



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

MAY 23, 2024
6:00 P.M.

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

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

This meeting shall consist of a simultaneous teleconference call at the following location(s):
Holiday Inn Downtown, 317 K St. NW, Washington, DC 20001

www.tam.ca.gov

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvZz09>

Belvedere
Nancy Kemnitzer

Webinar ID: 881 5544 9529
Passcode: 389590

Corte Madera
Eli Beckman

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

Fairfax
Chance Cutrano

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

Larkspur
Gabe Paulson

Before the meeting: Please email your comments to info@tam.ca.gov, no later than 5:00 p.m. Wednesday, May 22, 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.

Mill Valley
Urban Carmel

Novato
Rachel Farac

Ross
Teri Dowling

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.

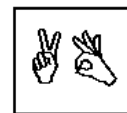
San Anselmo
Brian Colbert

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.

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks



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

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
2. Crossing Guard of the Year (Information)
3. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
4. Executive Director's Report (Discussion)
5. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
6. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Countywide Transportation Plan Workshop Minutes April 25, 2024
 - b. Approve TAM Board Meeting Minutes April 25, 2024
 - c. Review and Release the Proposed TAM FY2024-25 Annual Budget
 - d. Appointment to the TAM Bicycle/Pedestrian Advisory Committee
 - e. Review and Accept Modifications to the Salary Schedule
7. Adopt Positions on 2024 State Legislative Bills (Action) – **Attachment**
8. Update from Marin Wildfire Prevention Authority on Evacuation/Ingress/Egress Risk Assessment (Discussion) – **Attachment**



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

COUNTYWIDE TRANSPORTATION PLAN WORKSHOP
APRIL 25, 2024
4:00 P.M.

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

WORKSHOP MINUTES

Members Present: Alice Fredericks, Tiburon 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
Nancy Kemnitzer, Belvedere City Council
Pat Eklund, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Teri Dowling, Ross Town Council
Urban Carmel, Mill Valley City Council

Members Absent: Melissa Blaustein, Sausalito 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
Molly Graham, Public Outreach Coordinator
Mikaela Hiatt, Associate Transportation Planner
Scott McDonald, Principal Transportation Planner

Chair Colbert called the meeting to order at 4:05 p.m.

1. Chair’s Welcome/Roll Call

Chair Colbert welcomed everyone to the Countywide Transportation Plan (CTP) workshop and Executive Director (ED) Anne Richman issued an oath of office to Teri Dowling as the new Commissioner representing the Town of Ross.

Chair Colbert asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

2. Countywide Transportation Plan Workshop (Discussion)

Chair Colbert provided a brief introduction for the CTP workshop and expressed his support for a productive, respectful discussion among the board members, staff and consultants.

Executive Director (ED) Anne Richman commented that today's workshop is the second of several that will be conducted by the end of the year; and that the consulting team will present an overview of draft CTP goals before providing a series of discussion questions and small group exercises.

Director of Planning Derek McGill introduced consultants Bob Grandy and Taylor McAdam with Fehr & Peers, Steve Kinsey of CivicKnit, and Bonnie Nelson to present this item and facilitate the workshop discussion.

Mr. McGill provided an overview of the CTP and Community Based Transportation Plan (CBTP) development, including outcomes; framework; history; context; and a recap from the prior Board workshop.

Ms. McAdam provided information on the draft CTP equity framework; an overview of the engagement process; and specific needs identified.

Ms. Nelson posed a series of discussion questions to facilitate input and feedback from the Board members with regard to the draft CTP goals; and the consultant team led small discussion groups to facilitate discussions focused on draft CTP strategies, including local, regional and system management.

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

WTB-TAM President Patrick Seidler provided handouts highlighting policy innovations in the Netherlands, Denmark and Germany, and the Sonoma-Marín Area Rail Transit (SMART) first- and last-mile active transportation network; commented on the importance of using data when making policy decisions; and expressed support for the increased use of bicycles as a means of transportation.

WTB-TAM Director of Planning Matthew Hartzell expressed support for including language in the CTP goals and strategies to address the reduction of vehicles miles traveled (VMT); mode shift; culture change; highlighted the maps reflecting SMART's first- and last-mile active transportation network; and encouraged TAM to play a larger role with technical assistance across jurisdictions.

Marin County Bicycle Coalition (MCBC) Executive Director Tarrell Kullaway expressed support for the inclusion of language in the CTP that highlights cohesive oversight with respect to projects, planning and infrastructure, as it relates to bicycle and pedestrians; secure bicycle parking and access to bicycles for the underserved; traffic calming measures; and the use of data.

3. Open Time for Public Expression

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

The workshop was adjourned at 6:08 p.m.



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

APRIL 25, 2024
6:30 P.M.

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council, TAM Chair
Chance Cutrano, Fairfax Town Council
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
Nancy Kemnitzer, Belvedere City Council
Pat Eklund, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Teri Dowling, Ross Town Council
Urban Carmel, Mill Valley City Council

Members Absent: Melissa Blaustein, Sausalito 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
Molly Graham, Public Outreach Coordinator
Mikaela Hiatt, Associate Transportation Planner
Scott McDonald, Principal Transportation Planner

Chair Colbert called the meeting to order at 6:35 p.m.

Chair Colbert welcomed everyone to the meeting and announced that the meeting would be dedicated to and adjourned in honor of the late Commissioner Kevin Carroll; and asked for a moment of silence in Commissioner Carroll's honor.

Chair Colbert asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

Lastly, Chair Colbert announced that item 7 would be heard before item 6 on tonight's meeting agenda.

1. Chair's Report

a. Appointments to the TAM Executive Committees (Action)

ED Richman explained that vacancies exist on TAM's Executive Committees due to representatives 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."

Chair Colbert recommended appointing 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.

Commissioner Eklund moved to approve the appointments to the TAM Executive Committees. Commissioner Cutrano seconded the motion, which passed unanimously.

Chair Colbert also announced the formation of the Senate Bill (SB) 1031 Ad Hoc Committee to help assess SB 1031, the Metropolitan Transportation Commission's (MTC's) Regional Transportation Measure (RTM) and guide TAM through the RTM process. The members will be: Chair Colbert, Vice-Chair Lucan, Commissioner Moulton-Peters, and Commissioner Blaustein. The SB 1031 Ad Hoc Committee is expected to meet several times as needed, likely during this year's state legislative session. Important decisions and deliverables will also be brought to the Executive Committee and the full Board as necessary.

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.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported on MTC's recent 2-day workshop which included SB 1031.

Marin Transit Report – Commissioner Sackett

Commissioner Sackett reported on Marin Transit's expansion of the Marin Access Shuttle Program along the coast of West Marin between Stinson Beach and Point Reyes.

SMART Report – Commissioner Lucan

Commissioner Lucan reported the following highlights for Sonoma-Marín Area Rail Transit (SMART) ridership in April: Wednesday all-time ridership record on April 10; Thursday all-time ridership record on April 11; average weekday all-time ridership record April 8-12; and a surpassing of FY23 ridership on April 15.

Commissioner Lucan also highlighted SMART's new free fare structure for youth and seniors effective through June 30, 2025.

Commissioner Matters Not on the Agenda

Commissioner Sackett reported on the Bay Area Housing Finance Authority's (BAHFA's) Regional Housing Ballot Measure to provide funding for affordable housing.

Commissioner Cutrano reported on the League of California Cities 2024 City Leaders Summit, which was held April 17-19 in Sacramento, and included a case study produced by Commissioner Cutrano entitled “Small Town, Big Aspirations: Leveraging Interagency Collaborations to Address Complex Infrastructure Challenges” about the recent roadway improvement efforts on the Fairfax-Bolinas Road.

Commissioner Lucan reported on Bike to Work Day scheduled for May 16.

Commissioner Sackett also reported that the Consumer Product Safety Commission (CPSC) released an “Advanced Notice of Proposed Rulemaking” on e-bike safety and is requesting comments by Tuesday, May 14.

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

3. Executive Director's Report (Discussion)

ED Richman provided highlights from the Executive Director's Report (EDR), which was distributed to the TAM Board and posted on the TAM website as supplemental information.

In response to Commissioner Paulson's inquiry regarding flood control for the new bicycle/pedestrian pathway along Old Redwood Highway, ED Richman indicated that TAM staff would research and follow up with the Commissioner.

Commissioner Rice encouraged participation in Bike to Work Day on May 16, including gathering at the energizer station co-hosted by TAM and SMART, which will be located at the south end of the Central Marin Ferry Connector in Larkspur.

In response to Commissioner Cutrano, ED Richman explained that local jurisdictions may find funding amounts for MTC's Local Public Fleet Electrification Planning Assistance grants in the MTC staff report from the April 12, 2024, MTC Planning Committee meeting.

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

4. Open Time for Public Expression

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

WTB-TAM Director of Planning Matthew Hartzell expressed support for the development of the Southern Segment of the North-South Greenway and commented that the project could be eligible for upcoming funding opportunities through Regional Measure 3 (RM3) and MTC; and commented that the Southern Segment could be developed in a phased approach.

Corte Madera Bicycle Pedestrian Advisory Committee (BPAC) Chair Bob Ravasio expressed support for the development of the Southern Segment of the North-South Greenway.

TAM and Corte Madera BPAC member Cheryl Longinotti expressed support for the development of the Southern Segment of the North-South Greenway as a safe and separate pathway for all ages and abilities

Corte Madera BPAC Vice Chair David Macpherson expressed support for the development of the Southern Segment of the North-South Greenway.

WTB-TAM President Patrick Seidler expressed support for the development of the Southern Segment of the North-South Greenway.

5. CONSENT CALENDAR (Action)

- 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

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

Commissioner Cutrano made the motion to approve the Consent Calendar. Commissioner Fredericks seconded the motion, which passed unanimously.

Item 7 was taken out of order.

7. Review of the Measure A/AA and the Measure B Revenue Projections and the FY2024-25 Annual Budget Development Schedule (Action)

Director of Finance and Administration Melanie Purcell presented this item, which recommends 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 projections recommended for the FY2024-25 TAM Annual Budget development, along with the Budget Development Schedule.

In response to Commissioner Carmel, Ms. Purcell confirmed that the projections are nominal and not adjusted for inflation.

In response to Commissioner Paulson, Ms. Purcell explained that consumer confidence, housing and employment have the largest effect on Measure A/AA funds; however, Marin County has typically been slightly more insulated from fluctuations in the economy compared to other regions in the country.

In response to Commissioner Eklund, ED Richman explained that the proposed mid-year budget adjustment does not have a significant impact on the funding for the Safe Routes to Schools (SRTS) program.

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

Commissioner Carmel expressed support for staff's recommendation.

Commissioner Cutrano made the motion to approve 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. Commissioner Paulson seconded the motion, which passed unanimously.

Item 6 was taken out of order.

6. Crossing Guard Program Financial Analysis and Update to Recommended Staffing Levels (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends the TAM Board approves the following actions for the Marin Crossing Guard Program: update approach to number of locations evaluated each recertification cycle; update the New and Changed Condition Policy; and reduce the number of funded sites to 96 for FY2024-2025.

In response to Commissioner Colin, ED Richman explained that scoring changes resulting from infrastructure improvements to a specific site are generally captured in the subsequent recertification cycle. Commissioner Colin commented on the importance of clear communication to the community when changes in site locations occur.

In response to Commissioner Eklund, Mr. Cherrier explained that the labor pool for crossing guards often overlaps with that of the fast food industry. Mr. Cherrier also explained that TAM conducts a Request for Proposals (RFP) process at the end of each contract in order to identify the most cost-effective vendor.

In response to Commissioner Moulton-Peters, Mr. Cherrier explained that school districts and other community groups are eligible to pay for crossing guards through the TAM Crossing Guard Program. Commissioner Moulton-Peters also commented on the importance of tracking capital improvements; and increasing education and awareness for the communities affected by the loss of a crossing guard.

Commissioner Sackett commented on the importance of program flexibility between recertification cycles to address changes in conditions such as the loss of a yellow school bus program or new housing developments.

In response to Commissioner Rodoni, Mr. Cherrier explained that revenue projections are based on the Measure A/AA and Measure B Strategic Plans, which are reviewed and approved by the TAM Board every other year; and that school districts have the opportunity to participate in the TAM Crossing Guard Program at-cost. ED Richman explained that the number of crossing guards has steadily increased since the original passage of Measure A/AA and that there will be an opportunity to review the Measure AA Expenditure Plan in 2025.

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

San Anselmo resident and Kentfield School District (KSD) Superintendent Raquel Rose commented that it would be unfeasible for the KSD to manage and pay for its own crossing guard program; and also commented on the importance of communication and outreach to those communities affected by the loss of a guard.

KSD Safe Routes to Schools (SRTS) Volunteer Coordinator and TAM Citizens' Oversight Committee alternate representing School Districts Heather McPhail Sridharan commented on the importance of maintaining (i.e., not reducing) the existing number of crossing guards; incorporating an equity component into the scoring criterion; and volunteered to participate in a working group to identify additional funding sources for the Crossing Guard Program.

Miller Creek School District (MCSD) Interim Superintendent Valerie Pitts commented on the thorough and thoughtful process undertaken by staff and the Board and Committees to analyze the Crossing Guard Program. Ms. Pitts also commented on the importance of the overall Program; the need for effective communication to the community; and the continued coordination and partnership between TAM, Safe Routes to Schools, school districts and the community at-large.

Commissioner Carmel commented that future program analyses will be conducted; reiterated that the recommendation is to reset the baseline number of guards to 96, which maintains the current level outlined in the Expenditure Plan; commented that the Board will have an opportunity to review the Measure AA Expenditure Plan in 2025-26; and expressed support for staff's recommendations.

Commissioner Lucan commented on the importance of maintaining the financial sustainability of the program and expressed support for staff's recommendations.

Commissioner Colin commented on the important role that infrastructure improvements play in the safety of intersections; and also expressed support for incorporating equity into future analyses.

Commissioner Cutrano commented on the importance of fiscal responsibility and noted that the analysis is driven by both financial and policy factors. Commissioner Cutrano also commented that future Program evaluations will be able to consider fluctuations within the labor market; and that perhaps some low-scoring sites would be eligible for capital improvements from other funding sources. Lastly, Commissioner Cutrano expressed support for staff's recommendation and commented on the importance of distributing updated SRTS maps.

In response to Commissioner Rice, ED Richman explained that within Measure B, the Crossing Guard Program is a sub-element of Element 3; and that the Board has discretion to reallocate funding percentages within Element 3. ED Richman further explained that Element 3 also contains the Alternative Fuels Program and the Marin Commutes Program. Mr. Cherrier explained that the 96-guard base established in the Measure A/AA Expenditure Plan incorporates the funding from Element 3 within Measure B. Commissioner Rice expressed support for the Program and staff's recommendation; and commented on the importance of education and outreach to the community, as well as, evaluating appropriate infrastructure improvements for lower-scoring sites.

Commissioner Beckman thanked staff and fellow Commissioners for the thorough and thoughtful analysis and presentation; and expressed support for staff's recommendations.

Chair Colbert commented on the importance of the long-term financial sustainability of the Program and the opportunity to reevaluate funding allocations during the Measure A/AA Expenditure Plan review.

Commissioner Carmel made the motion to approve staff's recommendation to update the approach to the number of locations evaluated each recertification cycle; update the New and Changed Condition Policy; and reduce the number of funded sites to 96 for FY2024-2025, which was seconded by Vice-Chair Lucan.

Commissioners Beckman, Carmel, Colbert, Colin, Cutrano, Dowling, Eklund, Fredericks, Kemnitzer, Lucan, Moulton-Peters, Paulson, Rice, and Sackett voted aye; and Commissioner Rodoni abstained. The motion passed by a 14 to 0 vote, with 1 abstention.

8. Bellam Boulevard Off-Ramp Improvement Project Update and Associated Actions (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends that the TAM Board approves the following actions for the Bellam Boulevard Off-Ramp Improvement Project ("Bellam Project"): 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; rescind the previous Interagency Agreement A-FY19-17 with the County of Marin to construct the Bellam Project; authorize the Executive Director to negotiate and purchase the necessary Right of Way rights to construct the Bellam Project; 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; and program \$1.164 million in 2022 Local Partnership Program (LPP) (Cycle 4) Formula funds to the Bellam Project.

Commissioner Colin expressed support for staff's recommendation; and thanked the County of Marin for taking the lead on the project.

Commissioner Rodoni expressed support for staff's recommendation.

In response to Commissioner Kemnitzer, Mr. Cherrier explained that the estimated project cost includes compensation to the owner of Marin Square Shopping Center.

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 Colin made the motion to approve staff's recommendation to 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; rescind the previous Interagency Agreement A-FY19-17 with the County of Marin to construct the Bellam Project; authorize the Executive Director to negotiate and purchase the necessary Right of Way rights to construct the Bellam Project; 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; and program \$1.164 million in 2022 Local Partnership Program (LPP) (Cycle 4) Formula funds to the Bellam Project. Commissioner Cutrano seconded the motion, which passed unanimously.

The meeting was adjourned in honor of Commissioner Carroll at 9:15 p.m.

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DATE: May 23, 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 and Release the Proposed TAM FY2024-25 Annual Budget (Action), Agenda Item No. 6c

RECOMMENDATION

The TAM Board reviews and releases the Proposed FY2024-25 Annual Budget for the thirty-day public review period.

The Administration, Projects and Planning (AP&P) Executive Committee reviewed the Proposed FY2024-25 Annual Budget at its May 13 meeting and voted unanimously to refer the item to the Board for review and release for public comment at its May 23, 2024 meeting.

The Proposed TAM FY2024-25 Annual Budget was posted on TAM's website on May 15, 2024 for public inspection prior to the scheduled June 27, 2024 budget adoption as required by TAM's Administrative Code.

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. A minimum thirty-day public inspection period and a public hearing are also required as part of the budget approval process.

Staff started the development process for the FY2024-25 Annual Budget in February, and the TAM Board approved the recommended Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue levels and the budget development schedule at its April 25, 2024 meeting. Prior to the final adoption of the Budget, in addition to the public inspection, the Citizens' Oversight Committee (COC) will review and provide comments on the Draft FY2024-25 Annual Budget at its May 20, 2024 meeting. The Draft FY2024-25 Annual Budget will also be shared with the Marin Managers Association (MMA) for its review and comment during May 2024. The TAM Board is scheduled to review and adopt the Proposed FY2024-25 Annual Budget at its June 27, 2024 meeting.

DISCUSSION/ANALYSIS

FY2024-25 Annual Budget Report Structure:

TAM's annual budget report includes four main sections, which along with the appendices, provide the Board and the public in Marin a comprehensive picture of all revenue and expenditure activities related to work items planned for the upcoming year, and gives the readers an overview of the agency's short-term financial situation and project and program delivery priorities.

The four main sections of the annual budget report are:

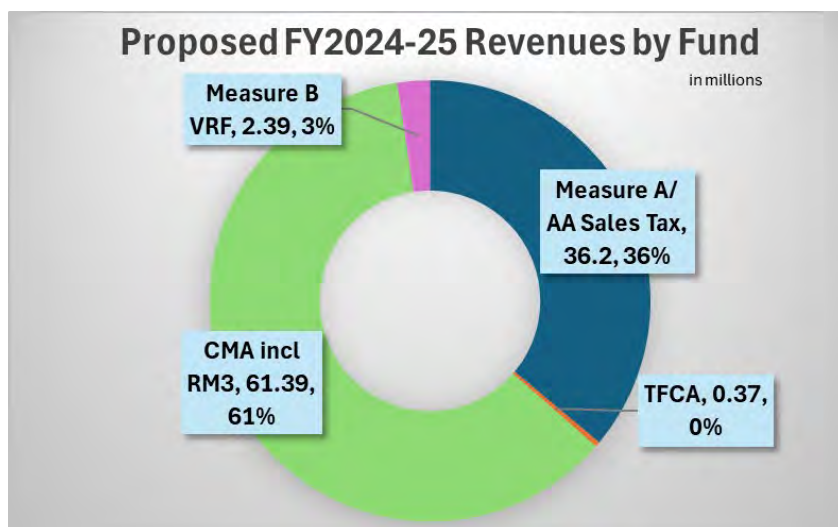
- Executive Director’s Message – overview of TAM’s budget situation and highlighting major goals and work anticipated for the upcoming year,
- TAM Budget Process General Overview – overview of TAM’s budget process and related policies,
- FY2024-25 Annual Budget Highlights – overview of all revenue and expenditure budget line items that are proposed for the fiscal year,
- FY2024-25 Work Plans by Function – overview and highlighted work items for the fiscal year period for each functional group in the agency.

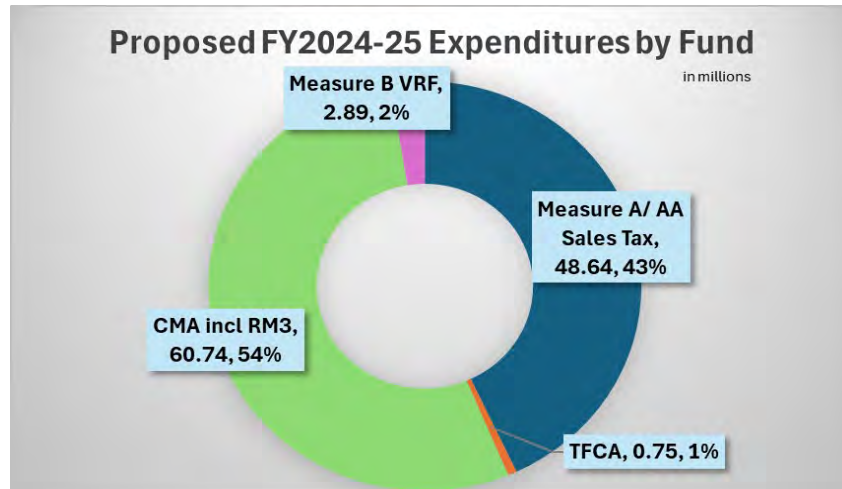
TAM’s annual budget development process creates the plan for its agency operations and project/program management and delivery, as well as funding allocations to various project sponsors for the upcoming fiscal year. The process by nature requires the use of various assumptions to project into the future in terms of revenue collections and operational, project and program expenditures.

