B8 PS&E/ROW Support & Capital	150,000	101,198	48,802	67.47%
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	84,448	1,440,552	5.54%
Caltrans - MSN B7 Construction Capital & Support	550,000	200,107	349,893	36.38%
Caltrans - 101/580 Multi-modal and Local Access PID	40,000	18,397	21,603	45.99%
Caltrans - 101 Interchange Studies	100,000	6,995	93,005	6.99%
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	265,555	1,734,446	13.28%
Subtotal, Interagency Agreements	6,045,000	676,699	5,368,301	11.19%
TFCA Programs/Projects Expenditures				
TFCA - Reimbursement of Various Capital Projects	334,000	218,254	115,746	65.35%
Subtotal, TFCA Programs/Projects	334,000	218,254	115,746	65.35%
Total Expenditures	62,066,682	23,304,300	38,762,382	37.55%
Net Change in Fund Balance	(11,787,206)	41,776,874		
Ending Fund Balance	22,455,226	76,019,306		

* 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 3/31/24			
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	(680,000)	35,000,000
Measure B Vehicle Registration Fee Revenue	2,250,000	50,000	2,300,000
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	(321,234)	1,203,000
MTC Regional Measure 3 Fund	2,666,507	44,387,022	47,053,529
CA State Earmark	3,000,000		3,000,000
State TDA Fund	83,000		83,000
State-SB I Planning Grant	-	10,000	10,000
Federal STP Fund	5,000		5,000
Highway Safety Improvement Program (HSIP)	10,000	40,088	50,088
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
<u>Total Revenue Available</u>	<u>50,279,476</u>	<u>43,485,876</u>	<u>93,765,352</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	14,000	34,000
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>14,000</u>	<u>3,829,966</u>

Attachment 2: Summary of FY2023-24 Budget Amendments as of 3/31/24

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	300,000	1,960,000
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	55,588	65,588
SR-37 Segment A1 Design	500,000		500,000
Equity Framework	50,000		50,000
MSN B7 Construction Design Support	300,000	40,498,671	40,798,671
Subtotal, Professional Services	4,790,000	40,854,259	45,644,259
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 3/31/24			
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>	2,630,000	(300,000)	2,330,000
<i>Category 1.1 - Completion of Marin-Sonoma Narrows MSN B7/B8 Design/ROW/Utility Work</i>	200,000		200,000
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector 580/101 Direct Connector Project PID & PAED</i>	300,000	(300,000)	-
<i>Category 1.3 - Enhance Interchanges</i>	2,005,000		2,005,000
<i>Category 1.4 - Transportation Demand Management</i>	125,000		125,000
<u>Category 2 - Local Transportation Infrastructure</u>	7,926,254	115,000	8,041,254
<i>Category 2.1 - Local Roads</i>	6,626,254		6,626,254
<i>Category 2.2 - Large Safe Pathways Capital Projects</i>	1,000,000		1,000,000
<i>Category 2.3 - Sea Level Rise</i>	250,000	115,000	365,000
<i>Category 2.4 - Innovative Technology</i>	50,000		50,000
<u>Category 3 - Safer Access to Schools</u>	3,430,000	-	3,430,000
<i>Category 3.1 - Safe Routes to Schools</i>	1,200,000		1,200,000
<i>Category 3.2 - Crossing Guards</i>	1,980,000		1,980,000
<i>Category 3.3 - Small Safe Pathways Capital Projects</i>	250,000		250,000
<u>Category 4 - Transit</u>	20,331,820	-	20,331,820
<i>Category 4.1 - Local Bus Transit Service</i>	13,000,000		13,000,000
<i>Category 4.2 - Rural Bus Transit System</i>	926,812		926,812
<i>Category 4.3 - Special Needs Transit Services</i>	2,934,903		2,934,903
<i>Category 4.4 - School Transit Service</i>	1,700,000		1,700,000
<i>Category 4.5 - Bus Transit Facilities</i>	1,235,748		1,235,748
<i>Category 4.6 - Expand Access to Transit</i>	534,357		534,357
Subtotal, Measure AA Programs	42,318,074	(185,000)	42,133,074
Measure B VRF Programs			
<u>Element 1 - Maintain Local Streets & Pathways</u>	800,000	-	800,000
<i>Element 1.1 - Local Streets and Roads</i>	700,000		700,000
<i>Element 1.2 - Bike/Ped Pathways</i>	100,000		100,000
<u>Element 2 - Seniors & Disabled Mobility</u>	895,000	-	895,000
<i>Element 2.1 - Mobility Management Programs</i>	100,000		100,000
<i>Element 2.2 - Paratransit & Low Income Scholarships</i>	180,000		180,000
<i>Element 2.3 - Paratransit Plus</i>	340,000		340,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	275,000		275,000
<u>Element 3 - Reduce Congestion & Pollution</u>	761,000	-	761,000
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	175,000		175,000
<i>Element 3.2 - Commute Alternative Programs</i>	250,000		250,000
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	336,000		336,000
Subtotal, Measure B Programs	2,456,000	-	2,456,000

Attachment 2: Summary of FY2023-24 Budget Amendments as of 3/31/24			
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
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	40,683,259	102,749,941
Net Change in Fund Balance	(11,787,206)	2,802,617	(8,984,589)
Ending Fund Balance	22,455,226	37,045,049	25,257,843

* 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 .

Attachment 3: FY2023-24 Revenue and Expense 3/31/24- 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	232,401		112	449	4,266	346	1,038	692
EXPENSES								
ADMINISTRATION								
Salaries & Benefits			7,934					
PROFESSIONAL SERVICES								
N/S Greenway - Construction Design Support								
MEASURE A PROGRAMS/PROJECTS								
Strategy 1 - Transit		1,324,702						
Strategy 3 - Streets & Roads								
Strategy 4- Safe Routes								
Total Expenses	-	1,324,702	7,934	-	-	-	-	-
BALANCE	4,415,271	1,255,113	(1,777)	17,191	149,939	6,113	18,330	13,090

Attachment 3: FY2023-24 Revenue and Expense 3/31/24- 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	1,528	1,528	381	484	404	243,629
EXPENSES						
ADMINISTRATION						
Salaries & Benefits						7,934
PROFESSIONAL SERVICES						-
N/S Greenway - Construction Design Support						-
MEASURE A PROGRAMS/PROJECTS						-
Strategy 1 - Transit						1,324,702
Strategy 3 - Streets & Roads						-
Strategy 4- Safe Routes						-
Total Expenses	-	-	-	-	-	1,332,636
BALANCE	29,527	404,671	7,670	10,547	(292,174)	6,033,510

Attachment 4: FY2023-24 Revenue and Expenditure Report as of 3/31/24 – 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 Intrchns	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	1,118,391	1,370,833	1,016,281	203,256	813,025	393,750	228,833	305,111	457,667	76,278	3,662,356	499,412	166,471	83,235
EXPENSES														
ADMINISTRATION														
Salaries & Benefits		47,098		188,689	535,223	264,923								
Agency-Wide Classification Study				27,935										
Office Lease				203,220										
Agency IT Related Equipment Upgrade				2,668										
Equipment Purchase/Lease				3,011										
Telephone/Internet/Web Hosting Services				14,896										
Office Supplies & Small Miscellaneous Items				18,920										
Insurance				16,288										
Financial Audit				12,600										
Legal Services				1,710										
Document/Video/Marketing Material Production				29,502										
Memberships				15,681										
Travel/Meetings/Conferences				20,319										
Professional Development				6,964										
Human Resources/Board Support				33,835										
Information Technology Support				19,891										
Annual Support & Upgrade of Financial System				7,967										
PROFESSIONAL SERVICES														
Bellam Blvd 101 Off Ramp Improvements - Design & ROW		18,710												
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						2,500								
Public Outreach Service Support					9,260									
MEASURE AA SALES TAX PROGRAMS/PROJECTS														
Major Road Set-Aside		2,773,695												
Category 1 - Reduce Congestion							10,441		273,361	79,729				
Category 2 - Local Transportation Infrastructure											3,182,575	373,215	181,137	
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														
Caltrans - 101 Interchange Studies									6,995					
Total Expenses	-	2,839,502	-	624,096	566,302	267,423	10,441	-	280,356	79,729	3,182,575	373,215	181,137	-
BALANCE	1,303,992	(7,904,531)	6,190,476	464,717	935,490	126,327	(3,285,603)	(1,158,670)	1,163,000	502,379	7,266,929	1,072,270	1,090,909	486,385

The FY202-24 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 3/31/24 – Measure AA

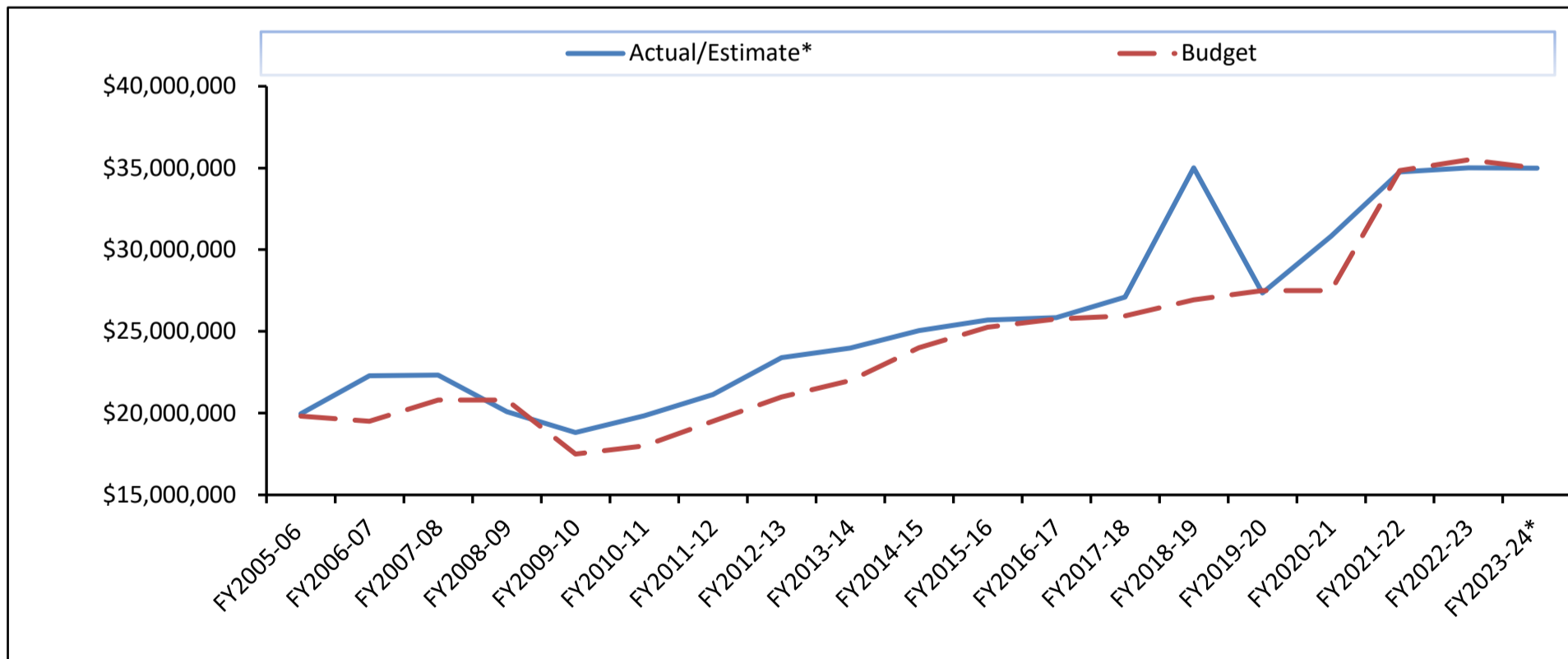
Budget Line	Cat 3.1 SR2S	Cat 3.2 Crossing Guards	Cat 3.3 Small SP Projects	Cat 4.1 Local Transit	Cat 4.2 Rural Transit	Cat 4.3 Special Needs	Cat 4.4 School Transit	Cat 4.5 Transit Facilities	Cat 4.6 Transit Access	Total
REVENUE										
FY2023 Accrual Fund Balance	1,505,216	1,877,438	532,149	15,414,681	29,285	1,657,383	1,473,480	39,043	384,773	29,177,393
FY2024 Revenue	547,894	1,095,788	156,541	5,549,335	504,485	1,597,536	840,808	672,647	84,081	21,444,014
EXPENSES										
ADMINISTRATION										
Salaries & Benefits										1,035,933
Agency-Wide Classification Study										27,935
Office Lease										203,220
Agency IT Related Equipment Upgrade										2,668
Equipment Purchase/Lease										3,011
Telephone/Internet/Web Hosting Services										14,896
Office Supplies & Small Miscellaneous Items										18,920
Insurance										16,288
Financial Audit										12,600
Legal Services										1,710
Document/Video/Marketing Material Production										29,502
Memberships										15,681
Travel/Meetings/Conferences										20,319
Professional Development										6,964
Human Resources/Board Support										33,835
Information Technology Support										19,891
Annual Support & Upgrade of Financial System										7,967
PROFESSIONAL SERVICES										-
Bellam Blvd 101 Off Ramp Improvements - Design & ROW										18,710
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										2,500
Public Outreach Service Support										9,260
MEASURE AA SALES TAX PROGRAMS/PROJECTS										-
Major Road Set-Aside										2,773,695
Category 1 - Reduce Congestion										363,531
Category 2 - Local Transportation Infrastructure										3,736,926
Category 3 - Safer Access to Schools	530,191	1,057,505	30,870							1,618,566
Category 4 - Transit				6,008,910	926,812	665,809	310,575	317,814		8,229,920
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										-
Caltrans - 101 Interchange Studies										6,995
Total Expenses	530,191	1,057,505	30,870	6,008,910	926,812	665,809	310,575	317,814	-	18,253,262
BALANCE	1,522,919	1,915,721	657,820	14,955,106	(393,042)	2,589,109	2,003,714	393,876	468,853	32,368,146

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%
	January	2,693,039	2,538,294	(154,745)	-5.75%
	February	3,748,167	3,801,621	53,454	1.43%
	March	2,541,895	2,509,054	(32,841)	-1.29%
Actual / Budget	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 - March	26,949,104	26,593,947	(355,156)	-1.32%
	Annual Disbursement	35,009,661			
	FY2024 Annual Budget		35,000,000		

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)

