

Expenditure Plan Extension

Transportation Authority of Marin

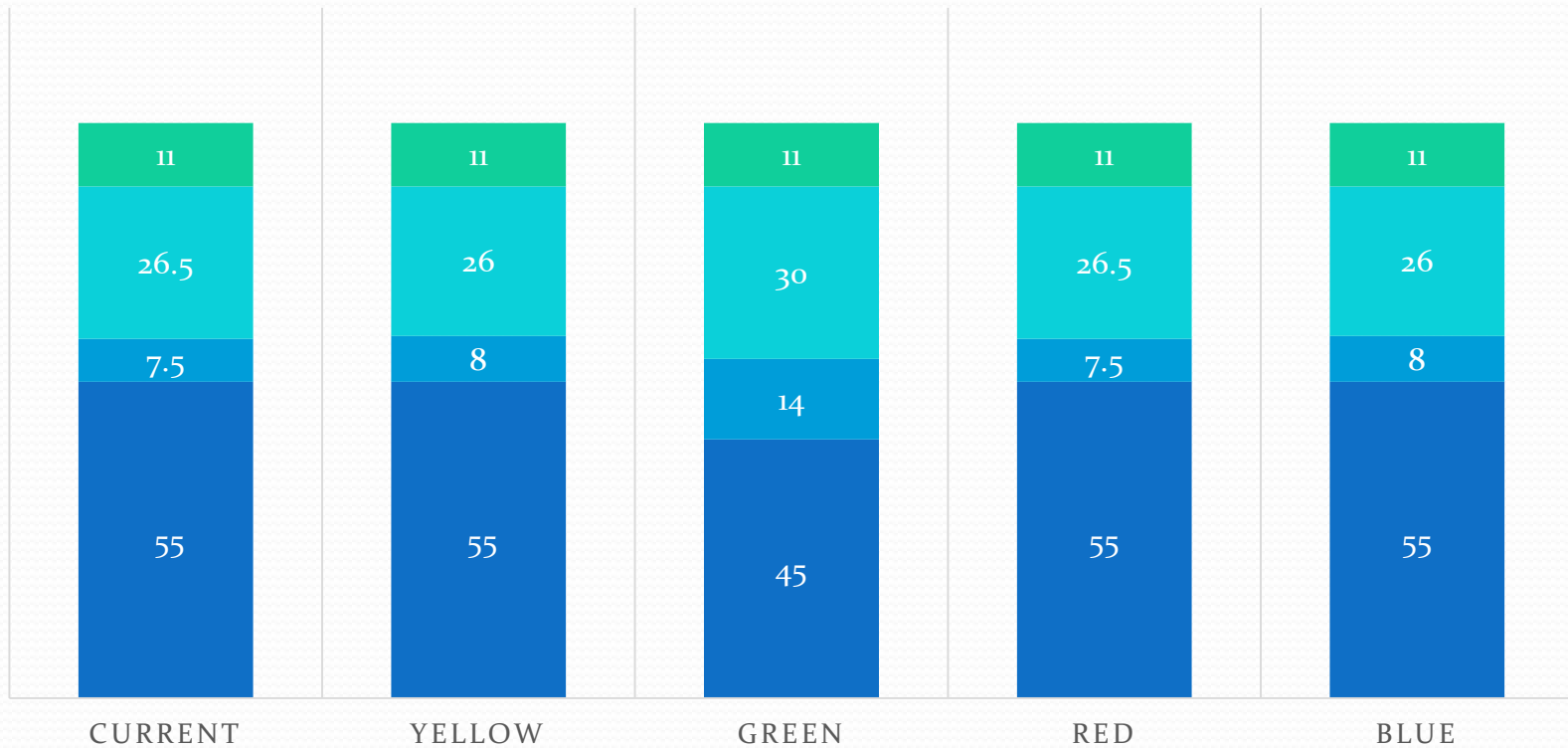
Oct 23, 2017

General Findings from October 10 Meeting

- Keep tax format essentially the same as current measure
 - “if it’s working, keep it going”
 - Transit
 - Highways
 - Local roads
 - Schools
- More emphasis on proven performance tied to the voters goals for congestion relief, infrastructure preservation and transit for mobility (especially seniors and persons with disability) and for congestion relief.