Proposed FY2024-25 Annual Budget Overview:

While all detailed budget information is included in Attachment A: Proposed TAM FY2024-25 Annual Budget for Board review and public comment, the following two charts present the total revenues and expenditures for the upcoming year. In summary, TAM’s total revenue for FY2024-25 is expected to be \$100.35 million and total expenditure is expected to be \$113.01 million based on current project/program delivery schedules.

As the funding agency that collects the Measure A/AA, Measure B, and the Transportation Fund for Clean Air (TFCA) fund sources in cash but funds most projects/programs on a reimbursement basis, TAM’s annual expenditures rely heavily on the project/program delivery plans and schedules managed both in-house and by various partner agencies. Having budgeted expenditures greater than revenues in some years reflects that TAM and its partner agencies are using accumulated fund balances from prior years to deliver more projects and programs in that particular year. Based on the proposed revenues and expenditures for FY2024-25, TAM will spend \$12.66 million more than it will collect in revenue and end the year with a fund balance of \$30.99 million. The charts below illustrate the proposed total revenues and expenditures (in \$ millions) for FY2024-25 by major governmental fund.





Ongoing revenue challenges and new funding opportunities, as well as the proposed operating and salary/benefit changes for the upcoming year, are summarized below for your review and discussion.

Ongoing Uncertainties with the Sales Tax Revenue

As reported to the Board at its April 28, 2024 meeting, based on the current cash disbursements and economic condition, there are many uncertainties both globally and nationally affecting TAM's revenues, especially sales tax. While it is unlikely that the United States will see a recession in 2024 or 2025, interest rates are remaining higher than in the past decade, inflation remains higher than the Federal Reserve target, Bay Area job statistics are erratic, and global political instability continues to raise market concerns. While it is still likely that Marin's sales tax revenue will continue relatively insulated from national market fluctuations, receipts have been slightly lower than anticipated and staff will closely monitor all indicators and update the Board with any warning signs.

Review of Measure AA Expenditure Plan

The current Measure AA Expenditure Plan provides for a review and potential amendment of the plan after six years of revenue collection which will be April 2025. Included in the FY2024-25 Proposed Budget are resources to conduct a detailed economic and financial forecast, public engagement, and strategic planning process. The review is expected to be finalized in FY2025-26.

Continuing Decrease of the Vehicle Registration Fee Revenue

The number of registered vehicles in Marin has been dropping for several years. However, revenues for the past two years have remained flat. It appears some of the uncertainty about post-pandemic travel and commute activities has stabilized although price and inventory fluctuations in gas and vehicles may continue to put pressure on vehicle purchase decisions. In concert with Marin County's population decline, these factors support flat projections in VRF revenue for the foreseeable future.

Regional Measure 3 (RM3)

Now that Regional Measure 3 (RM3) has been affirmed through the court system, transportation partners in the Bay Area can finally access the funds raised through RM3. TAM received funding in FY2023-24 from the Metropolitan Transportation Commission (MTC) under the Letter of No Prejudice (LONP) process for two of the highest priority projects in Marin that TAM manages directly: the US 101/I-580 Multi-Modal and Local Access Improvement Project (\$135 million designated in RM3), and the Marin-Sonoma Narrows (MSN) Project (total of \$120 million for the whole corridor designated in RM3).

City/County CMA Fee Agreement

To support the essential functions TAM carries out as the Congestion Management Agency (CMA) for the County, all local jurisdictions in Marin, including the County, have been making an annual formula-based (calculated based on 50% population and 50% lane miles share) fee contribution to TAM since the formation of the CMA. TAM and MMA reached a long-term fee structure agreement in early 2022 that started with a \$550,000 base amount for FY2022-23 which then grows annually by the Bay Area Consumer Price Index (CPI). Based on the new agreement, the FY2024-25 City/County CMA fee is set at \$591,951.

State Planning and Program Management (PPM) Funds

The State of California awards Planning and Program Management funds every three years to support transportation initiatives and planning for projects that improve the state's multi-modal transportation system. This \$445,000 award is budgeted in its entirety in FY2024-25 to support staff costs associated with enhanced planning activities.

Funding Opportunities to Focus on

Congress reintroduced earmark funding in FY2021-22 after a decade-long moratorium. The current iteration of earmark funding is referred to as "Community Projects" and "Member Projects." Various Marin agencies have been awarded grants for projects and programs in recent cycles and TAM will continue to work with local agencies to advocate for Marin's transportation project/program needs.

On the State side, the FY2022-23 California State Budget also included earmarks for certain projects, and TAM was named as the recipient of two of these state earmarks:

- \$10 million for mitigation of roadway flooding in Marin City
- \$20 million for design of SR37 Segment A early phase project (pending completion of environmental)

The following Marin projects received fund awards from the Active Transportation Program (ATP) Cycle 6 in 2022-23. Both the State and regional amounts from Cycle 6 represent the most available funds from any previous cycles of ATP due to the one-time infusions from the record State surplus funds in 2021 and 2022 and the federal Infrastructure Investment and Jobs Act (IIJA). These projects are not specifically included in the TAM budget although TAM staff are closely involved.

- San Rafael's Canal Crossing Project for \$3,925,000
- San Rafael's Canal Neighborhood Active Transportation Enhancements Project for \$4,123,000
- Corte Madera's Central Marin Regional Pathways Gap Closure Project for \$1,500,000

FY2022-23 was the beginning of Cycle 3 of the One Bay Area Grant Program (OBAG 3). OBAG 3 distributes federal transportation funds from the IIJA. OBAG 3 funds are programmed over a four-year period from FY2022-23 to FY2025-26 and the following Marin projects are being awarded funds:

- San Rafael's Canal Area PDA Study (\$797,000)
- Marin Transit's Corridor Improvements (\$1,600,000)
- Sausalito's Bridgeway Bike Lane Project – Princess Street to Richardson (\$505,000)
- San Rafael's Northgate Area PDA Study (\$797,000)
- San Rafael's Second and Fourth Street Intersection Improvements (\$3,051,000)
- SMART's Pathway-Great Redwood Trail – Novato Hannah Ranch Road to Rowland (\$1,000,000)
- Corte Madera's Paradise Drive (\$2,056,000)
- TAM's Countywide Transportation Plan (\$400,000)

In addition, TAM is slated to receive \$3.45 million for CMA Planning Activities over the OBAG 3 period. In total, between the ATP and OBAG programs, Marin projects are slated to receive about \$20 million.

In early 2023, TAM and Marin Transit were awarded a \$1.25 million grant from MTC to support development of a Part-Time Transit Lane (PTTL, sometimes also called Bus on Shoulder) project on Southbound U.S. 101 between San Rafael and Novato. This effort follows a feasibility study that TAM completed which showed benefits to transit including travel time savings from a PTTL. This project continues in FY2024-25.

TAM received the following grants from MTC and the State in FY2023-24 that will be implemented in FY2024-25:

- MTC Mobility Hubs Planning with MTC administering the \$400,000 award and related professional services contracts
- Caltrans Planning Grant for development of a Countywide Vehicle Miles Travelled Mitigation Toolkit: \$ 500,000.

TAM is spearheading the School Access Safety Action Plan funded by a Federal Safe Schools 4 All (SS4A) award of \$544,000 with a \$136,000 match from local funds with expenditures expected to span both FY2024-25 and FY2025-26.

While most of the funding awards will go directly to the project sponsors and have no impacts on TAM's upcoming year budget, the grants that TAM receives directly have been included in the Proposed FY2024-25 Annual Budget as of June or will be incorporated into the Adopted Annual Budget during the budget amendments process throughout the year. Please also note that for the funding/earmark awards that TAM receives directly, only the expected expenditures for the upcoming fiscal year are included in the budget, rather than the entire amounts.

Proposed FY2024-25 Annual Cost of Living Adjustment (COLA)

During the FY2021-22 Annual Budget approval process, the TAM Board approved the following long-term COLA adjustment policy: Annual COLA ties to Consumer Price Index (CPI) for the San Francisco Bay Area but capped at the sales tax revenue growth rate and no COLA adjustment during the years the sales tax revenues decrease.

The most recent February 2024 Consumer Price Index for All Urban Consumers (CPI-U) released for the San Francisco-Oakland-Hayward Urban Area by the Bureau of Labor Statistics (BLS) is 2.4%. However, current estimated sales tax revenue for FY2023-24 and FY2024-25 has zero growth. Therefore, staff is recommending no COLA increase for FY2024-25 in accordance with the policy. As part of the review process, staff surveyed Marin County jurisdictions and comparable agencies of whom the majority have indicated COLAs for non-represented employees will be zero to 3%. The recommendation to not include a COLA in the FY2024-25 budget was presented to the Human Resources Ad Hoc Committee who concurred and also agreed that the potential for a COLA should be revisited in six months.

FISCAL CONSIDERATION

Expected revenue collection and reimbursement for FY2024-25 is \$100.35 million while the proposed expenditure is \$113.01 million. TAM's fund balance will be reduced by \$12.66 million with \$30.99 million by the end of FY2024-25.

NEXT STEPS

Following the release of the budget for public comment, staff will review comments received as well as any new revenue and expenditure information and update the proposed budget when necessary. Any changes since the release of public comment in May will be reported at the June 27, 2024 TAM Board Meeting. The TAM Board will conduct a public hearing prior to the final adoption of the FY2024-25 Annual Budget at its June Meeting.

ATTACHMENTS

Attachment A – Proposed TAM FY2024-25 Annual Budget



Fiscal Year 2024-25 Proposed Annual Budget



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Executive Director's Message

I am pleased to present TAM's Proposed Annual Budget for the 2024-25 Fiscal Year. The Annual Budget provides a thorough picture of TAM's expected revenues and expenditures to plan, fund, manage and construct priority transportation programs and projects for the Fiscal Year beginning July 1, 2024 and ending June 30, 2025. With this budget, I am also happy to introduce Melanie Purcell, TAM's new Director of Finance & Administration, who started in the position in March and has jumped right in to create this detailed budget document with wholehearted support from me and TAM staff.

This document demonstrates continued support for critical programs, planning efforts and major infrastructure projects defined in the voter-approved local Expenditure Plans including support for our local partner agencies. This budget also accounts for revenue from key local, regional, state and federal sources. It is worth noting the significant resources that are contributed from our local, voter-approved funding from Measure AA and Measure B as well as the 9-county regional, voter-approved funding from Regional Measure 3. These primary sources, in addition to other revenue streams defined in this budget, work together to provide \$100.35 million in funding to support transportation improvements today and to plan for future projects and programs to benefit mobility in Marin.

With this financial support, major capital improvement projects will continue to make progress, including construction of the final highway segment of the Marin-Sonoma Narrows, improvements to the Bellam off-ramp, initiating environmental studies for the US 101/I-580 Multi-Modal and Local Access Improvement Project, continuing flood protection design for State Route 37, coordinating with partners for flood protection in Marin City, and developing detailed planning for three interchanges along US 101 in Marin: SR 131 Tiburon Blvd./East Blithedale Ave., Manuel T. Freitas Parkway/Civic Center Dr., and Alameda del Prado/Nave Drive. We will also continue our focus on community projects including local bicycle and pedestrian improvements, and on advancing the planning and design for Part-Time Transit Lanes (aka Bus on Shoulder), to improve transit reliability and travel time.

In addition, TAM is creating our shared vision for transportation with the development of the first Countywide Transportation Plan. This comprehensive planning effort will also help develop strategies for priorities such as safety, resilience, and inclusivity and engagement to enhance equity. TAM is also working closely with our partners on a technical study to identify potential options to protect our transportation system and surroundings from future Sea Level Rise.

TAM continues to focus on reducing emissions from, and reliance on, single occupant vehicles through foundational programs including Marin Transit, Safe Routes to Schools and our Crossing Guard program, and innovative programs such as the Marin Commutes Program offering rewards for carpooling, walking, biking and taking transit, and the Alternative Fuels program, supporting schools, agencies, and jurisdictions to help create a clean fuel future.

We thank our community and our partners and look forward to a successful year together.

In partnership,

Anne Richman

TAM Budget Process General Overview

About TAM

The Transportation Authority of Marin (TAM) was established by Marin County voters to support transportation projects and programs that make the County easier, cleaner, and safer for all to live, work and play. TAM also serves as Marin's Congestion Management Agency (CMA) and is responsible for coordinating funding for many of the transportation projects and programs in the County, including various local, regional, state, and federal funds.

The TAM Board of Commissioners includes the five members of the County Board of Supervisors and a councilmember from each city and town. *(A list of TAM's current Board members is included in the Appendix.)* TAM administers the expenditure plans for Measure A (2004), the original 20-year ½-Cent Transportation Sales Tax; Measure AA (2018), the 30-year renewal of the ½-Cent Transportation Sales Tax; and Measure B (2010), the \$10 Vehicle Registration Fee (VRF). These revenue sources are dedicated to transportation projects and programs in Marin and were approved by the Marin voters.

Mission Statement - TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users.

Budget Adoption and Amendment Policies

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, each year no later than its June meeting, the Board shall adopt the Annual Budget(s) for the ensuing fiscal year. Approval by a majority of the Commissioners is required for the adoption of the Annual Budget. In accordance with Section 180108 of the Public Utilities Code governing Local Transportation Authorities including TAM, notice of the time and place of a public hearing on the adoption of the Annual Budget shall be published pursuant to Section 6061 of the California Government Code not later than the 15th day prior to the date of the hearing. A preliminary proposed annual budget shall be available for public inspection at least 30 days prior to adoption.

If total expenditures for the annual budget have to increase due to special circumstances, prior approval from the Board is required. If total expenditures within one or more category(ies) are projected to be greater than the budgetary authority, a transfer of budgeted funds from other category(ies) may be processed as long as sufficient savings can be identified for transfers to the category(ies) in need. The Executive Director shall be authorized to approve budget transfers among categories if the dollar amount is equal or less than 5% of the total budget authority of the category from which funds will be reduced. Any transfer among categories that is greater than 5% of the total budget authority of the category from which funds will be reduced must receive prior approval from the Board. The Executive Director shall be authorized to approve all budget transfers among line items within the same category. Any transfer related to the Measure A/AA ½-Cent Transportation Sales Tax and Measure B \$10 VRF funds shall be effectuated according to the Policy and Procedures specified in the Expenditure Plans and currently adopted Strategic Plans.

Budget Development Process and Timeline

TAM's annual budget development process begins in late February/early March with a kickoff meeting with all staff that are involved in the annual budget process. In April, revenue estimates for the Measure A/Measure AA ½-Cent Transportation Sales Tax and Measure B \$10 VRF funds are prepared based on economic analyses and

presented to the TAM Board for consideration. The draft annual budget is presented to the TAM Board and released for public comments in May and the final budget is adopted at the June Board meeting.

The following is the timeline for the FY2024-25 Annual Budget development:

March-June 2024	Budget and Work Plan Development/Review Work Process
April 2024	Review and Acceptance of Measure A/AA & B Revenue Levels
May 2024	Review and Release of Proposed Budget for Comments
June 27, 2024	Public Hearing and Adoption of Final Budget

The FY2024-25 Annual Budget is presented to include the agency's financial, planning, project, communication, and administrative work elements for the upcoming year.

An Historic Overview of TAM's Budget

A five-year historic look at TAM's actual revenue, expenditure, and fund balance, with a comparison to the estimated actuals of the current fiscal year, FY2023-24, is presented below to provide an overview of the collection of revenues as well as delivery of projects/programs over the past few years. Over the years, TAM and its partner agencies have increased delivery of several major projects/programs, mostly under the Measure A/AA Sales Tax Projects/Programs and the Interagency Agreements Categories. TAM's ending fund balance at the end of FY2023-24 is expected to be around \$34.68 million.

	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted
Revenues						
<i>Measure A/AA Sales Tax Revenue</i>	28,976,082	27,345,662	30,832,521	34,754,393	35,086,472	35,000,000
<i>Measure B VRF Revenue</i>	2,417,118	2,327,292	2,404,319	2,311,091	2,320,048	2,300,000
<i>Cities/Town & County Contribution</i>	558,999	558,999	500,001	500,000	550,002	576,950
<i>Interest Earnings</i>	1,914,194	2,507,746	408,181	293,480	1,407,266	1,770,500
<i>BAAQMD/TFCA</i>	364,537	368,939	358,753	354,562	375,331	633,637
<i>Federal</i>	2,238,572	1,258,584	1,069,755	873,381	878,095	1,612,648
<i>State</i>	718,371	993,157	189,494	448,967	376,383	3,143,088
<i>Regional</i>	4,201,448	14,829	4,364,229	6,970,819	1,193,073	47,053,529
<i>Other Revenue</i>	-	-	1,262,593	92,974	6,170	1,675,000
Total Revenues	41,389,321	35,375,208	41,389,847	46,599,667	42,192,840	93,765,352
Expenditures						
<i>Administration</i>	3,378,703	3,154,149	3,051,241	3,109,702	3,458,580	3,829,967
<i>Professional Services</i>	4,216,373	2,629,748	1,196,698	939,034	652,924	5,145,588
<i>Measure A Sales Tax Projects/Programs</i>	21,849,187	9,737,500	14,507,742	1,117,540	2,876,439	2,307,642
<i>Measure AA Sales Tax Projects/Programs</i>	182,971	17,396,486	20,345,625	21,987,567	32,625,417	42,133,074
<i>Measure B VRF Projects/Programs</i>	1,790,363	4,098,404	1,718,578	1,526,555	3,795,799	2,456,000
<i>Interagency Agreements</i>	3,992,151	535,629	6,686,595	7,783,208	771,416	46,543,671
<i>TFCA Programs/Projects</i>	66,388	366,676	1,310,733	362,625	-	334,000
Total Expenditures	35,476,136	37,918,592	48,817,212	36,826,231	44,180,575	102,749,942
Net Change in Fund Balance	5,913,185	(2,543,384)	(7,427,365)	9,773,436	(1,987,735)	(8,984,590)
Ending Fund Balance	45,846,816	43,303,432	35,876,067	45,649,503	43,661,767	34,677,177

FY2024-25 Annual Budget Process and Highlights

Budget Summary

TAM's annual budget provides reasonable estimates for revenues and expenditures expected for the upcoming fiscal year. TAM's total expected revenue for FY2024-25 is \$100.35 million and total expected expenditure is \$113.01 million. Revenues are presented in the budget by the source of funds, while expenditures are presented by main spending categories.

Please note that as a funding agency that collects the Measure A/AA ½-Cent Transportation Sales Tax, the Measure B \$10 Vehicle Registration Fee, as well as a few other small fund sources with advance payments, having budgeted expenditures over its budgeted revenues is not an alarming financial situation for TAM. When budgeted expenditures exceed budgeted revenues in certain years, it generally means that TAM and its partner agencies are using prior year accumulated fund balances to deliver more projects and programs in that particular year.

While confident to report that the agency can still provide the necessary funding and cash flow support for the priority transportation projects/programs managed by TAM and by our partner agencies in the upcoming fiscal year, staff will closely monitor the economic uncertainty caused by inflation, supply chain pressure and geopolitical conflicts. TAM is committed to diligently and effectively working with all our local, regional, state, and federal partners to protect and obtain valuable transportation funds for the County.

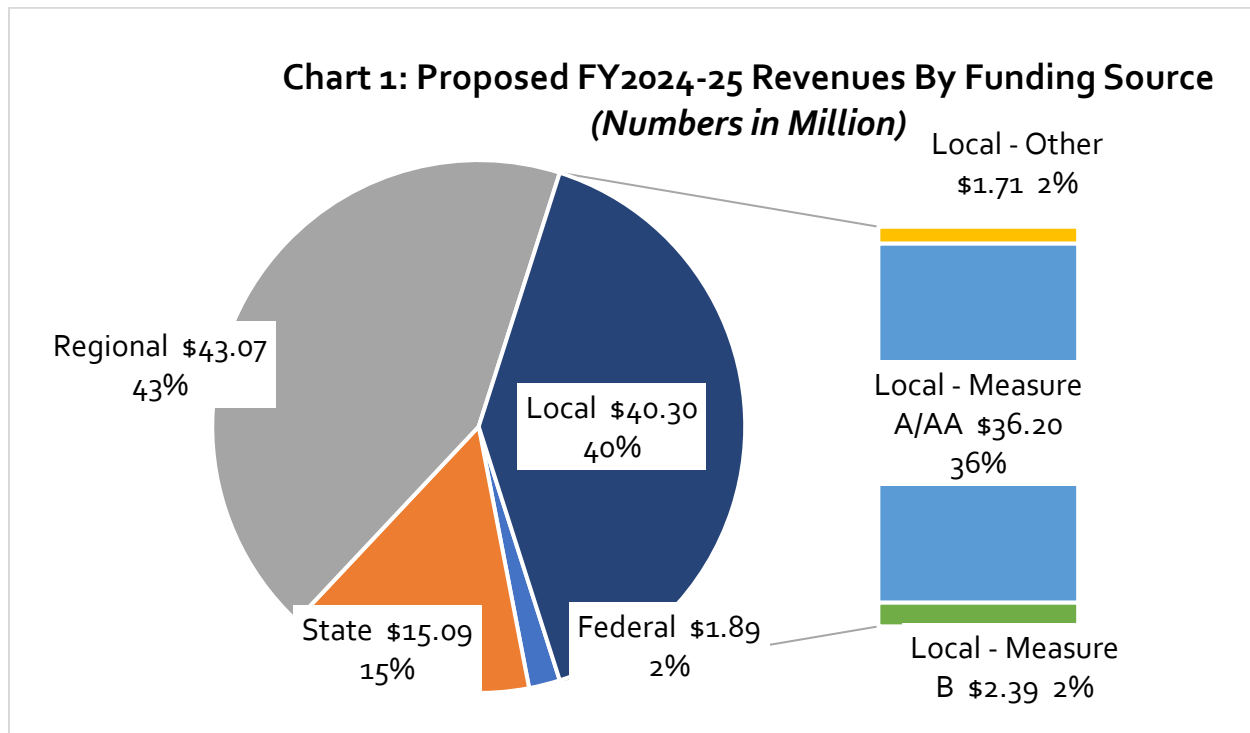
FY2024-25 Revenue Overview

As a transportation planning and funding agency, as well as the administrator of the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration fee, the suite of funding sources TAM manages is complex. In FY2024-25, TAM is expecting a total of \$100.35 million in revenue. This is over two times the actual revenue from FY2022-23 due to the influx of Regional Measure 3 and grant funds. Table 1 and Chart 1 illustrate TAM's revenues by funding sources.