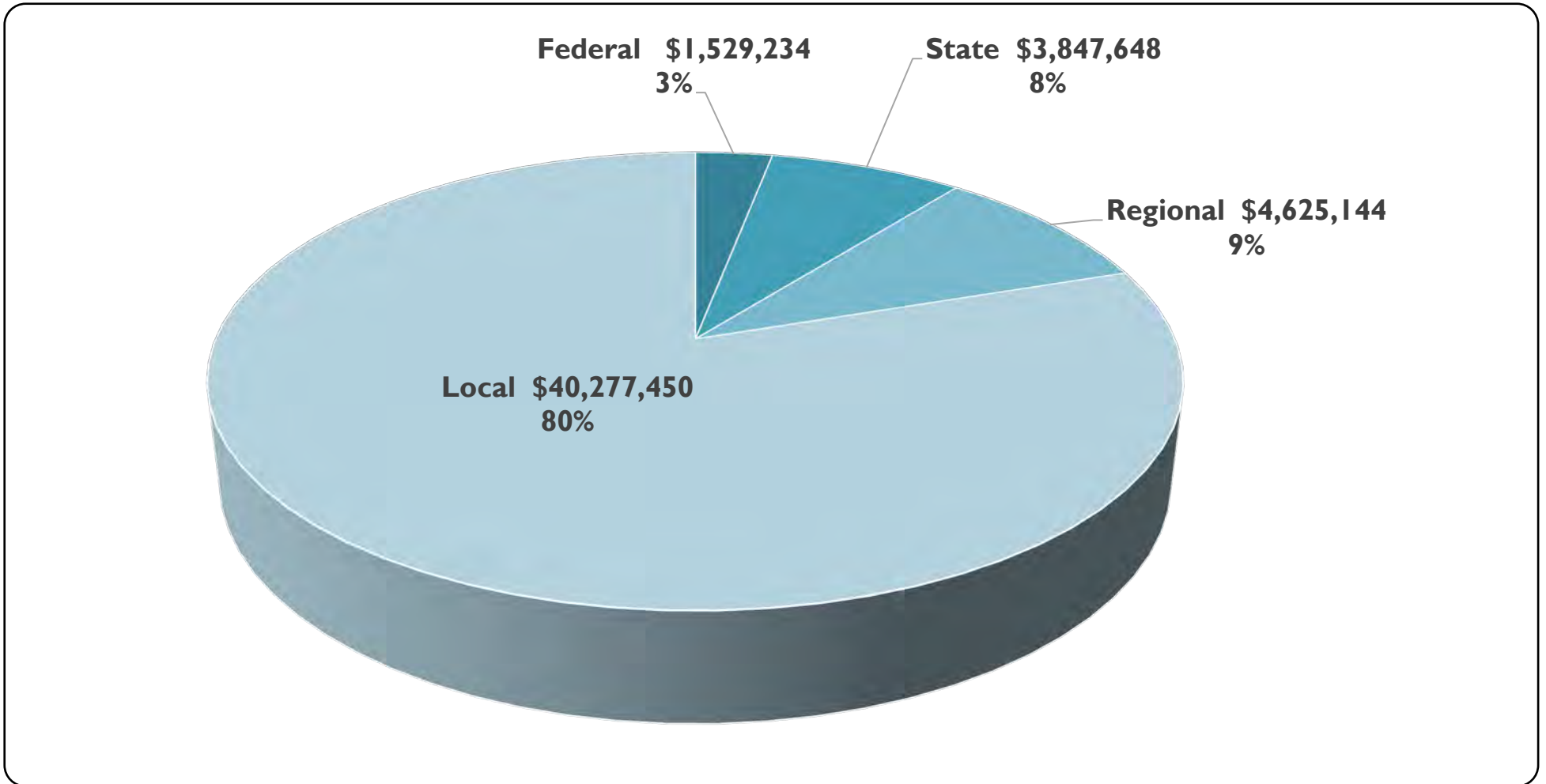
		FY2023	FY2024	\$ Difference	% Difference
Actual	July	196,187	208,837	12,651	6.45%
	August	199,555	200,384	829	0.42%
	September	196,934	175,592	(21,341)	-10.84%
	October	212,908	217,993	5,084	2.39%
	November	186,032	188,600	2,568	1.38%
	December	199,452	183,726	(15,726)	-7.88%
	January	179,771	173,663	(6,108)	-3.40%
	February	175,490	184,565	9,076	5.17%
	March	197,018	216,077	19,059	9.67%
Actual / Budget	April	177,473		(177,473)	-100.00%
	May	208,958		(208,958)	-100.00%
	June	176,792		(176,792)	-100.00%
	July - March	<u>1,743,346</u>	<u>1,749,437</u>	<u>6,091</u>	<u>0.35%</u>
	Annual Disbursement	<u>2,306,569</u>			
	FY2024 Annual Budget		<u>2,300,000</u>		

Attachment 7: CalTRUST Investment Monthly Interest Income by Fund
(July - March 2024)

	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) - 3/31/24 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
<i>January-24</i>	\$ 4,202	\$ 145,254	\$ 152,029	\$ 301,485
<i>February-24</i>	\$ 3,732	\$ 128,974	\$ 150,150	\$ 282,856
<i>March-24</i>	\$ 3,795	\$ 125,103	\$ 251,945	\$ 380,843
Total Thru 3rd Quarter	\$ 34,616	\$ 1,161,315	\$ 1,513,528	\$ 2,709,459
Reinvestment of Interest to Liquidity Fund	\$ (34,616)	\$ (1,161,315)	\$ 1,195,931	
Net Investment Purchase/Redemption - 3/31/24 YTD	\$ -	\$ -	\$ 39,140,000	\$ 39,140,000
Unrealized Gain/(Loss) - 3/31/24 Cumulative	\$ 1,912	\$ (1,275,859)	\$ -	\$ (1,273,947)
			\$	\$ -
Market Value - 3/31/24	\$ 952,992	\$ 41,323,039	\$ 54,146,720	\$ 96,422,751

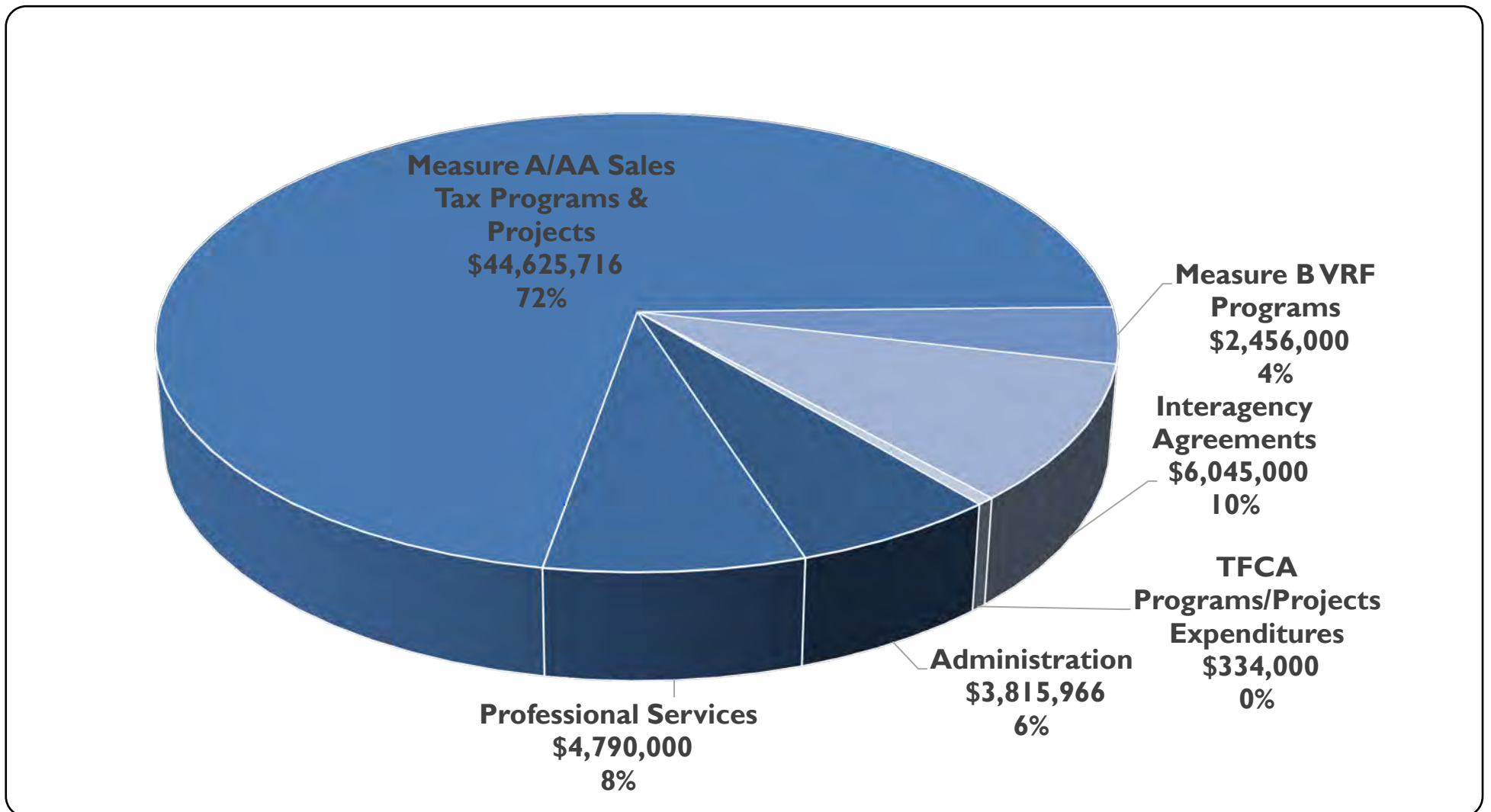
Note: Starting December 1, 2018, interests earned in the short-term and medium-term funds are reinvested in the liquidity fund for potential immediate agency cash needs with no principal risk.

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
HSIP	Highway Safety Improvement Program
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)
RM3	Regional Measure 3 (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: April 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: Regional Measure 3 North Bay Transit Access Improvement Call for Projects Framework (Action), Agenda Item No. 5c

RECOMMENDATION

The TAM Board approves the framework for the Call for Projects for the Regional Measure 3 (RM3) North Bay Transit Access Improvement funds.

On April 8, 2024, the Funding, Programming, and Legislation (FP&L) Executive Committee reviewed and approved the framework for the Call for Projects.

BACKGROUND

In June 2018, Bay Area voters approved RM3 to raise tolls on the region's state-owned toll bridges. Toll revenues, estimated at \$4.45 billion total, will be administered by the Metropolitan Transportation Commission (MTC) to fund highway and transit improvements in the toll bridge corridors and their approach routes to address the Bay Area's congestion problems.

Four specific projects in Marin were included in the RM3 Expenditure Plan:

- U.S. 101 Marin-Sonoma Narrows (MSN) – \$120 million (Marin and Sonoma counties)
- Richmond-San Rafael Bridge Access (I-580) Improvements – \$210 million total, of which \$135 million is for improvements in Marin County
- State Route 37 Improvements – \$100 million (Marin, Sonoma, Napa, and Solano counties)
- San Rafael Transit Center – \$30 million

In addition, projects in Marin are also potentially eligible for funds under other programmatic categories such as the Bay Trail/Safe Routes to Transit Program and the North Bay Transit Access Improvement Program. The Bay Trail/Safe Routes to Transit Program is a regional competitive program that will be administered by MTC. MTC plans to issue a Call for Projects for the Bay Trail Program/Safe Routes to Transit Program in May or June 2024.

DISCUSSION

North Bay Transit Access Improvement Program

The RM3 North Bay Transit Access Improvement Program provides \$100 million for five North Bay counties, including Marin. Below is the legislative description of the North Bay Transit Access Improvement Program:

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars (\$100,000,000).

MTC has since determined that that the \$100 million under the North Bay Transit Access Improvement Program will be evenly distributed to the five eligible County Transportation Agencies (CTAs) with \$20 million per agency. TAM would be administering the funds for projects in Marin County.

The North Bay Transit Access Improvement funds are immediately available for CTAs for distribution. However, MTC did not specify how the funds need to be distributed or impose a programming deadline. The three common methods of distribution are:

- 1) issue a solicitation and select project(s) received from the solicitation,
- 2) distribution by formula with transit operators' discretion on projects selection, and
- 3) direct programming by the Board of the CTA based on countywide needs and significance.

MTC has expressed acceptance for these methods of programming. Once the funds are programmed by CTAs, recipients will work directly with MTC to process the funds.

Call for Projects Proposal

Staff is proposing to issue a Call for Projects for the RM3 North Bay Transit Access Improvement funds with the three eligible transit operators in Marin: the Golden Gate Bridge Highway and Transit District (GGBHTD), Marin Transit, and Sonoma-Marín Area Rail Transit (SMART). Staff recommends a Call for Projects approach rather than a formula or direct distribution in order to better understand the needed projects, and to ensure that projects will be delivered using these funds (as compared to providing a set amount that may or may not fully fund a project). Staff will endeavor to streamline the application process to alleviate burden for transit agencies' staffs, while still demonstrating consistency with the RM3 program requirements.

Eligible capital project types include:

- vehicle projects
- transit facilities
- access to transit facilities
- other transit capital improvements

Priority will be given to projects that will be:

- fully funded with the award of RM3 funds
- ready for construction or procurement
- serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes

Other factors for consideration may include:

- amount of other funds leveraged
- countywide and regional significance
- RM3 funds do not supplant existing funds
- benefitting disadvantaged communities
- board and strong public support

Amount of Funds to be Released

Staff is further proposing to release \$10 million of the \$20 million available in the first round of the Call for Projects with the reservation to program slightly more than \$10 million if the call results in meritorious projects that are clearly better served with the RM3 funds programmed in one setting than through multiple programming rounds. The remaining \$10 million or whatever remains from the first Call for Projects will be made available in the second Call for Projects.

The issuance of the second Call for Projects will be determined at a later date. The reason for the bifurcation is because the Countywide Transportation Plan (CTP) will conclude at the end of 2024 and may reveal transit and transit access priorities. Furthermore, the Mobility Hub Planning process just recently commenced. The process will conclude in approximately one year and the result is likely to identify access needs around hub locations, which could then potentially be funded through the second round. At the same time, staff is aware that there are projects in development now that are in need of funds, and making some funding available sooner rather than later will be a benefit.

Call for Project Issuance

Upon approval, a Call for Projects will be issued in early May 2024 with a deadline to submit applications to TAM by mid-July 2024. Staff anticipates presenting the TAM Board with recommended projects for approval at the September or October 2024 meeting. This will also allow staff to incorporate the results of some other pending funding opportunities in our recommendations.

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by approving the release of a call for projects. Sponsors of selected projects will receive RM3 funds directly from MTC.

NEXT STEPS

Upon approval, staff will release a call for projects with RM3 North Bay Transit Access Improvement funds to Marin transit operators that include GGBHTD, Marin Transit, and SMART.

ATTACHMENTS

None.

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DATE: April 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Mikaela Hiatt, Associate Transportation Planner
Derek McGill, Director of Planning

SUBJECT: Authorize a One-Year Contract Extension and Amendment for Reach Strategies for Technical Assistance and Outreach Support for the Alternative Fuels Program (Action), Agenda Item No. 5d

RECOMMENDATION

Staff recommends the TAM Board authorizes the Executive Director (ED) to negotiate and execute the first of two one-year contract extensions for Reach Strategies' Technical Assistance and Outreach Support for the Alternative Fuels Program Contract, including a contract amendment of \$150,000.

At its April 8, 2024 meeting, the Funding, Programs, and Legislation (FP&L) Executive Committee considered and voted to approve forwarding this recommendation to the full Board.

