



ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE MEETING

MAY 13, 2024
3:30 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

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Urban Carmel

Novato
Rachel Farac

Ross
Teri Dowling

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

This meeting will be held in-person and via Zoom webinar.

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Webinar ID: 830 3511 3530
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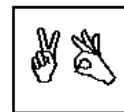
How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Sunday, May 12, 2024, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 2-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM’s office between the hours of 9:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from April 8, 2024 (Action) – **Attachment**
5. Review the Draft TAM FY2024-25 Annual Budget (Action) – **Attachment**
6. Update on MTC's Equity Priority Communities Draft Designation and Approval of TAM Comment Letter (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

APRIL 8, 2024
3:30 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Chance Cutrano, Fairfax Town Council
Eric Lucan, Marin County Board of Supervisors, Committee Chair
Kate Colin, San Rafael City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Joanne O'Hehir, Administrative Assistant
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Lucan called the meeting to order at 3:33 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Administration, Projects & Planning (AP&P) Executive Committee was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report & Commissioners Comments (Discussion)

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the Metropolitan Transportation Commission's (MTC) Transportation Electrification (TE) Program; the Ride and Drive Event at Earth Day Mill Valley scheduled for April 21; and Marin Transit Focus Groups.

ED Richman also reported on upcoming closures on State Route (SR) 37 and Sonoma-Marín Area Rail Transit (SMART); and highlighted Bike to Work Day scheduled for May 16.

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, closed this item.

3. Open time for public expression

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, closed this item.

4. Approval of Meeting Minutes March 11, 2024 (Action)

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, closed public comment and asked for a motion.

Commissioner Kuhl moved to approve the Minutes of the March 11, 2024 meeting. Commissioner Colin seconded the motion, which passed unanimously.

Item 6 was taken out of order.

6. Bellam Boulevard Off-Ramp Improvement Project (Action)

6a. Bellam Boulevard Off-Ramp Improvement Project Update and Associated Actions (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends that the AP&P Executive Committee forwards to the TAM Board for approval the following actions associated with the Bellam Boulevard Off-Ramp Improvement Project ("Bellam Project"): authorize the Executive Director to enter into a \$7.2 million Interagency Agreement with the County of Marin to administer and award the construction contract; rescind the previous Interagency Agreement A-FY19-17 with the County of Marin to construct the Project; authorize the Executive Director to negotiate and purchase the necessary Right of Way rights to construct the Bellam Project; and allocate up to \$4 million from the 101/580 Multi-modal and Local Access Improvement Project (Measure AA Expenditure Plan Category 1.2) to the Bellam Project.

In response to Commissioner Colin, Mr. Cherrier explained that the no-right-turn blank-out sign meets Caltrans safety standards. Mr. Cherrier also explained that various curb radii were studied for the project and that the final design incorporates a curb radius that does not trigger the relocation of the traffic signal, realignment of the on-ramp to I-580, and/or ramp metering.

In response to Chair Lucan, Mr. Cherrier explained that violations at blank-out signs are enforceable.

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM Director of Planning Matthew Hartzell commented on the importance of incorporating tight curb radii, when possible, for future projects; and that using both design and policy tools is a best practice for addressing pedestrian safety.

Commissioner Moulton-Peters commented on the importance of driver education.

Commissioner Moulton-Peters made a motion to forward staff's recommendation to the TAM Board for approval. Commissioner Cutrano seconded the motion, which passed unanimously.

6b. Program 2022 Local Partnership Program (LPP) Formula Funds to the Bellam Boulevard Off-Ramp Improvement Project (Action)

Director of Programming and Legislation presented this item, which recommends that the AP&P Executive Committee reviews and recommends to the TAM Board programming of approximately \$1.164 million in 2022 LPP (Cycle 4) Formula funds to the Bellam Boulevard Off-Ramp Improvement Project ("Bellam Project").

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, asked for a motion.

Commissioner Colin made a motion to forward staff's recommendation to the TAM Board for approval. Commissioner Kuhl seconded the motion, which passed unanimously.

Item 5 was taken out of order.

5. Review of the Measure A/AA and the Measure B Revenue Projections and the FY2024-25 Annual Budget Development Schedule (Action)

Director of Finance and Administration Melanie Purcell presented this item, which recommends the AP&P Executive Committee review the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue projection recommended for the FY2024-25 TAM Annual Budget development, along with the Budget Development Schedule, and refers the item to the TAM Board for approval.

In response to Commissioner Colin, Ms. Purcell explained that the recommendation includes continuing TAM's conservative approach and keeping the FY2024-25 Measure A/AA budget level with the revised estimates for the current fiscal year; and ED Richman explained that the recommendation also includes setting the long-term growth rate at 2% annually, effective in FY2025-26.

In response to Commissioner Cutrano, ED Richman explained that further analysis on the projected revenues for Measure B will occur once the California Department of Motor Vehicles (DMV) releases the 2023 vehicle registration data.

In response to Chair Lucan, Ms. Purcell explained that the updated projected sales tax revenue is based on receipts from the past 8 months.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, asked for a motion.

