



ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE MEETING

APRIL 8, 2024
3:30 P.M.

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

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Suite 100
San Rafael
California 94901

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Belvedere
Nancy Kemnitzer

Corte Madera
Eli Beckman

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Larkspur
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Mill Valley
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Rachel Farac

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

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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/83035113530?pwd=Ym1lVHdnUHZycllGN2VPZVBY0Zrdz09>

Webinar ID: 830 3511 3530
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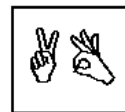
How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Sunday, April 7, 2024, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

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

If watching this meeting online, click the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 2-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.
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 & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. 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 Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from March 11, 2024 (Action) – **Attachment**
5. Review of the Measure A/AA and the Measure B Revenue Projections and the FY2024-25 Annual Budget Development Schedule (Action) – **Attachment**
6. Bellam Boulevard Off-Ramp Improvement Project
 - a. Bellam Boulevard Off-Ramp Improvement Project Update and Associated Actions (Action) – **Attachment**
 - b. Program 2022 Local Partnership Program (LPP) Formula Funds to the Bellam Boulevard Off-Ramp Improvement Project (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

MARCH 11, 2024
10:00 A.M.

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

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Eric Lucan, Marin County Board of Supervisors, Committee Chair
Stephanie Moulton-Peters, Marin County Board of Supervisors

Members Absent: Chance Cutrano, Fairfax Town Council
Kate Colin, San Rafael City Council

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

Chair Lucan called the meeting to order at 10:05 a.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call. Upon the remote participation of Commissioner Moulton-Peters pursuant to the "Just cause" clause of Assembly Bill (AB) 2449, a quorum of the Administration, Projects & Planning (AP&P) Executive Committee was confirmed.

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

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman introduced TAM's new Director of Finance and Administration (DFA) Melanie Purcell.

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

3. Open time for public expression

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

4. Approval of Meeting Minutes February 12, 2024 (Action)

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

Commissioner Kuhl moved to approve the Minutes of the February 12, 2024 meeting, which was seconded by Commissioner Moulton-Peters. A roll call vote was conducted, and the motion passed unanimously.

5. Modification of Alternatives for the US101/I-580 Multi-modal & Local Access Improvement Project and Amendments to Supporting Contracts (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 AP&P Executive Committee forwards to the TAM Board for approval the following actions related to the US101/I-580 Multi-modal & Local Access Improvement Project: add a local-only improvement as Alternative "7" and remove Alternatives "Modified 3B" and "6" from future studies including the Environmental Document for the project; authorize the ED to execute Amendment 2 of Agreement C-FY20-01 with Kimley-Horn & Associates, Inc. for additional scope, funds and extension of contract term for Preliminary Engineering and Environmental Services for the US101/I-580 Multi-modal & Local Access Improvement Project; and authorize the ED to execute Amendment 1 of Agreement C-FY20-02 with Fremier Enterprises, Inc. for additional scope, funds and extension of contract term for Preliminary Engineering and Environmental Services for the US101/I-580 Multi-modal & Local Access Improvement Project and Marin Sonoma Narrows (MSN) B7 & B8 Projects.

Commissioner Kuhl expressed concern that the alternatives, as described, may be difficult to understand; and inquired about the source of funding. In response, Mr. Cherrier explained that the funding sources comprise approximately \$16.5 million from Measure AA and \$135 million from Regional Measure 3 (RM3).

Commissioner Moulton-Peters commented that future presentations should focus on the alternatives that the Project team is recommending move forward; and inquired as to which project is scheduled to move forward this fall. In response, Mr. Cherrier explained that the Bellam Blvd. Off-Ramp project is scheduled to move forward in fall 2024; and clarified that Alternative 3A includes a direct connector lane from NB 101 to EB I-580. Mr. Cherrier further explained that in order to address traffic back-up on US 101, both the Bellam Blvd. Off-Ramp project and the Bellam Blvd. Local Operational Improvements project will be required, regardless of which alternative is ultimately chosen.

Chair Lucan commented that perhaps renaming the alternatives would provide more clarity for both Commissioners and the public moving forward; and inquired about the location of the proposed roundabouts on Bellam Blvd. In response, Ms. Fremier explained that the alternatives could be renamed during the environmental phase of the project; and that the roundabouts would be located east of I-580, on Bellam Blvd. at East Francisco Blvd. and Castro Avenue.

Commissioner Moulton-Peters commented on the importance of providing a clear and concise presentation to the Board and expressed support for renaming the alternatives.

ED Richman explained that there are three proposed options for improving travel through the Bellam Blvd. corridor, including one option for improvements to the Bellam Blvd. intersections that could be done in combination with a direct connector or on its own, and will be evaluated during the environmental process.