BACKGROUND

With the passage of Measure B, the \$10 Vehicle Registration Fee (VRF) in 2010, TAM developed an Alternative Fuels Program as designated in Element 3, Reduce Congestion and Pollution, of the VRF Expenditure Plan. The Alternative Fuels Program provides funding for three main areas:

- Public Property Electric Vehicle (EV) Charging Infrastructure
- Public Agency EV Fleet Conversion
- Public Outreach/Technical Assistance

In September of 2021, the TAM Board authorized a suite of outreach efforts, including short term outreach activities, a national drive electric week Marin Event sponsorship, and a longer-term outreach contract with Reach Strategies culminating from a competitive procurement process. The Reach Strategies contract used TAM's standard contract duration of three years, with two additional one-year contract extensions, and a not to exceed amount of \$300,000 for the initial three-year period. Since approval of the contract, Reach Strategies has assisted TAM in the following outreach activities:

- Strategic Outreach Plan
- First Responder Webinar
- School Electrification Webinar
- Clean Fleet Expo Production
- Outreach Initiatives for the TAM Rebate Program
- Technical Assistance (as needed rebate, funding, and equity-oriented support for grant planning purposes)

DISCUSSION/ANALYSIS

As the majority of the outreach items envisioned under the current three-year period are complete, staff is exploring opportunities for upcoming future year programs. In order to provide continuity of outreach services, in alignment with MCEP's EV Acceleration Strategy goals, staff is seeking authorization for the first of two one-year extension options included in the contract. Staff is also seeking authorization of funding for the contract extension in an amount not to exceed \$150,000 to complete the following tasks:

- Outreach for TAM's Rebate Programs
- Webinars with local agencies
- 2024 Clean Fleet Expo
- Technical Assistance and Additional Outreach Support for TAM and Local Agencies

FISCAL CONSIDERATION

Funding is included in the current year's budget and will be included as a part of the outreach efforts in the Alternative Fuels program budget for FY2024-25. The total amount of the contract amendment is \$150,000 for work to be conducted from May 1, 2024 through September 30, 2025.

NEXT STEPS

Upon TAM Board approval, the Executive Director will negotiate and execute the contract extension and amendment for Reach Strategies and commence work. Staff will return to the Board with a comprehensive program update in the coming months.

ATTACHMENTS

None.



DATE: April 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Crossing Guard Program Financial Analysis and Update to Recommended Staffing Levels (Action), Agenda Item No. 6

RECOMMENDATION

The TAM Board approves the actions noted below for the Marin Crossing Guard Program:

1. Updated approach to number of locations evaluated each recertification cycle
2. Updates to the New and Changed Condition Policy
3. Reduce the number of funded sites to 96 for FY2024-2025, based on program financial analysis

On April 8, 2024, the Funding, Programs, and Legislation (FP&L) Executive Committee reviewed and recommended the three abovementioned actions associated with the Marin Crossing Guard Program.

BACKGROUND

TAM has been funding and managing the Marin County Crossing Guard Program (Program) since 2006. Funding for the program comes from the transportation sales tax, Measure A/AA, and from the vehicle registration fee (VRF), Measure B. In the current fiscal year, the Program is expected to cost approximately \$2.2 million.

A key decision in managing the Program is to determine the locations for guards. In summary, the decision process involves assessing locations near schools throughout the County, developing a ranked list based on established criteria, and assigning guards to the top locations within the fiscal constraints of the program. Evaluations have occurred for implementation in 2010, 2014, 2018, and 2023. The Measure AA Expenditure Plan specifies a base level of 96 guards. This was an increase of approximately 20 crossing guards from the previous transportation sales tax (Measure A).

In April and December of last year, staff presented to the TAM Board a new ranked list with a recommendation to fund down to Rank 97 (this was because the locations at Rank 96 and 97 had identical scores of 51). After careful consideration, the TAM Board decided to fund down to Rank 104 until the end of this school year and requested that staff provide a financial analysis in the Spring to guide future program levels.

DISCUSSION/ANALYSIS

In considering the program's financial outlook, staff considered several cost drivers including the wages paid to guards, the cost of the recurring evaluations (called "recertifications"), and the number of locations guarded. Staff have been working with the Safe Routes to Schools Ad-Hoc Committee to explore ways to reduce costs, and the Committee recommended two modifications to the Program. Results and recommendations are summarized below and in the attached presentation.

Wages

A decade ago, the Marin Program paid by far the best wages in the Bay Area. However, in the interim, other Programs have caught up and many now pay more than the Marin Program. Furthermore, staff have utilized the size of the Marin contract to negotiate very competitive rates. A sample is shown below comparing the Marin rates with selected Programs at the start of this school year:

<u>Location</u>	<u>Daily Rate</u>
Saratoga School District	\$78.00
City of Sunnyvale	\$74.73
City of Palo Alto	\$74.00
Broadmoor Police Dept	\$72.00
Lafayette School District	\$72.00
City of Cupertino	\$68.80
Millbrae School District	\$68.20
City of Mountain View	\$68.00
City of Pleasanton	\$68.00
Moraga Police Department	\$67.37
Marin County	\$67.20 (2nd largest Bay Area Program)
SFMTA	\$63.00 (Largest Bay Area Program)
City of Burlingame	\$61.88
City of Redwood City	\$61.75
City of Los Altos	\$61.50

Even with the competitive pricing TAM has historically obtained, costs for the Program have continued to rise at 1% to 4% per year as shown below. And, more recently, changes in the state minimum wage, the Marin County Living wage, and the newly instituted fast food minimum wage have put pressure on the crossing guard vendor to raise the wages paid to the guards. The program's historic and upcoming wage costs are shown below:

<u>School Year</u>	<u>Daily Rate Paid to Guard for Two Shifts</u>	<u>Increase since Last Change</u>	<u>Contractor Daily Billing Rate</u>
2006-2007	\$25.38		\$55.93
2007-2009 (2 year)	\$37.63 (except Novato guards)	36.5%*	\$59.15
2009-2010	\$46.20 (except Novato guards)	22.8%**	\$67.60
2010-2011	\$46.88 (except Novato guards)	1.5%	\$63.88
2011-2013 (2 year)	\$47.60	1.5%	\$63.88
2013-2014	\$48.00	0.8%	\$70.80
2014-2015	\$50.20	2.5%	\$77.60
2015-2016	\$52.60	4.8%	\$84.78
2016-2017	\$54.08	2.8%	\$88.24
2017-2018	\$56.00	3.6%	\$91.78
2018-2019	\$58.00	3.6%	\$97.00
2019-2020	\$60.12	3.7%	\$99.10
2020-2021	\$61.28	1.9%	\$105.50
2021-2022	\$62.80	2.5%	\$106.00
2022-2023	\$65.60	4.5%	\$108.80
2023-2024	\$71.60	9.2%	\$121.40
2024-2025	\$84.00***	17.3%	\$135.92***

Blended rates are shown if there was a mid-year increase.

* In 2007, the Program adopted utilizing the Marin County Living Wage except for guards in Novato, this rate was expanded to all guards in 2012.

** In 2009, the number of minimum daily paid hours was increased.

*** This rate may increase if the Fast Food Council elects to increase the minimum wage for 2025.

The price shown for next school year became effective April 1, 2024 in response to the new fast food wages. The fast food minimum wages are allowed to raise up to a maximum of 3.5% a year as set annually by the Fast Food Council (made up of industry and state officials).

In order to recruit and retain a sufficient number of guards, the Program has needed to stay competitive with the labor market. Overall, staff does not expect wages to come down soon, and the contracted wage rates will continue to be a major factor in the cost of the Program.

Updates to “New and Changed Conditions Policy”

As supported by the Ad-Hoc Committee and the FP&L Executive Committee, staff is recommending changes to the New and Changed Conditions Policy (Policy) originally approved by the TAM Board in 2011. The Policy was created to allow for sites to be considered without having to wait up to four years between recertification cycles. The Policy as approved by the Board in 2011 was not very restrictive as to how many requests TAM might receive each year for new locations. On average, staff has received four requests each year to evaluate a new site or reevaluate a location where conditions might have changed. This has resulted in a few sites no longer having a guard, however, most of the changes have been to add two guards on average each year. Those added guards per the Policy are kept in place until the next recertification cycle, thereby resulting in approximately six guards being added between each four-year recertification cycle. Due to the cost implications of adding the two guards each year, staff have recommended a base that allows for the Program to absorb this additional expense.

To reduce the additional expenses associated with the current policy, it is recommended that the “New and Changed Conditions Policy” be updated as shown in Attachment A. The new recommended policy still allows for the Public Works Director to request that new sites be evaluated, however, the scoring will not occur until the next recertification cycle. Should the jurisdiction want the site to be scored before the next recertification cycle, an additional request must be made by the City/Town Manager or the County Administrator. In addition, the request must be accompanied by a written justification for the request. It is hoped that this will lead to far fewer sites being added (one or two, rather than the current six) between recertification cycles.

Recertification Process Savings

The second modification that the Ad-Hoc Committee and FP&L Executive Committee supported was to reduce the number of sites evaluated in each recertification cycle. Recent costs have averaged approximately \$2,000 per site to be evaluated and this is expected to significantly increase. Historically, many sites have always scored well, and many sites have never scored well.

The following changes are recommended:

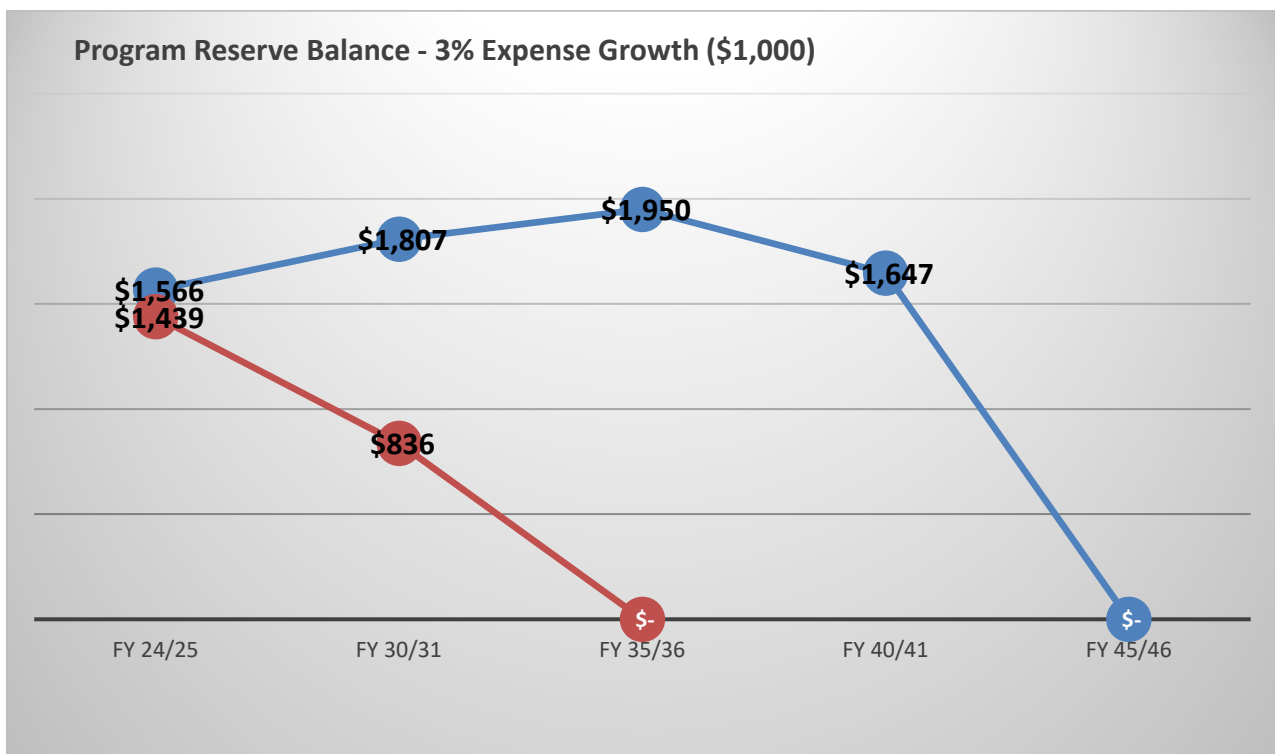
1. Any location in past evaluations that has scored 90 or higher on at least two ranked lists, and has never scored below 80, will be automatically provided a crossing guard and will not be counted.
 - There are 40 locations that meet these criteria, as shown in Attachment B.
2. Any location in past evaluations that has scored 40 or below on at least two ranked lists, and has never scored above 45, will be automatically excluded from further consideration for a crossing guard.
 - There are 21 locations that meet these criteria, as shown in Attachment C. Note, none of these sites are currently guarded by the Marin Program (one is paid for by Novato Unified School District).

Not having to pay to re-score these perennial high and low scoring sites will yield significant savings in the recertification process, without changing the outcome of the analysis to determine where guards are placed. The Ad-Hoc Committee also recommended adding sites to the two lists in the future as they meet the criteria.

Analysis of Number of Guarded Locations

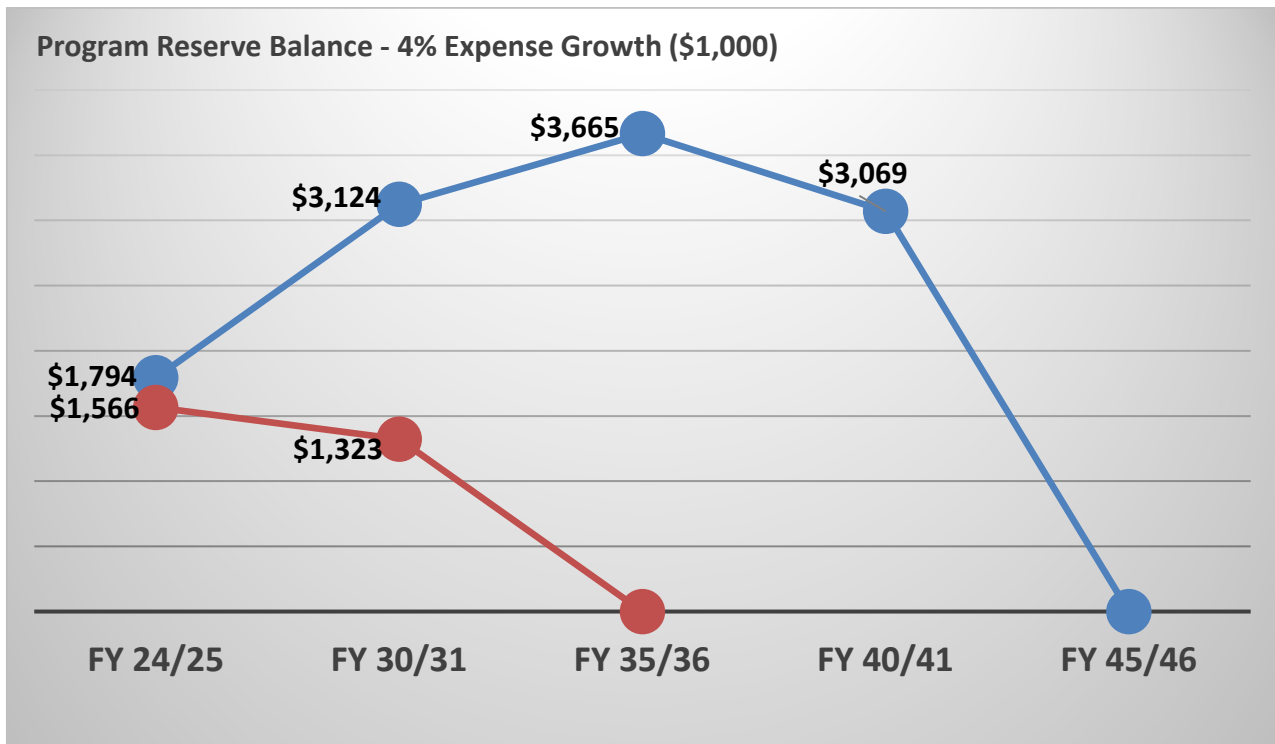
Staff ran various cash flow analyses for the Program to evaluate what guard staffing level can be sustained into the future. Various assumptions were tested, including utilizing 3% and 4% growth for expenses, incorporating the two modifications to the Program shown above, and a time horizon of ten years or twenty years. Revenues were as stated in the current TAM Board approved Strategic Plan. If the program is continued at the present level of 104 guards, the program reserve would be exhausted during the 2026/2027 School Year and the Program would have to be reset to 77 guards in August 2027 if 3% expense growth is assumed for 20 years.