Table 1: FY2024-25 Annual Budget – Revenue

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	43,615,303	41,627,564	41,627,564	43,649,484
Measure A/AA Sales Tax	35,086,472	35,000,000	35,000,000	35,000,000
Measure B Vehicle Registration Fee Revenue	2,320,048	2,300,000	2,300,000	2,300,000
Cities/Towns and County CMA Fee	550,002	576,950	576,950	591,951
Interest Revenue	1,413,436	1,770,500	3,491,226	2,060,000
MTC STP/CMAQ Planning & OBAG Grant Funds	868,095	1,203,000	1,078,000	1,064,969
MTC Regional Measure 3 Fund	-	47,053,529	47,053,529	43,065,000
State STIP/PPM Fund	176,393	-	-	445,000
State Earmark	-	3,000,000	531,108	9,500,000
State-SB1 Planning Grant	-	10,000	10,000	400,000
State TDA Fund	-	83,000	63,000	13,500
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program	-	-	-	1,164,000
Federal STP Fund	10,000	5,000	5,000	-
Federal SS4A Grant	-	-	-	280,000
HSIP Local Road Safety Plan	-	50,088	50,088	-
Part Time Transit Lane Grant	-	404,648	-	550,000
Realized Highway 101 ROW Excess Fund	199,990	1,675,000	650,000	3,566,257
Marin Transportation For Clean Air Funding	350,331	350,000	350,000	350,000
Regional TFCA Competitive Grants	25,000	283,637	-	-
Expired Revenue Line Items	1,193,073	-	-	-
Total Revenue Available	42,192,839	93,765,352	91,158,901	100,350,676

The funding generated by all the voter-approval Expenditure Plans illustrates how important local revenues are to the transportation future of Marin County. As you can see in Chart 1, for FY2024-25, about 83% of the revenue that TAM expects is from voter approved local and regional measures and interest earnings from the fund balances of those measures, with 43% from Regional Measure 3 (RM3), 36% from Measure A/AA ½-Cent Sales Tax revenue, and 2% from Measure B VRF revenue.

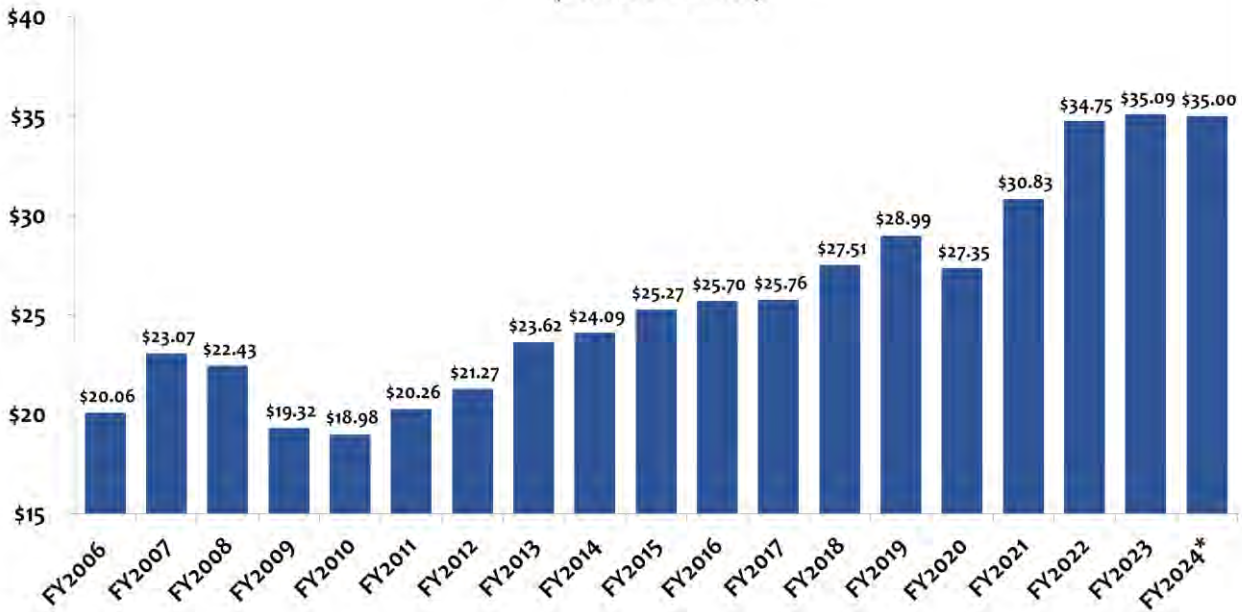


Measure A/AA ½-Cent Transportation Sales Tax Revenue

The voters' strong approval of Measure AA, the 30-year extension of the Measure A ½-Cent Transportation Sales Tax, in November 2018, marked the end of the collection of Measure A revenue on March 31, 2019 and launched the start of Measure AA revenue collection on April 1, 2019, with the exception of minor revenue adjustments to sales tax transactions that happened prior to April 1, 2019.

While sales tax revenue during the COVID19 pandemic declined in FY2020 and rebounded well in FY2021, current year receipts have been flat if not slightly down since FY2022. Regional economic forecasts indicate continued uncertainty facing the economy and other Marin County jurisdictions are projecting similarly flat sales tax revenues. At the April 25, 2024 TAM Board meeting, staff recommended, and the TAM Board approved the \$35.00 million revenue level for the Measure A/AA 1/2-Cent Transportation Sales Tax for FY2024-25. The Board also approved the revised FY2023-24 revenue level from \$35.68 million to \$35.00 million since Marin's sales tax receipts have been slightly under projections.

**Chart 1: Measure A/AA 1/2-Cent Transportation Sales Tax Revenue Trend
(FY2005-06 to FY2022-23)**
(Numbers in Million)



Measure B \$10 Vehicle Registration Fee (VRF) Revenue

Marin County voters approved an increase in the vehicle registration fee in 2010 to help fund transportation improvements in Marin. Revenues rose steadily until 2016 and have since declined back to 2012 levels. The number of registered vehicles in Marin County continues to drop slightly over the last 3 years, which indicates VRF revenue is expected to remain flat or decline marginally in FY2023-24 and FY2024-25. Based on this, the budget level for Measure B VRF revenue for FY2024-25 is set at \$2.30 million.

City/Town/County CMA Fee Contribution

Cities, towns, and Marin County have historically supported TAM's operations via annual fees. Fees are allocated pro rata based on population share and lane miles within each community. With the recovery of the economy and the improvement of revenue situation for local jurisdictions, TAM staff and MMA reached agreement on the long-term fee structure as of FY2023, which brought the fee structure in line with the efforts required to effectively support all local partners for their transportation project and program related needs. As allowed by the new funding agreement, the total CMA fee for FY2024-25 is set at \$591,951 after adjusting the prior year by the allowed Bay Area Consumer Price Index (CPI), 2.6% as of December 2023.

MTC STP/CMAQ Planning and OBAG Grant Funds

TAM receives a share of planning funds consistent with recent years through the MTC One Bay Area Grants (OBAG) Cycle 2 and Cycle 3 processes. The current funding agreement with MTC covers the core CMA staffing and planning functions. It's a 10-year agreement which provides funds from FY2017-18 to FY2026-27. These revenue items are reimbursement based. Approximately \$850,000 is available for planning and program management while additional funds are available for specific projects. About \$1.51 million in revenue is

expected through these grants based on the work planned. The total realized revenue will depend on actual program and project expenditures in FY2024-25.

State Transportation Improvement Program (STIP)/ Planning and Program Management (PPM)

Every three years, the State of California provides assistance for planning and program management to support transportation initiatives and planning for projects that improve the state's multi-modal transportation system. This three-year award is budgeted in its entirety for FY2024-25 along with project specific funding.

State Earmark Funds

Approximately \$10 million in direct State funding has been earmarked to TAM for Marin City roadway flooding. \$20 million has also been awarded for SR37 design. A portion of each earmark is included in the FY2024-25 budget.

Regional Measure 3 Revenue

In June, 2018, a ballot measure in the nine-county region was approved increasing bridge tolls on all Bay Area bridges except the Golden Gate Bridge. Regional Measure 3 included several key transportation improvement projects. After an extended court challenge was concluded in 2023, funds are being released under the Letter of No Prejudice (LONP) process for two of the highest priority projects in Marin that TAM manages directly: the US 101/I-580 Multi-Modal and Local Access Improvement Project (\$135 million designated in RM3), and the Marin-Sonoma Narrows (MSN) Project (total of \$120 million for the whole corridor designed in RM3). TAM assumed directly spending and expected reimbursement of RM3 funding for both projects in the FY2023-24 Annual Budget and staff has incorporated the most current reimbursement methodology from the Metropolitan Transportation Commission (MTC), the agency overseeing the disbursement of RM3 proceeds into the Proposed FY2024-25 Annual Budget. TAM expects a total of \$43.07 million in RM3 funds for the work related to the US 101/I-580 Multi-Modal and Local Access Improvement Project and MSN Project.

Transportation Funding for Clean Air (TFCA)

TCFA is a \$4 statewide vehicle registration fee and TAM receives 40% of the TFCA funds collected in Marin as Marin's local share every year. This fund is collected and distributed to TAM in advance every year. Based on the estimated revenue for FY2023-24, a total of \$0.35 million is estimated for FY2024-25.

Part-Time Transit Lane Grant

TAM, in partnership with Marin Transit, applied for and was awarded a total of \$1.11 million in Transit Performance Initiative (TPI) Investment Program funds from MTC. About \$500,000 of the grant is expected to be spent and reimbursed in FY2024-25 for the preparation of a Project Initiation Document (PID) and the subsequent phase consisting of Project Approval and Environmental Document (PA/ED) of the Part-Time Transit Lane Project.

Realized Highway 101 ROW Excess Fund

TAM programmed \$3.13 million of the total \$6.80 million of the excess right of way sale proceeds from the Highway 101 Gap Closure Project as part of the OBAG 2 process to various projects, and the remaining \$3.67 million to the MSN Project. A total of \$3.57 million is expected to be spent in FY2024-25 to support these projects.

Other Federal and State grants

TAM applies for specific project and program grants from the federal and state government as well as assists local jurisdictions to apply for support. These grants will be brought forward with budget amendments once details are confirmed.

FY2024-25 Expenditure Overview

In FY2024-25, with the support and cooperation of our federal, state, regional and local partners, TAM is expected to deliver a total of \$113.01 million in projects, programs, and services under the major spending categories of the agency: Administration; Professional Services, Measure A Sales Tax Programs/Projects; Measure AA Sales Tax Programs/Projects; Measure B VRF Programs; Interagency Agreements and TFCA Programs and Projects.

Administration

Proposed FY2024-25 total expenditure for the Administration Category is \$3.74 million, which is about \$85,597 (2.2%) less than the FY2023-24 budgeted amount. The decrease is mostly due to reductions in legal services and contracted human resources support including the compensation study completed in FY2023-24. A copy of TAM's current organization chart is included on Page 10 of the report.

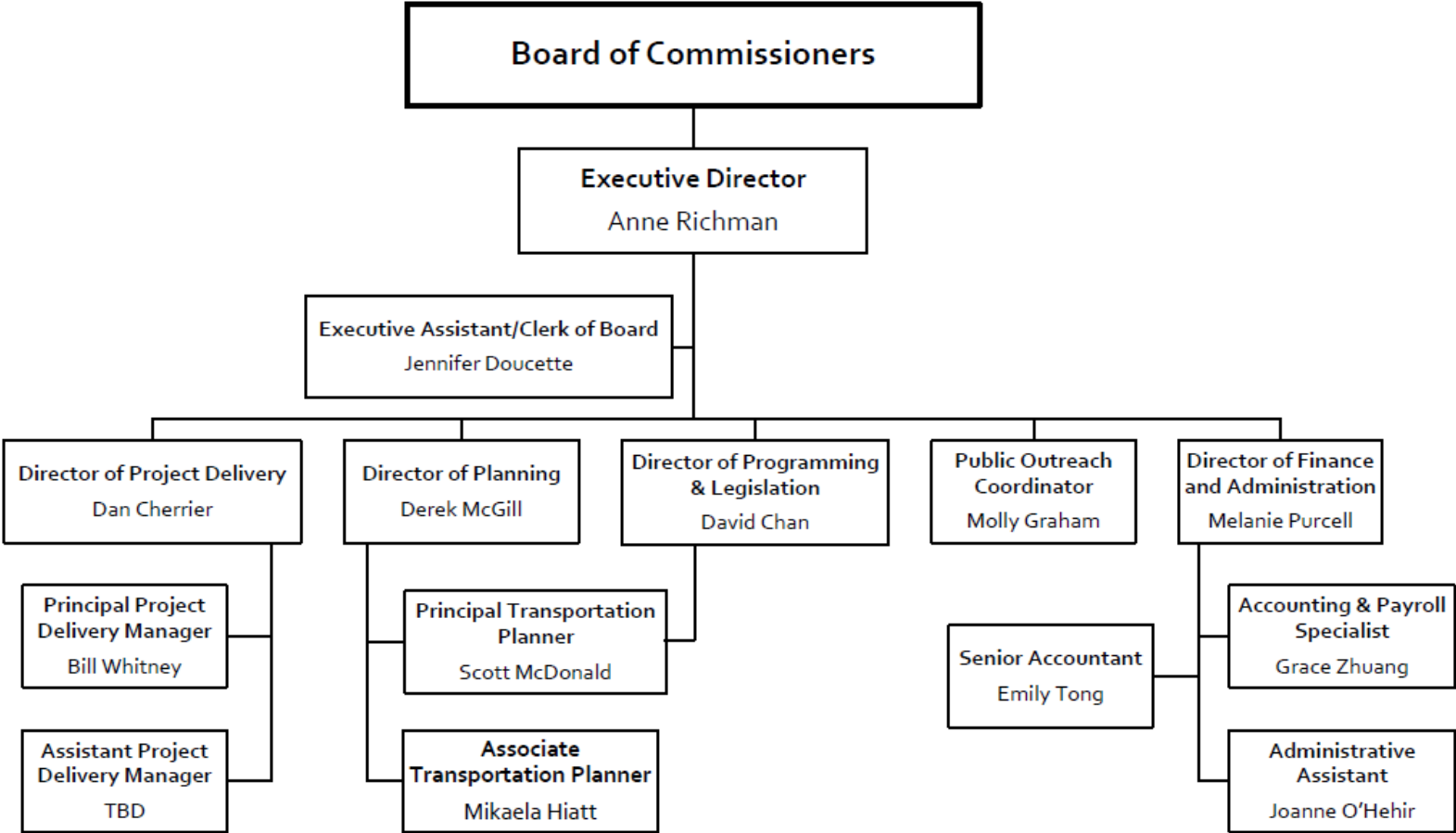
Cost of Living Adjustment (COLA)

Current TAM COLA policy allows staff an annual COLA increase based on the most recent CPI as of May each year, or sales tax growth rate from the prior year, whichever is lower. The most recent February 2024 Consumer Price Index for All Urban Consumers (CPI-U) released for the San Francisco-Oakland-Hayward Urban Area by the Bureau of Labor Statistics (BLS) is at 2.4%. However, the FY2023-24 revenue estimate for sales tax is flat, with receipts being slightly under the previous year. Therefore, staff is recommending no COLA increase for FY2024-25 as of now with the intent to assess the agency's fiscal position in six months and consider whether a mid-year COLA is appropriate, given the agency's policy. With the implementation of the compensation study recommendations as of July 1, 2024, most staff will see a nominal increase in salary.

Table 2.1: FY2024-25 Annual Budget – Expenditure/Administration

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Salaries & Benefits	2,898,236	3,167,467	3,054,414	3,084,843
Agency-Wide Classification Study	-	23,000	21,275	-
Office Lease	245,108	257,000	257,000	264,827
Agency IT Related Equipment Upgrade	20,917	30,000	5,000	25,000
Equipment Purchase/Lease	4,751	10,000	5,000	17,500
Telephone/Internet/Web Hosting Services	21,713	25,000	25,000	25,000
Office Supplies & Small Miscellaneous Items	43,660	40,000	41,134	45,000
Insurance	14,682	20,000	20,000	20,000
Financial Audit	28,300	25,000	25,000	25,000
Legal Services	3,693	35,000	2,000	25,000
Document/Video/Marketing Material Production	54,436	30,000	30,292	35,000
Memberships	38,225	45,000	45,000	50,000
Travel/Meetings/Conferences	23,603	26,000	27,012	32,500
Professional Development	5,099	7,500	7,500	12,500
Human Resources/Board Support	2,764	34,000	32,180	15,000
Information Technology Support	43,337	45,000	45,000	50,000
Annual Support & Upgrade of Financial System	7,569	10,000	8,000	10,000
Stipends	-	-	-	7,200
Expired Expenditure Line Items	2,487	-	-	-
Subtotal, Administration	3,458,580	3,829,967	3,650,807	3,744,370

Chart 2: Transportation Authority of Marin Organization Chart
(As of April 2024)



Professional Services

The proposed FY2024-25 expenditure level for the Professional Services Category is \$4.36 million, which is \$785,088 (15.26%) less than the FY2023-24 budgeted amount. With the anticipation of RM3, state earmark for State Route 37 (SR 37) and potential federal grants, various work tasks for the Bellam Blvd. Improvement Project, US 101/I-580 Multi-Modal and Local Access Improvement Project, and SR-37 Segment A1 Design are scheduled to continue through FY2024-25, along with continuing the development of the Countywide Transportation Plan (CTP).

Table 2.2: FY2024-25 Annual Budget – Expenditure/Professional Services

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	61,616	900,000	500,000	150,000
Travel Model Maintenance & Update	-	200,000	200,000	100,000
Traffic Monitoring, Reporting & Travel Model Data	95,576	150,000	90,000	150,000
Project Management Oversight	244,593	140,000	185,000	240,000
101/580 Multi-modal and Local Access Improvements	-	1,960,000	800,000	1,800,000
State Legislative Assistance	46,200	60,000	60,000	50,000
Financial Advisor/Sales Tax Audit Services	23,613	25,000	2,007	-
Measure A/AA Sales Tax Compliance Audit	19,194	20,000	19,812	22,000
N/S Greenway - Construction Support	125,728	103,000	83,000	-
Mill Valley Study	-	-	-	15,000
Public Outreach Service Support	1,995	20,000	10,000	10,000
Expenditure Plan Update	-	-	-	40,000
Street Smarts Marin	-	-	-	13,500
Part Time Transit Lane	-	302,000	-	500,000
Countywide Transportation Plan	4,199	350,000	225,000	225,000
Local Road Safety Plan	21,912	65,588	65,588	-
SR-37 Segment A1 Design	-	500,000	-	-
Equity Planning Support and Outreach	-	50,000	-	100,000
VMT Toolkit	-	-	-	400,000
MSN B7 Construction Design Support	-	300,000	300,000	265,000
School Access Safety Action Plan	-	-	-	280,000
Expired Expenditure Line Items	8,298	-	-	-
Subtotal, Professional Services	652,924	5,145,588	2,540,407	4,360,500

Measure A Sales Tax Programs/Projects

The approval of the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan by the Marin voters in November 2018 marked the end of Measure A revenue collection as of March 31, 2019. With the remainder of Measure A reserve funds to be released this year and a few strategies still spending down their fund balances, a total expenditure of \$624,961 is expected in FY2024-25.

Table 2.3: FY2024-25 Annual Budget – Expenditure/Measure A Sales Tax Programs/Projects

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Strategy 1 - Transit</u>	<u>2,445,230</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>90,733</u>
Strategy 1.1 - Local Bus Transit Service	680,000	712,000	712,000	61,038
Strategy 1.2 - Rural Bus Transit System	55,080	57,672	57,672	4,944
Strategy 1.3 - Special Needs Transit Services	165,410	173,194	173,194	14,848
Strategy 1.4 - Bus Transit Facilities	1,544,740	115,522	115,522	9,903
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>354,029</u>	<u>504,896</u>	<u>504,896</u>	<u>21,852</u>
Strategy 3.1 - Major Roads	117,283	250,000	250,000	-
Strategy 3.2 - Local Streets and Roads	236,746	254,896	254,896	21,852
<u>Strategy 4 - Safer Access to Schools</u>	<u>77,180</u>	<u>744,358</u>	<u>744,358</u>	<u>512,376</u>
Strategy 4.1 - Safe Routes to Schools	-	63,546	63,546	5,448
Strategy 4.2 - Crossing Guards	77,180	80,812	80,812	6,928
Strategy 4.3 - Safe Pathways To School	-	-	-	-
Safe Pathway Capital Projects	-	600,000	600,000	500,000
Subtotal, Measure A Programs/Projects	2,876,439	2,307,642	2,307,642	624,961

Measure AA Sales Tax Programs/Projects

The Measure AA Expenditure Plan is slated to be updated over the next year and a half but meanwhile, extensive work is taking place under the existing plan.

Under Category 1, Reduce Congestion, a total of \$1,780,275 million of work is planned for FY2024-25, including \$140,275 to support MSN B7/B8 right of way, \$1.50 million for studies related to interchange enhancements; and \$140,000 for Transportation Demand Management.

Under Category 2, Local Transportation Infrastructure, TAM will release \$6.53 million in local roads funds estimated to be collected in FY2024-25 and expects to spend \$1.0 million on large Safe Pathways projects, \$200,000 on sea-level rise planning, and \$120,000 on innovative technology study and support.

Under Category 3, Safer Access to Schools, \$3.97 million is expected to be needed under Measure AA after fully spending the funds available under Measure A. These funds will be spent on Safe Routes to Schools (SR2S) Education and Encouragement programs (\$1.27 million), the Crossing Guard program (\$2.4 million), and the Small Safe Pathway Capital projects (\$300,000).