Commissioner Cutrano made a motion to refer the recommended FY2024-25 Measure A/AA and Measure B revenue levels, and the budget development schedule to the TAM Board for approval. Commissioner Colin seconded the motion, which passed unanimously.

The meeting was adjourned at 4:20 p.m.

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DATE: May 13, 2024

TO: Transportation Authority of Marin
Administration, Projects, and Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Melanie Purcell, Director of Finance and Administration

SUBJECT: Review the Draft TAM FY2024-25 Annual Budget (Action), Agenda Item No. 5

RECOMMENDATION

The Administration, Projects and Planning (AP&P) Executive Committee reviews the Draft FY2024-25 Annual Budget, provides input and recommends the TAM Board to review and release the proposed budget for public comment at its May 23, 2024 Board meeting.

After the review of the AP&P Executive Committee, staff will post the Draft FY2024-25 Annual Budget on TAM's website for public inspection at least 30 days prior to the scheduled June 27, 2024 budget adoption as required by TAM's Administrative Code.

BACKGROUND

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, no later than its June meeting of each year, the TAM Board shall adopt the annual budget for the following fiscal year. A minimum thirty-day public inspection period and a public hearing are also required as part of the budget approval process.

Staff started the development process for the FY2024-25 Annual Budget in February, and the TAM Board approved the recommended Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue levels and the budget development schedule at its April 25, 2024 meeting. Prior to the final adoption of the Budget, in addition to the public inspection, the Citizens' Oversight Committee (COC) will review and provide comments on the Draft FY2024-25 Annual Budget at its May 20, 2024 meeting. The Draft FY2024-25 Annual Budget will also be shared with the Marin Managers Association (MMA) for its review and comment during May 2024. The TAM Board is scheduled to review and adopt the Proposed FY2024-25 Annual Budget at its June 27, 2024 meeting.

DISCUSSION/ANALYSIS

FY2024-25 Annual Budget Report Structure:

TAM's annual budget report includes four main sections, which along with the appendices, provide the Board and the public in Marin a comprehensive picture of all revenue and expenditure activities related to work items planned for the upcoming year, and gives the readers an overview of the agency's short-term financial situation and project and program delivery priorities.

The four main sections of the annual budget report are:

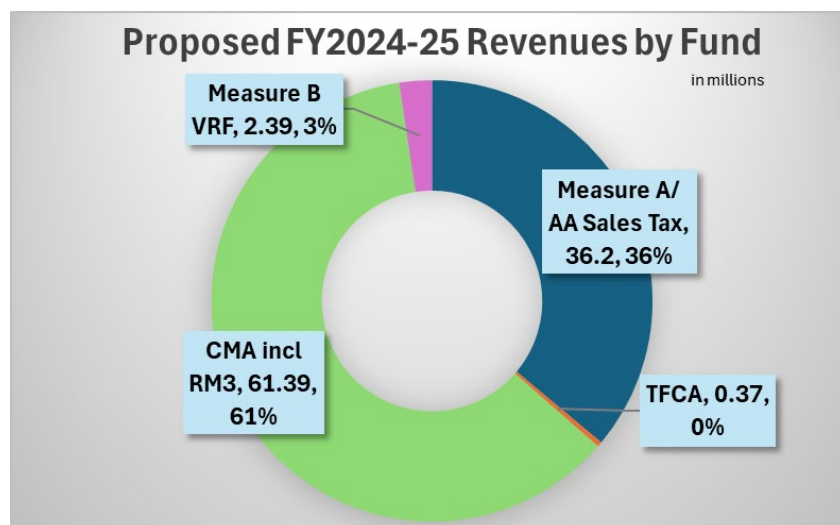
- Executive Director’s Message – overview of TAM’s budget situation and highlighting major goals and work anticipated for the upcoming year,
- TAM Budget Process General Overview – overview of TAM’s budget process and related policies,
- FY2024-25 Annual Budget Highlights – overview of all revenue and expenditure budget line items that are proposed for the fiscal year,
- FY2024-25 Work Plans by Function – overview and highlighted work items for the fiscal year period for each functional group in the agency.

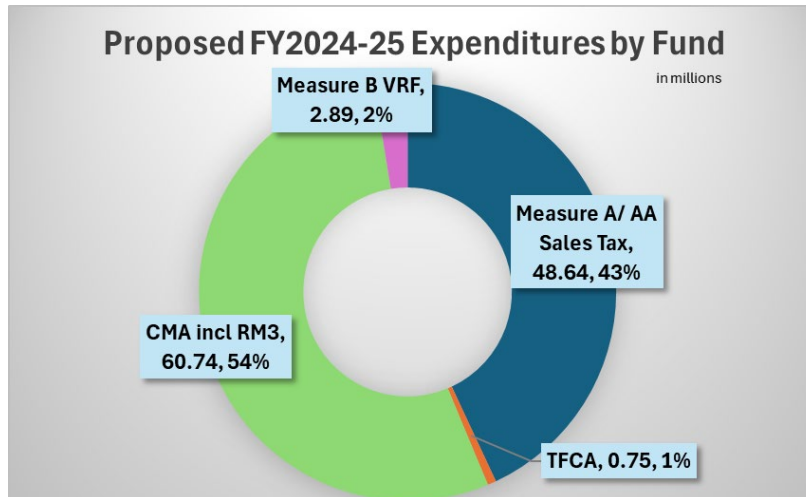
TAM’s annual budget development process creates the plan for its agency operations and project/program management and delivery, as well as funding allocations to various project sponsors for the upcoming fiscal year. The process by nature requires the use of various assumptions to project into the future in terms of revenue collections and operational, project and program expenditures.