The analysis showed that the Program with 3% Expense Growth should be set to 86 guards if the Program Reserve is exhausted in 10 years, and 81 guards if a 20-year horizon is used. The changes to the Program reserve are shown below for the two time horizons:



Blue indicates the Reserve Balance if the reserve is exhausted in FY45/46 and would keep the guard level at 81 guards
 Red indicates the Reserve Balance if the reserve is exhausted in FY35/66 and would keep the guard level at 86 guards

If the Program expenses are expected to grow at an annual rate of 4%, then the level for next year should be set at 81 guards if a 10-year time horizon is utilized, or 72 guards if the Program Reserve is stretched to 20 years. The Program Reserve balances are shown below:



Blue indicates the Reserve Balance if the reserve is exhausted in FY45/46 and would keep the guard level at 72 guards
Red indicates the Reserve Balance if the reserve is exhausted in FY35/66 and would keep the guard level at 81 guards

The current number of guarded locations is 104. A reduction to 86, 81 or 72 guards would be quite a shock to the Program. The Measure AA Expenditure Plan shows that the Program can have up to 96 guarded locations; this figure was based on cash flow analysis performed in preparation of the 2018 Expenditure Plan using historical wage increases. Therefore, staff also analyzed the effect of reducing to 96 guards for school years 2024/2025 and 2025/2026 and waiting to make the more substantial cuts until the next recertification cycle effective August 2026. The data showed that if the same assumptions occur, this approach would result in the reduction of one additional guard in 2026 (either 85, 80, or 71 guards depending on the expense growth and the time horizon to exhaust the Program Reserve) rather than making the change this August.

Therefore, staff, the Ad-Hoc Committee, and the FP&L Executive Committee are recommending reducing the Program to 96 guards effective August 2024 utilizing the current approved list, and resetting to 85 (or less) in 2026 with the next recertification cycle. This approach will allow for reductions to be staged and staff to reassess the Program's finances before 2026, including revenue levels and whether additional funding has become available. Also, by that time, data will be available for two years of wage increases that the Fast Food Council approves.

With a reduction to 96 guards overall, the following locations will be affected (would not have a guard starting in August 2024):

- Larkspur Corte Madera School District:
 - Corte Madera Avenue & Tamalpais Drive & Redwood Avenue
- Miller Creek School District:
 - Mt. Shasta & Idylberry Road
 - Marinwood Avenue & Miller Creek Road
 - Nova Albion Way & Montecillo Road

- Novato Unified School District:
 - Center Road & Diablo Avenue
- San Rafael City Schools:
 - Knight Drive & Ashwood Court
 - Woodland Avenue & Lovell Avenue

Note, TAM will also no longer fund the Sir Francis Drake & Lagunitas Road location serving Ross School. However, the Ross School District is expected to resume funding the site.

The above locations are being reduced due to being listed as Rank 97 to 104 on the current list.

FISCAL CONSIDERATION

Upon Board approval, TAM will budget for 96 guards for next year. Staff will continue to search for additional funding sources to augment the Program; however, most grants do not allow for operational uses. In addition, the Board may want to consider changes to the current Measure AA Expenditure Plan during the upcoming six-year review and a possible reallocation of the Measure B Element 3 Programs.

NEXT STEPS

Upon approval by the Board, staff will communicate with the impacted schools and post notices close to the end of the school year.

ATTACHMENTS

Attachment A – Revised New and Changed Conditions Policy
Attachment B – List of guard locations to become permanent
Attachment C – List of guard sites to no longer be evaluated
Attachment D – Staff PPT Presentation



Revisions to Crossing Guard New and Changed Conditions Policy
Approved by TAM Board on April 25, 2024 {pending}

Background

The TAM Crossing Guard program provides trained crossing guards for critical intersections throughout Marin County. Funding is from the Transportation Sales Tax and the voter approved Vehicle Registration Fee.

The Board approved a “Changed Conditions Policy” for the Crossing Guard Program in December 2011 to grant Public Works Directors from each jurisdiction the authority to move a guard from a location ranked above the funding cutoff line to another location within their jurisdiction, including a location ranked below the funding cutoff. This swap authority was granted to the Public Works Director of the jurisdiction to acknowledge the nature of the crossing guards as part of the overall transportation and traffic control system within a jurisdiction. The policy allows for local judgment by the public works departments to manage the traffic control system.

The policy approved in 2011 addressed requests between regular recertification cycles for new crossing guard locations to be added to the master list and evaluated so the location can be added to the list of ranked locations used to determine which locations are eligible for a TAM-funded crossing guard. The policy also addressed requests that a location already included on the master list be re-evaluated to reflect changed conditions at the location that have the potential to impact the ranking of the location.

Over time, changes that involve school populations may impact the travel patterns and volumes of school-aged pedestrians (and bicyclists) going to and from school. School closures, school openings and significant changes to school enrollments each contribute to the factors used to evaluate and rank the crossing guard locations. Changes to surrounding infrastructure such as new pathways, roadway expansions or “road diets”, traffic control improvements, etc., also contribute to changes in the factors used to evaluate and rank the locations. The rankings of the crossing guard locations in the TAM Crossing Guard Program are based in large part on the travel patterns and volumes of school-aged pedestrians (and bicyclists). If there have been changes at a given crossing guard location that impact the factors used for the ranking, the location may require re-evaluation to maintain the intent of the evaluation process to serve as a basis for prioritization related to placing the limited amount of crossing guards at locations throughout the County that provide the maximum benefit.

Current Policy and Implementation Process

The Board approved the following process in 2011 related to requests for new locations and for re-evaluation of locations already on the ranked list:

New Locations: Evaluate each new location requested by a Public Works Director and rank the location as soon as practicable using the same evaluation criteria as used for the current ranking. Add the new location to the current master list of location rankings in the order of its rank based on the evaluation. If the new location is ranked above the funding cutoff (i.e. the new location qualifies for funding), add a guard at the location as soon as can be arranged. Maintain previously guarded sites until the next recertification cycle.

Changed Conditions: Re-evaluate each location at which a changed condition exists using the same evaluation criteria as used for the current rankings. Changed condition requests can be implemented by a Public Works Director or by TAM staff. Revise the master list of ranked locations based on the re-evaluation. If the re-evaluation results in a location which was currently ranked above the funding cutoff falling below the funding cutoff, the location will be discontinued after sufficient notice is given. If the re-evaluation results in a location which was currently ranked below the funding cutoff moving above the funding cutoff, add a guard at the location as soon as can be arranged; and continue to provide the guard at the existing location until the next recertification cycle.

Proposed Changes to Policy

It is recommended that requests for new locations or the re-evaluation of locations based on changed conditions received from local jurisdictions comply with the following:

Requests for new crossing guard locations or re-evaluation of locations on the current ranked list based on changed conditions shall be approved by the City Manager or County Administrator, prior to being submitted to TAM for consideration. Request packages for review by TAM shall include documentation describing the justification for the request and the potential change, or changes, to the factors that impact the rankings.

It is also recommended that any changes to the ranked list of locations based on requests for new locations or on changed conditions be implemented as follows:

The timing for the implementation of any changes to the ranked list of crossing guard locations based on requests for new locations or on changed conditions shall be coordinated with breaks in the class schedule for the school served by the location being changed to the extent practicable, and the timing of any changes shall include accommodation for providing notice to the schools and users of the location in advance of a crossing guard being removed from the location.

Note: this policy does not prevent Public Works Directors to request sites to be evaluated during the standard recertification process.

Attachment B

List of Crossing Guard Sites to Remain without Additional Scoring

Corte Madera

- Mohawk Avenue (in front of Neil Cummins School) (Current Score = 115)
- Hickory Avenue (near Mohawk Avenue) (Current Score = 106)
- Redwood Avenue & Pixley Avenue (Current Score = 104)

Fairfax

- Sir Francis Drake Boulevard & Glen Drive (Current Score = 154)
- Sir Francis Drake Boulevard & Oak Tree Lane (Current Score = 130)

Kentfield (Marin County)

- Sir Francis Drake Boulevard & Manor Road (Current Score = 124)
- Sir Francis Drake Boulevard & Wolfe Grade (Current Score = 122)
- College Avenue & Stadium Way (Current Score = 117)
- McAllister Avenue & Stadium Way (Current Score = 93)

Larkspur

- Doherty Drive & Rose Lane (East) (at Piper Park) (Current Score = 150)
- Larkspur Plaza Drive (Tam Racket Club) & Doherty Drive (Current Score = 119)

Unincorporated Marin County

- East Strawberry Drive at Strawberry School (Current Score = 139)
- Butterfield Road & Green Valley Court (Current Score = 93)

Mill Valley

- Miller Avenue & Almonte Boulevard (Current Score = 144)
- East Blithedale Avenue & Lomita Avenue (Current Score = 125)
- Camino Alto & Sycamore Avenue (Current Score = 117)
- Bell Lane & Enterprise Concourse (Current Score = 108)
- Miller Avenue & Evergreen Avenue (Current Score = 105)
- Shoreline Highway & Pine Hill Road (Current Score = 100)
- Lovell Avenue & Old Mill Street (Current Score = 87)

Attachment B**List of Crossing Guard Sites to Remain without Additional Scoring (cont.)**Novato

- Center Road & Leland Drive (Current Score = 136)
- Sunset Parkway & Merritt Drive (Current Score = 131)
- Sutro Avenue (in front of Pleasant Vly Elementary) (Current Score = 118)
- Paladini Road & Vineyard Road (Current Score = 116)
- San Ramon Way & San Juan Court (Current Score = 114)
- Wilson Avenue & Vineyard Road (Current Score = 110)
- Sutro Avenue & Dominic Drive (Current Score = 110)
- Alameda De La Loma & Calle De La Mesa (East) (Current Score = 92)
- San Ramon Way & San Benito Way (North) (Current Score = 87)

Ross

- Ross Common (at Post Office) (Current Score = 126)
- Lagunitas Road & Allen Avenue (Current Score = 88)

San Rafael

- Nova Albion Way at Vallecito School (Current Score = 145)
- Las Gallinas Avenue & Elvia Court (Current Score = 116)
- Woodland Avenue & Lindaro Street (Current Score = 114)
- Bahia Way at School Entrance (Current Score = 110)
- Kerner Boulevard & Canal Street (Current Score = 95)
- Bahia Way & Kerner Boulevard (Current Score = 89)
- 177 North San Pedro Road (Current Score = 85)
- 5th Avenue & River Oaks Drive (Current Score = 80)

Tiburon

- Karen Way (in front of school) (Current Score = 106)
- Tiburon Boulevard & Lyford Drive (Current Score = 80)
- Tiburon Boulevard & Mar West Street (Current Score = 80)

Attachment C**List of Crossing Guards sites to be Excluded from Future Evaluation for a Guard**

Sausalito:

- Bridgeway & Nevada Street
- Nevada Street & Tomales Street

Tiburon:

- Blackfield Drive & Karen Way
- Tiburon Boulevard & Rock Hill Drive

San Rafael:

- Bellam Boulevard & EB I-580 off-ramp
- Bellam Boulevard & Francisco Boulevard East
- Arias Street & Trellis Drive
- Lincoln Avenue & Poloma Avenue

San Anselmo:

- Red Hill Avenue & Sequoia Drive
- Richmond Road & Mariposa Avenue
- Sir Francis Drake Boulevard & Aspen Court

Novato:

- Arthur Street & Cambridge Street
- Arthur Street & Taft Court / Tyler Street
- Diablo Avenue & Hotchkin Drive
- Wilson Avenue & Hansen Road
- Main Gate Road and C Street

Unincorporated Marin County:

- Harvard Avenue & Wellesley Avenue
- Montford Avenue & Melrose Avenue
- Evergreen Avenue & Ethel Avenue
- Olema-Bolinas Road & Mesa Road
- Sir Francis Drake Boulevard & Eliseo Drive

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Crossing Guard Program Financial Analysis

Transportation Authority of Marin

Board of Commissioners
April 25, 2024



Program Summary

Program costs approx. \$2.2 million this FY

Funded by Measure AA (~\$2 million) and Measure B (\$175,000)

Direction of the Program since 2008 has been to set the guard level with each new recertification list to a sustainable level for the remainder of the Sales Tax

- 2008: guard level was set at 64
- 2011: raised to 76 guards, with the voter approval of the Vehicle Registration Fee
- 2018: new base level of 96 guards, with voter approval of Measure AA



2023 Recertification & Revised Location List

- 5th list of Crossing Guard locations
 - Typically done every four years: 2006, 2010, 2014, 2018
 - Evaluation postponed to 2023 due to COVID-19
 - Lists are recommended by Marin Public Works Association (MPWA)
- 2023 list was approved by TAM Board in April 2023
- Board approved funding down to Rank 105 until the end of the 2023/2024 School Year
 - Service at one of the 105 sites was not started and will be removed from list
 - Five additional locations are paid for by schools/partners



Program Funding Challenges

- 2018 Projections showed that the Expenditure Plan level of 96 guards could be maintained until 2048 (end of Sales Tax Measure)
- At the April 2023 meeting, staff reaffirmed that the 96 level could be maintained
- In December 2023, Board requested staff to reassess long-term program finances
- Two things have occurred that will not allow for the 96 guard level to be maintained moving forward:
 - Program Reserve will have \$265,000 of unexpected expenses for the 2023 to 2026 period
 - Expenses increasing beginning in January 2024 due to AB 1228 (increase in wages for fast food workers) and a persistent labor shortage

Expense Drivers

Primary cost drivers include:

- Wages paid to guards
- Recertification process
- Number of locations guarded

Rising expenses will require a reduction in the base number of guards unless new sources of Program funding can be obtained.