Under Category 4, Transit, Marin Transit plans to request a total of \$20.51 million for its operational and capital needs in FY2024-25 under Categories 4.1 to 4.5, a request similar to the current fiscal year (FY2023-24).

Due to the typical uncertainties associated with budgeting and project/program delivery, it will be hard to split the expenditures under Measure A and AA for the project/programs that are eligible for both Measure A and AA. The split is estimated based on current available information and may change during the budget year. Staff will monitor the progress of all spending closely and adjust the split during the year.

Table 2.4: FY2024-25 Annual Budget – Expenditure/Measure AA Sales Tax Programs/Projects

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Major Road Set-Aside</u>	8,558,382	8,000,000	4,000,000	4,000,000
<u>Category 1: Reduce Congestion</u>	2,405,374	2,330,000	585,441	1,780,275
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	1,175,147	200,000	45,441	140,275
MSN B7 Construction Design Support	219,402	-	-	-
Category 1.2 - Match for Completion of 101/580 Local				
580/101 Multi-modal and Local Access PID & PAED	644,663	-	-	-
Category 1.3 - Enhance Interchanges	324,304	2,005,000	415,000	1,500,000
Category 1.4 - Transportation Demand	41,858	125,000	125,000	140,000
<u>Category 2: Local Transportation Infrastructure</u>	7,501,275	8,041,254	7,726,254	7,848,669
Category 2.1 - Local Roads	6,587,187	6,626,254	6,626,254	6,528,669
Category 2.2 - Large Safe Pathway Capital Projects	871,248	1,000,000	700,000	1,000,000
Category 2.3 - Sea Level Rise	10,535	365,000	365,000	200,000
Category 2.4 - Innovative Technology	32,305	50,000	35,000	120,000
<u>Category 3: Safer Access to Schools</u>	3,128,249	3,430,000	3,430,000	3,970,000
Category 3.1 - Safe Routes to Schools	1,146,192	1,200,000	1,200,000	1,270,000
Category 3.2 - Crossing Guards	1,980,302	1,980,000	1,980,000	2,400,000
Category 3.3 - Small Safe Pathway Capital Projects	1,755	250,000	250,000	300,000
<u>Category 4: Transit</u>	11,032,137	20,331,820	20,332,000	20,507,963
Category 4.1 - Local Bus Transit Service	4,579,793	13,000,000	13,000,000	13,500,000
Category 4.2 - Rural Bus Transit Service	1,131,141	926,812	926,812	937,522
Category 4.3 - Special Needs Transit Service	2,594,817	2,934,903	2,934,903	3,220,411
Category 4.4 - School Transit Service	1,098,029	1,700,000	1,700,000	1,600,000
Category 4.5 - Bus Transit Facilities	1,628,357	1,235,748	1,235,748	1,250,030
Category 4.6 - Expand Access to Transit	-	534,357	534,537	-
Subtotal, Measure AA Programs/Projects	32,625,417	42,133,074	36,073,695	38,106,907

Measure B VRF Programs

All expected programs for the upcoming fiscal year under the Measure B Expenditure Plan are presented under the Measure B VRF Programs category. The expected expenditure level for FY2024-25 is \$2.69 million. With the implementation of the amended Measure B Expenditure Plan and new Strategic Plan, a total of 5-year worth of funds will be made available under Element 1.1 for eligible bike/pedestrian improvement projects but only \$900,000 is expected to be needed in FY2024-25. For Element 1.2, Bike/Pedestrian Pathways Maintenance, about \$115,000 is made available to eligible project sponsors. Marin Transit is planning to request a total of \$913,000 under Element 2, Improving Transit for Seniors and People with Disabilities. The proposed FY2024-25 spending level for Element 3, Reduce Congestion and Pollution, is \$0.76 million, which is for a share of the Crossing Guard program, various employer/employee TDM programs under Marin Commutes, and for the alternative fuels/ electric vehicle program.

Table 2.5: FY2024-25 Annual Budget – Expenditure/Measure B VRF Programs

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>2,244,468</u>	<u>800,000</u>	<u>800,000</u>	<u>1,015,000</u>
Element 1.1 - Bicycle, Pedestrian, and Safety	2,195,034	700,000	700,000	900,000
Element 1.2 - Bike/Ped Pathways Maintenance	49,434	100,000	100,000	115,000
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>825,310</u>	<u>895,000</u>	<u>895,000</u>	<u>913,000</u>
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	180,000	180,000	185,000
Element 2.3 - Paratransit Plus	403,109	340,000	340,000	350,000
Element 2.4 - Volunteer Drive & Gap Grant	132,201	275,000	275,000	278,000
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>726,021</u>	<u>761,000</u>	<u>645,000</u>	<u>760,000</u>
Element 3.1 - Safe Routes to School/Street Smart	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	225,315	250,000	250,000	285,000
Element 3.3 - Alternative Fuel Vehicle Program	325,706	336,000	220,000	300,000
Subtotal, Measure B Programs	3,795,799	2,456,000	2,340,000	2,688,000

Interagency Agreements

The Interagency Agreements category covers fund agreements between TAM and its transportation partners for the implementation of various transportation projects/programs. It includes a total of \$62.77 million for FY2024-25, of which the majority is for contract services and construction related funding agreements with various agencies that will help TAM deliver construction projects, including the US 101/I-580 Multi-Modal and Local Access Improvement Project, the North/South Greenway, Marin City Flood Mitigation, and the MSN projects.

Table 2.6: FY2024-25 Annual Budget – Expenditure/Interagency Agreements

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Various Agencies - Bike/Ped Path Maintenance	13,429	30,000	-	-
Marin Transit - Bus Facility Lease or Purchase	-	1,100,000	-	1,100,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	194,441	150,000	500,000	2,548,800
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	5,549	1,525,000	150,000	1,017,457
Caltrans - MSN B7 Construction Capital & Support	399,430	41,048,671	40,798,671	41,000,000
Caltrans - 101/580 Multil-modal and Local Access PID	74,639	40,000	18,397	-
Caltrans - 101 Interchange Studies PID	-	100,000	8,000	100,000
Caltrans - SR-37 Segment A1 Design/ROW coop	-	500,000	-	7,500,000
Caltrans - Part Time Transit Lane	-	50,000	-	50,000
Caltrans/County of Marin - Marin City Flood Mitigation	-	2,000,000	531,108	2,000,000
County of Marin Bellam Ramp Construction	-	-	-	7,200,000
County of Marin - Southern Marin Study	-	-	-	250,000
Expired Expenditure Line Items	83,928	-	-	-
Subtotal, Interagency Agreements	771,416	46,543,671	42,006,176	62,766,257

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TFCA Programs/Projects

This category includes anticipated reimbursement requests for various TFCA capital projects funded by the Marin Local TFCA funding at \$722,816, up 12.55% from FY2023-24. The actual expenditures will depend on the project cash flows.

Table 2.7: FY2024-25 Annual Budget – Expenditure/TFCA Programs/Projects

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
TFCA Programs/Projects				
TFCA - Reimbursement of Various Capital	-	334,000	218,254	722,816
Subtotal, Other Capital Expenditures	-	334,000	218,254	722,816

FY2024-25 Annual Budget by Fund

TAM currently has five major governmental funds: Measure A, Measure AA, Measure B, CMA and TFCA. In the past, Measure A and Measure AA funds budgets were presented separately. However, with the prior to April 1, 2019 Measure A revenue adjustments becoming more immaterial, and the closing of fund balances under various Measure A Strategies, staff has combined the Measure A and AA budget sheets into one to reduce unnecessary repetitiveness and confusion.

The budget represents the process through which certain policy decisions are made, implemented, and controlled by fund. Budget authorities can be adjusted during the year according to the budget amendment policy. The legal level of budgetary control by TAM is the total expenditures at the agency level with the adjustments among the different funds required to comply with the specific expenditure requirements of each funding source. This section of the budget document provides the details of the FY2024-25 budget at the individual fund level. The budget at the fund level presents the spending priorities in the upcoming fiscal year and provides specific information by fund.

Measure A/AA Sales Tax Fund Budget

The Measure A Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Measure A ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004, and further described in the TAM Measure A Strategic Plan, initially adopted in June 2006, and updated on a biennial basis, with annual updates of revenue and expenditure sheets. On April 1, 2019, collection of the Measure A ½-Cent Transportation Sales Tax was replaced by Measure AA, the renewal of the Measure A that was approved by the Marin Voters in November 2018.

The Measure AA Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2018, and further described in the TAM Measure AA Strategic Plan, which will be brought forward to the TAM Board for review and approval as a separate action annually. The Expenditure Plan is slated for an intensive review six years after inception which will begin during FY2024-25.

Measure B Fund Budget

The Measure B Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Measure B Vehicle Registration Fee Expenditure Plan, approved by Marin voters in November 2010, and further described in the TAM Measure B Strategic Plan, initially adopted in July 2011, and amended by the TAM Board in February 2023.

CMA Fund Budget

The CMA Fund accounts for revenues and expenditures for TAM's congestion management activities, primarily the local planning and programming work elements. Major revenue sources for this fund are various federal, state, regional and the City/County CMA Fee revenues. The RM₃ projects are reflected in the CMA Fund.

TFCA Fund Budget

The TFCA fund accounts for revenues and expenditures for the TFCA capital grant TAM receives from the Bay Area Air Quality Management District (BAAQMD). The purpose of the TFCA grant is to fund capital improvements that can contribute to the improvement of air quality, and studies related to the monitoring of air quality control. A discrete amount of TFCA is available for management of the local program.

Budget Summaries

Table 3: FY2024-25 Annual Budget – Combined

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	43,615,303	41,627,564	41,627,564	43,649,484
Measure A/AA Sales Tax	35,086,472	35,000,000	35,000,000	35,000,000
Measure B Vehicle Registration Fee Revenue	2,320,048	2,300,000	2,300,000	2,300,000
Cities/Towns and County CMA Fee	550,002	576,950	576,950	591,951
Interest Revenue	1,413,436	1,770,500	3,491,226	2,060,000
MTC STP/CMAQ Planning & OBAG Grant Funds	868,095	1,203,000	1,078,000	1,064,969
MTC Regional Measure 3 Fund	-	47,053,529	47,053,529	43,065,000
State STIP/PPM Fund	176,393	-	-	445,000
State Earmark	-	3,000,000	531,108	9,500,000
State-SB1 Planning Grant	-	10,000	10,000	400,000
State TDA Fund	-	83,000	63,000	13,500
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program	-	-	-	1,164,000
Federal STP Fund	10,000	5,000	5,000	-
Federal SS4A Grant	-	-	-	280,000
HSIP Local Road Safety Plan	-	50,088	50,088	-
Part Time Transit Lane Grant	-	404,648	-	550,000
Realized Highway 101 ROW Excess Fund	199,990	1,675,000	650,000	3,566,257
Marin Transportation For Clean Air Funding	350,331	350,000	350,000	350,000
Regional TFCA Competitive Grants	25,000	283,637	-	-
Expired Revenue Line Items	1,193,073	-	-	-
Total Revenue Available	42,192,839	93,765,352	91,158,901	100,350,676
EXPENDITURES				
Administration				
Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Salaries & Benefits	2,898,236	3,167,467	3,054,414	3,084,843
Agency-Wide Classification Study	-	23,000	21,275	-
Office Lease	245,108	257,000	257,000	264,827
Agency IT Related Equipment Upgrade	20,917	30,000	5,000	25,000
Equipment Purchase/Lease	4,751	10,000	5,000	17,500
Telephone/Internet/Web Hosting Services	21,713	25,000	25,000	25,000
Office Supplies & Small Miscellaneous Items	43,660	40,000	41,134	45,000
Insurance	14,682	20,000	20,000	20,000
Financial Audit	28,300	25,000	25,000	25,000
Legal Services	3,693	35,000	2,000	25,000
Document/Video/Marketing Material Production	54,436	30,000	30,292	35,000
Memberships	38,225	45,000	45,000	50,000
Travel/Meetings/Conferences	23,603	26,000	27,012	32,500
Professional Development	5,099	7,500	7,500	12,500
Human Resources/Board Support	2,764	34,000	32,180	15,000
Information Technology Support	43,337	45,000	45,000	50,000
Annual Support & Upgrade of Financial System	7,569	10,000	8,000	10,000
Stipends	-	-	-	7,200
Expired Expenditure Line Items	2,487	-	-	-
Subtotal, Administration	3,458,580	3,829,967	3,650,807	3,744,370

Table 3: FY2024-25 Annual Budget – Combined
(Continued)

Professional Services				
Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	61,616	900,000	500,000	150,000
Travel Model Maintenance & Update	-	200,000	200,000	100,000
Traffic Monitoring, Reporting & Travel Model Data	95,576	150,000	90,000	150,000
Project Management Oversight	244,593	140,000	185,000	240,000
101/580 Multi-modal and Local Access Improvements	-	1,960,000	800,000	1,800,000
State Legislative Assistance	46,200	60,000	60,000	50,000
Financial Advisor/Sales Tax Audit Services	23,613	25,000	2,007	-
Measure A/AA Sales Tax Compliance Audit	19,194	20,000	19,812	22,000
N/S Greenway - Construction Support	125,728	103,000	83,000	-
Mill Valley Study	-	-	-	15,000
Public Outreach Service Support	1,995	20,000	10,000	10,000
Expenditure Plan Update	-	-	-	40,000
Street Smarts Marin	-	-	-	13,500
Part Time Transit Lane	-	302,000	-	500,000
Countywide Transportation Plan	4,199	350,000	225,000	225,000
Local Road Safety Plan	21,912	65,588	65,588	-
SR-37 Segment A1 Design	-	500,000	-	-
Equity Planning Support and Outreach	-	50,000	-	100,000
VMT Toolkit	-	-	-	400,000
MSN B7 Construction Design Support	-	300,000	300,000	265,000
School Access Safety Action Plan	-	-	-	280,000
Expired Expenditure Line Items	8,298	-	-	-
Subtotal, Professional Services	652,924	5,145,588	2,540,407	4,360,500
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	<u>2,445,230</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>90,733</u>
Strategy 1.1 - Local Bus Transit Service	680,000	712,000	712,000	61,038
Strategy 1.2 - Rural Bus Transit System	55,080	57,672	57,672	4,944
Strategy 1.3 - Special Needs Transit Services	165,410	173,194	173,194	14,848
Strategy 1.4 - Bus Transit Facilities	1,544,740	115,522	115,522	9,903
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>354,029</u>	<u>504,896</u>	<u>504,896</u>	<u>21,852</u>
Strategy 3.1 - Major Roads	117,283	250,000	250,000	-
Strategy 3.2 - Local Streets and Roads	236,746	254,896	254,896	21,852
<u>Strategy 4 - Safer Access to Schools</u>	<u>77,180</u>	<u>744,358</u>	<u>744,358</u>	<u>512,376</u>
Strategy 4.1 - Safe Routes to Schools	-	63,546	63,546	5,448
Strategy 4.2 - Crossing Guards	77,180	80,812	80,812	6,928
Strategy 4.3 - Safe Pathways To School	-	-	-	-
Safe Pathway Capital Projects	-	600,000	600,000	500,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Measure A Programs/Projects	2,876,439	2,307,642	2,307,642	624,961

Table 3: FY2024-25 Annual Budget – Combined
(Continued)

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Measure AA Sales Tax Programs/Projects				
<u>Major Road Set-Aside</u>	8,558,382	8,000,000	4,000,000	4,000,000
<u>Category 1: Reduce Congestion</u>	2,405,374	2,330,000	585,441	1,780,275
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	1,175,147	200,000	45,441	140,275
MSN B7 Construction Design Support	219,402	-	-	-
Category 1.2 - Match for Completion of 101/580 Local				
580/101 Multi-modal and Local Access PID & PAED	644,663	-	-	-
Category 1.3 - Enhance Interchanges	324,304	2,005,000	415,000	1,500,000
Category 1.4 - Transportation Demand	41,858	125,000	125,000	140,000
<u>Category 2: Local Transportation Infrastructure</u>	7,501,275	8,041,254	7,726,254	7,848,669
Category 2.1 - Local Roads	6,587,187	6,626,254	6,626,254	6,528,669
Category 2.2 - Large Safe Pathway Capital Projects	871,248	1,000,000	700,000	1,000,000
Category 2.3 - Sea Level Rise	10,535	365,000	365,000	200,000
Category 2.4 - Innovative Technology	32,305	50,000	35,000	120,000
<u>Category 3: Safer Access to Schools</u>	3,128,249	3,430,000	3,430,000	3,970,000
Category 3.1 - Safe Routes to Schools	1,146,192	1,200,000	1,200,000	1,270,000
Category 3.2 - Crossing Guards	1,980,302	1,980,000	1,980,000	2,400,000
Category 3.3 - Small Safe Pathway Capital Projects	1,755	250,000	250,000	300,000
<u>Category 4: Transit</u>	11,032,137	20,331,820	20,332,000	20,507,963
Category 4.1 - Local Bus Transit Service	4,579,793	13,000,000	13,000,000	13,500,000
Category 4.2 - Rural Bus Transit Service	1,131,141	926,812	926,812	937,522
Category 4.3 - Special Needs Transit Service	2,594,817	2,934,903	2,934,903	3,220,411
Category 4.4 - School Transit Service	1,098,029	1,700,000	1,700,000	1,600,000
Category 4.5 - Bus Transit Facilities	1,628,357	1,235,748	1,235,748	1,250,030
Category 4.6 - Expand Access to Transit	-	534,357	534,537	-
Subtotal, Measure AA Programs/Projects	32,625,417	42,133,074	36,073,695	38,106,907
Measure B VRF Programs				
<u>Element 1 - Maintain Local Streets & Pathways</u>	2,244,468	800,000	800,000	1,015,000
Element 1.1 - Bicycle, Pedestrian, and Safety	2,195,034	700,000	700,000	900,000
Element 1.2 - Bike/Ped Pathways Maintenance	49,434	100,000	100,000	115,000
<u>Element 2 - Seniors & Disabled Mobility</u>	825,310	895,000	895,000	913,000
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	180,000	180,000	185,000
Element 2.3 - Paratransit Plus	403,109	340,000	340,000	350,000
Element 2.4 - Volunteer Drive & Gap Grant	132,201	275,000	275,000	278,000
<u>Element 3 - Reduce Congestion & Pollution</u>	726,021	761,000	645,000	760,000
Element 3.1 - Safe Routes to School/Street Smart	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	225,315	250,000	250,000	285,000
Element 3.3 - Alternative Fuel Vehicle Program	325,706	336,000	220,000	300,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Measure B Programs	3,795,799	2,456,000	2,340,000	2,688,000

Table 3: FY2024-25 Annual Budget – Combined
(Continued)

Interagency Agreements				
Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Various Agencies - Bike/Ped Path Maintenance	13,429	30,000	-	-
Marin Transit - Bus Facility Lease or Purchase	-	1,100,000	-	1,100,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	194,441	150,000	500,000	2,548,800
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	5,549	1,525,000	150,000	1,017,457
Caltrans - MSN B7 Construction Capital & Support	399,430	41,048,671	40,798,671	41,000,000
Caltrans - 101/580 Multil-modal and Local Access PID	74,639	40,000	18,397	-
Caltrans - 101 Interchange Studies PID	-	100,000	8,000	100,000
Caltrans - SR-37 Segment A1 Design/ROW coop	-	500,000	-	7,500,000
Caltrans - Part Time Transit Lane	-	50,000	-	50,000
Caltrans/County of Marin - Marin City Flood Mitigation	-	2,000,000	531,108	2,000,000
County of Marin Bellam Ramp Construction	-	-	-	7,200,000
County of Marin - Southern Marin Study	-	-	-	250,000
Expired Expenditure Line Items	83,928	-	-	-
Subtotal, Interagency Agreements	771,416	46,543,671	42,006,176	62,766,257
TFCA Programs/Projects				
TFCA - Reimbursement of Various Capital Projects	-	334,000	218,254	722,816
Subtotal, TFCA Programs/Projects	-	334,000	218,254	722,816
Total Expenditures	44,180,578	102,749,942	89,136,981	113,013,810
Net Change in Fund Balance	(1,987,739)	(8,984,590)	2,021,920	(12,663,134)
Ending Balance	41,627,564	32,642,974	43,649,484	30,986,350

Table 3.1: FY2024-25 Annual Budget - 1/2-Cent Transportation Sales Tax

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	39,108,828	36,899,452	36,899,452	32,673,636
REVENUE				
Measure A/AA Sales Tax	35,086,472	35,000,000	35,000,000	35,000,000
Interest Revenue	1,174,914	1,475,000	1,825,698	1,200,000
Total Revenue Available	36,261,386	36,475,000	36,825,698	36,200,000
EXPENDITURES				
Administration				
Salaries & Benefits	1,605,271	1,692,291	1,487,111	1,387,023
Agency-Wide Classification Study	-	23,000	21,275	-
Office Lease	245,108	257,000	257,000	264,827
Agency IT Related Equipment Upgrade	20,917	30,000	5,000	25,000
Equipment Purchase/Lease	4,751	10,000	5,000	17,500
Telephone/Internet/Web Hosting Services	21,713	25,000	25,000	25,000
Office Supplies & Small Miscellaneous Items	43,660	40,000	40,000	45,000
Insurance	14,682	20,000	20,000	20,000
Financial Audit	28,300	25,000	25,000	25,000
Legal Services	2,995	15,000	2,000	15,000
Document/Video/Marketing Material Production	54,305	20,000	25,292	25,000
Memberships	15,725	20,000	20,000	22,500
Travel/Meetings/Conferences	22,968	25,000	25,000	30,000
Professional Development	5,099	7,500	7,500	12,500
Human Resources/Board Support	2,764	34,000	32,180	15,000
Information Technology Support	43,337	45,000	45,000	50,000
Annual Support & Upgrade of Financial System	7,569	10,000	8,000	10,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Administration	2,139,164	2,298,791	2,050,359	1,989,350
Professional Services				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	61,616	900,000	500,000	150,000
N/S Greenway - Construction Support	25,885	20,000	20,000	-
Mill Valley Study	-	-	-	15,000
Financial Advisor/Sales Tax Audit Services	23,613	25,000	2,007	-
Measure A/AA Sales Tax Compliance Audit	19,194	20,000	19,812	22,000
Project Management Oversight	139,385	100,000	60,000	200,000
Public Outreach Service Support	1,000	10,000	10,000	10,000
Expenditure Plan Update	-	-	-	40,000
Expired Expenditure Line Items	3,548	-	-	-
Subtotal, Professional Services	274,241	1,075,000	611,819	437,000