Proposed FY2024-25 Annual Budget Overview:

While all detailed budget information is included in Attachment 1: Proposed TAM FY2024-25 Annual Budget for Board review and public comment, the following two charts present the total revenues and expenditures for the upcoming year. In summary, TAM’s total revenue for FY2024-25 is expected to be \$100.35 million and total expenditure is expected to be \$113.01 million based on current project/program delivery schedules.

As the funding agency that collects the Measure A/AA, Measure B, and the Transportation Fund for Clean Air (TFCA) fund sources in cash but funds most projects/programs on a reimbursement basis, TAM’s annual expenditures rely heavily on the project/program delivery plans and schedules managed both in-house and by various partner agencies. Having budgeted expenditures greater than revenues in some years reflects that TAM and its partner agencies are using accumulated fund balances from prior years to deliver more projects and programs in that particular year. Based on the proposed revenues and expenditures for FY2024-25, TAM will spend \$12.66 million more than it will collect in revenue and end the year with a fund balance of \$30.99 million. The charts below illustrate the proposed total revenues and expenditures (in \$ millions) for FY2024-25 by major governmental fund.





Ongoing revenue challenges and new funding opportunities, as well as the proposed operating and salary/benefit changes for the upcoming year, are summarized below for your review and discussion.

Ongoing Uncertainties with the Sales Tax Revenue

As reported to the Board at its April 28, 2024 meeting, based on the current cash disbursements and economic condition, there are many uncertainties both globally and nationally affecting TAM’s revenues, especially sales tax. While it is unlikely that the United States will see a recession in 2024 or 2025, interest rates are remaining higher than in the past decade, inflation remains higher than the Federal Reserve target, Bay Area job statistics are erratic, and global political instability continues to raise market concerns. While it is still likely that Marin’s sales tax revenue will continue relatively insulated from national market fluctuations, receipts have been slightly lower than anticipated and staff will closely monitor all indicators and update the Board with any warning signs.

Review of Measure AA Expenditure Plan

The current Measure AA Expenditure Plan provides for a review and potential amendment of the plan after six years of revenue collection which will be April 2025. Included in the FY2024-25 Proposed Budget are resources to conduct a detailed economic and financial forecast, public engagement, and strategic planning process. The review is expected to be finalized in FY2025-26.

Continuing Decrease of the Vehicle Registration Fee Revenue

The number of registered vehicles in Marin has been dropping for several years. However, revenues for the past two years have remained flat. It appears some of the uncertainty about post-pandemic travel and commute activities has stabilized although price and inventory fluctuations in gas and vehicles may continue to put pressure on vehicle purchase decisions. In concert with Marin County’s population decline, these factors support flat projections in VRF revenue for the foreseeable future.

Regional Measure 3 (RM3)

Now that Regional Measure 3 (RM3) has been affirmed through the court system, transportation partners in the Bay Area can finally access the funds raised through RM3. TAM received funding in FY2023-24 from the Metropolitan Transportation Commission (MTC) under the Letter of No Prejudice (LONP) process for two of the highest priority projects in Marin that TAM manages directly: the US 101/I-580 Multi-Modal and Local Access Improvement Project (\$135 million designated in RM3), and the Marin-Sonoma Narrows (MSN) Project (total of \$120 million for the whole corridor designated in RM3).

City/County CMA Fee Agreement

To support the essential functions TAM carries out as the Congestion Management Agency (CMA) for the County, all local jurisdictions in Marin, including the County, have been making an annual formula-based (calculated based on 50% population and 50% lane miles share) fee contribution to TAM since the formation of the CMA. TAM and MMA reached a long-term fee structure agreement in early 2022 that started with a \$550,000 base amount for FY2022-23 which then grows annually by the Bay Area Consumer Price Index (CPI). Based on the new agreement, the FY2024-25 City/County CMA fee is set at \$591,951.

State Planning and Program Management (PPM) Funds

The State of California awards Planning and Program Management funds every three years to support transportation initiatives and planning for projects that improve the state's multi-modal transportation system. This \$445,000 award is budgeted in its entirety in FY2024-25 to support staff costs associated with enhanced planning activities.

Funding Opportunities to Focus on

Congress reintroduced earmark funding in FY2021-22 after a decade-long moratorium. The current iteration of earmark funding is referred to as "Community Projects" and "Member Projects." Various Marin agencies have been awarded grants for projects and programs in recent cycles and TAM will continue to work with local agencies to advocate for Marin's transportation project/program needs.