Chair Lucan 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 Moulton-Peters made a motion to forward staff's recommendation to the TAM Board for approval, which was seconded by Commissioner Kuhl. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 10:54 a.m.

DRAFT

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DATE: April 8, 2024

TO: Transportation Authority of Marin
Administration, Projects and Planning Executive Committee

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. 5

RECOMMENDATION

The Administration, Projects and Planning (AP&P) Executive Committee reviews 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, and refers 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

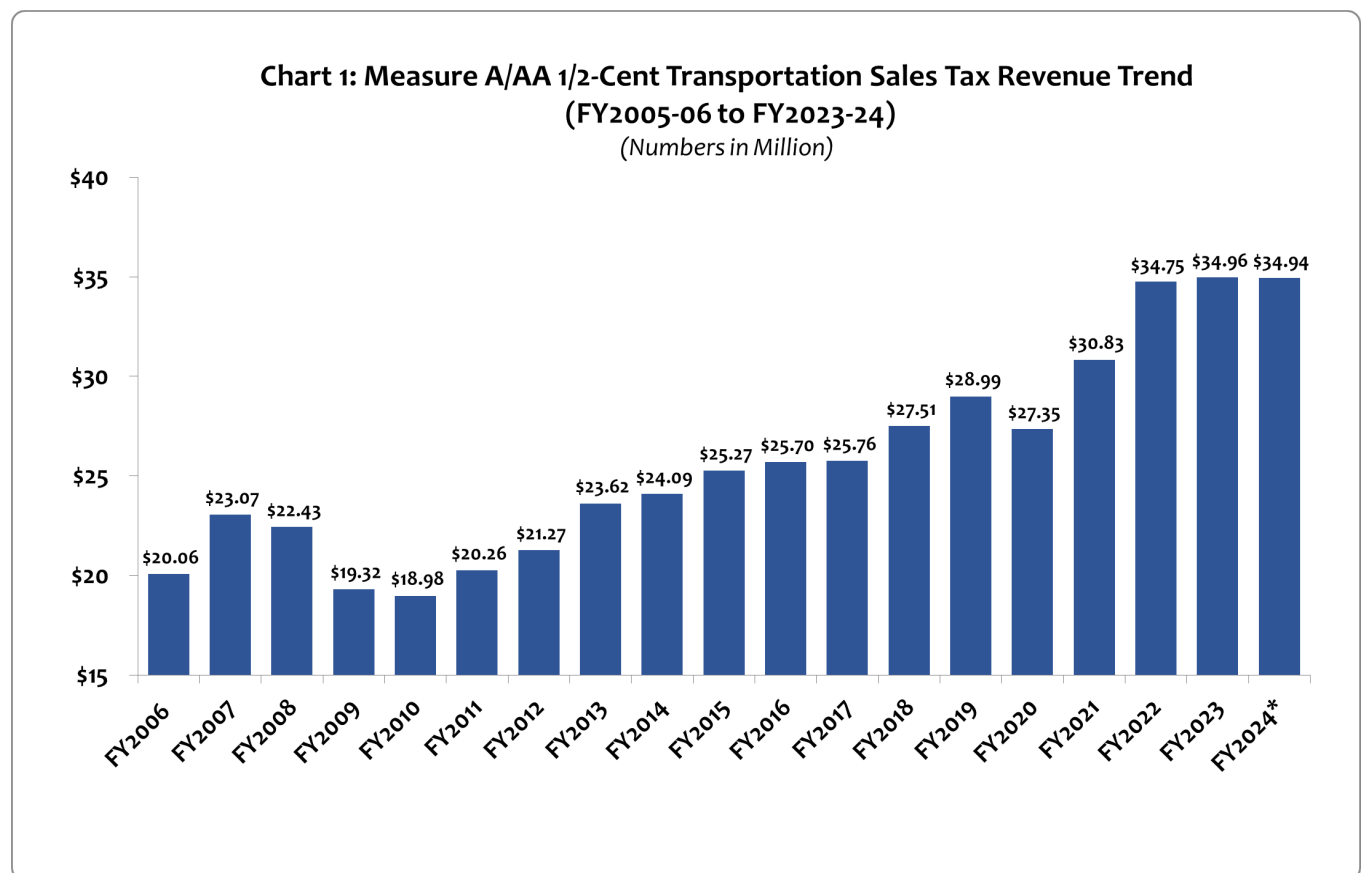
The uncertainties caused by the pandemic added extra challenges to TAM's budget processes during the fiscal years FY2020-21 to FY2022-23, while FY2023-24 was greeted with some optimism due to increased spending by residents. TAM's most critical funding source, the ½-cent transportation sales tax, which 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 February 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 7 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 for \$2.3 million. The most recent data from the Forecasting Unit of the Department of Motor Vehicle (DMV) shows that the estimated 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 in Table 2: Estimated Annual Marin County Vehicles Registered and Measure B Revenue.

