



EXPENDITURE PLAN ADVISORY COMMISSION MEETING

Draft Minutes - June 19, 2017

MEMBERS

PRESENT:

Sue Beittel
Lisel Blash
Robert Burton
Bill Carney
V-Anne Chernock
John Horinek
Peter Pelham
Kate Powers
Paul Premo
Scott Tye
Coy Smith
Lynn Von Der Werth
Joanne Webster

MEMBERS

ABSENT:

Mary Jane Burke
Joy Dahlgren
Pamela Gach
Cynthia Murray
Vince O'Brien
Paul Roye

STAFF

PRESENT:

Dianne Steinhauser, Executive Director
Bonnie Nelson, Facilitator
Molly Graham, Public Outreach Coordinator
Joanne O'Hehir, Coordinator

1. Welcome

Executive Director Dianne Steinhauser called the meeting to order. She provided background information on the 2004 ½-cent sales tax measure and the role of the Expenditure Plan Advisory Committee (EPAC) in recommending elements for a future sales tax renewal and consideration of raising the existing sales tax. Ms. Steinhauser said she anticipated the meetings occurring over a five-month period on a monthly or twice-monthly basis to educate the members on transportation issues and consider their opinions, answer questions, and develop priorities for how to invest in the future.

2. Introductions

Each member provided a general introduction and overview of their interests and representative group. Ms. Steinhauser noted that additional participants would be joining subsequent meetings. Some members invited were absent and two vacancies had yet to be filled.

3. Committee Overview and Protocol

Ms. Bonnie Nelson, facilitator for TAM, discussed the committee, which she noted will act in an advisory capacity to the TAM Board. She reviewed protocol regarding respect for all opinions and the desire for consensus, noting majority and minority opinions will be captured. She stated the Committee's primary responsibility is to develop two draft expenditure plans, should they see fit, for a renewal of the current ½-cent sales tax and/or potential augmentation of the current sales tax by ¼- or ⅛-cent.

It was noted that the group should try to avoid acronyms. TAM will provide an updated glossary to the group.

There was discussion about what would occur if the expenditure plan and ballot measure are not successful. Ms. Nelson explained that the plans will be drafted following input and discussion, including a public poll. Additional polling will take place once a further defined expenditure plan is developed, testing options. Ms. Steinhauser explained the problems TAM faces with funding shortfalls, and the programs funded now that would need to be eliminated without the ongoing local sales tax.

A question was raised regarding pollster's ability to understand transportation needs. It was confirmed that this was important to address in the future expenditure plan, that the needs identified by the public be addressed.

It was requested that legal opinion is sought to confirm the meetings are not subject to the Brown Act requirements.

4. Transportation Sales Tax Introduction – Sales Tax 101

Ms. Nelson provided background information on successful sales tax measures, noting that all the measures had supported multiple modes of transport. She discussed the preference by voters that tax measures sunset in 20, 30 or 40 years, rather than existing in perpetuity.

Ms. Nelson discussed the reasons a measure is being considered for the 2018 ballot, since the current sales tax measure does not end until 2024, noting the difficulty of future planning if long-term funding is not in place. She discussed the importance of linking the sales tax measure to addressing the transportation problems that voters believe need solving, and the need to support multi-modal transportation for all Marin County communities.

There was discussion of additional funding sources available for transportation programs and whether TAM would no longer need to fund some programs due to a

new influx of funding. ED Steinhauser noted there would be an update at each meeting on the status of SB1, the Road Repair and Accountability Act, as well as progress on whether a Bay Area toll bridge hike would happen. It was noted that a Bay Area toll increase would need to be considered by voters, pending state legislation authorizing the measure, and a toll increase requires a 50% approval rate because it is considered a fee with direct benefit to the users paying the toll, rather than a tax.

It was noted that that some communities are approaching the 2% local sales tax limit and that the cap may need to be raised to accommodate any increase in the transportation sales tax. It was asked whether this would be necessary to receive support from some of Marin's local jurisdictions.

ED Steinhauser explained that there is a ¼-cent available in the local sales tax capacity for the City of San Rafael and the Town of Fairfax, with greater than ¼ cent in all other jurisdictions. Legislation could be pursued to provide an exemption to the sales tax cap for transportation needs, if those jurisdictions want to preserve that ¼ cent for other needs specific to those jurisdictions.

It was noted that any education efforts should include successful projects funded by Measure A and Measure B as well as demonstrate what would occur if funding were to end. Other key issues noted were the importance of consistent education of city/town staff, elected officials and voters to develop broad consensus.

The following actions were agreed to by the group:

Provide a list of counties that have sales tax exemptions at the next meeting.
Provide a list of Marin local jurisdiction tax rates.

5. TAM Measure A Transportation Sales Tax Overview ED Steinhauser provided overview information on the 2004 Measure A ½-cent transportation sales tax. She discussed TAM's role as the sales tax authority, as well as the congestion management agency and how the agency distributes local, regional, state and federal funds. She provided a list of top 20 companies/industries which contribute to the sales tax in Marin County. ED Steinhauser discussed the importance of sales tax in relation to acquiring other sources of funding, how a small amount of local funds can influence decision makers into contributing other non-local funds.

ED Steinhauser noted that Marin Transit will attend July's committee meeting for a presentation on the services they provide that are funded by the sales tax. She provided a brief overview of their services, which include local transit, rural transit, special needs transit and the Muir Woods Shuttle. She noted that approximately 40% of the Marin Transit budget relies on the Measure A transportation sales tax. General discussion on the success of the Muir Woods Shuttle ensued, and there was comment on the need for better signage from Highway 101. Discussion also took place on the

funding relationship between Marin Transit and TAM, that TAM relies on Marin Transit to plan service, prioritize service needs, and manage their funding accordingly.

ED Steinhauser discussed the previous expenditure plan, noting that specific multi-modal projects were called for in the plan, including carpool and bike lanes as part of the HWY 101 project through San Rafael. She noted that funds from Measure A supported a portion of the Highway 101 Gap Closure carpool lane project, with those local funds leveraging other non-local fund sources.

ED Steinhauser discussed the provision of sales tax for funding local road and major road infrastructure and the requirement of “complete streets”, which is the consideration of all roadway users including transit, bicyclists and pedestrians. In the 2004 sales tax approval by voters, a total of 15 major roadways were envisioned for improvement. She noted that available funds have determined the number of major roads projects that can be complete, which will be 7 or 8. The committee will consider whether funds should be allocated to the current remaining list of projects or if other new major road projects should be included in a future sales tax measure.

Ms. Steinhauser discussed the Safe Routes to Schools overall program- education and encouragement, and capital Safe Pathway projects, and the Crossing Guard Programs, noting that a presentation on Safe Routes to School will be made at the August EPAC meeting.

6. Elect Committee Chair and Review Future Meeting Schedule

The EPAC was encouraged to select a Chair. A motion was made by Member Pelham and seconded by Member Webster to elect by acclamation V-Anne Chernock as Chair.

TAM staff suggested that members might wish to nominate an alternate in the event they are unable to attend meetings.

7. Roundtable Discussion and Request for Additional Material and Information

It was requested that representatives from the Marin County Climate Plan and West Marin Sea Level Rise Plan are invited for a focused discussion including the Bay Wave report.

The following actions were agreed to by the group:

To Provide Climate Plan and Sea Level Rise reference materials at the next meeting.

Ms. Steinhauser mentioned that staff is available to come to community groups to give any of the above presentations.

8. Public Open Time

There was no one present from the public.

9. Adjournment

A motion was made, seconded and unanimously approved to adjourn the meeting at 8:10 p.m.