On the State side, the FY2022-23 California State Budget also included earmarks for certain projects, and TAM was named as the recipient of two of these state earmarks:

- \$10 million for mitigation of roadway flooding in Marin City
- \$20 million for design of SR37 Segment A early phase project (pending completion of environmental)

The following Marin projects received fund awards from the Active Transportation Program (ATP) Cycle 6 in 2022-23. Both the State and regional amounts from Cycle 6 represent the most available funds from any previous cycles of ATP due to the one-time infusions from the record State surplus funds in 2021 and 2022 and the federal Infrastructure Investment and Jobs Act (IIJA). These projects are not specifically included in the TAM budget although TAM staff are closely involved.

- San Rafael's Canal Crossing Project for \$3,925,000
- San Rafael's Canal Neighborhood Active Transportation Enhancements Project for \$4,123,000
- Corte Madera's Central Marin Regional Pathways Gap Closure Project for \$1,500,000

FY2022-23 was the beginning of Cycle 3 of the One Bay Area Grant Program (OBAG 3). OBAG 3 distributes federal transportation funds from the IIJA. OBAG 3 funds are programmed over a four-year period from FY2022-23 to FY2025-26 and the following Marin projects are being awarded funds:

- San Rafael's Canal Area PDA Study (\$797,000)
- Marin Transit's Corridor Improvements (\$1,600,000)
- Sausalito's Bridgeway Bike Lane Project – Princess Street to Richardson (\$505,000)
- San Rafael's Northgate Area PDA Study (\$797,000)
- San Rafael's Second and Fourth Street Intersection Improvements (\$3,051,000)
- SMART's Pathway-Great Redwood Trail – Novato Hannah Ranch Road to Rowland (\$1,000,000)
- Corte Madera's Paradise Drive (\$2,056,000)
- TAM's Countywide Transportation Plan (\$400,000)

In addition, TAM is slated to receive \$3.45 million for CMA Planning Activities over the OBAG 3 period. In total, between the ATP and OBAG programs, Marin projects are slated to receive about \$20 million.

In early 2023, TAM and Marin Transit were awarded a \$1.25 million grant from MTC to support development of a Part-Time Transit Lane (PTTL, sometimes also called Bus on Shoulder) project on Southbound U.S. 101 between San Rafael and Novato. This effort follows a feasibility study that TAM completed which showed benefits to transit including travel time savings from a PTTL. This project continues in FY2024-25.

TAM received the following grants from MTC and the State in FY2023-24 that will be implemented in FY2024-25:

- MTC Mobility Hubs Planning with MTC administering the \$400,000 award and related professional services contracts
- Caltrans Planning Grant for development of a Countywide Vehicle Miles Travelled Mitigation Toolkit: \$ 500,000.

TAM is spearheading the School Access Safety Action Plan funded by a Federal Safe Schools 4 All (SS4A) award of \$544,000 with a \$136,000 match from local funds with expenditures expected to span both FY2024-25 and FY2025-26.

While most of the funding awards will go directly to the project sponsors and have no impacts on TAM's upcoming year budget, the grants that TAM receives directly have been included in the Proposed FY2024-25 Annual Budget as of June or will be incorporated into the Adopted Annual Budget during the budget amendments process throughout the year. Please also note that for the funding/earmark awards that TAM receives directly, only the expected expenditures for the upcoming fiscal year are included in the budget, rather than the entire amounts.

Proposed FY2024-25 Annual Cost of Living Adjustment (COLA)

During the FY2021-22 Annual Budget approval process, the TAM Board approved the following long-term COLA adjustment policy: Annual COLA ties to Consumer Price Index (CPI) for the San Francisco Bay Area but capped at the sales tax revenue growth rate and no COLA adjustment during the years the sales tax revenues decrease.

The most recent February 2024 Consumer Price Index for All Urban Consumers (CPI-U) released for the San Francisco-Oakland-Hayward Urban Area by the Bureau of Labor Statistics (BLS) is 2.4%. However, current estimated sales tax revenue for FY2023-24 and FY2024-25 has zero growth. Therefore, staff is recommending no COLA increase for FY2024-25 in accordance with the policy. As part of the review process, staff surveyed Marin County jurisdictions and comparable agencies of whom the majority have indicated COLAs for non-represented employees will be zero to 3%. The recommendation to not include a COLA in the FY2024-25 budget was presented to the Human Resources Ad Hoc Committee who concurred and also agreed that the potential for a COLA should be revisited in six months.

FISCAL CONSIDERATION

Expected revenue collection and reimbursement for FY2024-25 is \$100.35 million while the proposed expenditure is \$113.01 million. TAM's fund balance will be reduced by \$12.66 million with \$30.99 million by the end of FY2024-25.

NEXT STEPS

The TAM Board will review and release the budget for public comment at its May 23, 2024 meeting. Staff will continue to review comments from various sources and new revenue and expenditure information and update the proposed budget when necessary. Any changes since the release of public comment in May will be reported at the June 27, 2024 TAM Board Meeting. The TAM Board will conduct a public hearing prior to the final adoption of the FY2024-25 Annual Budget at its June Meeting.

ATTACHMENTS

Attachment A – Proposed TAM FY2024-25 Annual Budget
Attachment B – Staff Presentation



Fiscal Year 2024-25 Proposed Annual Budget



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Executive Director's Message

I am pleased to present TAM's Proposed Annual Budget for the 2024-25 Fiscal Year. The Annual Budget provides a thorough picture of TAM's expected revenues and expenditures to plan, fund, manage and construct priority transportation programs and projects for the Fiscal Year beginning July 1, 2024 and ending June 30, 2025. With this budget, I am also happy to introduce Melanie Purcell, TAM's new Director of Finance & Administration, who started in the position in March and has jumped right in to create this detailed budget document with wholehearted support from me and TAM staff.