Results of Four Groups – Similar at top line

■ Transit ■ Highway ■ Roads ■ Schools



What Does Transit Fund

- Transit Operations for mobility and congestion relief
- Rural and Recreational Systems for mobility and congestion relief
- Services for seniors and persons with disabilities
- Transit capital including bus stops, buses and amenities

Expenditure	Current
Operations	37%
Rural and Recreational	3%
Seniors and Paratransit	9%
Transit Capital	6%

Common Themes on Transit Funding

- Transit needs to be efficient and effective
- Should be tied to congestion relief and mobility
- Need at least some dedicated funding for school transportation – could be yellow bus or more effective Marin Transit Routes
- Concern that measure won't pass if it's too heavily weighted to transit but also concern that the measure won't pass if it will lead to major transit cuts.

Additional Thoughts on Transit

- TAM Board and Marin Transit Board have many common members, so this will be a sensitive issue.
- Recognize that SB1 would give about \$1M more per year to transit and some additional capital.

What Would Transit Fund?

Maintain 55% total but adjust within to add dedicated school funding, dedicated ferry funding and reduce overall operating funding.

- Transit Operations for mobility and congestion relief
- Rural and Recreational Systems for mobility and congestion relief
- Services for seniors and persons with disabilities
- Transit capital including bus stops, buses and amenities

Expenditure	Current	Proposal
Operations	37%	33%
Rural and Recreational	3%	3%
Seniors and Paratransit	9%	9.5%
School Services	0%	4%
Transit Capital	6%	4%
Ferry Services (GGT)	0%	1.5%
Total	55%	55%

Additional Planning Principles for Transit

- Marin Transit will work with TAM to identify and update productivity standards for each type of service they provide. Marin Transit will provide an annual report on the productivity of each route and service offered and define adjustments.
- Marin Transit will identify alternatives to fixed route transit services in communities where fixed route transit is not efficient or effective.
- All capital projects will consider resiliency and address impacts of sea level rise.
- Ferry funding can be used for both access and expanding capacity.

What Does Highways Fund?

- 101 Gap Closure

Expenditure	Current
Gap Closure	7.5%

Common Themes on Highway Funding

- Needs to address targeted congestion relief
- Recognize that measure funding is a low level match for large projects
- Highest priorities – accelerating funding for Narrows, 101-580, interchanges and addressing flooding throughout county.
- May include some funding for TDM concepts that reduce congestion.

Additional Thoughts on Highway Needs

- Exact amounts needed are hard to estimate pending SB1 and Bridge Toll increase which will both help fund these high priority projects.
- Marin Sonoma Narrows will likely need less funding than the 101-580 Interchange.
- Any funding not used for designated projects could be rolled over into managing flooding throughout the County and TDM.
- Includes local funding for landscaping and noise abatement as well as funding for making projects fully multimodal.
- Each 1% = about \$8.3M

What Would Highway Category Fund?

Provide some funding for “big 2” completion plus significant funding for interchanges and addressing flooding.

- Marin Sonoma Narrows Completion
- 101-580 Interchange Completion
- Major Interchanges and Address Flooding Throughout Highway Corridor
- Demand Management Tools

Category	%	\$M
Marin Sonoma Narrows	1.5%	\$12.4
101-580 Interchange Completion	2.0 %	\$16.6
Major Interchanges and Flooding	3.0%	\$24.8
Demand Management	1.0%	\$8.3
TOTAL	7.5%	

Additional Planning Principles for Highways

- Funding for capital projects will be used as matching funds to accelerate and enhance project delivery in Marin County.
- All projects will be considered multimodal projects.
- Local funds to provide the “last dollars” for projects after full funding is achieved. Unused funding for capital projects will roll over to the interchange/flooding and TDM categories.
- TDM funding may be used for projects that reduce peak highway demand and may be used for any mode or project that will reduce peak demand.
- All projects will address resiliency and sea level rise.