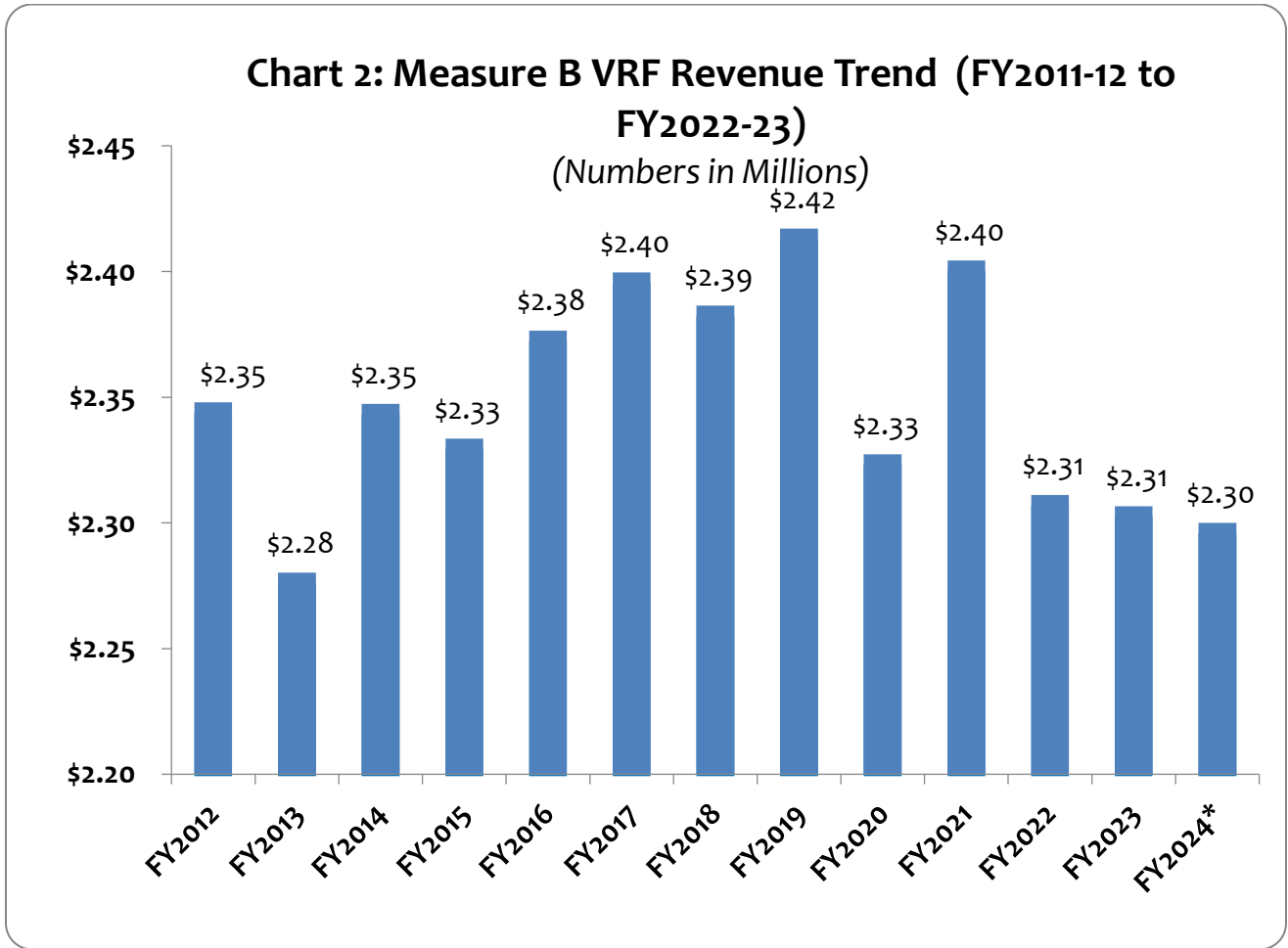


Table 2: Estimated County Marin Fee Paid Vehicle Registration and Measure B Revenue

Calendar Year	Registered Vehicle	Annual # Change	Annual % Change	Annual Revenue ^{1,2}	% Change
2012	235,535	-356	-0.15%	2,244,970	N/A
2013	240,921	5,386	2.29%	2,325,355	3.58%
2014	243,069	2,148	0.89%	2,337,994	0.54%
2015	245,849	2,780	1.14%	2,360,350	0.96%
2016	249,314	3,465	1.41%	2,404,311	1.86%
2017	247,424	-1,890	-0.76%	2,389,790	-0.60%
2018	247,820	396	0.16%	2,393,875	0.17%
2019	249,524	1,704	0.69%	2,414,091	0.84%
2020	243,986	-3,834	-1.54%	2,361,893	-2.16%
2021	241,977	-7,547	-3.09%	2,345,953	-0.67%
2022	237,711	-6,275	-2.59%	2,345,954	0.00%