This document demonstrates continued support for critical programs, planning efforts and major infrastructure projects defined in the voter-approved local Expenditure Plans including support for our local partner agencies. This budget also accounts for revenue from key local, regional, state and federal sources. It is worth noting the significant resources that are contributed from our local, voter-approved funding from Measure AA and Measure B as well as the 9-county regional, voter-approved funding from Regional Measure 3. These primary sources, in addition to other revenue streams defined in this budget, work together to provide \$100.35 million in funding to support transportation improvements today and to plan for future projects and programs to benefit mobility in Marin.

With this financial support, major capital improvement projects will continue to make progress, including construction of the final highway segment of the Marin-Sonoma Narrows, improvements to the Bellam off-ramp, initiating environmental studies for the US 101/I-580 Multi-Modal and Local Access Improvement Project, continuing flood protection design for State Route 37, coordinating with partners for flood protection in Marin City, and developing detailed planning for three interchanges along US 101 in Marin: SR 131 Tiburon Blvd./East Blithedale Ave., Manuel T. Freitas Parkway/Civic Center Dr., and Alameda del Prado/Nave Drive. We will also continue our focus on community projects including local bicycle and pedestrian improvements, and on advancing the planning and design for Part-Time Transit Lanes (aka Bus on Shoulder), to improve transit reliability and travel time.

In addition, TAM is creating our shared vision for transportation with the development of the first Countywide Transportation Plan. This comprehensive planning effort will also help develop strategies for priorities such as safety, resilience, and inclusivity and engagement to enhance equity. TAM is also working closely with our partners on a technical study to identify potential options to protect our transportation system and surroundings from future Sea Level Rise.

TAM continues to focus on reducing emissions from, and reliance on, single occupant vehicles through foundational programs including Marin Transit, Safe Routes to Schools and our Crossing Guard program, and innovative programs such as the Marin Commutes Program offering rewards for carpooling, walking, biking and taking transit, and the Alternative Fuels program, supporting schools, agencies, and jurisdictions to help create a clean fuel future.

We thank our community and our partners and look forward to a successful year together.

In partnership,

Anne Richman

TAM Budget Process General Overview

About TAM

The Transportation Authority of Marin (TAM) was established by Marin County voters to support transportation projects and programs that make the County easier, cleaner, and safer for all to live, work and play. TAM also serves as Marin's Congestion Management Agency (CMA) and is responsible for coordinating funding for many of the transportation projects and programs in the County, including various local, regional, state, and federal funds.

The TAM Board of Commissioners includes the five members of the County Board of Supervisors and a councilmember from each city and town. *(A list of TAM's current Board members is included in the Appendix.)* TAM administers the expenditure plans for Measure A (2004), the original 20-year ½-Cent Transportation Sales Tax; Measure AA (2018), the 30-year renewal of the ½-Cent Transportation Sales Tax; and Measure B (2010), the \$10 Vehicle Registration Fee (VRF). These revenue sources are dedicated to transportation projects and programs in Marin and were approved by the Marin voters.

Mission Statement - TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users.

Budget Adoption and Amendment Policies

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, each year no later than its June meeting, the Board shall adopt the Annual Budget(s) for the ensuing fiscal year. Approval by a majority of the Commissioners is required for the adoption of the Annual Budget. In accordance with Section 180108 of the Public Utilities Code governing Local Transportation Authorities including TAM, notice of the time and place of a public hearing on the adoption of the Annual Budget shall be published pursuant to Section 6061 of the California Government Code not later than the 15th day prior to the date of the hearing. A preliminary proposed annual budget shall be available for public inspection at least 30 days prior to adoption.

If total expenditures for the annual budget have to increase due to special circumstances, prior approval from the Board is required. If total expenditures within one or more category(ies) are projected to be greater than the budgetary authority, a transfer of budgeted funds from other category(ies) may be processed as long as sufficient savings can be identified for transfers to the category(ies) in need. The Executive Director shall be authorized to approve budget transfers among categories if the dollar amount is equal or less than 5% of the total budget authority of the category from which funds will be reduced. Any transfer among categories that is greater than 5% of the total budget authority of the category from which funds will be reduced must receive prior approval from the Board. The Executive Director shall be authorized to approve all budget transfers among line items within the same category. Any transfer related to the Measure A/AA ½-Cent Transportation Sales Tax and Measure B \$10 VRF funds shall be effectuated according to the Policy and Procedures specified in the Expenditure Plans and currently adopted Strategic Plans.

Budget Development Process and Timeline

TAM's annual budget development process begins in late February/early March with a kickoff meeting with all staff that are involved in the annual budget process. In April, revenue estimates for the Measure A/Measure AA ½-Cent Transportation Sales Tax and Measure B \$10 VRF funds are prepared based on economic analyses and

presented to the TAM Board for consideration. The draft annual budget is presented to the TAM Board and released for public comments in May and the final budget is adopted at the June Board meeting.

