



Use of Measure Sales Tax Interest Funds

TAM Finance and Policy Committee Meeting
June 11th, 2018



History of Interest Fund usage

- Expenditure Plan for original Measure A ½ cent transportation sales tax allows interest to be spent on any allowable expenses authorized by the Measure
- Prudent investment of sales tax revenue has allowed interest to accumulate, current collection is approximately \$330,000 per year
- Interest accumulates to TAM, and TAM has exercised authority to release interest



History of Interest Fund usage

- Flexibility in assigning these funds has been crucial
- TAM first used interest funds to enable Hwy 101 Gap Closure project over Puerto Suello Hill to proceed in 2006 – assigned 50% of cost of bike/ped path maintenance on Lincoln Hill Pathway to interest funds, 50% picked up by City of San Rafael.
- Due to limited revenue, use of Measure A interest was capped, and spread over time to eligible projects after detailed inventory and policy approved by TAM Board
- \$10 Vehicle Registration Fee passed for transportation needs in Marin in 2010 added to funding available for multi-use Class 1 pathway maintenance



History of Interest Fund usage

- Two uses have been consistently approved year after year
 - Multi use pathway maintenance
 - Golden Gate ferry connector bus service
- Remaining use have been limited term or one-time only



History of Interest Fund usage

- Funds continued to be used for project and program EMERGENCIES
- These include
 - higher costs at Bid Openings of TAM funded projects
 - higher costs than anticipated from partners TAM works with on delivering projects
 - Urgent needs of partner agencies



Redirection of unused one-time funds

- In November 2006 and December 2009, the TAM Board programmed \$225,000 and \$300,000, respectively, in Measure A Interest funds to the Highway 101 Gap Closure Project
- The project has been completed and opened for public use
- The programmed funds of \$525,000 have not been used and available for reprogramming
- Staff proposes to program the available funds to San Rafael's Multi-Use Path



Programming carryover funds

- San Rafael's Multi-Use Path received bids for construction
- SMART imposed a 20% contingency
- Shortfall is estimated at \$863,000
- With San Rafael's contribution of \$100,000 and TAM's reprogramming of unused Measure A interest of \$525,000, Project still has shortfall of \$238,000
- Staff is proposing to program new Measure A Interest funds of \$238,000 to Project



Programming carryover funds

- TAM has two urgent project needs coming forward for which interest funds will **LIKELY** be necessary
- Staff recommend reserving funds for these projects
 - Northern Segment of North South Greenway in Larkspur (multi-use pathway over Corte Madera Creek)
 - Northbound Highway 101 offramp to Bellm Blvd and Highway 580- widen from one to two lanes

Programming carryover funds

- Approximately \$1.17 million in interest funds will remain available as carryover

Measure A Interest Revenue & Assignment	Total	FY 04/05	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25
Interest Earning on Cash Balance	\$ 6,693,051	-	145,218	732,602	1,042,742	621,929	261,262	132,281	67,224	40,778	47,466	154,517	354,912	442,120	500,000	500,000	400,000	350,000	350,000	200,000	200,000	150,000
Board Approved Expenditures	\$ 5,527,714			-	-	-	-	40,000	40,000	202,000	230,847	179,648	224,083	146,136	974,000	851,000	1,286,000	286,000	267,000	267,000	267,000	267,000
Gap Closure - Nov. 2006	\$ -			-																		
Gap Closure SMART Design - Dec. 2009	\$ -																					
Multi-Use Path - Andersen to Rice (redirected Measure Interest funds from Gap Closure)	\$ 525,000														525,000							
Multi-Use Path - Rice to 2nd (new programming of Measure A interest funds)	\$ 238,000														238,000							
Bellam Blvd Approach to RSR Bridge	\$ 600,000															600,000						
North South Greenway Northern Segment	\$ 1,000,000																1,000,000					
Bike/Ped Path Routine Maintenance - Feb. 2008 & April 2014 & Dec 2016	\$ 1,674,279							40,000	40,000	202,000	145,847	34,648	130,375	45,409	107,000	107,000	137,000	137,000	137,000	137,000	137,000	137,000
GGT Ferry Shuttle	\$ 510,000										85,000	85,000	85,000	85,000	85,000	85,000						
SMART CMFC Ins. Policy apvd April 2013	\$ 100,435												8,708	15,727	19,000	19,000	19,000	19,000				
San Rafael Bike Path Study (2nd to Anderson Dr.) - May 2015	\$ 60,000											60,000										
Planned Path Routine Maintenance Scheduled to be Placed in Service	\$ 820,000															40,000	130,000	130,000	130,000	130,000	130,000	130,000
Balance for Future Board Actions	\$ 1,165,337	-	145,218	877,820	1,920,562	2,542,491	2,803,753	2,896,034	2,923,258	2,762,036	2,578,655	2,553,524	2,684,353	2,980,337	2,506,337	2,155,337	1,269,337	1,333,337	1,416,337	1,349,337	1,282,337	1,165,337

- See handout

Programming carryover funds

- Staff do not recommend assigning funds until after the public considers for approval the reauthorization of Measure A
- Once Measure A sales tax renewal approved by the public, funds can be assigned to high priority needs:
 - The funds can be assigned to Yellow School Bus Service
 - The assignment should include a matching level of funds from Marin Transit
 - The available funds in the Reauthorized sales tax for yellow School Bus could be Doubled or even Tripled under this plan