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

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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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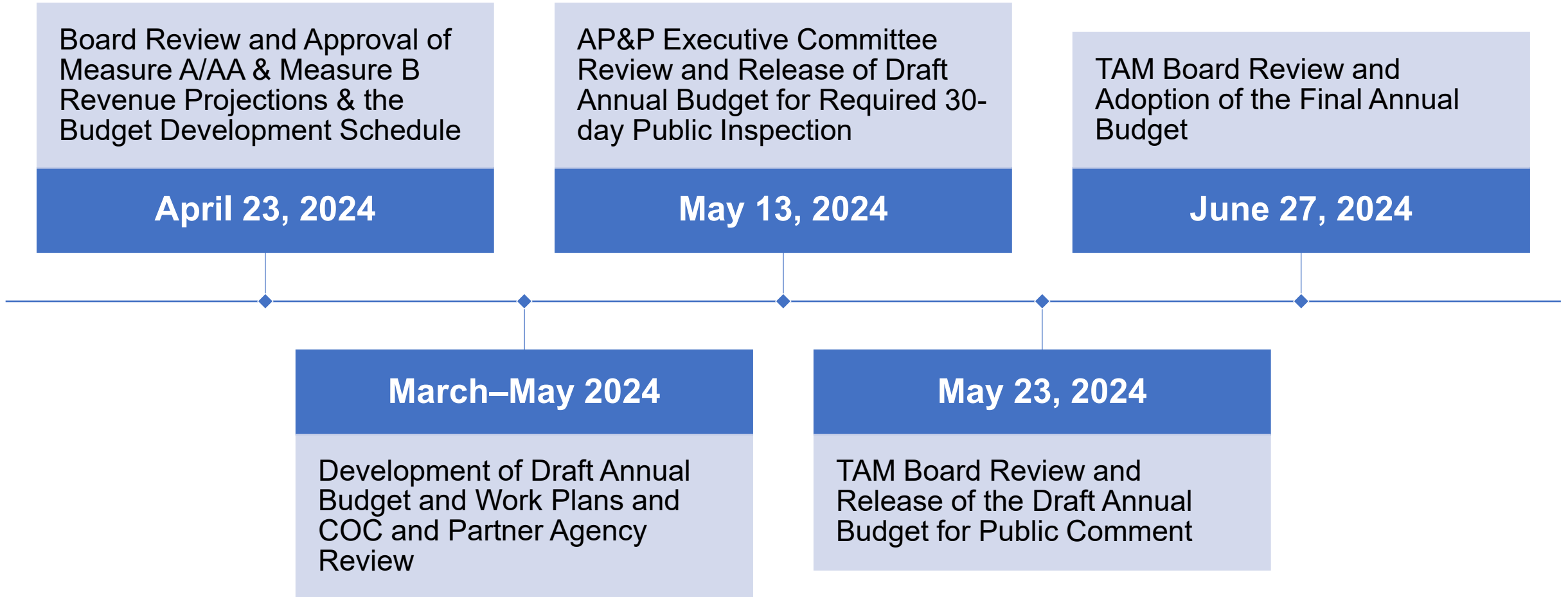


Economic Update and Measure A/AA & Measure B Revenue Projections

Administration, Projects and Planning
Executive Committee

April 8, 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, nothing 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 FY2023-24 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
- Spike in car purchases in 2019 due to early purchasing

- Moving forward, the negative growth may slow down but is unlikely to reverse.

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%	2,244,970	N/A
2013	240,921	5,386	2.29%	2,325,355	3.58%
2014	243,069	2,148	0.89%	2,337,994	0.54%
2015	245,849	2,780	1.14%	2,360,350	0.96%
2016	249,314	3,465	1.41%	2,404,311	1.86%
2017	247,424	-1,890	-0.76%	2,389,790	-0.60%
2018	247,820	396	0.16%	2,393,875	0.17%
2019	249,524	1,704	0.69%	2,414,091	0.84%
2020	243,986	-3,834	-1.54%	2,361,893	-2.16%
2021	241,977	-7,547	-3.09%	2,345,953	-0.67%
2022	237,711	-6,275	-2.59%	2,345,954	0.00%

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.

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



Questions?

Thank You!



DATE: April 8, 2024

TO: Transportation Authority of Marin
Administration, Projects & Planning Executive Committee

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

SUBJECT: Bellam Boulevard Off-Ramp Improvement Project Update and Associated Actions (Action), Agenda Item No. 6a

RECOMMENDATION

The Administration, Projects & Planning (APP) Executive Committee reviews and recommends the following actions associated with 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.
2. Rescind the previous Interagency Agreement A-FY19-17 with the County of Marin to construct the 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.