The following is the timeline for the FY2024-25 Annual Budget development:

March-June 2024	Budget and Work Plan Development/Review Work Process
April 2024	Review and Acceptance of Measure A/AA & B Revenue Levels
May 2024	Review and Release of Proposed Budget for Comments
June 27, 2024	Public Hearing and Adoption of Final Budget

The FY2024-25 Annual Budget is presented to include the agency's financial, planning, project, communication, and administrative work elements for the upcoming year.

An Historic Overview of TAM's Budget

A five-year historic look at TAM's actual revenue, expenditure, and fund balance, with a comparison to the estimated actuals of the current fiscal year, FY2023-24, is presented below to provide an overview of the collection of revenues as well as delivery of projects/programs over the past few years. Over the years, TAM and its partner agencies have increased delivery of several major projects/programs, mostly under the Measure A/AA Sales Tax Projects/Programs and the Interagency Agreements Categories. TAM's ending fund balance at the end of FY2023-24 is expected to be around \$34.68 million.

	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted
Revenues						
<i>Measure A/AA Sales Tax Revenue</i>	28,976,082	27,345,662	30,832,521	34,754,393	35,086,472	35,000,000
<i>Measure B VRF Revenue</i>	2,417,118	2,327,292	2,404,319	2,311,091	2,320,048	2,300,000
<i>Cities/Town & County Contribution</i>	558,999	558,999	500,001	500,000	550,002	576,950
<i>Interest Earnings</i>	1,914,194	2,507,746	408,181	293,480	1,407,266	1,770,500
<i>BAAQMD/TFCA</i>	364,537	368,939	358,753	354,562	375,331	633,637
<i>Federal</i>	2,238,572	1,258,584	1,069,755	873,381	878,095	1,612,648
<i>State</i>	718,371	993,157	189,494	448,967	376,383	3,143,088
<i>Regional</i>	4,201,448	14,829	4,364,229	6,970,819	1,193,073	47,053,529
<i>Other Revenue</i>	-	-	1,262,593	92,974	6,170	1,675,000
Total Revenues	41,389,321	35,375,208	41,389,847	46,599,667	42,192,840	93,765,352
Expenditures						
<i>Administration</i>	3,378,703	3,154,149	3,051,241	3,109,702	3,458,580	3,829,967
<i>Professional Services</i>	4,216,373	2,629,748	1,196,698	939,034	652,924	5,145,588
<i>Measure A Sales Tax Projects/Programs</i>	21,849,187	9,737,500	14,507,742	1,117,540	2,876,439	2,307,642
<i>Measure AA Sales Tax Projects/Programs</i>	182,971	17,396,486	20,345,625	21,987,567	32,625,417	42,133,074
<i>Measure B VRF Projects/Programs</i>	1,790,363	4,098,404	1,718,578	1,526,555	3,795,799	2,456,000
<i>Interagency Agreements</i>	3,992,151	535,629	6,686,595	7,783,208	771,416	46,543,671
<i>TFCA Programs/Projects</i>	66,388	366,676	1,310,733	362,625	-	334,000
Total Expenditures	35,476,136	37,918,592	48,817,212	36,826,231	44,180,575	102,749,942
Net Change in Fund Balance	5,913,185	(2,543,384)	(7,427,365)	9,773,436	(1,987,735)	(8,984,590)
Ending Fund Balance	45,846,816	43,303,432	35,876,067	45,649,503	43,661,767	34,677,177

FY2024-25 Annual Budget Process and Highlights

Budget Summary

TAM's annual budget provides reasonable estimates for revenues and expenditures expected for the upcoming fiscal year. TAM's total expected revenue for FY2024-25 is \$100.35 million and total expected expenditure is \$113.01 million. Revenues are presented in the budget by the source of funds, while expenditures are presented by main spending categories.

Please note that as a funding agency that collects the Measure A/AA ½-Cent Transportation Sales Tax, the Measure B \$10 Vehicle Registration Fee, as well as a few other small fund sources with advance payments, having budgeted expenditures over its budgeted revenues is not an alarming financial situation for TAM. When budgeted expenditures exceed budgeted revenues in certain years, it generally means that TAM and its partner agencies are using prior year accumulated fund balances to deliver more projects and programs in that particular year.

While confident to report that the agency can still provide the necessary funding and cash flow support for the priority transportation projects/programs managed by TAM and by our partner agencies in the upcoming fiscal year, staff will closely monitor the economic uncertainty caused by inflation, supply chain pressure and geopolitical conflicts. TAM is committed to diligently and effectively working with all our local, regional, state, and federal partners to protect and obtain valuable transportation funds for the County.