**Table 3.1: FY2024-25 Annual Budget - 1/2-Cent Transportation Sales Tax
(Continued)**

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	<u>2,445,230</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>90,733</u>
Strategy 1.1 - Local Bus Transit Service	680,000	712,000	712,000	61,038
Strategy 1.2 - Rural Bus Transit System	55,080	57,672	57,672	4,944
Strategy 1.3 - Special Needs Transit Services	165,410	173,194	173,194	14,848
Strategy 1.4 - Bus Transit Facilities	1,544,740	115,522	115,522	9,903
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>354,029</u>	<u>504,896</u>	<u>504,896</u>	<u>21,852</u>
Strategy 3.1 - Major Roads	117,283	250,000	250,000	-
Strategy 3.2 - Local Streets and Roads	236,746	254,896	254,896	21,852
<u>Strategy 4 - Safer Access to Schools</u>	<u>77,180</u>	<u>744,358</u>	<u>744,358</u>	<u>512,376</u>
Strategy 4.1 - Safe Routes to Schools	-	63,546	63,546	5,448
Strategy 4.2 - Crossing Guards	77,180	80,812	80,812	6,928
Strategy 4.3 - Safe Pathways To School Safe Pathway Capital Projects	-	600,000	600,000	500,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Measure A Programs/Projects	2,876,439	2,307,642	2,307,642	624,961
Measure AA Sales Tax Programs/Projects				
Major Road Set-Aside	8,558,382	8,000,000	4,000,000	4,000,000
<u>Category 1: Reduce Congestion</u>	<u>2,405,374</u>	<u>2,330,000</u>	<u>585,441</u>	<u>1,780,275</u>
Category 1.1 - Completion of Marin-Sonoma Narrows MSN B7/B8 Design/ROW/Utility Work	1,175,147	200,000	45,441	140,275
MSN B7 Construction Design Support	219,402	-	-	-
Category 1.2 - Match for Completion of 101/580 Local Access 580/101 Multi-modal and Local Access PID & PAED	644,663	-	-	-
Category 1.3 - Enhance Interchanges	324,304	2,005,000	415,000	1,500,000
Category 1.4 - Transportation Demand Management	41,858	125,000	125,000	140,000
<u>Category 2: Local Transportation Infrastructure</u>	<u>7,501,275</u>	<u>8,041,254</u>	<u>7,726,254</u>	<u>7,848,669</u>
Category 2.1 - Local Roads	6,587,187	6,626,254	6,626,254	6,528,669
Category 2.2 - Large Safe Pathway Capital Projects	871,248	1,000,000	700,000	1,000,000
Category 2.3 - Sea Level Rise	10,535	365,000	365,000	200,000
Category 2.4 - Innovative Technology	32,305	50,000	35,000	\$120,000
<u>Category 3: Safer Access to Schools</u>	<u>3,128,249</u>	<u>3,430,000</u>	<u>3,430,000</u>	<u>3,970,000</u>
Category 3.1 - Safe Routes to Schools	1,146,192	1,200,000	1,200,000	1,270,000
Category 3.2 - Crossing Guards	1,980,302	1,980,000	1,980,000	2,400,000
Category 3.3 - Small Safe Pathway Capital Projects	1,755	250,000	250,000	300,000
<u>Category 4: Transit</u>	<u>11,032,137</u>	<u>20,331,820</u>	<u>20,332,000</u>	<u>20,507,963</u>
Category 4.1 - Local Bus Transit Service	4,579,793	13,000,000	13,000,000	13,500,000
Category 4.2 - Rural Bus Transit Service	1,131,141	926,812	926,812	937,522
Category 4.3 - Special Needs Transit Service	2,594,817	2,934,903	2,934,903	3,220,411
Category 4.4 - School Transit Service	1,098,029	1,700,000	1,700,000	1,600,000
Category 4.5 - Bus Transit Facilities	1,628,357	1,235,748	1,235,748	1,250,030
Category 4.6 - Expand Access to Transit	-	534,357	534,537	-
Subtotal, Measure AA Programs/Projects	32,625,417	42,133,074	36,073,695	38,106,907

**Table 3.1: FY2024-25 Annual Budget - 1/2-Cent Transportation Sales Tax
(Continued)**

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Interagency Agreements				
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	-	-	-	-
Various Agencies - Bike/Ped Path Maintenance	13,429	30,000	-	-
Marin Transit - Bus Facility Lease or Purchase Contribution	-	1,100,000	-	1,100,000
Caltrans - MSN B7 Construction Capital & Support	399,430	-	-	-
Caltrans - 101/580 Multil-modal and Local Access PID	74,639	-	-	-
Caltrans - 101 Interchange Studies PID	-	100,000	8,000	100,000
County of Marin - Southern Marin Study	-	-	-	250,000
County of Marin Bellam Ramp Construction	-	-	-	6,036,000
Expired Expenditure Line Items	68,000	-	-	-
Subtotal, Interagency Agreement	555,498	1,230,000	8,000	7,486,000
Total Expenditures	38,470,762	49,044,507	41,051,514	48,644,218
Net Change in Fund Balance	(2,209,376)	(12,569,507)	(4,225,816)	(12,444,218)
Ending Balance	36,899,452	24,329,945	32,673,636	20,229,418

Table 3.2: FY2024-25 Annual Budget - Measure B Vehicle Registration Fee

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	3,113,346	1,517,816	1,517,816	1,374,879
REVENUE				
Measure B Vehicle Registration Fee Revenue	2,320,048	2,300,000	2,300,000	2,300,000
Interest Revenue	85,770	110,000	122,208	90,000
Total Revenue Available	2,405,818	2,410,000	2,422,208	2,390,000
EXPENDITURES				
Administration				
Salaries & Benefits	198,074	233,136	224,000	187,408
Office Supplies & Small Miscellaneous Items	-	-	1,134	-
Legal Services	634	10,000	-	5,000
Document/Video/Marketing Material Production	70	5,000	-	5,000
Travel/Meetings/Conferences	-	-	12	-
Expired Expenditure Line Items	2,022	-	-	-
Subtotal, Administration	200,800	248,136	225,146	197,408
EXPENDITURES				
Measure B Programs				
Element 1 - Maintain Local Streets & Pathways	2,244,468	800,000	800,000	1,015,000
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements	2,195,034	700,000	700,000	900,000
Element 1.2 - Bike/Ped Pathways Maintenance	49,434	100,000	100,000	115,000
Element 2 - Seniors & Disabled Mobility	825,310	895,000	895,000	913,000
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	180,000	180,000	185,000
Element 2.3 - Paratransit Plus	403,109	340,000	340,000	350,000
Element 2.4 - Volunteer Drive & Gap Grant	132,201	275,000	275,000	278,000
Element 3 - Reduce Congestion & Pollution	726,021	761,000	645,000	760,000
Element 3.1 - Safe Routes to School/Street Smart	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	225,315	250,000	250,000	285,000
Element 3.3 - Alternative Fuel Vehicle Program	325,706	336,000	220,000	300,000
Subtotal, Measure B Programs	3,795,799	2,456,000	2,340,000	2,688,000
Expired Expenditure Line Items	4,750	-	-	-
Total Expenditures	4,001,349	2,704,136	2,565,146	2,885,408
Net Change in Fund Balance	(1,595,530)	(294,136)	(142,937)	(495,408)
Ending Balance	1,517,816	1,223,680	1,374,879	879,471

Table 3.3: FY2024-25 Annual Budget – CMA

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed
Beginning Balance	759,523	2,239,921	2,239,921	8,482,638
REVENUE				
Cities/Towns and County CMA Fee	550,002	576,950	576,950	591,951
Interest Revenue	133,582	160,000	1,504,806	750,000
MTC STP/CMAQ Planning & OBAG Grant Funds	868,095	1,203,000	1,078,000	1,064,969
MTC Regional Measure 3 Fund	-	47,053,529	47,053,529	43,065,000
State Earmark	-	3,000,000	531,108	9,500,000
State-SB1 Planning Grant	-	10,000	10,000	400,000
State STIP/PPM Fund	176,393	-	-	445,000
State TDA Fund	-	83,000	63,000	13,500
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	-	-	-	1,164,000
Federal STP Fund	10,000	5,000	5,000	-
Federal SS4A Grant	-	-	-	280,000
HSIP Local Road Safety Plan	-	50,088	50,088	-
Part Time Transit Lane Grant	-	404,648	-	550,000
Realized Highway 101 ROW Excess Fund	199,990	1,675,000	650,000	3,566,257
Expired Revenue Line Items	1,193,073	-	-	-
Total Revenue Available	3,131,135	54,221,215	51,522,481	61,390,676
EXPENDITURES				
Administration				
Salaries & Benefits	1,037,161	1,219,737	1,321,000	1,487,011
Office Supplies & Small Miscellaneous Items	-	-	-	-
Legal Services	64	10,000	-	5,000
Document/Video/Marketing Material Production	61	5,000	5,000	5,000
Memberships	22,500	25,000	25,000	27,500
Travel/Meetings/Conferences	635	1,000	2,000	2,500
Stipends	-	-	-	7,200
Expired Expenditure Line Items	465	-	-	-
Subtotal, Administration	1,060,886	1,260,737	1,353,000	1,534,211

Table 3.3: FY2024-25 Annual Budget – CMA
(Continued)

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed
Professional Services				
Travel Model Maintenance & Update	-	200,000	200,000	100,000
Traffic Monitoring, Reporting & Travel Model Data Requests	95,576	150,000	90,000	150,000
Project Management Oversight	105,208	40,000	125,000	40,000
101/580 Multi-modal and Local Access Improvements	-	1,960,000	800,000	1,800,000
State Legislative Assistance	46,200	60,000	60,000	50,000
N/S Greenway - Construction Support	99,843	83,000	63,000	-
Public Outreach Service Support	995	10,000	-	-
Street Smarts Marin	-	-	-	13,500
Part Time Transit Lane	-	302,000	-	500,000
Countywide Transportation Plan	4,199	350,000	225,000	225,000
Local Road Safety Plan	21,912	65,588	65,588	-
SR-37 Segment A1 Design	-	500,000	-	-
Equity Planning Support and Outreach	-	50,000	-	100,000
VMT Toolkit	-	-	-	400,000
MSN B7 Construction Design Support	-	300,000	300,000	265,000
School Access Safety Action Plan	-	-	-	280,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Professional Services	373,933	4,070,588	1,928,588	3,923,500
Interagency Agreements				
Caltrans - MSN B8 PS&E/ROW Support & Capital	194,441	150,000	500,000	2,548,800
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	5,549	1,525,000	150,000	1,017,457
Caltrans - MSN B7 Construction Capital & Support	-	41,048,671	40,798,671	41,000,000
Caltrans - 101/580 Multi-modal and Local Access PID Co-Op	-	40,000	18,397	-
Caltrans - SR-37 Segment A1 Design/ROW coop	-	500,000	-	7,500,000
Caltrans - Part Time Transit Lane	-	50,000	-	50,000
Caltrans/County of Marin - Marin City Flood Mitigation	-	2,000,000	531,108	2,000,000
County of Marin Bellam Ramp Construction	-	-	-	1,164,000
Expired Expenditure Line Items	15,928	-	-	-
Subtotal, Interagency Agreements	215,918	45,313,671	41,998,176	55,280,257
Total Expenditures	1,650,737	50,644,996	45,279,764	60,737,968
Net Change in Fund Balance	1,480,398	3,576,219	6,242,717	652,709
Ending Balance	2,239,921	5,816,140	8,482,638	9,135,347

Table 3.4: FY2024-25 Annual Budget – TFCA

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Beginning Balance</u>	<u>633,606</u>	<u>970,377</u>	<u>970,377</u>	<u>1,118,334</u>
REVENUE				
Marin Transportation For Clean Air Funding	350,331	350,000	350,000	350,000
Regional TFCA Competitive Grants	25,000	283,637	-	
Interest Revenue	19,170	25,500	38,514	20,000
<u>Total Revenue Available</u>	<u>394,501</u>	<u>659,137</u>	<u>388,514</u>	<u>370,000</u>
EXPENDITURES				
Administration				
Salaries & Benefits	57,730	22,303	22,303	23,400
<u>Subtotal, Administration</u>	<u>57,730</u>	<u>22,303</u>	<u>22,303</u>	<u>23,400</u>
TFCA Programs/Projects				
TFCA - Reimbursement of Various Capital	-	334,000	218,254	722,816
<u>Subtotal, Other Capital Expenditures</u>	<u>-</u>	<u>334,000</u>	<u>218,254</u>	<u>722,816</u>
<u>Total Expenditures</u>	<u>57,730</u>	<u>356,303</u>	<u>240,557</u>	<u>746,216</u>
Net Change in Fund Balance	336,771	302,834	147,957	(376,216)
<u>Ending Balance</u>	<u>970,377</u>	<u>1,273,211</u>	<u>1,118,334</u>	<u>742,117</u>

FY2024-25 Appropriation Limit

Per Article XIII B of California State Constitution, all State and local governments, including any city and county, school district, special district, authority, or other political subdivision of or within in the State, are subject to the appropriations limitation imposed by Proposition 4 (1979) and later amended by Proposition 111 (1990). The appropriations limit only applies to those revenues defined as "proceeds of taxes", which in TAM's case, is the sales tax revenue and its interest revenues generated by the Measure A/AA ½-Cent Transportation Sales Tax.

TAM Ordinance 2018-01, the ordinance that adopted the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, set the FY2019-20 appropriation limit for the sales tax at \$70 million, to be adjusted annually based on two factors: change in the cost of living and population of the County. The appropriation limit for FY2024-25 is \$90.73 million.

Calculation of FY2024-25 Appropriation Limit

FY2023-24 Appropriation Limit	\$	88,413,904
Inflation Factor (Per capita income change, 2019-2020)*	X	1
Population Factor (Population change, 2020-2021)**	X	1
FY2024-25 Appropriation Limit	\$	90,728,171

Appropriations Subject to the Limit

FY2024-25 Appropriation Limit	\$	90,728,171
FY2024-25 Appropriations Subject to Limit	\$	35,050,000
Amount under Limit	\$	55,678,171

Data Sources:

* Marin County Per Capita Income change data from 2020 to 2021 is from California Regional Economic Analysis Project.

https://california.reaproject.org/analysis/comparative-trends-analysis/per_capita_personal_income/tools/60041/60000/

** Marin County population change data from 2020 to 2021 is from the US Census.

<http://www.census.gov/quickfacts/table/PST045215/06041>

FY2024-25 Work Plans by Function

TAM's mission is to make the most of Marin County transportation dollars and create an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users. The following functions help the agency to carry out this mission:

- Administration & Finance
- Public Information and Outreach
- Planning and Program Management
- Programming & Legislation
- Project Management and Delivery

As the CMA for the County, TAM works closely with all local jurisdictions as well as all other partners in the region to plan, coordinate and deliver a wide range of transportation projects and programs. TAM serves as a coordinating agency representing Marin and its local transportation needs with local, regional, state and federal agencies, making sure Marin's needs are heard through various processes while working cooperatively with other agencies on projects/programs with regional significance. Ongoing general coordination activities are highlighted below:

- Participate in and contribute to various ongoing meetings representing TAM on pertinent issues, such as the Marin Public Works Association (MPWA) and Marin Managers Association (MMA), various MTC working groups, the statewide group of Regional Transportation Planning Agencies (RTPA), the Bay Area County Transportation Agencies, and the California Self-Help Counties Coalition.
- Communicate with jurisdictions about funding opportunities and provide grant application support.
- Represent TAM and TAM member agencies on transportation matters to the public, other governmental agencies, community groups and transportation organizations.
- Coordinate and participate with local jurisdictions and other counties and organizations on local and regional transportation planning activities, including social equity, new mobility programs, climate action planning, and sea level rise planning.
- Provide localized communication support for regional, state, and federal projects and programs in Marin County.
- Coordinate with Caltrans and state efforts including corridor planning, active transportation plans, sea level rise and vulnerability programs, greenhouse gas emissions, capital project development, and other transportation related topics.
- Monitor legislation and coordinate with partner agencies to support measures that enhance transportation projects, programs, and funding.
- Monitor current trends and issues related to transportation, both on the local level and more broadly, including economic, social, and transportation related aspects of the post-pandemic time. .

Highlights of the FY2024-25 work plans for all major functions are included as follows.

Administration & Finance Function:

Under the direction of the TAM Board and Executive Director, administers TAM's administrative and financial functions and activities; oversees and administers agency financial and accounting systems for both direct disbursements of Measure A/AA and Measure B funds, as well as payments through various grant funds; performs all related financial analyses, including managing the preparation of TAM's financial statements, TAM's strategic plans, annual budget, and other regular financial reports; analyzes benefit packages to ensure appropriate level of benefits and cost-effective plans; manages finance, audit, human resources (HR), and information technology (IT) projects and other daily operations and administration for the Agency; performs other related duties and special projects as assigned.

Major Ongoing Work Items:

- ✓ Continue to effectively and timely support the TAM Board and various Committees.
- ✓ Manage all meeting packet production and support the operation of in-person/hybrid/remote meetings.
- ✓ Produce timely and informative quarterly reports and budget adjustments throughout the year.
- ✓ Monitor economic conditions and various revenue sources and explore options for the Agency and the funding recipients during challenging financial times.
- ✓ Manage financial tracking and required reporting for federal, state, regional, and local grants received.
- ✓ Manage and report regulatory state filings including regular/quarterly payroll reporting and compensation reporting.
- ✓ Conduct cash flow and funding analyses of major capital projects and explore financial tools to meet cash flow needs.
- ✓ Continue to timely and accurately execute all financial, payroll and accounting transactions.
- ✓ Monitor project/program revenues and expenditures and assist project and contract managers with preparation of various grant reports and reimbursement invoices.
- ✓ Assist in the ongoing funding plan and cash flow needs discussions, particularly for MSN and the 101-580 Multi-Modal and Local Access Improvement projects.
- ✓ Continue to improve the financial and payroll system to increase workflow efficiency.
- ✓ Manage ongoing HR functions, including but not limited to annual performance review, recruitments, training, benefits changes and open enrollment, team building, and professional development support, review and update of the HR agency policy handbook as needed.
- ✓ Continue to manage the agency's benefit suite and explore options to improve cost effectiveness with no overall negative impacts to the benefit level.
- ✓ Manage all daily office operation needs, including but not limited to record keeping, and various IT support needs.
- ✓ Manage the agency's sublease with MGSA and other ongoing operational needs.

Expected Deliverables:

- ✓ Implement the cell phone stipend, transit benefit, and updated hybrid working policies.
- ✓ Manage and lead the FY2025-26 Annual Budget development process and make any potential improvements and adjustments.
- ✓ Implement record retention policy.
- ✓ Improve website navigation.
- ✓ Develop and implement IT equipment replacement plan and continue IT security training.

- ✓ Assist in the FY2024-25 Measure A/AA & Measure B Strategic Plans update process, manage financial/revenue related sections for both funds, and track programming and allocations.
- ✓ Manage and coordinate the FY2023-24 annual financial, single, and other regulatory audits and reviews with outside auditors.
- ✓ Manage the 2024 Measure A/AA Compliance Audit process and provide necessary support to the fund recipients and auditor.
- ✓ Investment and banking service review and potential exploration of other options if necessary.
- ✓ Evaluate office lease renewal.
- ✓ Complete the update of the RFP and contract templates.

Public Information and Outreach Function:

Under the direction of the TAM Board and Executive Director, the Public Information and Outreach Unit manages TAM's public information, stakeholder engagement, media relations, and project-related meetings and events.

Major Ongoing Work Items:

- ✓ Support communication of TAM's projects and programs, coordinate media communication, public outreach activities, partner agency coordination, meetings and events, and special activities.
- ✓ Create public information material such as factsheets, website content, press releases, social media and the TAM Traveler newsletter.
- ✓ Coordinate with and support the Executive Director to advise the TAM Board Chairperson/Vice-Chairperson and TAM staff on stakeholder and media relations.
- ✓ Manage the Citizens' Oversight Committee agendas, communication, and membership in coordination with the Director of Finance & Administration and Executive Director.
- ✓ Manage proactive communication with the public, community interest groups, agency partners, and the media.
- ✓ Maintain and update content on TAM's public information channels such as the TAM website and share TAM's communication materials with agency and community partners.
- ✓ Provide program support for Alternative Fuels, Safe Routes to Schools, Marin Commutes, Innovations, Sea Level Rise and Crossing Guard Programs, and TAM's Funding programs.
- ✓ Coordinate closely with jurisdictions and agency partners regarding projects and programs that address common issues, programs, regional improvements including the Richmond-San Rafael Bridge, SR-37 and North Bay transit initiatives.
- ✓ Coordinate with the media and community partners to provide timely information regarding TAM's projects, programs and funding allocations.

Expected Deliverables:

- ✓ Support outreach for key TAM initiatives, including the Countywide Transportation Plan, Highway 101 Interchange Studies, the Part-Time Transit Lane project development, Marin City Flood Reduction Projects, Marin Commutes, the Alternative Fuels Program, Sea Level Rise Program, the Regional Bikeshare Program, and the School Access Safety Action Plan.
- ✓ Conduct public engagement efforts for major capital improvement programs, including Marin-Sonoma Narrows, the Bellam Boulevard Off Ramp project, State Route 37, and the Highway 101-580 Multimodal and Local Access Improvements Project.

