



I. TAM Success at addressing Congestion through leveraging of Local Transportation Dollars

**II. Status of Enacted SB 1 (Beall) :
Road Repair and Accountability Act of 2017**

**III. Status of SB 595 (Beall) Under consideration-
Regional Measure 3 Toll Increase-**



The 2004 Measure A ½-cent transportation sales yielded \$25m for the Hwy 101 unfinished 3.2 miles of Carpool Lane/Bikepath/Soundwalls through Central San Rafael

Measure A Local Transportation Sales Tax- Expenditure Plan Components

½ cent sales tax for 20 years

Implementation Strategy	% of Measure A Funds	Est. 20-year Revenue (\$ Millions)
1. Develop a seamless <u>local bus transit system</u> that improves mobility and serves community needs, including special transit for seniors and the disabled (paratransit services).	55%	\$182.38
2. Fully fund and ensure the accelerated completion of the Highway 101 <u>Carpool Lane</u> Gap Closure Project through San Rafael.	7.5%	\$24.87
3. Maintain, improve, and manage Marin County's local transportation infrastructure , including roads, <u>bikeways</u> , sidewalks, and pathways.	26.5%	\$87.87
4. Reduce school related congestion and provide <u>safer access to schools</u> .	11%	\$36.48
TOTAL	100%	\$331.6 M

Funds for Highway 101 were capped at \$25 mil., even though 7.5% would have ultimately yielded more than \$25 mil – there was a moment in 2003 when the shortfall in the project was only \$25mil.....



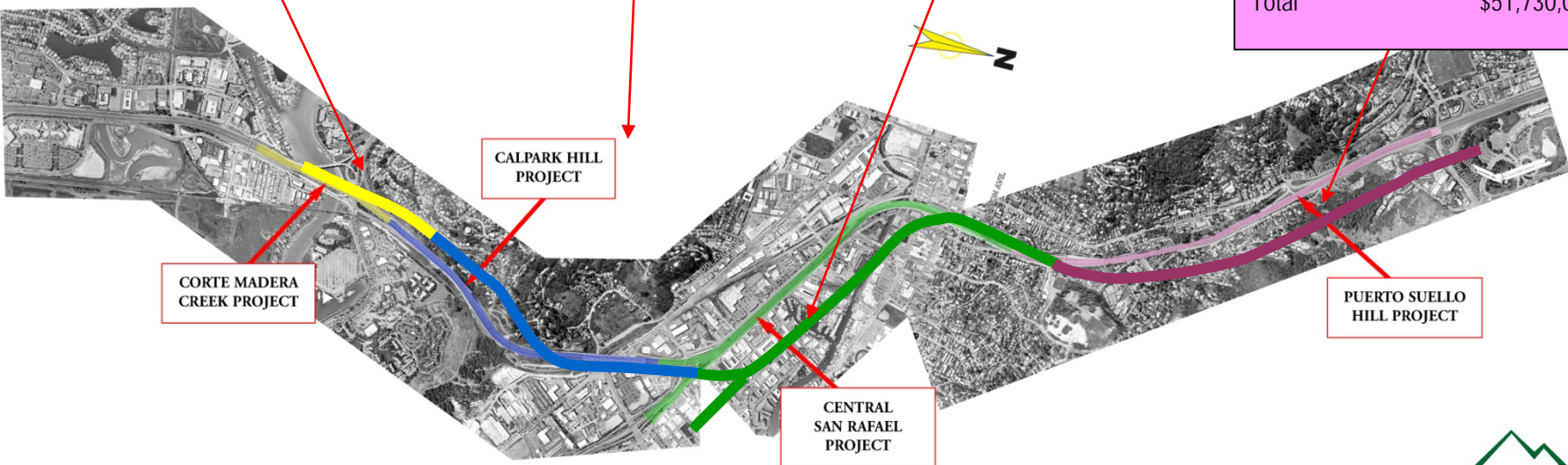
Highway 101 Gap Closure carpool lane thru San Rafael Construction Funding

Segment 1: Corte Madera Creek Project Completed 2006	
	\$3,470,000
RIP	\$6,227,000
CMAQ	\$823,000
TCRP	\$10,520,000
Total	

Segment 2: Calpark Hill Project Completed Winter 2004	
IIP	\$7,885,000
RIP	\$524,000
TCRP	\$688,000
Total	\$9,097,000