Cost Driver #1: Guard Wages

Blended rates are shown if there was a mid-year increase

<u>School Year</u>	<u>Daily Rate Paid to Guard for Two Shifts</u>	<u>Increase since Last Change</u>	<u>Contractor Daily Billing Rate</u>
2006-2007	\$25.38		\$55.93
2007-2009 (2 year)	\$37.63 (except Novato guards)	36.5%*	\$59.15
2009-2010	\$46.20 (except Novato guards)	22.8%**	\$67.60
2010-2011	\$46.88 (except Novato guards)	1.5%	\$63.88
2011-2013 (2 year)	\$47.60	1.5%	\$63.88
2013-2014	\$48.00	0.8%	\$70.80
2014-2015	\$50.20	2.5%	\$77.60
2015-2016	\$52.60	4.8%	\$84.78
2016-2017	\$54.08	2.8%	\$88.24
2017-2018	\$56.00	3.6%	\$91.78
2018-2019	\$58.00	3.6%	\$97.00
2019-2020	\$60.12	3.7%	\$99.10
2020-2021	\$61.28	1.9%	\$105.50
2021-2022	\$62.80	2.5%	\$106.00
2022-2023	\$65.60	4.5%	\$108.80
2023-2024	\$71.60	9.2%	\$121.40
2024-2025 (Projected)	\$84.00	17.3%	\$135.92

* In 2007, the Program adopted utilizing the Marin County Living Wage except for guards in Novato, this rate was expanded to all guards in 2012

** In 2009, the number of minimum daily paid hours was increased

Changes in Guard Costs This Year

Major increase in costs due to staffing shortages and the Fast Food wage impacts.

Time Period	Guard Rate (hourly)	Billing Rate (hourly)
Aug-Dec 2023	\$16.80	\$27.60
Jan-March 2024	\$19.00	\$31.92
April 2024	\$21.00	\$33.98

- The contractor is proposing to keep the \$33.98 rate into 2025 calendar year until the Fast Food Council publishes the fast-food minimum wage for 2025.

Cost Driver #2: Recertification Process

- Recertification cost is ~\$300,000, normally done every four years
- Currently 162 locations to evaluate, average \$2,000 each to determine a score
- Costs are likely to increase, though technology could change approach in long term
- Potential changes to the process:
 - Considered but rejected: Increase the interval between recertification cycles from 4 years to 8 years.
 - Recommended: Reduce expenses by reducing the number of locations scored on the ranked list. **See next slide.**



Reduce Recertification Expense Details

- Reduce the number of locations evaluated by not rescoreing the highest and lowest scoring sites
- Implementing this change will save approximately \$120,000/evaluation cycle

Site Number	Location	Weighted Score	Rank
			1
Top 40 Locations - Always scored above 80			2
No Longer Evaluated (shown in attachment B)			3
			...
			40
			41
			42
			43
			44
Continue evaluation of all sites that are in the middle of the ranking			...
			137
			138
			139
			140
Bottom 21 Locations - Never scored above 45			141
No Longer Evaluated (shown in attachment C)			142
			143
			...
			162

Additional Program Modification

Recommend update to “New & Changed Condition Policy” to reduce the number of guards added *between* recertification cycles

- The Policy was approved by the TAM Board in 2011
 - Allowed for locations to be evaluated between the 4-year recertification cycle to respond to changing conditions or potential sites never considered before
 - Resulted in addition of ~2 guards per year between recertification cycles
 - The extra guards have affected cash flows and the Program Reserve
- Recommended Policy updates:
 - Require more justification and approvals
 - Goal of reducing (but still allowing) requests between recertification cycles
 - New proposed policy in Attachment A

Cost Driver #3: Number of Locations/Guards

SR2S Ad-Hoc Committee reviewed several options:

Option	Impact/Assessment	Recommendation
1. Maintain 104 locations until the Program Reserve is exhausted, then reduce level of guards to available revenue at that time	Exhausts program reserves by 2026-27; thereafter, level would be 68 to 76 guards	REJECTED
2. Maintain current Program by adding revenue	Not feasible at this time; staff will continue to seek additional revenue	REJECTED at this time
3. Reset Program in August 2024 to a level that can be maintained in long term (10 or 20 years)	Sets level of guards at 72-86 starting in the Fall of 2024	REJECTED
4. Reset Program to 96 guards in August 2024 and set a level in August 2026 that can be maintained in long term (10 or 20 years)	96 guards in Fall 2024; see next slide	RECOMMENDED

- Expense growth rates of 3% and 4% were evaluated, along with a time horizon of 10 or 20 years to exhaust the Program Reserve

Reset the Program in 2024 and in 2026

- Sustainable level is 72-86 locations (if start in Fall 2024)

3% Expense Growth	4% Expense Growth
86 guards with 10-year horizon	81 guards with 10-year horizon
81 guards with 20-year horizon	72 guards with 20-year horizon

- However: if Program is reset to 96 guards next year, these estimates are reduced by only one guard in August 2026 (next recertification cycle), i.e., 71-85 guards
- Therefore: recommend resetting to 96 guards in 2024, and reset in 2026 at recertification cycle to TBD level
 - Two-step approach is more gradual, allows time to consider financial factors

Sites to be No Longer Guarded (Reset to 96 Guards)

- Larkspur Corte Madera School District:
 - Corte Madera Avenue & Tamalpais Drive & Redwood Avenue
- Miller Creek School District:
 - Mt. Shasta & Idylberry Road
 - Marinwood Avenue & Miller Creek Road
 - Nova Albion Way & Montecillo Road
- Novato Unified School District:
 - Center Road & Diablo Avenue
- San Rafael City Schools:
 - Knight Drive & Ashwood Court
 - Woodland Avenue & Lovell Avenue



Note, TAM will no longer fund the Sir Francis Drake & Lagunitas Road location serving Ross Schools. However, RSD is expected to resume funding the site.

Summary of Recommendations

- **Reset the base level to 96 guards beginning next Fall, then reset again in Fall 2026**
- **Updates to Changed Condition Policy**
- **Updates to Recertification Method (elimination of high & low scoring sites from re-counting)**

The SR2S Ad-Hoc and FP&L Committees supported the above actions.

In addition, staff will:

- Monitor the Fast Food Council and have two years of wage data before the next recertification in 2026. The Council is allowed to increase minimum wage by up to 3.5% per year, but the actual increases may be less.
- Return in Spring of 2026 with a recommendation to reset the number of guards to a new base level based on the recertification during the 2025/26 school year.
- Reassess program finances and recommendations if new ongoing revenues become available.

Questions?



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DATE: April 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Melanie Purcell, Director of Finance and Administration

SUBJECT: Review of the Measure A/AA and the Measure B Revenue Projections and the FY2024-25 Annual Budget Development Schedule (Action), Agenda Item No. 7

RECOMMENDATION

The TAM Board reviews and approves the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue projection recommended for the FY2024-25 TAM Annual Budget development, along with the Budget Development Schedule.

The Administration, Projects and Planning (AP&P) Executive Committee reviewed the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue projections recommended for the FY2024-25 TAM Annual Budget development, along with the Budget Development Schedule, at its April 8, 2024 meeting and voted unanimously to refer the item to the TAM Board for approval.

BACKGROUND

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, no later than its June meeting of each year, the TAM Board shall adopt the annual budget for the following fiscal year. For the annual budget development of TAM and its member agencies, staff develops, and the TAM Board approves the Measure A/AA and the Measure B revenue levels in Spring every year. The approval of the expected upcoming fiscal year's revenue levels no later than April allows fund recipients time to build these local funds from TAM into their own FY2024-25 budget processes, which are taking place now. These revenue estimates will also be used to update the revenue and expenditure elements in the Measure A/AA and Measure B Strategic Plans, which will guide the FY2024-25 programming and allocation process, and the establishment of contract levels for projects and programs under both Measures.

DISCUSSION/ANALYSIS

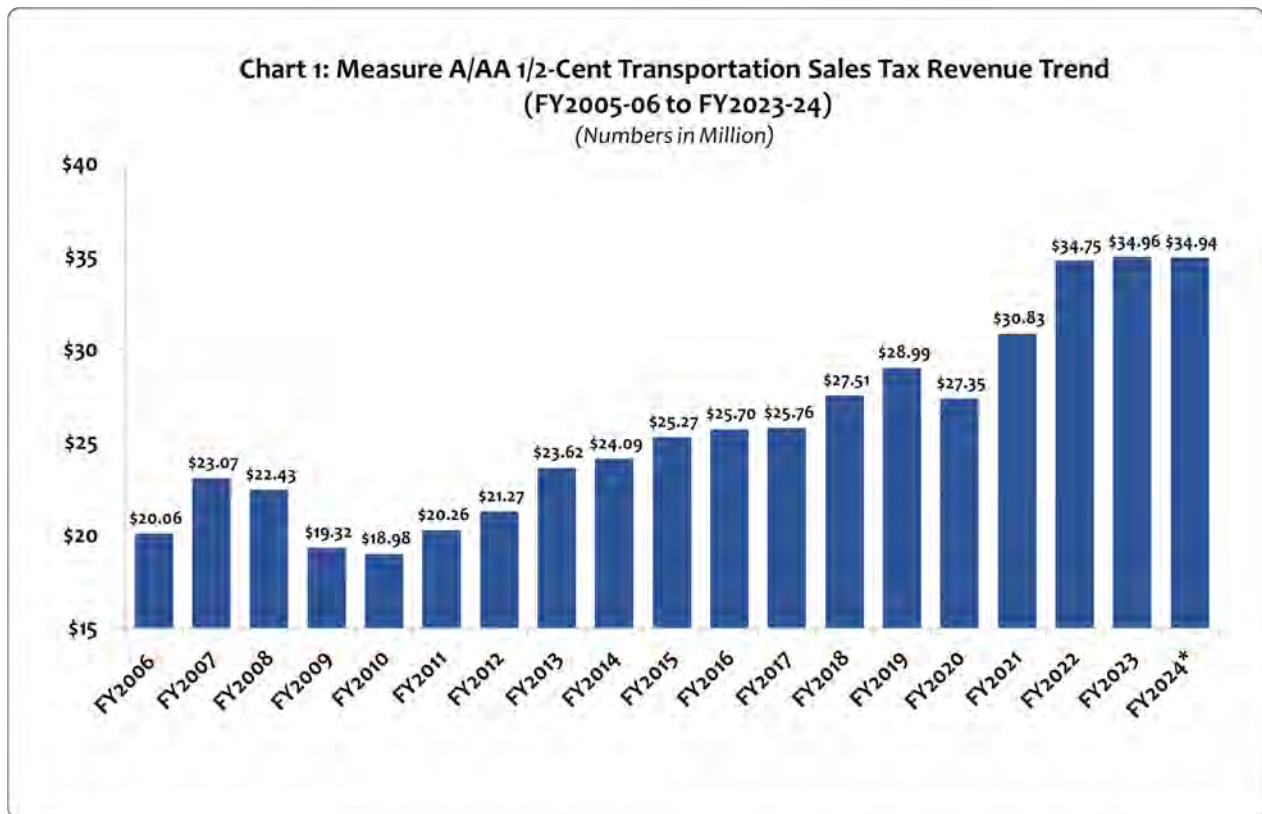
The uncertainties caused by the pandemic added extra challenges to TAM's budget processes during the fiscal years FY2020-21 to FY2022-23, while FY2023-24 was greeted with some optimism due to increased spending by residents. TAM's most critical funding source, the ½-cent transportation sales tax, which suffered some loss at the beginning of the initial Shelter In Place order, benefitted from Marin residents working from home, the strong housing market, and the redirected spending from out of the region/state/country travel to local and online spending in the last three years. While fears of a global recession have not been realized, there are still some uncertainties affecting consumer behavior. Notably, current fiscal year sales tax collections through March 2024 have been weaker than expected, averaging 2% *below* prior year activity.

While inflation appears to be less of a concern than previously and many of the indicators have softened the likelihood of a recession, there is still some uncertainty about the near future economy. Long-term prospects for Marin County are promising with significant opportunities for growth in the technology and niche manufacturing sectors.

Against this backdrop, staff will monitor the local economic condition and the sales tax trend closely and report to the Board timely if significant changes to TAM's financial health are likely.

Measure A/AA Revenue Estimates/Projection:

Chart 1: Measure A/AA 1/2-Cent Sales Tax Revenue Trend below illustrates the actual annual sales tax collection between FY2005-06 and FY2023-24, with the estimated FY2023-24 revenue at \$34.94 million as recommended by staff as shown in Table 1 (vs. the \$35.68 million as adopted in the FY2023-24 Annual Budget) based on the first 8 cash disbursements received this year, and the continued moderate economic activity projected by various sources.



Recommended FY2024-25 Revenue Level & Projection for the Update of the Strategic Plan:

Table 1: FY2023-24 Measure A/AA Revenue Collection Update and 5-Year Projection Scenarios illustrates the projection scenarios staff reviewed and recommendations for the upcoming fiscal year and the following 5-year period.

Table 1: FY2023-24 Measure A/AA Revenue Collection Update and Projection Scenarios

Fiscal Year	2022-23	2023-24 Estimate	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
California Department of Tax and Fee Administration January 2024 Projection								
Annual Revenue	\$35.44	\$35.94	\$36.55					
% Growth	2.0%	1.4%	1.7%					
Staff Recommendation								
Annual Revenue	\$34.96	\$34.94	\$35.00	35.64	36.35	37.08	37.82	38.58
% Growth	0.6%	0.0%	0.2%	2.0%	2.0%	2.0%	2.0%	2.0%

The statewide quarterly taxable sale rates released by the California Department of Tax and Fee Administration (CDTFA) in January 2024, which covers up to FY2024-25, indicated minor negative growth from January to September 2023 and moderate growth through June 2024 with slowing growth rates in the next few quarters (Attachment A). Given the uncertainties in interest rates, inflation, housing, and other aspects of the economy, staff recommends continuing TAM's prudent and conservative approach; and to better prepare the agency for a possible recession, staff recommends keeping the FY2024-25 Measure A/AA budget level at \$35.00 million, essentially level with the revised estimates for the current fiscal year, and setting the long-term growth rate at 2% annually thereafter for the update of the Measure A/AA Strategic Plan.

Measure B Revenue Estimates/Projection:

Measure B, the \$10 VRF dedicated to transportation projects and programs, was passed by Marin voters in November 2010. Collection of this local revenue source started in April 2011. Chart 2 illustrates the actual revenue collections of Measure B from FY2011-12 to FY2022-23 and the estimated level for FY2023-24. As noted in Chart 2: Measure B VRF Revenue Trend, there is a significant revenue drop from FY2018-19 to FY2019-20, from \$2.42 million to \$2.33 million. The revenue collection in FY2020-21 recovered to \$2.40 million but dropped to \$2.31 million again in FY2021-22 where it remained through FY23. Estimates for FY24 are also \$2.3 million. The most recent data from the Forecasting Unit of the Department of Motor Vehicle (DMV) shows that the number of vehicles registered in Marin County in 2022 suffered another 2.59% loss from 2021 after the 3.09% drop from 2020 to 2021. Historical registered vehicle data and annual revenue collections are shown by calendar year (not by fiscal year) in Table 2: Estimated Annual Marin County Vehicles Registered and Measure B Revenue. The DMV data has been updated although the changes in vehicle registrations do not correlate completely with the changes in revenue.