- ✓ Support and coordinate outreach activities and an informational campaign for the 20th Anniversary of the ½-Cent Transportation Sales Tax.
- ✓ Initiate planning and coordination for the six-year review of the ½-Cent Transportation Sales Tax.
- ✓ Initiate the redesign process for the TAM website.
- ✓ Support outreach activities and public engagement for partner agency initiatives including the US-101/ SR-1 (Manzanita) Sea Level Rise Project, Novato Boulevard Rehabilitation, Safe Pathways Projects and other TAM funded transportation improvements.
- ✓ Participate in and coordinate staff support as needed for public events including Bike to Work Day and the Clean Fleet Expo, presentations to community-based organizations and other outreach efforts including panel discussions and poster sessions at conferences.
- ✓ Support educational presentations for Board members and special sessions for specific issues and programs such as the Countywide Transportation Plan and equity engagement.
- ✓ Explore student mentorship and internship programs to implement at TAM.

Planning and Program Management:

Under the direction of the Executive Director, the Planning department administers TAM's planning activities and programs. The range of work includes the development of plans and studies, travel information, transportation modeling, regional and local coordination, and management of ongoing transportation programs.

Planning Activities

Major Ongoing Work Items:

- ✓ Review/coordinate with MTC on regional planning activities related to Marin County transportation, including the implementation of Plan Bay Area (PBA) 2050, the development of PBA 2050+ and Transit 2050+ Plan, active transportation, Priority Development Area (PDA) planning, and Transit Oriented Communities (TOC) policy among others.
- ✓ Continue to advance Active Transportation Planning in the county, including advancement of North South greenway and Cross Marin Bikeway gap closures.
- ✓ Coordinate with Marin and Sonoma Transit Operators on Service Planning and related efforts.
- ✓ Coordinate with MTC, Golden Gate Transit & Marin Transit on Transit Priority Initiatives and policies.
- ✓ Support city of San Rafael on scoping and development of Canal PDA plan and Northgate PDA plan, serve on TAC and coordinate on transportation planning issues.
- ✓ Continue to develop TAM's Sea Level Rise Plan and initiate implementation actions in coordination with BAYWAVE, the County of Marin, MTC, BCDC, Caltrans, local jurisdictions, and others on SLR Planning.
- ✓ Continue to advance transit planning on SR-37 Corridor, including coordination with operators on Marin side transit connections.
- ✓ Continue to advance implementation of equity statement and action plan, including continuing meetings with the working groups and coordination with local transit operators.
- ✓ Support local agencies' travel demand forecast development for traffic studies and transportation plans using TAM's Travel Demand Model (TAMDM).
- ✓ Coordinate with regional agencies on travel demand forecasting methods and data.
- ✓ Support local jurisdictions with transportation/land use linkage and consistency with MTC's TOC Policy.
- ✓ Participate in Marin Climate and Energy Partnership (MCEP), Marin Wildfire Prevention Authority (MWPA), BayWAVE, and other local planning efforts as applicable.

- ✓ Support programming staff with upcoming OBAG 4 program development and administration of OBAG program and policy compliance.
- ✓ Continue to advance road safety planning in the county, including the initiation of the School Access Safety Action Plan in Marin County.
- ✓ Initiate implementation of CTP, and support Measure AA review process as needed.
- ✓ Support applications for Caltrans Planning Grants and other planning grants to maximize outside funding awarded for Marin County transportation planning needs.
- ✓ Coordinate consistent HOV hours of operations on Highway 101.

Expected Deliverables:

- ✓ Complete Countywide Transportation Plan and Community-Based Transportation Plan - Winter 2024.
- ✓ Initiate VMT Toolkit to support local jurisdiction compliance with California Environmental Quality Act (CEQA) transportation review requirements - Summer 2024.
- ✓ Develop of mobility hubs plans for all rail and ferry stations in Marin County - Summer of 2025.
- ✓ Complete update to TAM model and subsequent reports for PBA 2050 Consistency - Summer 2024.
- ✓ Develop new Traffic Monitoring program using big data and continuing historical data collection efforts as appropriate and conduct traffic monitoring efforts - Fall 2024.
- ✓ Complete the current TAM Sea Level Rise Planning Study for Marin County – Spring 2025.
- ✓ Complete grant agreements for the School Access Safety Action Plan in Marin County and conduct procurement – Spring 2025.

Program Management Activities

Major Ongoing Work Items:

- ✓ Continue to monitor, review, and adjust TAM programs as necessary.
- ✓ Continue to review and assess programs to ensure equity is considered in all TAM programs, as identified in the Equity Action Plan.
- ✓ Manage and deliver TAM's Alternative Fuel Vehicle Program, including EV fleet and infrastructure rebate programs, public outreach, and technical assistance programs. Continue coordination with wide range of stakeholders and local community.
- ✓ Conduct the EV Clean Fleet Expo & focused EV engagement efforts.
- ✓ Monitor implementation of MCEP EV Acceleration Strategy.
- ✓ Manage and deliver Marin Commutes public engagement program, including CBO, public and employer outreach efforts, encouragement programs including commute alternative incentives programs, and program evaluation.
- ✓ Manage a suite of TDM and vehicle trip reduction programs, including the Vanpool Incentive Program, Emergency Ride Home Program, and first/last mile programs.
- ✓ Monitor regional TDM program changes and continue North Bay coordination of county programs and adjust programs as necessary.
- ✓ Monitor and participate in E-bike safety planning and policy work.

Expected Deliverables:

- ✓ Launch initial operating phase of the Marin and Sonoma County Bike Share Pilot Program.

- ✓ Initiate the next round of Innovation program and begin development of a coordinated traffic signal study.
- ✓ Assess Future First/Last mile programs with partner agencies.
- ✓ Monitor and implement seasonal Marin Commutes incentive campaigns.
- ✓ Oversee and continue to deliver Safe Routes to Schools Program; including the expansion of outreach into lower resource schools, schools with a higher percentage of English language learners, and schools currently not actively engaged in the program.
- ✓ Oversee and continue to deliver Street Smarts Program.

Programming & Legislation Function:

Under the direction of the TAM Board and Executive Director, the Programming & Legislation department administers TAM's fund programming activities, including local, regional, state, and federal funds, and monitors pertinent state legislative activities. The range of work includes programming and allocation of TAM funds for projects and programs, competing for discretionary grants, and assisting local agencies in securing funds and providing ongoing support necessary to deliver funded improvements.

Ongoing Work Items:

- ✓ Manage the Measure A/AA Transportation Sales Tax Program and the Measure B Vehicle Registration Fee Program.
- ✓ Manage TFCA and TDA Article 3 Program funds - participate in regional policy discussions and develop programming recommendations on TFCA and TDA funds.
- ✓ Manage TAM's State Transportation Improvement Program (STIP) and maintain the Transportation Improvement Program (TIP) database for Marin projects.
- ✓ Oversee implementation and support local agency projects from OBAG 3.
- ✓ Assist TAM and partner agencies in seeking discretionary funds such as IJJA grants and complying with regional, state, and federal requirements related to those funds.
- ✓ Monitor and apply for federal and state earmark opportunities.
- ✓ Monitor regional funding opportunities including RM3 and OBAG program.
- ✓ Monitor delivery of TAM local funded projects.
- ✓ Coordinate with local agencies, including Marin Transit and GGBHTD, on submitting annual reports required by TAM funds.
- ✓ Work with Marin Transit to reconcile year end expenditures on TAM local funds.
- ✓ Convene TAM's BPAC as needed to evaluate funding recommendations and to review project updates.
- ✓ Prepare requests for programming and allocation of SB1 Local Partnership Program (LPP) Formulaic funds.
- ✓ Monitor annual obligation status and potential inactive status on state and federal funded projects.
- ✓ Coordinate with partner agencies, including for TAM projects, for SB1 competitive programs where applicable.
- ✓ Collect performance data regarding Measure B Elements.
- ✓ Participate in pertinent local, regional, state, and federal working groups and meetings, including but not limited to MTC, CTC, BAAQMD, MPWA, etc.

Expected Deliverables:

- ✓ Prepare allocation request forms and resolutions for TAM Board adoption in July, for local infrastructure projects and transit programs and projects funded with TAM local funds.
- ✓ Review and process reimbursement requests for TAM local funded projects.
- ✓ Review Measure B Strategic Plan and update as needed.
- ✓ Update the Measure AA Strategic Plan for adoption in the spring of 2025.
- ✓ Prepare a Call for Projects with TFCA and TDA funds.
- ✓ Issue Call for Projects with Safe Pathway funds.
- ✓ Develop applications for TAM's Formulaic LPP funds and receive allocations for selected projects.
- ✓ Initiate Measure AA Expenditure Plan 6-Year Review.
- ✓ Develop annual legislative platform, monitor relevant state legislation, and communicate TAM's platform to stakeholders, key legislators, and partnering agencies.
- ✓ Complete RM3 North Bay Transit Call for Projects.
- ✓ Participate in MTC Regional Measure development and advocate for Marin priorities.

Project Management and Delivery Function:

Under the direction of the TAM Board and Executive Director, manage project development from conception to completion. Projects are on and off the State Highway System and include a broad range of activities including educational programs and projects to encourage mode shift and improve roadway safety. Many projects are directly managed by TAM, while for others, TAM staff works with our partner agencies to coordinate and represent Marin interests. Project Management includes goal setting, agency coordination, schedule development and monitoring, identifying issues, overseeing funding and budgets, consultant procurement, contract administration, conceptual planning, public outreach, preliminary engineering, site investigation, environmental studies and approval, final design, preparation of construction documents, permitting, regulatory approval, environmental mitigation, construction oversight, project closeout, and verifying post construction activities. Program Management includes, in addition to project duties, overall management of certain TAM sponsored programs such as the Safe Routes to School Crossing Guard Program.

Major Ongoing Work Items:

Highway Related:

- ✓ Monitor construction of the last remaining segment of the Marin Sonoma Narrows carpool lane extension from northern Novato to the Sonoma County line.
- ✓ Continue the design of the Marin Sonoma Narrows Utility Relocation project, the companion carpool lane extension project.
- ✓ Coordinate and collaborate with the SR-37 Policy Committee partners to plan and implement short and long-term projects to mitigate flooding and congestion along the entire 21-mile corridor.
- ✓ Partner with Caltrans to deliver the final design for the SR-37 new bridge over Novato Creek with completion expected in 2026.
- ✓ Continue to advance the environmental process for the 580/101 Multi-Modal and Local Access Improvement Project, with approval expected in 2027.
- ✓ Study the effects of changing the HOV hours of operation on Highway 101.
- ✓ Monitor the Richmond-San Rafael (RSR) Bridge upper deck improvement Pilot Study.
- ✓ Collaborate and monitor the design for the Tamalpais Overcrossing Seismic and ADA Improvement Project.

- ✓ Initiate Environmental Studies for potential multi-modal enhancements to one or two Interchanges on Highway 101 as part of the Interchange Improvement Program.
- ✓ Provide project management services to develop a Project initiation Document for a Part Time Transit Lane from Novato to San Rafael on southbound Highway 101.
- ✓ Collaborate and seek funding to initiate studies to determine the feasibility and effectiveness of a soundwall in southern Marin.

Local Roads Related

- ✓ Monitor the progress of the access improvements approaching the RSR Bridge along Francisco Blvd East.
- ✓ Monitor the progress of the Measure A funded major roads project on Novato Blvd.
- ✓ Monitor and support our partner agencies during the adoption and implementation of their Local Road Safety Plan.
- ✓ Procure a consultant and implement the recently awarded Safe Streets 4 All (SS4A) federal grant.

Local Programs:

- ✓ Manage the Crossing Guard Program.
- ✓ Continue to help local public agencies in funding EV purchases/leases, e-bike purchases and charging station installations.
- ✓ Update and maintain TAM's Annual Disadvantaged Business Enterprise Program and the Americans with Disabilities Act Annual Certification.
- ✓ Provide Project/Program Management Oversight of minor contracts and on-call services.

Local and Regional Collaboration:

- ✓ Collaborate with the Marin Public Works Association.
- ✓ Collaborate with the Bay Area County Transportation Agencies - Project Manger's Committee.

Transit Related

- ✓ Collaborate and monitor the preliminary engineering and final design for the relocation of the San Rafael Transit Center and contribute to the Technical Advisory Committee.

Sea Level Rise/ Flooding Issue

- ✓ Collaborate with the Marin County Flood Control District to implement a series of projects in the Marin City area and manage the earmark funding budget.
- ✓ Collaborate with Caltrans, County DPW, County Parks, and the County Flood Control District with flood mitigation studies and other related studies in southern Marin.
- ✓ Monitor the preparation of the US-101 Manzanita Park-n-Ride and Southern Marin Sea Level Rise Project Initiation Document being prepared by Caltrans.

Expected Deliverables:

Highway Related:

- ✓ Complete design of Bellam Boulevard safety improvements from Northbound U.S. 101 to separate regional traffic from local traffic, seek additional funding and initiate construction.

- ✓ Complete the Highway 101 Interchange Project Initiation Documents for three Highway 101 Interchanges located at SR131 Tiburon Blvd/ East Blithedale, Manuel T Freitas Parkway/ Civic Center Drive, and Alameda Del Prado.
- ✓ Coordinate with Caltrans and local agencies to activate the Phase 1 Corridor Ramp Metering project.
- ✓ Monitor the Class 4 Bikeway on the Sir Francis Drake Blvd off-ramp from westbound I-580 Pilot Study results and final recommendation by Caltrans.

Appendix: TAM Board of Commissioners

Belvedere: **Nancy Kemnitzer**, Council Member

Corte Madera: **Eli Beckman**, Council Member

County of Marin: **Mary Sackett**, Supervisor District 1

County of Marin: **Katie Rice**, Supervisor District 2

County of Marin: **Stephanie Moulton-Peters**, Supervisor District 3

County of Marin: **Dennis Rodoni**, Supervisor District 4

County of Marin: **Eric Lucan**, Supervisor District 5

Fairfax: **Chance Cutrano**, Council Member

Larkspur: **Gabe Paulson**, Council Member

Mill Valley: **Urban Carmel**, Council Member

Novato: **Rachel Farac**, Council Member

Ross: **Teri Dowling**, Council Member

San Anselmo: **Brian Colbert**, Council Member

San Rafael: **Kate Colin**, Mayor

Sausalito: **Melissa Blaustein**, Council Member

Tiburon: **Alice Fredericks**, Council Member

Appendix: FY2024-25 Classification & Salary Range

Salary Schedule per 2023 Compensation Study (effective 07/01/2024)

Classification Title	FY23-24		
	Maximum	FY24-25	FY24-24
	Monthly	Salary	Maximum
	Salary	Range	Monthly Salary
Accounting and Payroll Specialist	\$ 8,248	14	\$ 8,388
Administrative Assistant	\$ 5,819	10	\$ 6,901
Associate Transportation Planner	\$ 9,718	18	\$ 10,196
Director of Finance & Administration/ CFO	\$ 16,620	30	\$ 18,310
Director of Planning	\$ 15,680	29	\$ 17,438
Director of Programming & Legislation	\$ 16,061	29	\$ 17,438
Director of Project Delivery	\$ 16,575	30	\$ 18,310
Executive Assistant- Clerk of the Board	\$ 9,207	16	\$ 9,248
Principal Project Delivery Manager*	\$ 16,171	26	\$ 15,064
Principal Transportation Planner	\$ 13,126	24	\$ 13,663
Public Outreach Coordinator*	\$ 12,877	18	\$ 10,196
Senior Accountant	\$ 9,626	18	\$ 10,196
Senior Transportation Planner	\$ 12,501	21	\$ 11,803
Associate Project Delivery Manager	NA	20	\$ 11,241
Assistant Project Delivery Manager	NA	18	\$ 10,196
Deputy Executive Director	\$ 17,934	31	\$ 19,225

* Incumbent salaries are currently outside range.

Note: Executive Director salary is negotiated directly by the Board.

Appendix: Acronyms

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
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
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

Transportation Acronyms

Acronym	Full Term
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
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
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- 2018)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SMART	Sonoma Marin Area Rail Transit
SR	State Route
SR2S/SRTS	Safe Routes to Schools

Transportation Acronyms

Acronym	Full Term
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
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: May 23, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Scott McDonald, Principal Transportation Planner
Jennifer Doucette, Executive Assistant/Clerk of the Board

SUBJECT: Appointment to the TAM Bicycle/Pedestrian Advisory Committee (Action), Agenda Item No. 6d

RECOMMENDATION

The TAM Board appoints Joe Mulligan to the Bicycle/Pedestrian Advisory Committee (BPAC) as an At-Large Member representing Marin County.

BACKGROUND

The TAM BPAC is an advisory committee that was established in 2008 to advise on the programming of funds to support bicycle and pedestrian projects and programs; and to review and provide comments on project applications that seek funding under review by TAM.

The BPAC represents bicycle and pedestrian views, as well as the diversity in age, income, gender and ethnicity of Marin County. The BPAC consists of nine members, six of whom represent bicycle and pedestrian interests within six geographic areas, one of whom represents the Marin Public Works Association (MPWA), and the remaining two are at large representatives (as shown in the *TAM Bicycle/Pedestrian Committee Membership – May 2024* table below).

TAM staff solicits members through an application process and recommends committee appointments to the TAM Board. Members of the BPAC must be Marin County residents, with the exception of the member representing MPWA, who may or may not reside within Marin County.

On April 5, 2024, TAM received an application from Joe Mulligan to fill the At-Large Member vacancy for a four-year term, as shown in the BPAC roster below.

Mr. Mulligan has been deeply involved in advocating for safer cycling and pedestrian infrastructure in Marin, including roles as safety director, social media director, and board member-at-large at Marin Cyclists, and road support (SAG) chair and online advertising lead for the annual Marin Century ride. His dedication and proactive efforts to enhance safety measures and promote awareness, such as securing waterproof cards for cyclists involved in crashes and working to memorialize Peter Grace, is commendable.

Mr. Mulligan's involvement with various organizations and events, such as Marin Cyclists, Walk/Bike San Rafael, and the Kelly Brush Foundation, demonstrates his commitment to fostering a culture of active lifestyles and safety within the community. His extensive experience as a cyclist, coupled with his active participation in local meetings and events, provides him with valuable insights and perspectives that can contribute significantly to the TAM BPAC.

TAM Bicycle/Pedestrian Committee Membership – May 2024

Representing Area/Organization	Member/Candidate	Term Expiration
Ross Valley	Ben Berto (Chair)	2028
Novato/Northern Marin	Mark Birnbaum (Vice Chair)	2028
Larkspur/Corte Madera	Cheryl Longinotti	2026
West Marin	Mike Howe	2028
San Rafael	Don Magdanz	2026
Southern Marin	<i>Vacant</i>	
Marin Public Works Association	Kevin McGowen	2028
At-Large – Marin County	Kristin Drumm	2026
<i>At-Large – Marin County</i>	<i>Joe Mulligan</i>	<i>2028</i>

FISCAL CONSIDERATION

Not applicable.

NEXT STEPS

Staff will continue to solicit nominations and applications to fill the remaining vacant position.

ATTACHMENTS

None.



DATE: May 23, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Review and Accept Modifications to the Salary Schedule (Action), Agenda Item No. 6e

RECOMMENDATION

The TAM Board accepts the addition of the Assistant and Associate Project Delivery Manager positions in the Salary Schedule and the removal of the Executive Director from the Salary Schedule.

BACKGROUND

TAM's current salary range was established in 2011 through an agency-wide compensation and classification study process. In January 2024, the TAM Board adopted an updated compensation plan based on the 2023 study by Gallagher (formerly Koff and Associates). The primary goals of the compensation study were to assist TAM in developing a competitive pay and benefit plan and to ensure that internal relationships of salaries are based upon objective evaluation factors, resulting in equity across TAM. The new plan is scheduled to go into effect July 1, 2024, with the FY2024-25 Annual Budget.

With recent changes in personnel, two additional changes are needed to fully implement the plan. First are the additions of an Assistant Project Delivery Manager and an Associate Project Delivery Manager, one of which will be filled during an upcoming recruitment to replace the recently vacated Principal Project Delivery Manager role. The other is to remove the Executive Director position from the Salary Schedule as the salary for that role is directly and uniquely negotiated between the incumbent and the Board.

TAM's Human Resources (HR) Ad Hoc Committee, consisting of Commissioners Alice Fredericks, Beach Kuhl, Dennis Rodoni, and Stephanie Moulton-Peters, met on April 23, 2024 to review these recommendations, and supported forwarding them to the Board for consideration.

DISCUSSION/ANALYSIS

The recommended salary ranges for the two new positions are based on comparisons with currently active recruitments for similar positions, and consideration of the ranges established in January for existing TAM staff positions. The Assistant Project Delivery Manager salary is proposed to be set in Range 18 reflecting the requirement for a bachelor's degree without a Professional Engineering certification and no minimum experience requirement. The Associate Project Delivery Manager salary is proposed to be set in Range 20 reflecting the requirement for a bachelor's degree with the Professional Engineering certification and four years of experience. The salary range placements for each of the classifications are shown in the table below. Note that some of the positions shown are not currently filled.

Salary Schedule per 2023 Compensation Study
 (effective 07/01/2024)

Classification Title	FY24-25 Salary Range	FY24-25 Maximum	
		Monthly Salary	
Accounting and Payroll Specialist	14	\$	8,388
Administrative Assistant	10	\$	6,901
Assistant Project Delivery Manager	18	\$	10,196
Associate Project Delivery Manager	20	\$	11,241
Associate Transportation Planner	18	\$	10,196
Deputy Executive Director	31	\$	19,225
Director of Finance & Administration/ CFO	30	\$	18,310
Director of Planning	29	\$	17,438
Director of Programming & Legislation	29	\$	17,438
Director of Project Delivery	30	\$	18,310
Executive Assistant- Clerk of the Board	16	\$	9,248
Principal Project Delivery Manager*	26	\$	15,064
Principal Transportation Planner	24	\$	13,663
Public Outreach Coordinator*	18	\$	10,196
Senior Accountant	18	\$	10,196
Senior Transportation Planner	21	\$	11,803

* Incumbent salaries are currently outside range.

Note: Executive Director salary is negotiated directly by the Board.