What Does Local Streets Fund?

- 13.25% to cities and towns by formula – 50% road miles and 50% population
- 13.25% to priority roads based on performance criteria

Expenditure	Current
Local Streets and Roads by formula	13.25%
Major Roads Decided by TAC	13.25%
Total	26.5%

Common Themes on Local Streets and Roads

- All groups want to at least maintain or if possible increase local roads funding.
- Very popular with voters and will be needed to get cities to agree to ballot.
- Some wanted to keep the division between major and minor roads, others wanted to collapse into one category.
- Find ways to accelerate this funding to reduce future costs.

Additional Thoughts on Local Streets and Roads

- SB1 will provide significant additional funding for local streets by formula.
- Distinction between major and minor road projects has not been overly meaningful as projects are segmented by city.

What Would Local Roads Category Fund?

Added flexibility for local public works departments to develop priorities.

- All local streets and roads funds divided by formula.
- Set-aside for Safe Routes and Pathways which will provide funding for safe routes to schools as well as safe routes to transit and major generator projects.
- Set-aside for resiliency and innovation categories

Category	%
Local Streets and Roads	22%
Safe Route to Schools and Safe Pathways and Connections	3.0 %
Develop projects and programs to address sea-level rise and resiliency	1.0 %
Support capacity enhancements of local streets and roads through innovative technology	0.5%
TOTAL	26.5%

Additional Planning Principles for Streets and Roads

- DPW Directors will determine priorities and will provide an annual report, identifying how money has been spent.
- Funds set aside for safe pathways may will be prioritized by DPW directors in support of Safe Routes to Schools and safe pathways to transit and major generators.
- All projects will meet complete streets principles.
- All projects will consider resiliency and sea level rise impacts.

What Does School Category Fund?

- Safe Routes to School Education Program
- Crossing Guards
- Capital Funds for Safe Pathways

Expenditure	Current
Safe Routes to Schools Education Program	3.3%
Crossing Guards	4.2%
Capital Funds for Safe Pathways	3.5%
Total	11%

Common Themes on Safe Routes Category

- Recognize popular support for this program
- Most see need for funding more crossing guards, but some concern about the rising cost of guards and lack of matching sources.
- Several groups support shifting capital projects to cities to free funding for more crossing guards.

Additional Thoughts on Safe Routes Category

- There are no clear funding sources for matching local funds in this category.
- Crossing guard cuts are going to be very difficult – well documented demand is for about 100 guards total. Increasing funding for guards will be a strong selling point for this extension.
- While it would be great to have school funding, most districts are stretched just to meet educational objectives.
- By setting aside some of the streets and roads funding for safe routes capital projects, we can restore crossing guards.

What Would Safe Routes Fund?

Continue Education Program and Expand Crossing Guards, shifting capital local jurisdictions through formula funding.

- Safe Routes to Schools Education
- Crossing Guards
- Small scale safety projects

Expenditure	Current	Proposal
Safe Routes Education and Training	3.3%	4.0%
Crossing Guards	4.2%	6.0%
Capital for Safe Pathways	3.5%	0% Now in local streets
Small Safety Projects	0%	1.0%
Total	11%	11%

Additional Planning Principles for Safe Routes

- TAM will work with Cities and School Districts to identify additional sources of funding to make both the Safe Routes education and crossing guard program sustainable.

Small Group Assignment

- Remember – this proposal is simply an amalgamation based on your small group work at the last meeting.
- Answer these questions....
 - Is this a plan you can live with?
 - If you want to find additional funding for something, where will it come from?
 - Do we have a plan based on the “three legs” that will get on the ballot and win a super majority vote?
- Recognizing that our “wiggle room” is limited in an extension only tax, begin thinking about where you would add funding (either to these categories or new ones) if you had an expansion.
- After the small groups, we will have time for a large group discussion on the findings.