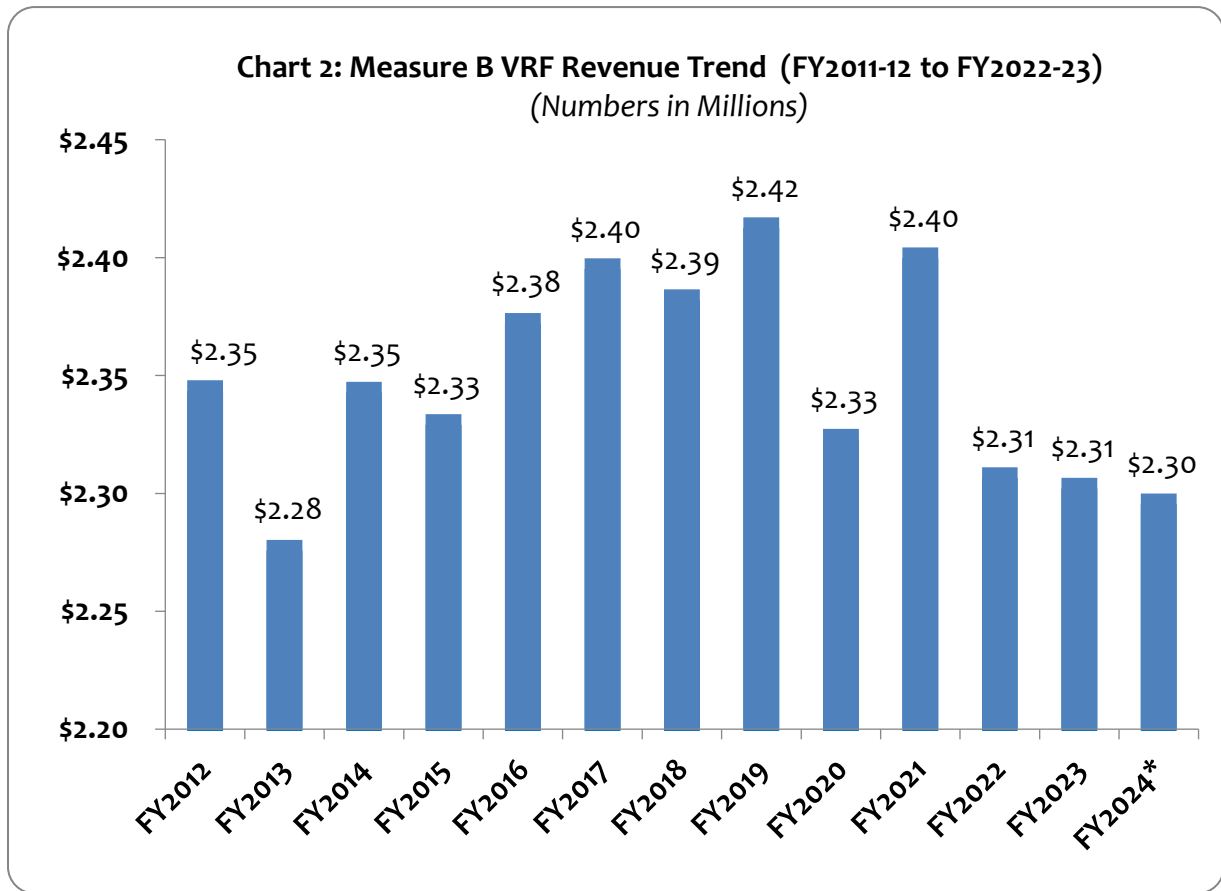


Table 2: Estimated County Marin Fee Paid Vehicle Registration and Measure B Revenue

Calendar Year	Registered Vehicle	Annual # Change	Annual % Change	Annual Revenue ^{1,2}	% Change
2012	235,535	-356	-0.15%	2,245,586	N/A
2013	240,921	5,386	2.29%	2,311,774	2.95%
2014	243,069	2,148	0.89%	2,341,629	1.29%
2015	245,849	2,780	1.14%	2,350,023	0.36%
2016	249,314	3,465	1.41%	2,407,549	2.45%
2017	247,424	-1,890	-0.76%	2,388,208	-0.80%
2018	247,820	396	0.16%	2,393,801	0.23%
2019	249,524	1,704	0.69%	2,410,011	0.68%
2020	243,986	-3,834	-1.54%	2,357,051	-2.20%
2021	241,977	-7,547	-3.09%	2,340,711	-0.69%
2022	237,711	-6,275	-2.59%	2,345,089	0.19%

Data Source: Department of Motor Vehicles

1. Annual Revenue is calculated using the monthly disbursement from DMV for the calendar year.
2. DMV takes 0.05% of the collection off the top for its administrative support.

Recommended FY2024-25 Budget Level & Projection for the Update of the Strategic Plan:

Since the revenue collection for the first 9 months of FY2023-24 is approximately \$1.7 million, comparable with the first 9 months of collections for FY22 and FY23, staff recommends that the Measure B revenue budget level be set at \$2.30 million for FY2024-25 as well as for all future years for the development of the Measure B Strategic Plan.

FY2024-25 Annual Budget Development Schedule:

Below is the development schedule for the FY2024-25 Annual Budget:

April 25, 2024	TAM Board Review and Approval of FY2024-25 Measure A/AA & Measure B Revenue Projections & the Budget Development Schedule
March-May 2024	Development of Draft FY2024-25 Annual Budget and Work Plans and COC and Partner Agency Review
May 13, 2024	AP&P Executive Committee Review and Release of Draft FY2024-25 Annual Budget for Required 30-day Public Inspection
May 23, 2024	TAM Board Review and Release of the Draft FY2024-25 Annual Budget for Public Comment
June 27, 2024	TAM Board Review and Adoption of the FY2024-25 Annual Budget

FISCAL CONSIDERATION

The recommended revenue projections will be used to determine the FY2024-25 programming/allocation and expenditure levels for various projects and programs under both the Measure A/AA and Measure B Expenditure Plans and to update the revenue/programming elements in the respective Strategic Plans.

NEXT STEPS

After the Board's approval of the FY2024-25 Measure A/AA and Measure B revenue projections, staff will develop the draft FY2024-25 Annual Budget, present it to the AP&P Executive Committee, the Citizens' Oversight Committee (COC), the Marin Managers' Association, and staff of various local jurisdictions for review and input in April and May 2024. The final draft budget will be made available for the 30-day public inspection after the review by the AP&P Executive Committee and be released for a formal public comment period at the May 23, 2024 TAM Board meeting. The final budget will be adopted at the June 27, 2024 TAM Board meeting.

ATTACHMENTS

- Attachment A – CDTFA January 2024 Projection
- Attachment B – Staff PowerPoint Presentation

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STATE OF CALIFORNIA

CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION

450 N STREET, SACRAMENTO, CA
 PO BOX 942879, SACRAMENTO, CA 94279-0067
 1-916-445-0840 • FAX 1-916-445-7119
www.cdtfa.ca.gov

GAVIN NEWSOM
 Governor

Amy Tong
 Secretary, Government Operations Agency

NICOLAS MADUROS
 Director

February 28, 2024

TO: CITY AND COUNTY FINANCE OFFICIALS

Below are the statewide taxable sales growth rates for the January 2023 – June 2025 period.

The table shows actual, preliminary, and estimated statewide changes in taxable sales by calendar quarter. CDTFA's Research and Statistics team calculated the actual and preliminary rates. The California Department of Finance calculated the estimated rates in conjunction with its preparation of the *2024-25 Governor's Budget*.

Sales Period	Year to Year Change In Taxable Sales	Allocations Received By Local Jurisdictions
Jan. – Mar. 2023	-1.1% (actual)	Mar. – May 2023
Apr. – Jun. 2023	-2.9% (actual)	Jun. – Aug. 2023
Jul. – Sep. 2023	-1.9% (preliminary)	Sep. – Nov. 2023
Oct. – Dec. 2023	2.3% (estimated)	Dec. 2023 – Feb. 2024
Jan. – Mar. 2024	2.8% (estimated)	Mar. – May 2024
Apr. – Jun. 2024	2.5% (estimated)	Jun. – Aug. 2024
Jul. – Sep. 2024	0.8% (estimated)	Sep. – Nov. 2024
Oct. – Dec. 2024	1.1% (estimated)	Dec. 2024 – Feb. 2025
Jan. – Mar. 2025	1.3% (estimated)	Mar. – May 2025
Apr. – Jun. 2025	2.1% (estimated)	Jun. – Aug. 2025

For taxable sales, monthly local allocations, and many other current and historical data, please visit our new data visualization tool: <https://www.cdtfa.ca.gov/dataportal/visual.htm>.

If you would like this letter to be sent to you electronically, please provide your email address to us at: research@cdtfa.ca.gov.

Sincerely,

Genti Droboniku

Genti Droboniku, Manager
 Research and Statistics Section

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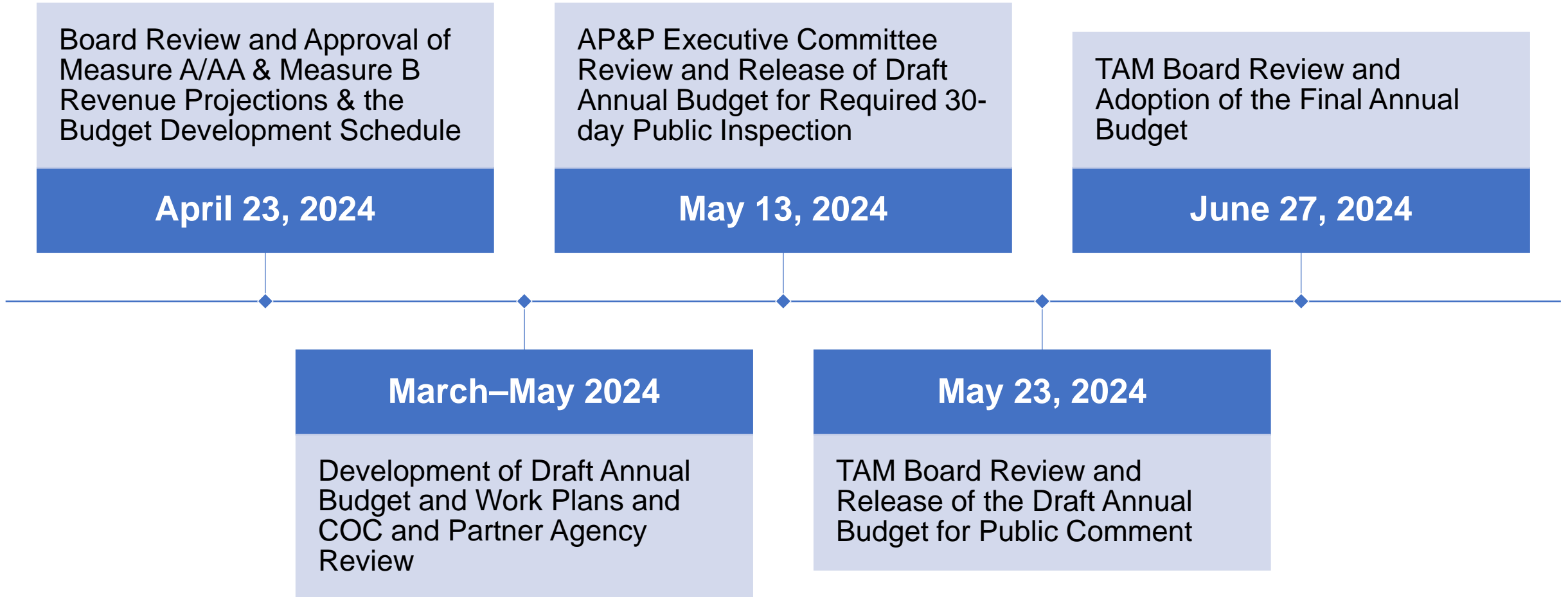


Economic Update and Measure A/AA & Measure B Revenue Projections

Board of Commissioners

April 25, 2024

FY2024-25 Budget Development Timeline



Current Economic Conditions

Recession is unlikely but ... significant growth is also unlikely



Which means...we're holding steady

Economic Data

Gross Domestic Product (GDP)

Most Recent: Q4 2023, +4.9%

Trend: up 3.2% from Q3 2023

Grade: Good

ISM Manufacturing Index

Most Recent: Jan 2024, 49.1

Trend: up 2.0 from Dec 2023 (49)

Grade: Good

Retail Sales

Most Recent: Feb 2024, +0.60%

Trend: up from -0.8 in Jan 2024

Grade: Neutral

Consumer Price Index (CPI)

Most Recent: Feb 2024, +3.2%

Trend: up 0.4% from Jan 2024

Grade: Bad

Industrial Production

Most Recent: Feb 2024, 102.3

Trend: up 0.1 from Jan 2024 (104.6) but down 0.26 from Feb 2024

Grade: Neutral

Conference Board Leading Economic Index

Most Recent: Feb 2024, 102.8

Trend: up 0.1% from Jan 2024

Grade: Neutral

Data Source: US Census Bureau; US Department of Labor; US Bureau of Economic Analysis;
<https://www.conference-board.org/us/>; <https://fred.stlouisfed.org/series/INDPRO>

Job Market Data

Unemployment Rate

Most Recent: Feb 2024, 3.9%

Trend: up 0.2% Jan 2024 (3.7%); 3.6% in Feb 2024

Grade: Bad

Initial Jobless Claims

Most Recent: Mar 21, 2024, 210,000

Trend: down 4.9% from Mar 2023

Grade: Good

Job Openings and Labor Turnover Survey (JOLTS)

Most Recent: Jan 2024, 8.863 million

Trend: down from 10.425 million job openings in Jan 2023

Grade: Bad



Data Source: US Bureau of Labor Statistics, US Department of Labor

Housing & Financial Market Data

Housing Starts

Most Recent: Feb 2024, 1,521,000

Trend: up 10.7% from Jan 2024 and up 5.9% from Feb 2023

Grade: Good

NAHB Home Builders Index

Most Recent: Mar 2024, 51

Trend: up 14 from Dec 2022 (35) but still lower than Feb 2022 (81)

Grade: Bad (but improving)

S&P 500

YTD Performance: +0.7% as of Mar 28, 2024

Grade: Neutral

Treasury Yield Curve

10-year/2-year Spread: -0.34%, as of Mar 27, 2024

Grade: Bad



Data Source: US Census, NAHB, Bloomberg, St. Louis Fed

Current Economic Conditions – Confidence Data

University of Michigan Consumer Confidence Survey

Most Recent: Mar 2024, 79.4

Trend: up 3.5% from Jan 2024

Up 28.1% year-over-year

Grade: Good

NFIB Small Business Optimism Index

Most Recent: Feb 2024, 89.4

Trend: below 50-year average of 98 for 26 consecutive months

Grade: Bad



Data Source: University of Michigan, NFIB

What Does the Data Show?

- Out of the 9 key statistics, not conclusive but not as bad as last year
 - *Good: 3*
 - *Neutral: 1*
 - *Bad: 5*
- The labor market is showing some signs of slowing although initial jobless claims indicate that recent volatility may be settling.
- Consumers seem to be spending consistently although small businesses continue to struggle.
- The Housing market appears to be strengthening despite sustained interest rates, while stocks and bonds remain volatile.