The Executive Director compensation is recommended for removal from the published salary ranges as it is directly negotiated between the incumbent and the Board and is uniquely compensated from other positions in TAM. It is a common practice for many agencies to exclude the Director, General Manager, City Manager, or other Chief Executive/Administrative Officer from the salary schedule.

The HR Ad Hoc Committee also discussed the implementation of the transit benefit and cellphone stipend policies recommended in the compensation study and the update of the remote/hybrid work policy. These policies will be brought to the Board in June for consideration.

The new salary schedule and two new benefit enhancements will go into effect on July 1, 2024, with the start of the FY2024-25 budget year. Costs to implement are nominal and are already included in the proposed FY2204-25 TAM Budget.

FISCAL IMPACTS

The removal of the Executive Director compensation from and addition of two positions to the salary schedule will not result in any specific fiscal impact to TAM. The proposed replacement of a higher-level position with a lower paid position will result in savings to TAM and is incorporated into the FY2024-25 Proposed Budget.

NEXT STEPS

After the approval of these changes by the Board, staff will publish the recruitment of the Assistant/Associate Project Delivery Manager position with the adopted salary range(s).

ATTACHMENTS

None.



DATE: May 23, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt Positions on 2024 State Legislative Bills (Action), Agenda Item No. 7

RECOMMENDATION

The TAM Board adopts new positions on 2024 State Legislative bills as shown in Attachment B.

On May 13, 2024, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed staff’s recommendations and voted unanimously to support and refer the positions shown in Attachment B to the TAM Board for approval.

BACKGROUND

The 2024 Legislative Session is the second year of a two-year session. Bills introduced in the first year of the session can be carried over to the second year of the session. Bills that are not passed in the second year of a two-year session are considered dead and must be reintroduced in a future session for consideration.

The 2024 Legislative Session is at its midpoint. May 17 is the last day for fiscal committees to hear and report on the floor bills introduced in their house. May 24 is the last day for both houses to pass bills introduced in their houses of origin. Bills that fail to pass on May 17 will be considered dead for 2024 unless they were placed on suspense file.

Other notable remaining dates for the 2024 Legislative Session are shown in the table below.

Deadline for Legislature to pass State Budget	June 15, 2024
Last day for the Legislature to pass bills	August 31, 2024
Last day for the Governor to sign or veto bills	September 30, 2024
Statutes take effect, except emergency items that take effect upon signing	January 1, 2025

FY 2024-25 State Budget

On May 10, 2024, the Governor released his May Revision to the proposed FY 2024-25 State Budget. As noted in the table above, the Legislature has until June 15, 2024 to pass the FY 2024-25 State Budget. The May Revision reveals a deficit of \$27.6 billion in the General Fund with proposals on how to offset the shortfall. Gus Khouri, TAM’s Legislative Consultant, provided a report (Attachment A) on the Governor’s FY 2024-25 State Budget with reasons on how the deficit materialized. Attachment A also discusses the impacts of the budget on state transportation funding. Mr. Khouri will provide more information on the State Budget in his presentation at the May 23rd TAM Board meeting.

DISCUSSION/ANALYSIS

Attachment B contains the 25 state bills that are being monitored by staff and Mr. Khouri. The initial set of bills introduced in March 2024 included 24 bills. Senate Bill (SB) 1031 was amended on March 23, 2024 after the distribution of the Board packet, therefore SB 1031 was not included in the original bill matrix. However, the TAM Board discussed and adopted a position of watch for SB 1031 on March 28, 2024. SB 1031 is now reflected in the attached revised bill matrix under Attachment B.

The below table is a summary of the 25 bills listed in Attachment B that contains redlined revisions on bills that have been amended since March. Some of the bills are further discussed below because new positions are recommended.

Bill	Author	Subject	Prior Adopted Position	New Recommended Position
AB 817	Pacheo	Teleconferencing – Brown Act	Support	
AB 1774	Dixon	E-Bike – Sales Prohibition	Watch	Support
AB 1778	Connolly	E-Bike – Age Limit on Class 2 Bikes	Support	
AB 1904	Ward	Transit Buses Yield Sign	Support	
AB 2061	Wilson	Sales Tax – Ferries	Watch	
AB 2234	Boerner	E-Bike – Age Limit on Operation	Watch	N/A
AB 2259	Boerner	Bicycle Safety Handbook	Watch	
AB 2266	Petrie-Norris	Clean Air Vehicle Voucher Incentive	Watch	
AB 2290	Friedman	Active Transportation Program – Class III Path	Watch	
AB 2535	Bonta	SB1 – Trade Corridor Enhancement Program	Oppose	
AB 2669	Ting	Toll Bridges – Bicycle Pedestrian	Watch	
AB 2744	McCarty	Bicycle Pedestrian Safety	Watch	
AB 2796	Carillo	Zero-Emission Vehicles	Watch	
AB 2815	Petrie-Norris	Electric Vehicle Charging	Watch	Support
AB 3005	Wallis	Fuel Tax – Adjustment Suspension	Oppose	
SB 768	Caballero	CARB Study on VMT Impacts on CEQA	Watch	
SB 904	Dodd	SMART – Voter Initiative	Watch	Support
SB 915	Cortese	Autonomous Vehicles	Watch	
SB 925	Wiener	MTC Regional Transportation Measure	Watch	N/A
SB 926	Wahab	Bay Area Transit Consolidation	Oppose	N/A
SB 947	Seyarto	Highway Project Additional Costs	Watch	
SB 960	Wiener	Bicycle Pedestrian Transit Priority in SHOPP	Watch	
SB 1031	Wiener, Wahab	Regional Transportation Measure/Consolidation	Watch	
SB 1271	Min	E-Bike – Label Classifications	Watch	Support
SB 1510	Stern	Electric Vehicle Charging	Watch	

- **AB 1774 (Dixon)** – This bill would prohibit a person from selling a product or device that can modify speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle.

The FP&L Executive Committee recommended changing the adopted watch position to support to be consistent with the general electric bicycle safety policies that TAM had been supporting, such as AB 1778 and SB 1271.

- **AB 2234 (Boerner)** – This bill would prohibit people under the age of 12 from operating an electric bicycle of any class and require the California Highway Patrol to issue a skills waiver to each person who completes the electric bicycle safety and training programs. This bill was amended on April 17, 2024 to apply only to San Diego County and is no longer applicable to Marin County.

The adopted position of watch for AB 2234 is recommended to be changed to not applicable (N/A) since it is not applicable to Marin County. AB 2234 will be removed from the next bill matrix since tracking will not be needed.

- **AB 2815 (Petrie-Norris)** – This bill would require the State Energy Resources Conservation and Development Commission to provide funding under the Clean Transportation Program for repairs or replacement of nonoperational electric vehicle charging infrastructure that is in a publicly available parking space. The bill would require the Commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities.

Staff originally recommended a watch position, which was adopted by the TAM Board on March 28, 2024. Staff is recommending a new position of support for AB 2815 consistent with TAM's adopted 2024 State Legislative Platform to incentivize zero emission vehicles in reducing greenhouse gas emissions. The FP&L Committee had a robust discussion on AB 2815 and requested that staff return with additional information when available.

- **SB 904 (Dodd)** – The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. This bill also increases the procurement threshold, from \$40,000 to \$75,000, for supplies, materials, and equipment, and removes obsolete references to the North Coast Rail Authority (NCRA).

Staff originally recommended a watch position, which was adopted by the TAM Board on March 28, 2024. Staff is recommending a new position of support for SB 904 consistent with TAM's adopted 2024 State Legislative Platform and prior SMART ballot initiative efforts.

- **SB 925 (Wiener) and SB 926 (Wahab)** – The original versions of SB 925 and SB 926 were merged into SB 1031 (Wahab & Wiener), making SB 925 and SB 926, as currently amended, no longer relevant for discussion. The positions of watch for both SB 925 and SB 926 have been recommended to be changed to not applicable (N/A). SB 925 and SB 926 will be removed from the next matrix since tracking will not be needed.
- **SB 1031 (Wahab & Wiener)** – This bill would authorize the Metropolitan Transportation Commission (MTC) to raise and allocate new revenue and incur and issue bonds and other indebtedness by imposing a retail transaction and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge through a regional measure in all or a subset of the nine counties of the San Francisco Bay area. The bill states that MTC is responsible for implementing a seamless transit rider experience across the San Francisco Bay area and requiring those rules and regulations to also promote the coordination of mapping and wayfinding, real-time transit information, and other customer-facing operating policies. The bill is also called the Connect Bay Area Act.

Staff continues to recommend a watch position for SB 1031 because the bill is still subject to extensive changes. Staff and Khouri Consulting will be monitoring SB 1031 and reporting to the TAM Board and TAM SB 1031 Ad Hoc Committee on any developments. The TAM SB 1031 Ad Hoc Committee met on April 30, 2024 and developed priority points which were conveyed to Senator McGuire's office as shown in Attachment C.

- **SB 1271 (Min)** – This bill was amended to require, beginning January 1, 2026, an electric bicycle (e-bikes), powered mobility device, or storage battery manufacturers or distributors to be tested in an accredited testing laboratory for compliance with safety standards. Additionally, this bill requires, by January 1, 2028, similar testing for these devices used as rental, and revises the definitions of Class 1 and Class 3 e-bikes.

Staff originally recommended a watch position, which was adopted by the TAM Board on March 28, 2024. Staff is recommending a new position of support for SB 1271 because the amendments are considered acceptable and reasonable compliance requirements.

In addition, the following bills on the matrix have failed passage for various reasons: AB 2266 (Petrie-Norris), AB 2744 (McCarty), AB 2796 (Carillo), AB 3005 (Wallis), SB 947 (Seyarto), and SB 1510 (Stern). TAM will not take further action to track these bills.

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

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by taking positions on these bills.

NEXT STEPS

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

ATTACHMENTS

Attachment A – Khouri Consulting's State Legislative Update
Attachment B – Bill Matrix – May 2024
Attachment C – TAM SB 1031 Ad Hoc Committee Priority Points



May 10, 2024

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

**RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2024-25 STATE BUDGET-
 MAY REVISE**

On May 10, Governor Newsom released his May Revision to the proposed FY 2024-25 State Budget, citing a \$27.6 billion General Fund deficit. Governor Newsom identified a \$37.9 billion deficit in January. The legislature took corrective action by passing AB 106 and SB 106 to find \$17.3 billion in solutions (borrowing, delays, reductions, and shifts), but lackluster receipts increased the deficit by \$7 billion. A \$28.4 billion structural deficit is also identified for FY 2025-26. Governor Newsom proposes a total of \$44.7 billion in solutions for FY 2024-25 (\$4.2 billion in reserves, \$3 billion in efficiencies, \$15.2 billion in reductions, \$14.8 billion in expansion pauses and shifts, and an additional \$7.5 billion in borrowing) to close the gap. For FY 2025-26, \$8.4 billion in Rainy Funds are used to balance the budget, leaving \$22.8 billion in reserves.

How Did We Get Here?

The May Revise cites \$201 billion in General fund spending, down from \$208.7 billion in January and \$288.1 billion overall when factoring in special funds (\$291.5 billion in January). This is a sharp turn from the past few years, following surpluses in the FY 22-23 State Budget (\$101.4 billion) and the FY 21-22 State Budget (\$74.3 billion surplus), predominantly used for one-time expenditures rather than long-term obligations. This was attributable to a 55% increase in revenue from personal income tax, corporate tax, and capital gains revenue during the pandemic.

A portion of the current deficit is attributable to the 33% reduction in capital gains, which contributed to the collection of only \$18 billion of the \$42.9 billion expected in tax receipts. Due to severe storms in 2022, the Internal Revenue Service delayed tax collection to November 16, 2023 in 55 of 58 counties, impacting 99% of all state taxpayers and the late estimates. Had the tax collection delay not been in place, most of the \$31.7 billion deficit for FY 23-24 would have been more significant due to lower tax receipts reflected in the May Revision and a smaller shortfall for FY 24-25. While the stock market rebounded and recovered nearly all its losses by the end of 2023, cash receipts for the year remained weak due partly to increased capital loss carryovers from 2022. New data for 2022 shows those losses grew by 62 percent, exceeding the 58 percent realized during the Great Recession in 2008.

Poor Forecasting

There is a disparity between forecasted and realized revenues. The “Big Three” revenues—personal income tax, corporate tax, and capital gains—were projected at \$210 billion in FY 2022-23 and \$220.9 billion in FY 2023-24 but are now estimated at \$170.1 billion and \$177.7 billion, respectively. This represents a whopping \$83.1 billion difference (\$39.9B + \$43.2B) in revenue projection over actual.

Impact on Transportation

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

Significant Budget Adjustments

- **Transit Intercity Rail Capital Formulaic Program**—A delay, from FY 24-25 to 25-26, of \$1.3 billion of formulaic Transit and Intercity Rail Capital Program funds provided in SB 125, leaving \$1 billion for this program in FY 24-25. Additionally, the Budget proposes to shift \$261.4 million of the remaining \$1 billion in FY 24-25 from the General Fund to the GGRF. This fund shift will have no programmatic impact.
- **Transit Capital and Intercity Rail Capital Program** – A reduction of \$148 million in unused funds from Cycle 6, which is from the \$1.8315 billion balance dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura.
- **Active Transportation Program**—A reduction of \$399 million (\$300 million scored in FY 24-25 and \$99 million scored in FY 26-27), in addition to the \$200 million reduction proposed in January, leaves \$451 million for Cycle 7, which is a 57 percent cut (originally \$1.05 billion). Cycle 7 covers programming capacity between FY 2025-26 and FY 2028-29. CalSTA Secretary Toks Omishakin noted that \$980 million dollars over the next four years is programmed for biking and walking infrastructure improvements in the SHOPP despite the cuts.
- **Grade Separation Funding**—\$350 million in one-time General Fund revenues will be eliminated to fund seven projects statewide (\$251 million) and six port infrastructure projects (\$98.5 million). Secretary Omishakin stated that these high-priority investments would be a priority to backfill with federal funds from the Federal Rail Administration or the Federal Transit Administration, if possible.
- **Highways To Boulevards**—The program will receive a \$75 million reduction (a 50 percent cut) including to projects awarded funds earlier this fiscal year. Secretary Omishakin stated that federal funds may be used to backfill the program if possible.
- **Regional Early Action Planning Grants of 2021 (REAP 2.0)** —The May Revision includes a \$300 rescission of the \$600 million investment for REAP 2.0 which is a program designed to implement the region’s Sustainable Communities Strategies (SCS), as required by SB 375. REAP 2.0 funds a program that focuses on integrating housing and climate goals and allowing for broader planning and implementation investments (including infrastructural investments that support infill development which facilitates housing supply, choice, and affordability).

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	1/25/24 Senate Rules	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making, or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	Support
AB 1774 (Dixon) Vehicles: electric bicycles	4/25/24 Assembly Floor	This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle.	Watch <u>Support</u>
AB 1778 (Connolly) Vehicles: electric bicycles	4/29/24 Senate Rules	<u>As amended on April 18, t</u> This bill, until January 1, 2029, would authorize a local jurisdiction within the County of Marin to adopt an ordinance or resolution that prohibits any person under 16 years of age from operating a Class 2 electric bicycle. A class 2 electric bicycle is defined as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of aiding when the bicycle reaches the speed of 20 miles per hour. <u>The bill would require an ordinance or resolution that is adopted to make a violation an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course. The county would be required to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions taken by peace officers during the traffic stops, as specified. The bill would require the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified. The bill would require the local authority or county to only issue warning notices for the first 60 days after the passage of the ordinance or resolution.</u>	Support

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 1904 (Ward) Transit buses: yield right-of-way sign	4/1/24 Senate Rules	This bill would allow transit agencies statewide to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it.	Support
AB 2061 (Wilson) Sales and Use Tax: exemptions: zero-emission public transportation ferries	3/11/2024 Assembly Appropriations Suspense File	Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified.	Watch
AB 2234 (Boerner) Vehicles: electric bikes	4/23/24 Assembly Appropriations	This bill would prohibit people under the age of 12 from operating an electric bicycle of any class. This bill would require the California Highway Patrol, on or before June 30, 2025, to issue a skills waiver containing the name of person who completed the training, their guardian, and date of completion, in an electronic format, to each person who completes the electric bicycle safety and training programs. <u>This bill was amended on April 17 to apply only to San Diego County for the enforcement of electric bicycle safety and is no longer applicable to Marin County.</u>	Watch <u>N/A</u>
AB 2259 (Boerner) Transportation: bicycle safety handbook	4/10/24 Assembly Appropriations Suspense File	This bill would, upon appropriation by the Legislature, require the Department of Motor Vehicles to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes.	Watch

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 2266 (Petrie-Norris) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	4/24/24 Assembly Transportation Hearing cancelled - failed passage	This bill would require the State Air Resources Board to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements.	Watch
AB 2290 (Friedman) Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program	4/9/24 Assembly Appropriations	This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	Watch

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 2535 (Bonta) Trade Corridor Enhancement Program	4/25/24 Assembly Appropriations	<p>This bill would require the California Transportation Commission to ensure that at least 50% of the funds allocated under the program in any fiscal year are allocated to investments in zero-emission freight infrastructure. The bill would also prohibit funding any capacity projects or general purpose lanes on the state highway system. As amended on April 9, this bill would require 50% of all Trade Corridor Enhancement Program (TCEP) funds awarded in 2030 to be dedicated to zero-emission vehicle infrastructure. The bill would require the applicant agency, as a condition of funding from the California Transportation Commission (CTC) for design, right-of-way, and capital construction costs, to complete the applicable requirements of the California Environmental Quality Act and the federal National Environmental Policy Act of 1969 within 6 months of the CTC adopting the TCEP program of projects. The bill would limit the CTC from programming projects, if levels of diesel particulate matter in communities within the highest quintile in CalEnviroScreen do not decline by 50 percent below 2024 levels by January 1, 2030, as determined by the Office of Environmental Health Hazard Assessment.</p>	Oppose
AB 2669 (Ting) Toll bridges	4/24/24 Assembly Appropriations Suspense File	<p>Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, <u>owned by Caltrans</u>, and private entities that have entered into a franchise agreement with the state. <u>As amended on April 2, this bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used for costs of constructing the bridge.</u></p>	Watch

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 2744 (McCarty) Vehicles: pedestrian, bicycle, and vehicle safety	4/22/24 Assembly Transportation Hearing cancelled- failed passage	<p>As amended on April 15, tThis bill would, beginning on January 1, 2025, prohibit the addition of a right turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right turn lane before January 1, 2025. <u>construction of slip lanes. A slip lane is defined as a channelized right-turn lane that channelizes the right-turn lane between an island and the curb that allows a vehicle to turn onto a cross street without entering an intersection.</u></p>	Watch
AB 2796 (Carillo) Equitable Access to Zero-Emissions Vehicles Fund	4/23/24 Assembly Transportation Not set for hearing- failed passage	This bill would establish the Equitable Access to Zero-Emission Vehicles Fund and would make moneys in the fund available, upon appropriation by the Legislature, for a new vehicle rebate program and for other specified purposes. The bill would require the State Air Resources Board, by July 1, 2025, to establish a program to offer rebates for the purchase of zero-emission vehicles and other specified vehicles from moneys made available from the fund.	Watch

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 2815 (Petrie-Norris) Clean Transportation Program: electric vehicle charging infrastructure	4/23/24 Assembly Appropriations	<p>As amended on April 3, to establish, on or before January 1, 2026, <u>to provide funding through a new or existing</u> a program under the Clean Transportation Program to provide grants for repairs <u>or replacement of nonoperational</u> to electric vehicle charging infrastructure that has been in operation for at least 5 years, <u>that were installed prior to January 1, 2024,</u> and that is in a publicly available parking space, as provided. The bill would authorize grant funding to be used for, among other things, the cost to repair, upgrade, or replace an electric vehicle charging port or supporting infrastructure and the cost of operations, maintenance, and warranties for repaired, upgraded, or replaced electric vehicle charging ports and supporting infrastructure. The bill would require the commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities.</p>	<u>Watch Support</u>
AB 3005 (Wallis) Motor Vehicle Fuel Tax Law: adjustment suspension	4/23/24 Assembly Transportation Failed passage	This bill would suspend the annual inflationary adjustment of gas tax revenues, which would create a deficit of funding for the State Transportation improvement Program, State Highway Operations and Protection Program, and local streets and roads.	Oppose
SB 768 (Caballero) California Environmental Quality Act	4/29/24 Assembly Natural Resources	As amended on January 11, 2024, this bill would require the State Air Resources Board by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA.	Watch

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
SB 904 (Dodd) SMART	4/29/24 Senate Appropriations Consent	<p>Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under current law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transaction and use tax ordinance.</p> <p><u>As amended on March 21, this bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. This bill also increases the procurement threshold, from \$40,000 to \$75,000, for supplies, materials, and equipment, and removes obsolete references to the North Coast Rail Authority.</u></p>	<u>Watch</u> <u>Support</u>

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
SB 915 (Cortese) Local government: autonomous vehicles	4/29/24 Senate Appropriations	<p>As amended on April 11, prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by DMV, PUC, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. The bill prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by DMV, PUC, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. this bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization <u>by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency</u> to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.</p>	Watch
SB 925 (Wiener) San Francisco Bay area: local revenue measure: transportation improvements	4/24/24 Senate Floor	<p>This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. <u>As amended on March 20, this bill addresses legislative review of state agency action and is no longer relevant to TAM.</u></p>	Watch <u>N/A</u>

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
SB 926 (Wahab) San Francisco Bay area: public transportation	5/6/24 Senate Appropriations	<p>This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. <u>As amended on March 20, this bill has been amended to address crimes associated with distribution of intimate images and is no longer relevant to TAM.</u></p>	Oppose <u>N/A</u>
SB 947 (Seyarto) Department of Transportation: state highway projects: agreements with public entities: project design changes.	4/24/24 Assembly Transportation Not set for hearing- failed passage	<p>This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. The bill would also make this provision applicable to agreements in effect as of January 1, 2025.</p>	Watch