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 Belam 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 funds along with the \$1.1 million in new LPP programming that is a separate action in Agenda Item 6b leave a shortfall of \$4 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 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.

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.

In order to fund the \$4 million project shortfall, staff is requesting allocation 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.

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 funds are a reasonable source 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.

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.

ATTACHMENTS

Attachment A – Staff PPT Presentation

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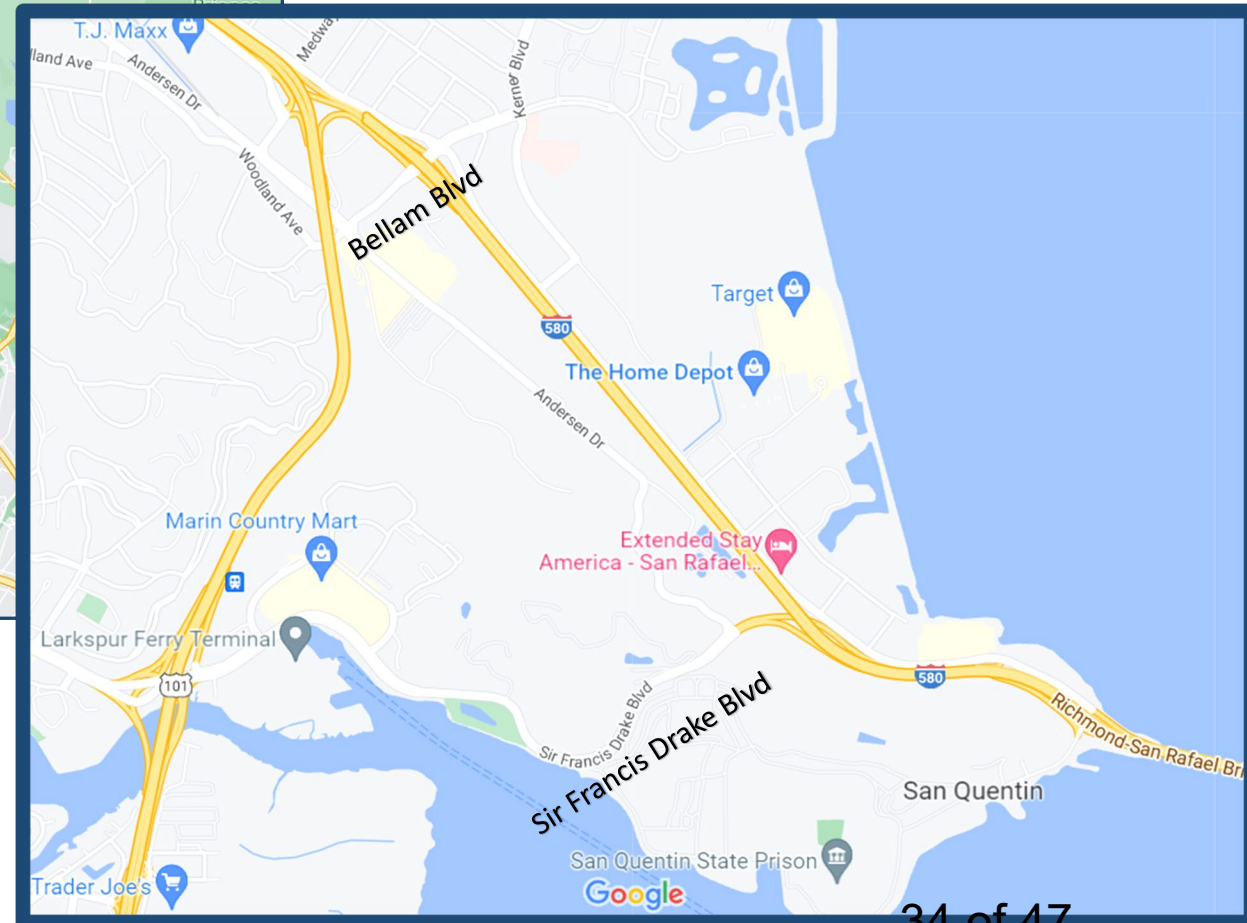
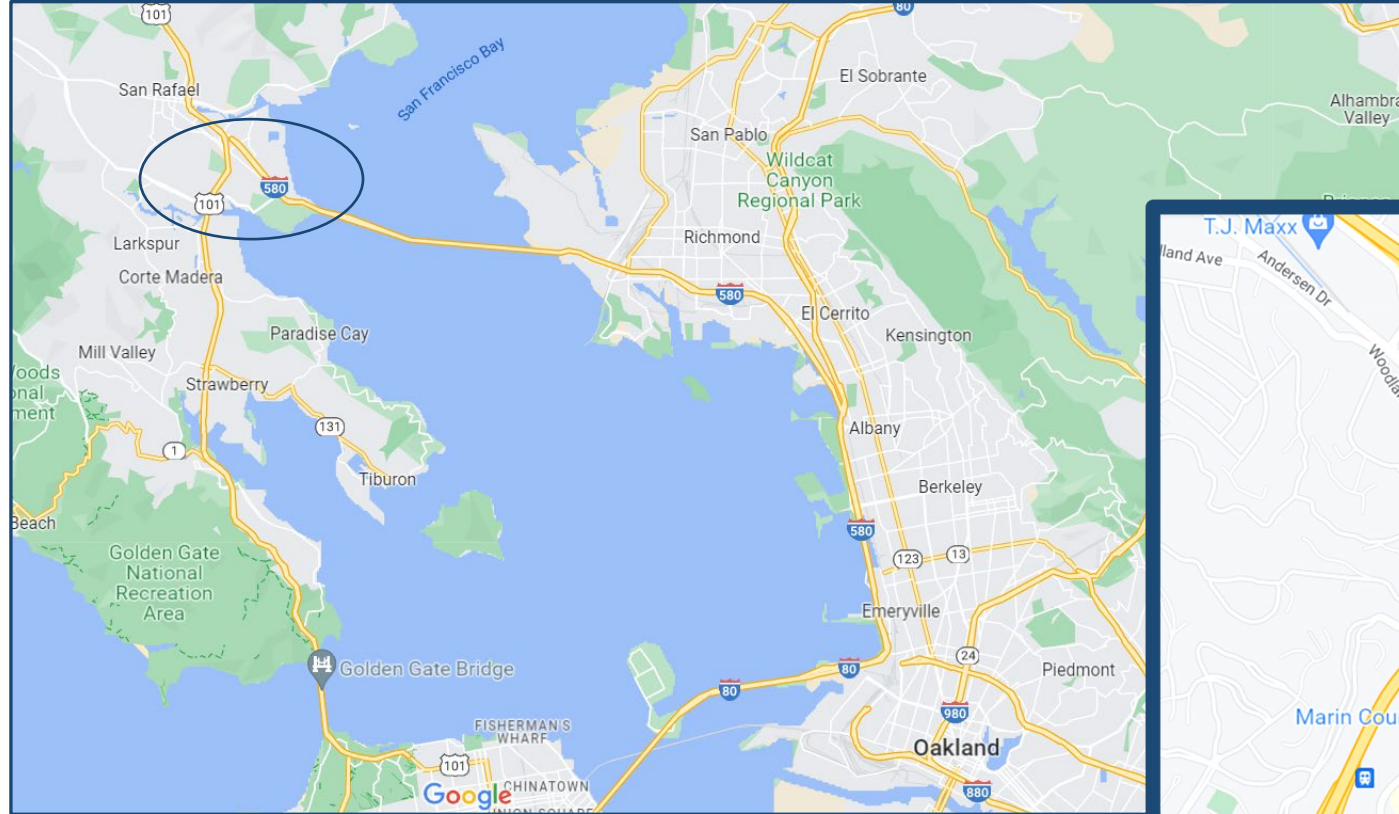