SF Bay Area's Economic Forecast Uncertain

- San Francisco (SF) Metro Area still 1.1% lower than its pre-pandemic employment:
 - 4,600 jobs added in 2023 while January 2024 had the biggest gain since 2022 with 2,400
 - Education and health professionals saw the biggest increase in 2023 and since before the pandemic while losses in the Information sector total 23,100 in 2023.
- Bay Area population continues to be down since the pandemic, but the rate of decline is slowing with San Francisco seeing an increase in population.
- SF office vacancy rate set a new high of 35.6% as of Q4 2023
 - Highest level of leasing activity since Q2 2022.
 - Asking rates for rents also decreased, down 8.4% for the year and 21.6% since the 2020 peak.
- Retail sales in counties like San Francisco, are still below pre-pandemic level
 - Store retail sales increased 2.3% over 2023 as of March 28, 2024
 - San Francisco Tourism international travel increased by 23% in 2023; full recovery not expected until 2027
 - San Francisco Tech conventions are down for 2024-2026

Data Source: BayAreaEconomy.org; Mercury News; SF Examiner; St. Louis Fed, BizJournals, CBRE

Marin's Near and Long-Term Prospects

- Marin's sales tax revenues have stayed stable for the past three years but also with limited growth.
- Due to the County's demographic and income level, Marin has remained relatively isolated from the ups and downs of the pandemic and recovery
- Housing prices remain high despite higher interest rates while the countywide population had a net decrease. Vehicle purchases have continued to decline but at a slower pace.
- Marin County has an opportunity to lead in niche manufacturing, technology, and healthcare economic development.

Measure A/AA Revenue Level and Projection

- Adopted FY2023-24 Measure A/AA Revenue Estimate: \$35.68 million vs. Current (revised) FY2023-24 Estimate: \$34.94 million
- Recommended FY2024-25 Revenue Estimate: \$35.00 million, and assume 2% annual growth for all future years for the revenue update of the Measure A/AA Strategic Plan

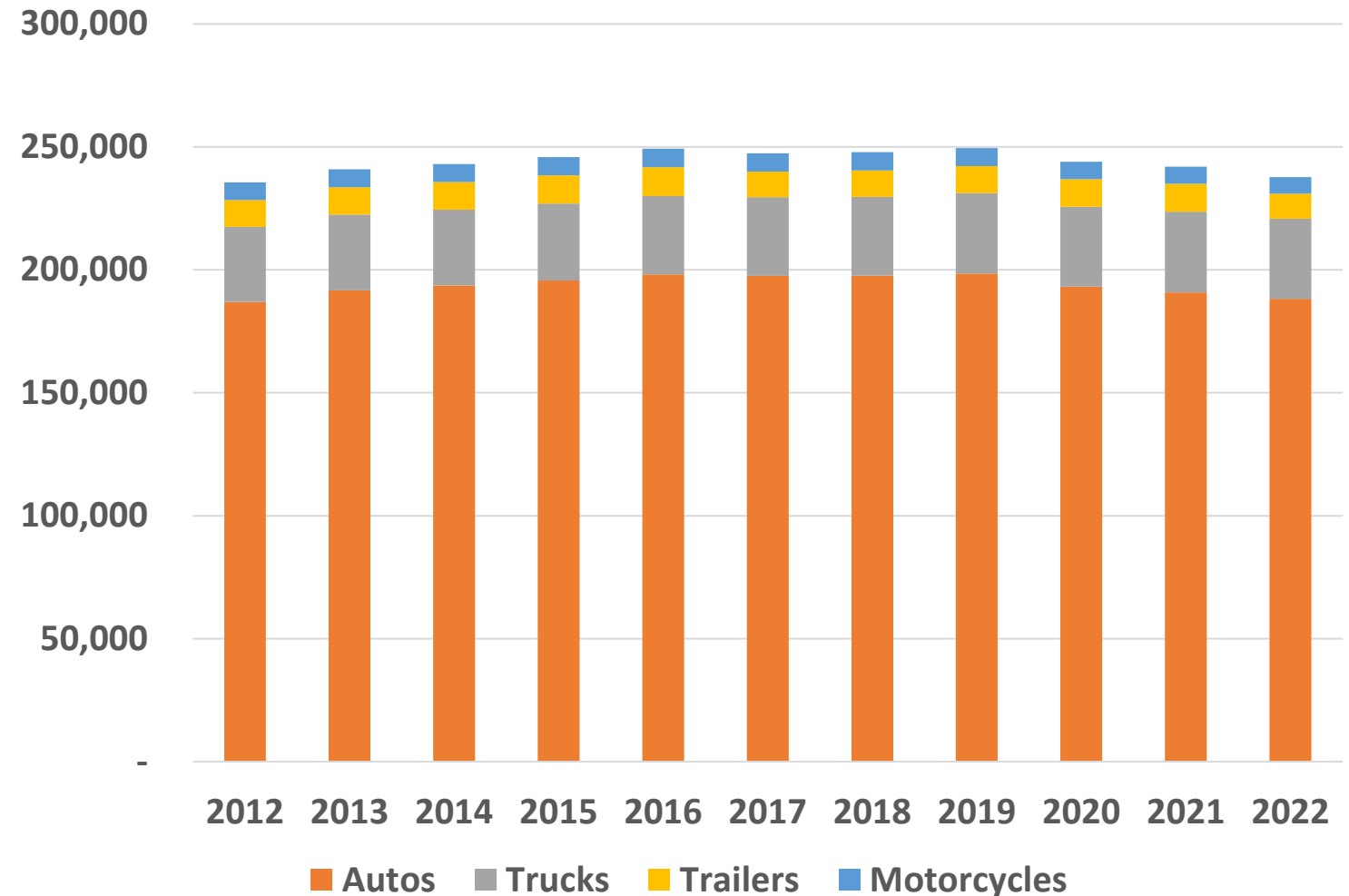
Table 1: FY2023-24 Measure A/AA Revenue Collection Update and Projection Scenarios

Fiscal Year	2022-23	2023-24 Estimate	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
<i>California Department of Tax and Fee Administration January 2024 Projection</i>								
Annual Revenue	\$35.44	\$35.94	\$36.55					
% Growth	2.0%	1.4%	1.7%					
<i>Staff Recommendation</i>								
Annual Revenue	\$34.96	\$34.94	\$35.00	\$35.64	\$36.35	\$37.08	\$37.82	\$38.58
% Growth	0.6%	0.0%	0.2%	2.0%	2.0%	2.0%	2.0%	2.0%

Marin's Vehicle Registration Trend

- Annual number of registered vehicles in the County consistently down since 2020
- Possible reasons:
 - Negative population change
 - With the remote working option, many decided not to replace a retired car or get an extra car
 - Increase in car purchases in 2019 due to early purchasing
- Moving forward, the negative growth may slow down but is unlikely to reverse.

Marin County Vehicle Registrations



Measure B Revenue Level and Projection

- Adopted FY2023-24 Measure B Budget Level: \$2.25 million; now estimated to be \$2.3 million
- Recommended FY2024-25 Budget Level: \$2.3 million, and assume flat at \$2.3 million for all future years for the revenue update of the Measure B Strategic Plan

Table 2: Estimated County Marin Fee Paid Vehicle Registration and Measure B Revenue

Calendar Year	Registered Vehicle	Annual # Change	Annual % Change	Annual Revenue ^{1,2}	% Change
2012	235,535	-356	-0.15%	2,245,586	N/A
2013	240,921	5,386	2.29%	2,311,774	2.95%
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2015	245,849	2,780	1.14%	2,350,023	0.36%
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2022	237,711	-6,275	-2.59%	2,345,089	0.19%

Data Source: Department of Motor Vehicles

1. Annual Revenue is calculated using the monthly disbursement from DMV for the calendar year.

2. DMV takes 0.05% of the collection off the top for its administrative support (included).

Recommendations

- Approve recommended revenue projections for Measure A/AA and Measure B
- Approve budget development schedule
- AP&P Executive Committee recommended both for Board approval at its April 8th meeting

Questions?

Thank You!

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DATE: April 25, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation

SUBJECT: Bellam Boulevard Off-Ramp Improvement Project Update and Associated Actions (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board approves the actions noted below for the Bellam Boulevard Off-Ramp Improvement Project ("Bellam Project").

1. Authorize the Executive Director to enter into a \$7.2 million Interagency Agreement with the County of Marin to administer and award the construction contract for the Bellam Project.
2. Rescind the previous Interagency Agreement A-FY19-17 with the County of Marin to construct the Bellam Project.
3. Authorize the Executive Director to negotiate and purchase the necessary Right of Way rights to construct the Bellam Project.
4. Allocate up to \$4 million from the 101/580 Multi-modal and Local Access Improvement Project (Measure AA Expenditure Plan Category 1.2) to the Bellam Project.
5. Program \$1.164 million in 2022 Local Partnership Program (LPP) (Cycle 4) Formula funds to the Bellam Project.

On April 8, 2024, the Administration, Projects & Planning (AP&P) Executive Committee reviewed and recommended the five abovementioned actions associated with the Bellam Project.

BACKGROUND

The Bellam Project is designed to reduce the backup on NB 101 and EB I-580 that backs up most weekday afternoons, sometimes resulting in rear end collisions. The Bellam Project will widen the off-ramp from NB 101 to two lanes to separate the traffic turning left at Bellam Boulevard from the traffic turning right or continuing straight across on to EB I-580. It will also improve the weave from traffic exiting on to the same ramp from EB I-580 wishing to turn right on to Bellam Boulevard. In addition, the crosswalk across Bellam Boulevard will be improved.

Previously the TAM Board allocated \$7.7 million in Measure A Bond Reserve funds to complete four projects. The Projects were:

1. Improvements along Sir Francis Drake Boulevard (SFD) near Larkspur landing Circle;
2. Install a bicycle connection over I-580 along SFD;
3. Improve the Bellam Boulevard off-ramp from northbound (NB) US 101 and eastbound (EB) I-580; and
4. Explore preliminary alternatives for the NB 101 to EB 580 Connector.

The majority of these funds were designated for the Bellam Boulevard improvements at approximately \$4 million, with \$2.5 million for the work near Larkspur Landing Circle, \$950,000 for the bike path over I-580 and \$250,000 for the connector alternatives.

All the projects have experienced cost overruns and the remaining amount of the original Measure A allocation is \$1.5 million. All but the Bellam Project have been completed.

The cost of the Bellam Project with contingency is now estimated at \$9.2 million (some of which has already been expended to complete environmental and design). The TAM Board has taken previous actions to allocate \$687,000 in Measure A interest funds as well as requested \$575,000 from San Rafael's portion of Measure AA funds in exchange for Local Partnership Program (LPP) Formula funds. These secured funds still leave a shortfall of approximately \$5.2 million to complete the Bellam Project.

DISCUSSION/ANALYSIS

After several delays associated with unexpected site conditions and obtaining the necessary design exceptions from Caltrans, this project is almost ready to go to construction. The TAM Board has previously approved the Environmental Document. Staff is working with Caltrans to complete final design, execute the Right of Way Agreement, and obtain the Encroachment permit authorizing TAM and the County of Marin to proceed with the construction. Construction is anticipated to begin in Fall 2024 with completion by mid-2025.

The County of Marin has agreed to advertise, award, and administer the construction contract for TAM. TAM will be providing the County with necessary funds to pay for the construction, the construction management, inspection, and County administration. Estimates show that with contingencies the Interagency Agreement should be for \$7.2 million.

An associated action is to formally rescind the previous Interagency Agreement A-FY19-17 executed in September 2018 to construct the same Project. The County of Marin prefers to execute a new Agreement due to the length of time and the substantially higher amount required to construct the Bellam Project.

Separately, TAM's right of way agent is negotiating for the rights to enter and construct with the owners of the Marin Square property. The right of way actions are limited to access rights and tree removal, no property transfer is involved.

In order to fund the \$5.2 million project shortfall, staff is requesting allocation of \$4 million from the 101/580 Multi-modal and Local Access Improvement Project category in Measure AA. The recent traffic studies completed for the 101/580 Project continue to show traffic relief from the Bellam Project. The Bellam Project was included in the suite of other improvements when evaluating the benefits from the new Alternative 7 presented at the March 28 TAM Board meeting. Therefore, the Bellam Project is related to the larger 101/580 Project.

Additionally, staff is requesting authorization to program \$1.164 million in LPP Formula funds to the Bellam Project. TAM received \$1.164 million in 2022 LPP Formula funds that have remained unprogrammed to date. On January 26, 2023, the TAM Board expressed commitment to program these funds to the Bellam Project when the project is ready to accept construction funds. The Bellam Project is now ready to accept the LPP Formula funds because Caltrans is scheduled in June 2024 to issue the project's construction certification.

Staff has pursued other funding options in the last few years, including applying for state and federal earmarks, and federal discretionary funds through the Infrastructure Investment & Jobs Act (IIJA). The Bellam Project scored very well on a recent RAISE Grant application and just missed receiving funding.

With TAM's limited access to discretionary funds (such as the State Transportation Improvement Program, which is programmed through about 2028 due to advance commitments from previous projects), and many other competitive funding programs now focusing more or solely on active transportation, few options remain. Staff believes that the Measure AA and LPP Formula funds are reasonable sources at this point. Note that should the construction or right of way costs be lower than anticipated, only the amount of funding actually needed would be provided to the Bellam Project from the Measure AA funds.

The remaining milestones for the Bellam Project include:

Remaining Milestones	
June 2024 (est.)	Receive Caltrans construction certification
Summer 2024	Issue request for construction bids
Late Summer 2024	Enter into construction contract
Fall 2024	Commence construction
Spring 2025	Complete construction

FISCAL CONSIDERATION

The FY2024-25 TAM Budget will account for the various funding elements shown above.

NEXT STEPS

Staff is working with Caltrans to complete the design and Right of Way certification. Staff is also working with Marin Square to negotiate the necessary Right of Way access. The Interagency Agreement with the County of Marin will be executed after final authorization from the TAM Board and County Board of Supervisors.

Staff will also prepare programming and allocation requests for submittal to the CTC for approval of the LPP Formula funds.