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
SB 960 (Wiener) Transportation: planning: <u>complete</u> streets: transit priority projects: multimodal	4/26/24 Senate Appropriations	<p><u>As amended on April 16, t</u>This bill <u>directs Caltrans to develop a transit priority policy. This bill requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill requires any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.</u></p> <p>would require the Caltrans asset management plan for the state highway operation and protection program (SHOPP) to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the California Transportation Commission (CTC) to adopt targets and performance measures and instead require the CTC to adopt 4 year and 10 year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system... The bill would require the department, in consultation with the CTC, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.</p>	Watch

<p><u>SB 1031 (Wahab & Wiener)</u> <u>San Francisco Bay area: local revenue measure: transportation improvements</u></p>	<p><u>4/24/24</u> <u>Senate Appropriations</u></p>	<p><u>As amended on April 16, this bill would authorize the Metropolitan Transportation Commission (MTC) to raise and allocate new revenue and incur and issue bonds and other indebtedness by imposing a retail transaction and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge through a regional measure in all or a subset of the nine counties of the San Francisco Bay area.</u></p> <p><u>The bill would also require the California State Transportation Agency to select the University of California Institute of Transportation Studies or the Mineta Transportation Institute at San José State University to conduct an assessment, by January 1, 2026, of the associated advantages and disadvantages of consolidating transit agencies that are in the 9-county San Francisco Bay area.</u></p> <p><u>The bill states that MTC is responsible for implementing a seamless transit rider experience across the San Francisco Bay area and requiring those rules and regulations to also promote the coordination of mapping and wayfinding, real-time transit information, and other customer-facing operating policies. A transit operator would be ineligible to receive an allocation of the revenues generated by the new regional measure from MTC or to make a claim pursuant to the Transportation Development Act for an allocation of funds from a local transportation fund if the operator is not in compliance with those rules and regulations.</u></p> <p><u>This bill would authorize MTC, as part of a regional measure to propose a ballot measure that would require a covered employer that is located in proximity to transit to purchase a regional transit pass for each of its employees and to require a covered employer that is not located in proximity to transit to provide a subsidy to each of its employees corresponding in financial value to the regional transit pass.</u></p> <p><u>The legislation also prescribes a return to source distribution of funding of no less than 70 percent of revenues generated in each county, projects and programs that benefit that county, including transit operations funding for transit agencies that serves riders of that county for prescribed expenditures, over each five-year period that the tax is operative. MTC would recalculate allocations every two years.</u></p>	<p><u>Watch</u></p>
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<p>SB 1271 (Min) Electric bicycles, powered mobility devices, and storage batteries</p>	<p>4/24/24 Senate Appropriations</p>	<p><u>As amended on April 24, This bill requires, beginning January 1, 2026, an electric bicycle (e-bikes), powered mobility device, or storage battery manufacturers or distributors to test said devices by an accredited testing laboratory for compliance with safety standards. Additionally, this bill requires, by January 1, 2028, similar testing for those devices used as rental, and revises the definitions of class 1 and class 3 e-bikes, as specified.</u>This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would, if an electric bicycle can operate in multiple modes, require a manufacturer and distributor to include on the label the classification number of all classes of which it is capable of operating. Commencing January 1, 2026, this bill would prohibit a person from distributing, selling, leasing, or offering for sale or lease, an electric bicycle, powered mobility device, or storage battery, as defined, unless the battery for the electric bicycle or powered mobility device has been tested, as specified, or the storage battery meets specified tests.</p>	<p>Watch Support</p>
<p>SB 1510 (Stern) Permitting: electric vehicle charging</p>	<p>2/16/24 Introduced</p>	<p>Current law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building</p>	<p>Watch</p>

TAM Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
	Not referred to a committee- failed passage	official’s review of whether it meets all health and safety requirements of local, state, and federal law. Current law requires an electric vehicle charging station to comply with, among other things, all applicable rules of the Public Utilities Commission regarding safety and reliability, as specified. This bill would express the intent of the Legislature to enact subsequent legislation that would reduce state and local permitting barriers for electric vehicle charging.	

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TAM SB 1031 Ad Hoc Committee**Priority Points for Discussion****May 13, 2024**

TAM SB 1031 Ad Hoc Committee convened for the first time on April 30, 2024 to discuss the status of SB 1031 and consider potential bill amendments to convey to Senator McGuire, including the following:

- Add language to ensure regional measure does not conflict with SMART Measure Q renewal in 2026.
- Allow each county to participate in expenditure plan development before ballot placement unless a codified (legislated) expenditure plan is developed with specific projects like RM3.
- Ask for return to source of higher than 70%.
- Include an amount equivalent to ¼ cent distribution for SMART if Measure Q renewal fails.
- Add safe routes to school eligibility to safe streets pot.
- Add active transportation eligibility to the connectivity pot.
- Ensure that the connectivity pot goes out by formula directly to CTAs.
- Support to engage in conversations about Marin Transit facility.
- Adding SMART to Cloverdale to Plan Bay Area 2050+. This item was not discussed by the Ad Hoc Committee but requested by SMART as a North Bay priority.

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DATE: May 23, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning

SUBJECT: Update from Marin Wildfire Prevention Authority on Evacuation/Ingress/Egress Risk Assessment (Discussion), Agenda Item No. 8

RECOMMENDATION

Discussion item only. The TAM Board receives an update on the Marin Wildfire Prevention Authority's (MWPA) Evacuation/Ingress/Egress Risk Assessment.

BACKGROUND

On September 16, 2021, the MWPA Board of Directors authorized the release of a Request for Qualifications and Proposals (RFQ/RFP) for a wildfire Evacuation/Ingress/Egress Risk Assessment ("Project"). The purpose of this assessment is to identify evacuation route vulnerabilities, to understand the contributing factors and use this information for mitigation project planning. This is not a real-time evacuation management tool and intended to inform a wide audience of potential risk reduction measures.

TAM staff have closely worked with MWPA to develop the scope and study, including providing the use of the TAM Demand Model (TAMDM) and staff time on the Technical Advisory Committee (TAC), and in review of major deliverables.

DISCUSSION

With the passage of Measure C (parcel tax) in March of 2020, Marin voters elected to provide ongoing local funding to support wildfire prevention efforts. Since then, MWPA has been advancing multiple efforts to reduce wildfire risk, including the reduction of wildfire fuels, reducing risks to homes, public education, partnership grants, and improving evacuation systems. Evacuation preparedness efforts are centered on two major areas: a planning-oriented risk assessment, and incident management during evacuation events.

MWPA coordinates with an array of agencies across various topic areas, and TAM has been closely coordinating on evacuation planning and risk assessment, as future transportation improvements should consider evacuation needs and wildfire risks in project development.

MWPA staff will present an update on their efforts to date, including the next steps for risk assessment, some key findings, and the need for partnerships with stakeholders.

FISCAL CONSIDERATION

Not applicable.

NEXT STEPS

Staff will continue to coordinate with MWPA and with local jurisdictions and transit operators to support wildfire evacuation planning efforts that are related to transportation.

ATTACHMENTS

Attachment A – MWPA Presentation



Evacuation Planning

TAM Board of Commissioners
May 23, 2024

Marin Wildfire Prevention Authority



2017: North Bay wildfires

2018: Lessons Learned Committee

2019: Grand Jury Report on Wildfire Preparedness

Recommended the “creation of a joint powers authority to coordinate a comprehensive, consistent approach to pre-ignition planning”

Measure C passed in March 2020 (70.8% approval)

- Joint Powers Authority composed of 17 voting member agencies
 - Cities, Towns & County
 - Fire Protection, Community Services and Utility Districts
- \$21 million annual budget through a parcel tax

Marin Wildfire Member Agencies



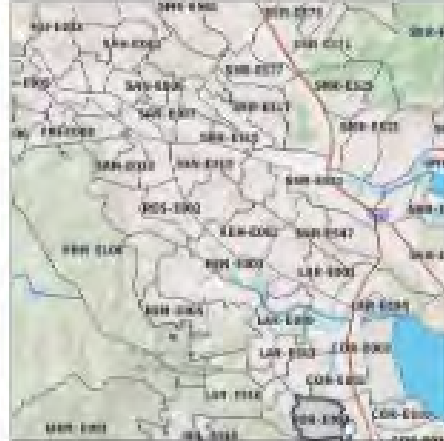
Member Agency	Board of Directors
Bollinas Fire District	Claire Molesworth
City of Larkspur	Catherine Way
City of Mill Valley	Stephen Burke
City of San Rafael	Rachel Kertz
County of Marin Fire	Dennis Rodoni
Inverness Fire District	Kathryn Donohue
Kentfield Fire District	Barry Evergettis
Marinwood Community Services District	Bill Shea
Muir Beach Community Services District	Christine Murray
Novato Fire District	Bruce Goines
Sleepy Hollow Fire District	Tom Finn
Southern Marin Fire District	Cathryn Hilliard
Stinson Beach Fire District	Mark White
Town of Corte Madera	Fred Casissa
Town of Fairfax	Barbara Coler
Town of Ross	Julie McMillan
Town of San Anselmo	Alexis Fineman

Marin Wildfire Goals



Reduce Wildfire Fuels

Vegetation Management and Local Wildfire Prevention Mitigation



Improve Evacuation Systems

Wildfire Detection, Alert, and Evacuation Program Improvements



Reduce Risks to Homes

Defensible Space Evaluations (1/3 annually) and Home Hardening



Educate the Public

Public outreach and education about fire prevention, preparedness, and risk reduction



Provide Grants to Residents

Grants to modify homes and partnerships to collaborate and augment funds



Evacuation stakeholders

- Evacuation planning and management must be coordinated with:
 - Law / traffic enforcement agencies
 - Local fire agencies
 - Emergency services providers (Offices of Emergency Management)
 - Cities & Towns, County:
 - Departments of Public Works
 - Community Development
 - Transportation Authority of Marin
 - Caltrans, CHP, etc



2 tools for evacuation preparedness

- On the planning side:
 - Evacuation Ingress / Egress Risk Assessment
 - Sonoma Technology with subcontractors including:
 - Fehr and Peers
 - Spatial Informatics Group (SIG)
 - Reax Engineering
 - UC Berkeley
- On the incident management side:
 - Genasys & Ladriss Traffic AI softwares

Evacuation Risk Assessment: 3 categories of risk



PyreCast Fire Model

Where is the fire?
How fast is it spreading?
Where is it going?



- Ignition location
- Growth over time
- Burn frequency

Communication Model

Who is impacted?
How is information received?
How long to mobilize?



- Time to receive alert
- Time to receive evacuation order
- Time to mobilize

Traffic Model

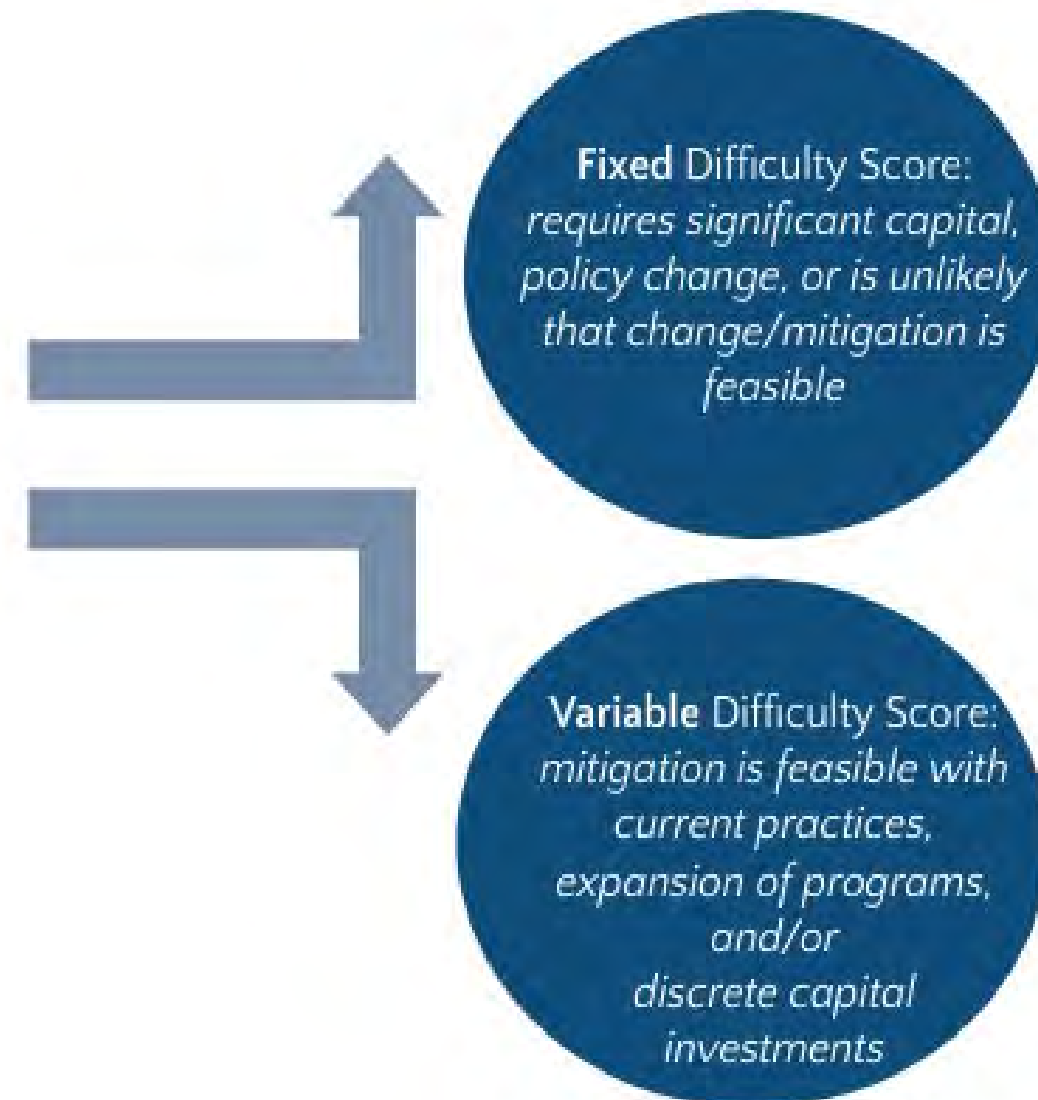
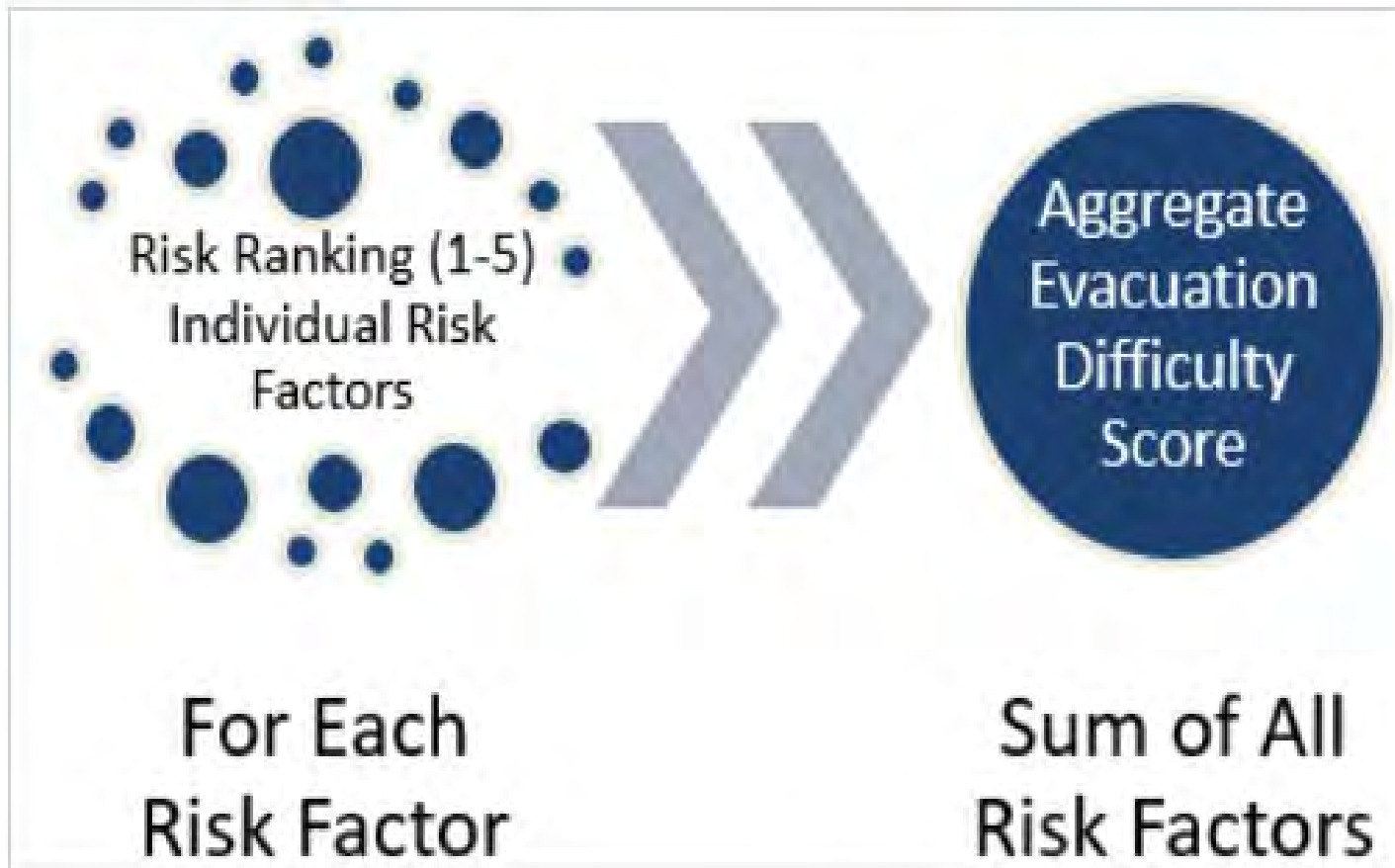
How long to get to safety?
How many vehicles exposed?
Where are bottlenecks?



- Time to reach safe space
- Speed along roadways
- Traffic volume along roadways



Fixed and Variable Risks





Fire risks considered:

Fixed Risk Factors	Variable Risk Factors
<p>Burn Probability</p> <p>Wildfire History</p> <p>Wildland Urban Interface (WUI) Boundaries</p> <p>Waterway Locations</p> <p>Structure Density</p>	<p>Near-Road Ignitions</p> <p>Rate of Spread</p> <p>Flame Length</p> <p>Hydrant Locations</p> <p>Key Infrastructure</p> <p>Safe Locations</p>



Traffic risks considered

Fixed Risk Factors	Variable Risk Factors
<ul style="list-style-type: none"> Road Slope Road Elevation Road Complexity Number of Intersections Main Evacuation Route Structure Density Safe Locations Key Infrastructure Burn Probability 	<ul style="list-style-type: none"> Near-Road Flame Length High-Collision Roadways Key Evacuation Route Intersections Fire Engine Accessibility Roadway Condition

Communications risks considered



Fixed Risk Factors	Variable Risk Factors
Resident Population Tourist Population Elderly Population Child Population Land Use Income Vehicle Ownership Commuting Workers Commuting Students Adult Gender Ratio	Cellular Coverage Region (Data and Voice) Alert Marin Subscriptions Linguistic Isolation Commuting Non-Driving Students

Evacuation Risk Assessment outputs:



<https://www.marinwildfire.org/project/evacuation-ingress-egress-risk-assessment>

Website Resource	Description
Overview	1-Page Summary of Purpose, Lessons Learned, Short- and Long-term Benefits
Story Map	Multi-page summary of purpose, development, content, and findings
Literature Review	Summary of Wildfire Evacuation State-of-the-Science from review of ~75 documents
Assessment of Current Conditions of Evacuation Difficulty	Identification of priority evacuation risks based on evaluation of existing conditions and dynamically modeled inputs for fire behavior, communications & decision-making, and traffic.
GIS Map Viewer	Tool for selectively viewing, layering, and evaluating evacuation risk on the landscape
Risk Factsheets	Details regarding the underlying data for Fire, Roadway, and Communication Risks
SB 99 and AB 747 Factsheets	Details about how the Evac Risk Assessment Tool helps agencies satisfy requirements under SB 99 (constrained residential streets), and AB 747 (evacuation route maps)

Marin Wildfire Annual Work Plan



- **Member agencies submit budget requests for projects, including so far:**
 - Roadside fuels reduction
 - Fuel breaks and other vegetation projects
 - Improved alerting systems
 - Outreach and communications
- **Other evacuation stakeholders are invited to partner with member agencies for project submission (but none so far)**



Risk Assessment next steps

- Identify areas of highest risk:
 - by risk category (fire, communications or traffic)
 - by type (variable, fixed)
- (Continue to) design and assess mitigation solutions (dual impact, highest risk reduction, cost, feasibility etc)
- Look at complementary and alternative risk reduction opportunities, including education
- Track progress

Genasys & Ladris Traffic AI



- These softwares work together to divide the territory into evacuation zones and sequence evacuations based on threat direction (ignition location and wind direction)
- Can be used to run dynamic evacuation scenarios and understand “time to safety” by community



Evacuation policies

- Fire roads are not evacuation roads
- Evacuate by car, not on foot / bike
- ...but if family size permits, only one car, no boats / trailers
- Inside a car on a road that has been cleared of roadside vegetation = safety
- Make a plan for large animals
- Older residents might struggle to perceive a threat
- Schools should safely shelter kids
- Some infrastructure are designated temporary shelters or staging areas
- Sign up for Alert Marin. Sign up your family, friends

Transportation Risk



- Marin Wildfire does not have staff or expertise to conduct in-depth analysis of transportation risk, facilitate planning or design solutions
- Member agencies are focused on Fire and Communications risks
- Traffic-related mitigation ranges from limiting parking during Red Flag Days to more complex transportation solutions.
- Marin Wildfire seeks assistance to coordinate with the appropriate stakeholders, analyze the data available through these tools and begin the planning process.

Partnerships & Education



Marin Wildfire actively seeks to engage with all evacuation stakeholders through your or our strategic / budgeting planning processes

Education is key to changing practitioners and the community's ability to successfully evacuate.

Thank you!



Questions?