

Summary of Needs- EPAC review of June through October 2017

Local and Regional Transit	Reference to Present	Responsible Agency	Annual Revenue Requested (\$ millions)	One Time Revenue (\$ millions)	Able to Fund under SB1 programs?	Able to fund under RM3 ?	Notes to SB1/ RM3	Performance
School Transportation	Sept. 18	Marin Transit	\$8.00		No, unlikely	No	Both Marin Transit, and Golden Gate Transit receive additional State Transit Assistance , STA, funds., that could be applied to School transportation. TAM may also receive share for Lifeline- unknown details as of this date. MT=\$600,000 annually, Golden Gate = \$	Removes vehicle trips in school corridors & provides congestion relief
Ferry Service Expansion to/from Marin	Sept. 6	Golden Gate		\$15.00	YES- Partial - Additional STA	???	Under RM3 ,WETA , the Water Emergency Transportation Authority receives \$300 million capital and \$35 mil annually for service expansion. Unclear whether routes managed by WETA can serve Marin	Removes driving trips , addresses increasing ferry demand- more frequent ferry service can draw ridership
Operations and Maintenance Facility	Sept. 18	Marin Transit		\$10.00	No unlikely	???	Marin Transit could use the increase in STA for their maintenance facility needs / "North Bay transit" entry in RM3 could be tapped for this need	Reduces and helps stabilize operating costs allowing for more transit service and reduced traffic congestion
Growing Senior population	Sept. 18	Marin Transit	\$2.00		No unlikely	No	Marin Transit could use the increase in STA for Adtl Senior Transportation / RM3 has no funds available	Provides mobility to people who no longer drive and cannot use regular transit service
Shuttles and First/Last Mile	Sept. 18	Marin Transit	\$2.00		No unlikely	No	Marin Transit could use the increase in STA for their increased shuttle needs / RM3 has no funds available	Provides cost effective connections to regional and corridor service and for short trips; attracts new riders
Green Transit Fleet	Sept. 18	Marin Transit	\$2.00		No unlikely	???	Marin Transit could use the increase in STA for their green fleet needs / "North Bay transit" entry in RM3 could be tapped for this need	Reduces greenhouse gases with the purchase of low and no emission (e.g., battery electric) buses and shuttles; expands the fleet to attract new riders
Enhance Existing Transit Service (frequency)	Sept. 18	Marin Transit	\$1.00		No unlikely	No	Marin Transit could use the increase in STA for increased transit frequency needs / RM3 has no funds available	More frequent and reliable transit service attracts riders
Expand Rural and Recreational Service	Sept. 18	Marin Transit	\$0.50		No unlikely	No	Marin Transit could use the increase in STA for their maintenance facility needs / RM3 has no funds available	Removes auto trips during congested weekend periods
Highway Projects								
Marin-Sonoma Narrows	Aug. 23	TAM/ Caltrans		\$20.00	YES- partial.	YES- partial	While TAM can apply for SB1 funds, at 100%, very unlikely it will score well with no matching funds. RM3 not enough to all the work in both Marin and Sonoma.	The Local Funds will leverage SB1 grant funds from the California Transportation Commission SB1 programs, or accelerate funds that could be available over 30 yrs. from MTC's pending RM3 program
NB 101 – EB 580 Connector	Aug. 23	TAM/Caltrans		\$20.00	No- unlikely	YES- most	While RM3 funds a majority of the Connector cost, Marin can secure early funds and start work sooner with funds of our own as match.	The Local Funds will allow TAM and its local partners to start the project up to 2 years earlier or accelerate funds that could be available over 30 years from MTC's pending RM3 program
Interchange Improvements	Sept. 18	TAM/Local Jurisd.		\$30.00	No-unlikely	No	No funds identified in either Sb1 or RM3 for Interchange improvements. Future STIP may be available to marin (7 years out)	The Local funds will enable these projects to do necessary environmental and design work making them shovel ready for outside funds, and/or fully fund projects sequentially
Local Roads/Major Roads								
Continue Existing PCI of 66	Sept. 18	Local jurisdictions	\$12.20		Yes- partial	No	DPW's gain substantial addl funds under SB1, but that level is not enough to maintain all features and a PCI of 66. growth in other funds may help offset this need.	Roads serve all users- goods movement, workers, residents, transit, bike/ped . Ext investment with SB1 is \$35.3 mil. A total of \$47 mil needed annually to maintain roads at PCI of 66
Raising PCI to 71	Sept. 18	Local jurisdictions	\$19.80		No	No	No funds identified for increase in PCI	\$55 mil needed annually to improve roads by 5 points, to PCI of 71. PCI 70 is long- range regional goal in MTC's Plan Bay Area
Complete Unfinished Major Road Projects	Sept. 18	Local jurisdictions	Note		No	No	No funds identified for increase in PCI	Maintain existing commitments to Major Roads over the next 30 years to complete projects under the original expenditure plan
Future Technology Advancements		Local jurisdictions	\$0.300		No	No	No funds identified for innovative solutions to congestion or other roadway needs.	Funds to leverage private investment is key to attracting new technology to Marin
Safe Routes to School								
Prevent cuts in Crossing Guards	Aug. 23	TAM	\$0.375		No	No	No other funds identified- as costs are primarily operating, federal and state funds typically not eligible	Crossing Guards key element in parents supporting their kids walking/biking to school . In FY 18/19, annual guard cost =\$17,500, 22 guards restored = \$385,000
Add additional locations for Crossing Guards	Aug. 23	TAM	\$0.350		No	No	No other funds identified- as costs are primarily operating, federal and state funds typically not eligible	Annual guard cost = \$17,500 , 20 guards new = \$350,000
Expand School Education/ Encouragement	Aug. 23	TAM	\$0.150		No	No	No other funds identified- as costs are primarily operating, federal and state funds typically not eligible	To sustain & expand walking/ biking to school , Education/ Encouragement could be expanded into more schools, include. bi-lingual, high school level outreach including distracted driving,
Safe Pathways	Aug. 23	TAM/Local jurisdictions	NOTE		Yes- partial	No	Sb1 funds for Local Streets and Roads can be used to construct Safe Pathways to Aschools AND to transit	Investment in Safe Pathways shown to encourage walking/biking to school. Funds sustained at current level are adequate.
Other								
Marin County Resiliency Programs- Bay Wave and C-Smart	Sept. 6		\$0.300		No	No	No funds identified	Funds to leverage outside grants are critical to Sea-Level-Rise management w/r/t transportation
Expanded Employer/Employee Support Programs/TDM	TBD	TAM	\$0.100		No	No	No funds identified	Maintain and expand unique programs to support alternatives to driving for commuters