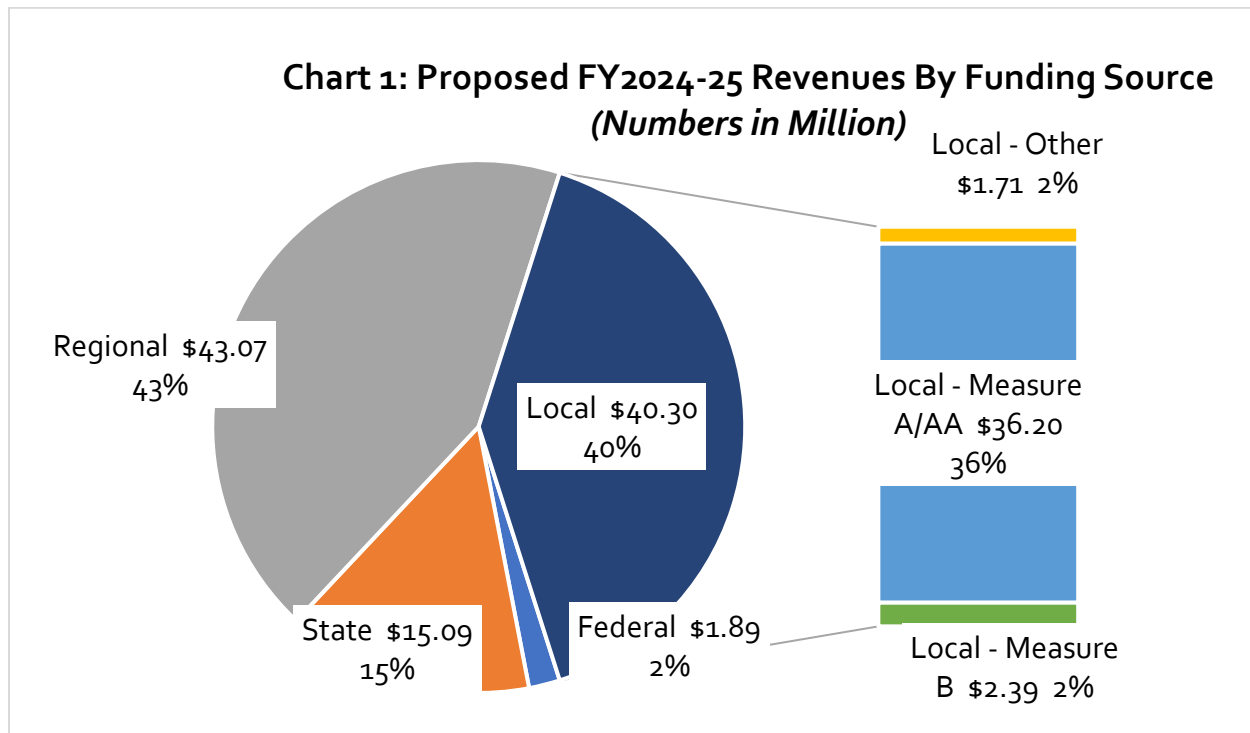
FY2024-25 Revenue Overview

As a transportation planning and funding agency, as well as the administrator of the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration fee, the suite of funding sources TAM manages is complex. In FY2024-25, TAM is expecting a total of \$100.35 million in revenue. This is over two times the actual revenue from FY2022-23 due to the influx of Regional Measure 3 and grant funds. Table 1 and Chart 1 illustrate TAM's revenues by funding sources.

Table 1: FY2024-25 Annual Budget – Revenue

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	43,615,303	41,627,564	41,627,564	43,649,484
Measure A/AA Sales Tax	35,086,472	35,000,000	35,000,000	35,000,000
Measure B Vehicle Registration Fee Revenue	2,320,048	2,300,000	2,300,000	2,300,000
Cities/Towns and County CMA Fee	550,002	576,950	576,950	591,951
Interest Revenue	1,413,436	1,770,500	3,491,226	2,060,000
MTC STP/CMAQ Planning & OBAG Grant Funds	868,095	1,203,000	1,078,000	1,064,969
MTC Regional Measure 3 Fund	-	47,053,529	47,053,529	43,065,000
State STIP/PPM Fund	176,393	-	-	445,000
State Earmark	-	3,000,000	531,108	9,500,000
State-SB1 Planning Grant	-	10,000	10,000	400,000
State TDA Fund	-	83,000	63,000	13,500
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program	-	-	-	1,164,000
Federal STP Fund	10,000	5,000	5,000	-
Federal SS4A Grant	-	-	-	280,000
HSIP Local Road Safety Plan	-	50,088	50,088	-
Part Time Transit Lane Grant	-	404,648	-	550,000
Realized Highway 101 ROW Excess Fund	199,990	1,675,000	650,000	3,566,257
Marin Transportation For Clean Air Funding	350,331	350,000	350,000	350,000
Regional TFCA Competitive Grants	25,000	283,637	-	-
Expired Revenue Line Items	1,193,073	-	-	-
Total Revenue Available	42,192,839	93,765,352	91,158,901	100,350,676

The funding generated by all the voter-approval Expenditure Plans illustrates how important local revenues are to the transportation future of Marin County. As you can see in Chart 1, for FY2024-25, about 83% of the revenue that TAM expects is from voter approved local and regional measures and interest earnings from the fund balances of those measures, with 43% from Regional Measure 3 (RM3), 36% from Measure A/AA ½-Cent Sales Tax revenue, and 2% from Measure B VRF revenue.