Bellam Boulevard Off-Ramp Improvement Project

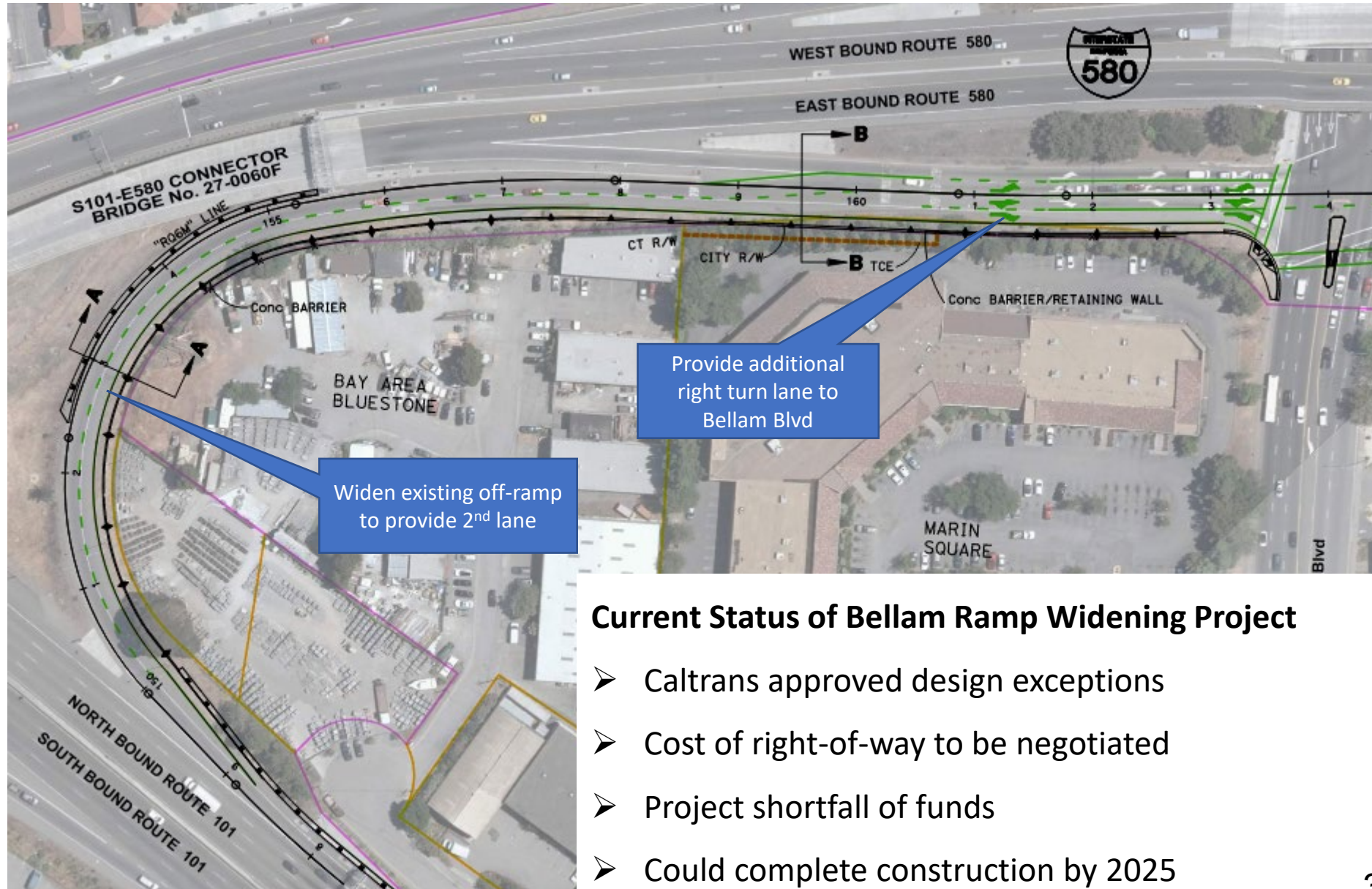
TAM AP&P Executive Committee
April 8, 2024



Location Map



Near-Term Bellam Ramp Widening Project



Current Status of Bellam Ramp Widening Project

- Caltrans approved design exceptions
- Cost of right-of-way to be negotiated
- Project shortfall of funds
- Could complete construction by 2025

Crosswalk Improvements



Source: Paris Transportation Consulting

Actions Required to Complete the Project

- Enter into a \$7.2 million Interagency Agreement with the County of Marin to AAA the Project and rescind the previous Agreement.
- 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.

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DATE: April 8, 2024

TO: Transportation Authority of Marin
Administration, Projects & Planning Executive Committee

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

SUBJECT: Program 2022 Local Partnership Program (LPP) Formula Funds to the Bellam Boulevard Off-Ramp Improvement Project, Agenda Item No. 6b

RECOMMENDATION

The Administration, Projects & Planning (APP) Executive Committee reviews and recommends to the TAM Board programming of approximately \$1.164 million in 2022 LPP (Cycle 4) Formula funds to the Bellam Boulevard Off-Ramp Improvement Project (“Bellam Project”).

BACKGROUND

LPP is one of the transportation funding programs created by the Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1). LPP rewards counties, cities, districts, and regional transportation agencies with voter-approved fees or taxes solely dedicated to transportation improvements. LPP is divided into two programs of funding – a Formulaic Program in which a specific amount of funding is set aside by formula for eligible recipients, and a Competitive Program whereby agencies compete for statewide funds. Both Programs of LPP are administered by the California Transportation Commission (CTC).

TAM is an eligible recipient of the LPP Formula funds because of the voter-approved Measure A/AA Transportation Sales Tax and Measure B Vehicle Registration Fee (VRF). Whereas, the towns, cities, and County receive annual Local Street and Road (LSR) funding from SB1, TAM receives LPP Formula funds from SB1.

TAM received \$1.164 million in 2022 LPP Formula funds that can be programmed in FY2023-24 and FY2024-25. The funds remain unprogrammed with a programming and allocation deadline by June 30, 2025.

DISCUSSION

On May 28, 2020, the TAM Board approved the programming of \$1.756 million in LPP Formula funds for the operational and safety improvements of the Bellam Project. However, staff was not able to finalize the programming and allocation of LPP Formula funds with the CTC because the Bellam Project had not been certified by the California Department of Transportation (Caltrans) for construction as the deadline was approaching.