Segment 3: Central San Rafael Project Advertised Dec 2005, Complete February 2009	
RIP	\$28,424,989
TCRP	\$10,125,000
SHOPP	\$12,450,000
STIP	\$2,172,200
CMAQ	\$1,127,000
City of San Rafael	\$575,700
Total	\$54,874,889

Segment 4: Puerto Suello Hill Project Advertised May 2007 Completed Dec 2011 (lane opened March 2011)	
STIP	\$10,346,000
CMAQ	\$20,173,000
RIP	\$2,065,000
City of San Rafael	\$1,050,000
TFCA	\$520,000
RBPP Swap	\$880,000
TE (Meas. A Swap)	\$2,432,000
STP (Meas. A Swap)	\$3,480,000
Measure A	\$10,559,000
Measure A Interest	\$225,000
Total	\$51,730,000



CORTE MADERA CREEK PROJECT

CALPARK HILL PROJECT

CENTRAL SAN RAFAEL PROJECT

PUERTO SUELLO HILL PROJECT

The Local transportation funds - \$25 million from our ½ cent transportation sales tax- leveraged nearly \$100 million in other state and federal funding

This included covering increased costs for the Highway 101 Gap Closure Segment 3 and Segment 4 projects beyond the \$25 million estimated in 2003

The Local funds also enabled the capturing of statewide competitive grant funds of \$20 mil to widen the I-580 eastbound to Hwy 101 Northbound Connector at Bellam



Building the SMART tracks, multi-use path, and carpool lane over Lincoln Hill before....



90 GIANTS

and after.....



Widening the I-580 Connector to Hwy 101



Neither SB1's Competitive Grant programs NOR the Regional Measure 3 Toll Increase will completely fund the projects Marin needs to complete to address traffic congestion with multi-modal improvements

Local Transportation Funds are clearly needed to bring to the table the State funds available under SB1 grants, and the Regional Toll Funds available under the RM3 toll legislation

The current Measure A ½ cent Transportation Sales Tax has no funds in it for our current congestion relief needs



Senate Bill 1 - How to Generate \$5.24 Billion Annually:

Taking effect November 1st 2017

- A 12-cent-a-gallon increase on gas excise tax
- A 20-cent-a-gallon increase in diesel excise tax
- An additional 4 percent increase in sales and use tax on diesel

Taking effect January 1st, 2018

- An increase in the Vehicle Registration Fee, ranging from \$25 to \$175 depending on the value of the vehicle

Taking effect July 1st, 2020

- A new annual \$100 fee on electric vehicles



Programs Included in Senate Bill 1

Local Streets and Roads
Transit & Intercity Rail Program
State Transit Assistance
Local Partnership Program
Active Transportation Program
Local planning Grants
SHOPP/Maintenance
Bridges & Culverts
Congested Corridors
Trade Corridors
Dept. of Parks & Recreation
Freeway Service Patrol
Dept. of Food & Agriculture
CSU & UC Research
Workforce Development Board

Funding under SB1 is either distributed by formula, or is subject to a competitive grant process.

There are funds guaranteed to Marin in several areas:

- Local Streets and Roads
- State Transit Assistance (partial)
- Local Partnership Program (partial)

Remaining programs are competitive grants.

Some programs are decided wholly by State agencies – SHOPP
Dept of Parks and Rec, Dept of Food and Agriculture



Funding for Local Streets and Roads

	FY16/17 Baseline Gas Tax Funds	FY18/19 Estimated SB 1 Increase	Combined Total (in 1000's)
Belvedere	46.8	44.0	90.8
Corte Madera	191.2	174.6	365.8
Fairfax	155.1	140.2	295.3
Larkspur	247.8	231.4	479.2
Mill Valley	288.5	275.4	563.9
Novato	1,054.5	999.0	2,053.5
Ross	54.1	50.6	104.7
San Anselmo	254.1	239.0	493.1
San Rafael	1,164.2	1,104.3	2,268.5
Sausalito	148.6	136.2	284.8
Tiburon	185.6	177.4	363.0
County	4,689.5	4,265.1	8,954.6
Total	8,479.9	7,837.3	16,317.2

NOTE: The Marin ½ cent transportation sales tax made available to our 12 jurisdictions \$3.3 mil in Local Infrastructure funds as annual available in June 2017 covering FY 2017-18

NOTE: The Marin \$10 Annual vehicle registration fee for transportation made available a 3-year total of \$2.5 mil in 2016, or approx. \$835,000 annually