ATTACHMENTS

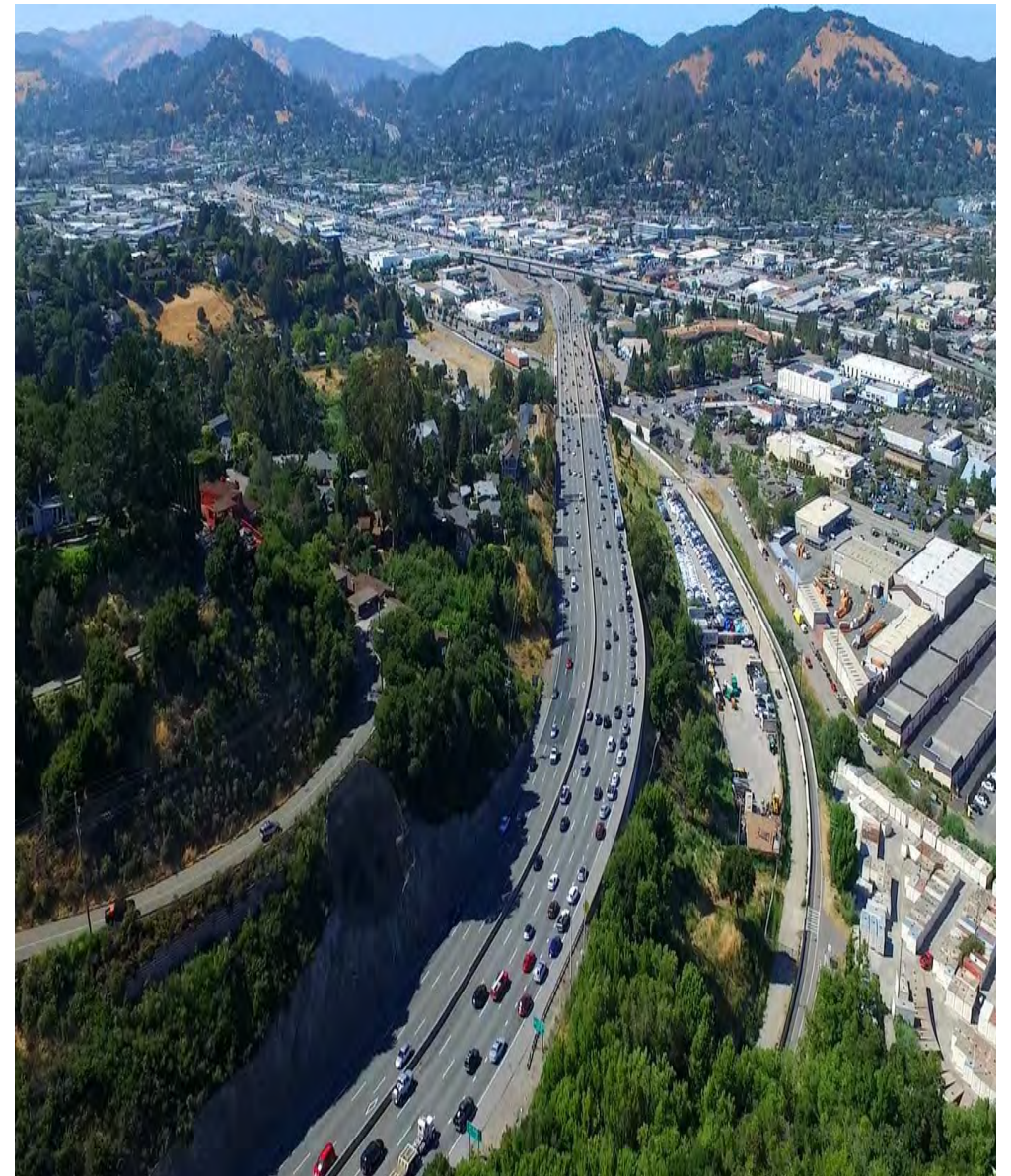
Attachment A – Staff Presentation

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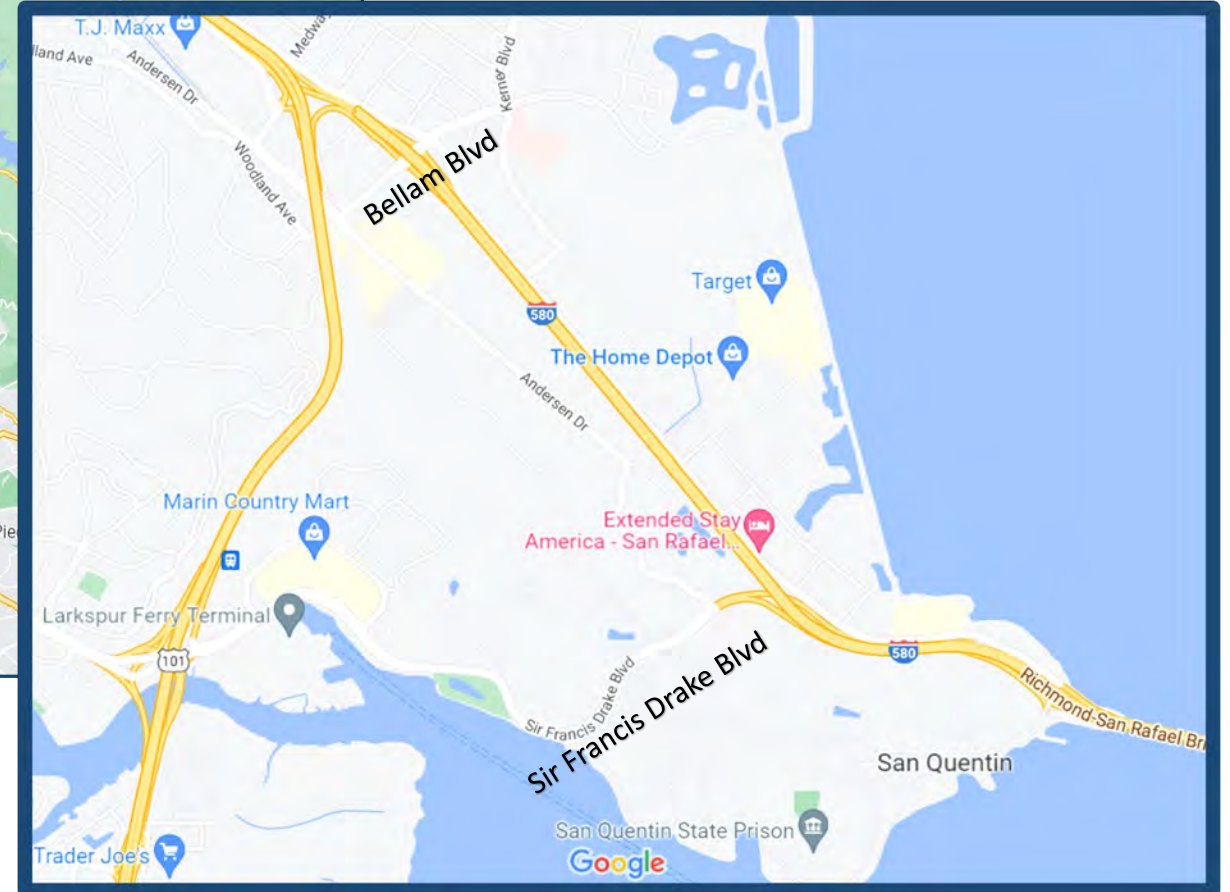
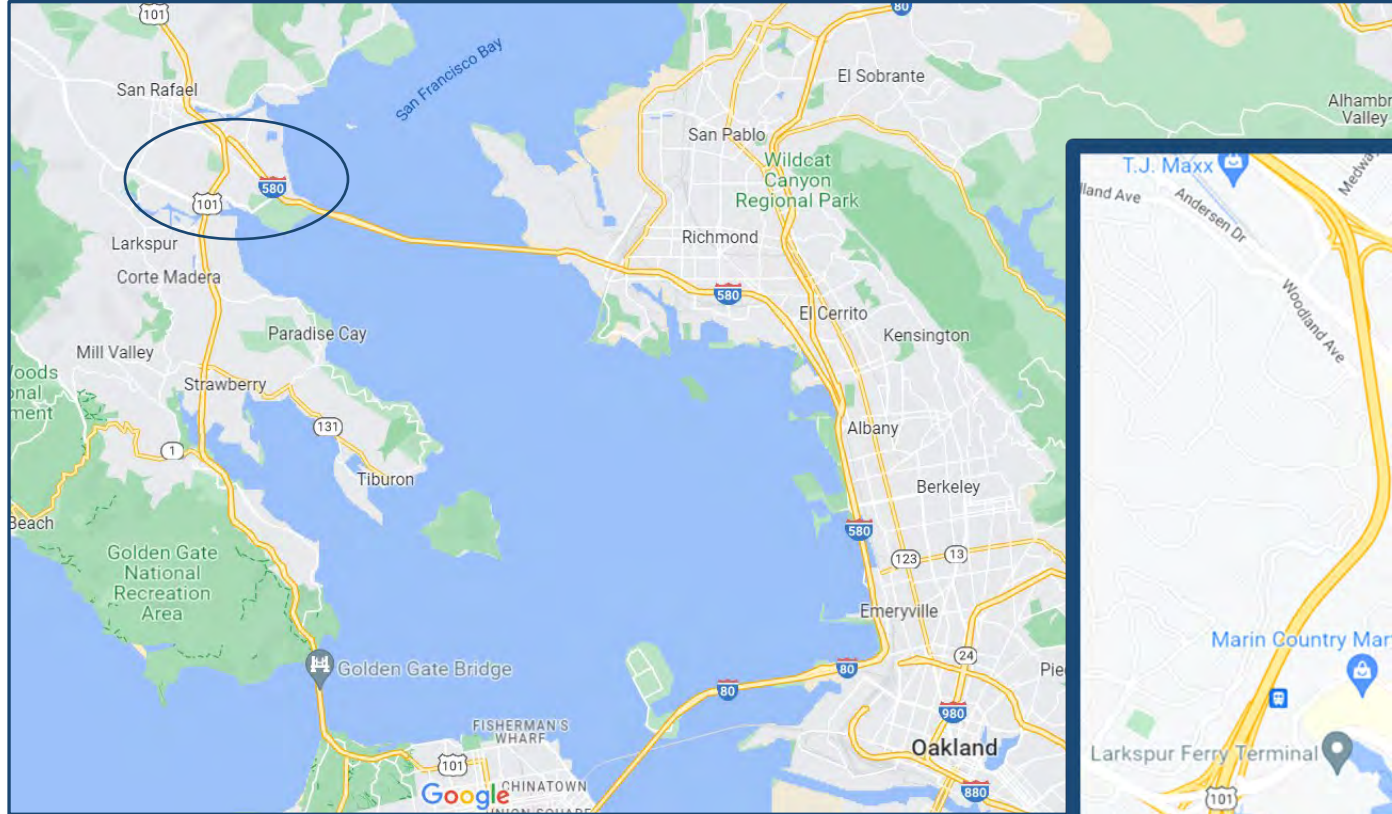
Bellam Boulevard Off-Ramp Improvement Project

Transportation Authority of Marin

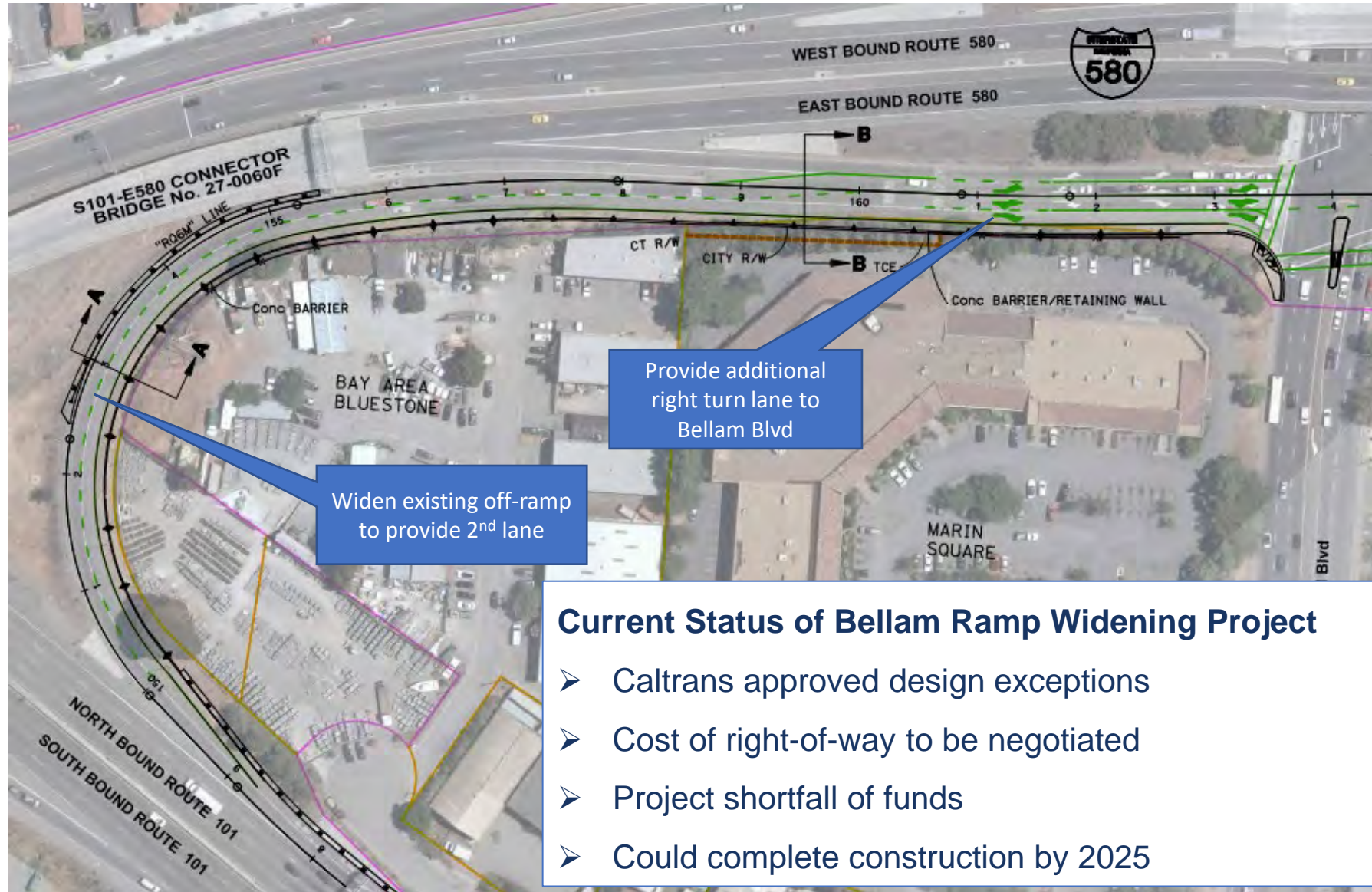
Board of Commissioners
April 25, 2024



Location Map



Bellam Off-Ramp Widening Project



Crosswalk Improvements



Source: Parisi Transportation Consulting

Closing the Funding Gap

- Total cost \$9.2M
- Funding previously committed from bond reserve funds, interest funds, and funding exchange with San Rafael used to advance project through environmental and design
- Project shortfall estimated at \$5.2M
- Recommendations:
 - Allocate \$4M from Measure AA 101-580 program
 - Request CTC to program/allocate \$1.16M from TAM's LPP Formula funds

What are LPP Funds?



- LPP is one of the transportation funding programs created by Senate Bill 1 (SB1) with a Formulaic Program and a Competitive Program.
- TAM received \$1.164 million in 2022 LPP (Cycle 4) Formula funds.
- On January 26, 2023, the TAM Board committed to programming \$1.164 million in 2022 LPP Formula funds to the Bellam Project when ready for construction.
- The Bellam Project is scheduled to receive construction certification from Caltrans in June 2024, making the project ready to receive the LPP Formula funds.

Recommendations for Board Approval

- Enter into a \$7.2 million Interagency Agreement with the County of Marin to AAA the Bellam Project.
- Rescind the previous Interagency Agreement A-FY19-17 with the County of Marin to construct the Bellam Project.
- Authorize the Executive Director to enter into a Right of Way Agreement with and pay compensation to Marin Square Shopping Center.
- Allocate \$4 million of Measure AA funds from the 101/580 Multi-modal and Local Access Improvement Project to the Bellam Project.
- Program \$1.164 million in 2022 Formula LPP funds (Cycle 4) to the Bellam Project.

Administration, Projects & Planning (AP&P) Executive Committee

- On April 8, 2024, the AP&P Executive Committee reviewed and recommended the five abovementioned actions associated with the Bellam Project.