To avoid the funds lapsing, the TAM Board on January 26, 2023 approved the deprogramming of \$1.76 million in LLP Formula funds from the Bellam Project and re-programming \$1.1 million to Larkspur’s Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael’s Grand Avenue Class IV Cycle Track Project in order to meet state program requirements and deadlines.

Concurrently, the TAM Board committed to programming \$1.164 million in 2022 LPP Formula funds (Cycle 4) to the Bellam Project when the project is ready to accept the funds. The commitment to program \$1.164 million in 2022 LPP Formula funds, along with the \$575,000 gained from a funding exchange with San Rafael's Grand Avenue Class IV Cycle Track Project for the \$656,000 in LPP Formula funds, helped defray the deprogramming of the 2020 LPP Formula funds, making up the funds to the Bellam Project.

Please note that the TAM Board on February 23, 2023 also committed to program approximately \$1.1 million in 2024 LPP Formula funds (Cycle 5) to Corte Madera for the Tamalpais Overcrossing Project when the funds are made available by the CTC, which is anticipated in late 2024. A programming action will be requested from the TAM Board when the 2024 LPP Formula funds are made available.

Overview of the Bellam Project

The Bellam Project would deliver improvements to a neighborhood whose access is limited due to waterways and isolation shaped by US Highway 101 and Interstate 580. The Bellam Boulevard off-ramp is one of only two access gateways to the residential area of the historically disadvantaged Canal neighborhood. The off-ramp project will:

- improve pedestrian crossings at the freeway off-ramp intersection;
- upgrade pedestrian safety signals; and
- expand off-ramp staging capacity in order to increase local vehicle access and minimize dangerous congestion queue formation on the freeway main lanes.

The Bellam Project is ready to proceed to construction in late 2024. Upon TAM Board approval, requests for programming and allocation will be submitted to the CTC for approval in June 2024 and July 2024, respectively.

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	Commerce construction
Spring 2025	Complete construction

FISCAL CONSIDERATION

Upon approval from the CTC and the receipt of a funding agreement from Caltrans, \$1.164 million in 2022 LPP Formula funds will be included in TAM's annual project for the Bellam Project.

NEXT STEPS

Prepare programming and allocation requests for submittal to the CTC for approval.

ATTACHMENTS

Attachment A – PowerPoint Presentation



Item 6b - Attachment A

Program 2023 Local Partnership Program (LPP) Formula Funds

Administration, Projects & Planning Executive Committee
Transportation Authority of Marin

April 8, 2024

What are LPP Funds?



- LPP is one of the transportation funding programs created by Senate Bill 1 (SB1).
- LPP rewards counties, cities, districts, and regional transportation agencies with voter-approved fees or taxes solely dedicated to transportation improvements.
- LPP is divided into two programs of funding – a Formulaic Program and a Competitive Program.

Why and How Much?

- TAM is an eligible recipient of the LPP Formula funds because of the voter-approved Measure A/AA and Measure B.
- TAM receives LPP Formula funds every two years.
- TAM received \$1.164 million in 2022 LPP Formula (Cycle 4) funds that can be programmed in FY2023-24 and FY2024-25.



History of Cycle 3 LPP Formula Funds

- In May 2020, the TAM Board approved the programming of \$1.756 million in LPP Formula funds to the Bellam Boulevard Off-Ramp Improvement Project (“Bellam Project”).
- The Project had not been certified by Caltrans for construction as Cycle 3 deadlines were approaching.
- In January 2023, the TAM Board approved the following to prevent the funds from lapsing:
 - deprogramming of \$1.76 million in LPP Formula funds from the Bellam Project and
 - re-programming \$1.1 million to Larkspur’s Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael’s Grand Avenue Class IV Cycle Track Project

Cycle 4 LPP Formula Funds Commitment

- Concurrent with the Cycle 3 action, the TAM Board committed to programming \$1.164 million in 2022 LPP Formula funds (Cycle 4) to the Bellam Project.
- The Bellam Project gained \$575,000 in a funding exchange with San Rafael to defray the deprogramming of the Cycle 3 LPP Formula funds, making the Bellam Project essentially whole.
- The Bellam Project is now ready to accept the Cycle 4 LLP Formula funds because construction certification is anticipated to be issued by Caltrans in June 2024.



Actions Requested and Next Steps

- The AP&P Executive Committee reviews and recommends programming of approximately \$1.164 million in 2022 LPP (Cycle 4) Formula funds to Bellam Project.
- Upon TAM Board approval, requests for programming and allocation will be submitted to the CTC for approval in June 2024 and July 2024, respectively.



Questions and Feedback

Thank you!