Source: MTC



Funding from State Transit Assistance Program

- Administered by Cal State Transportation Agency
- Approximate State Transit Assistance (STA) Funds (Revenue Base) Annual Increase
 - Marin Transit - \$600,000 (starting in FY 18/19)
 - GGBHTD - \$3,212,000 (starting in FY 18/19)
- Approximate STA Funds Annual Increase for Transit Capital (FY 17/18)
 - Marin Transit - \$251,000
 - GGBHTD - \$1,349,000



Funding for Local Partnership Program

- 50% competitive for 2 years- administered by California Transportation Commission
- 50% sent to all counties with Local Transportation Sales Tax by formula
 - Marin share coming to TAM annually approx. \$600,000 to \$1,000,000- TBD



Highest likelihood of successful competition for grants

Congested Corridors Program

- Five sample projects cited in SB 1, including:
 - The US 101 and SMART rail corridor in Marin and Sonoma Counties

NOTE: while the US 101 Northbound to I580 eastbound direct connector , and SR 37 are eligible, it will be difficult for the state to prioritize multiple projects in one county

- Guidelines and Programming decision
 - Draft Guidelines October 2017
 - Adoption in December 2017
 - Applications Due February 2018
 - Program of Projects Adoption May 2018 – the CTC will program 4 years of funding or \$1 Bil



Highest likelihood of successful competition for grants

Active Transportation Program

- Competitive non-motorized transportation projects
- \$100 million annually from SB 1- approx. doubles funds available
- Fund Distribution
 - 50% for Statewide Competition
 - 10% for Small Urban and Rural
 - 40% for MPO
- Marin has achieved recent success with \$4.025 mil granted from the MPO program in 2016 (MTC) for the Francisco Blvd East/ Grand Avenue Bridge Ped/Bike Connectivity project
- Two additional projects were submitted for first round SB1 funds, on August 1st, 2017

Corte Madera- Central Marin Regional Pathways Gap Closure Project \$2,626,000

SMART- SMART Pathway - San Rafael (McInnis to Smith Ranch) \$2,050,000



Regional Measure 3 Toll

On March 23rd, 2017, the TAM Board adopted unanimously Tier 1 and Tier 2 candidates for RM3, as well as Opportunity Candidates if opportunity arose for entering these projects.

In no particular order:

- The Downtown San Rafael Bettini Transit Center Permanent Relocation- \$25 million
- Northbound Highway 101 to Eastbound I- 580 Direct Connector Project– \$135 million
- Highway 101 Marin Sonoma Narrows HOV Lane & Multi-Use Path - \$75 million
- The State Route 37 Widening and Sea-level Rise Adaptation Project – \$20 million for Environmental Document (amongst the 4 counties of Marin, Sonoma, Napa, and Solano)

Tier Two included the following:

- Highway Interchange Improvements
- Highway 101 Transit Capital Elements (Transit Access, Bus On Shoulder and Park and Ride Improvements)
- Bike and Pedestrian Program of Projects
- Marin Transit Local O&M Facility

Opportunity Candidates:

- Bike and Pedestrian Candidates (same group as above)
- Local and Regional Transit rehab needs
- Local Streets and Roads rehab needs

Status of Regional Measure 3 , August 2017

- On Thursday July 13th, the State Assembly Transportation Committee released a list of potential candidates for an RM3 Toll Increase on Bay Area Bridges. They had approved it 10-0. Revenue levels were based on a \$3 increase, phased in over several years
- Marin's projects were included on the list :

Marin-Sonoma Narrows- \$125 mil

Highway 37 from Hwy 101 to I-80, Corridor Access and Sea-Level Rise Adaptation- \$150 mil

San Rafael Transit Center/ SMART- \$30 mil

Marin 101/580 Interchange- \$ 135 mil

Status of Regional Measure 3 , August 2017

As will happen with Regional programs covering Nine Counties, not everyone is happy with the initial list

- MTC's Commission voted on the Assembly Transportation Committee candidate list at their meeting of July 26th, it passed 8-5, with Alameda and Contra Costa voting against. MTC needs its large counties to support the RM3 Voter Measure.
- It is very likely that some of Marin's funds will be siphoned off to re-distribute to other counties, Alameda and Contra Costa in particular, who are asking for more of the share of funds, in order to support the Measure.
- Marin would be well served if additional local funds could be made available to close the funding gaps on these projects, in order to assure their completion.



- Attachments
SB1 Funding Program List
RM3 Tier 1 Project Factsheets

Questions