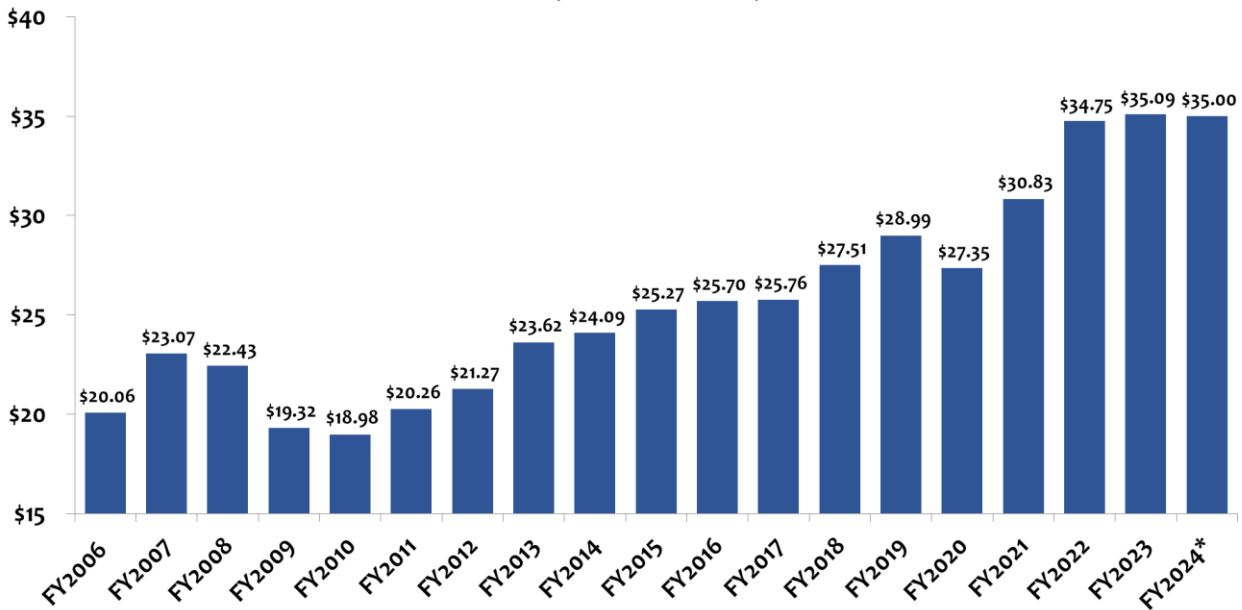


Measure A/AA ½-Cent Transportation Sales Tax Revenue

The voters' strong approval of Measure AA, the 30-year extension of the Measure A ½-Cent Transportation Sales Tax, in November 2018, marked the end of the collection of Measure A revenue on March 31, 2019 and launched the start of Measure AA revenue collection on April 1, 2019, with the exception of minor revenue adjustments to sales tax transactions that happened prior to April 1, 2019.

While sales tax revenue during the COVID19 pandemic declined in FY2020 and rebounded well in FY2021, current year receipts have been flat if not slightly down since FY2022. Regional economic forecasts indicate continued uncertainty facing the economy and other Marin County jurisdictions are projecting similarly flat sales tax revenues. At the April 25, 2024 TAM Board meeting, staff recommended, and the TAM Board approved the \$35.00 million revenue level for the Measure A/AA 1/2-Cent Transportation Sales Tax for FY2024-25. The Board also approved the revised FY2023-24 revenue level from \$35.68 million to \$35.00 million since Marin's sales tax receipts have been slightly under projections.

**Chart 1: Measure A/AA 1/2-Cent Transportation Sales Tax Revenue Trend
(FY2005-06 to FY2022-23)**
(Numbers in Million)



Measure B \$10 Vehicle Registration Fee (VRF) Revenue

Marin County voters approved an increase in the vehicle registration fee in 2010 to help fund transportation improvements in Marin. Revenues rose steadily until 2016 and have since declined back to 2012 levels. The number of registered vehicles in Marin County continues to drop slightly over the last 3 years, which indicates VRF revenue is expected to remain flat or decline marginally in FY2023-24 and FY2024-25. Based on this, the budget level for Measure B VRF revenue for FY2024-25 is set at \$2.30 million.

City/Town/County CMA Fee Contribution

Cities, towns, and Marin County have historically supported TAM's operations via annual fees. Fees are allocated pro rata based on population share and lane miles within each community. With the recovery of the economy and the improvement of revenue situation for local jurisdictions, TAM staff and MMA reached agreement on the long-term fee structure as of FY2023, which brought the fee structure in line with the efforts required to effectively support all local partners for their transportation project and program related needs. As allowed by the new funding agreement, the total CMA fee for FY2024-25 is set at \$591,951 after adjusting the prior year by the allowed Bay Area Consumer Price Index (CPI), 2.6% as of December 2023.

MTC STP/CMAQ Planning and OBAG Grant Funds

TAM receives a share of planning funds consistent with recent years through the MTC One Bay Area Grants (OBAG) Cycle 2 and Cycle 3 processes. The current funding agreement with MTC covers the core CMA staffing and planning functions. It's a 10-year agreement which provides funds from FY2017-18 to FY2026-27. These revenue items are reimbursement based. Approximately \$850,000 is available for planning and program management while additional funds are available for specific projects. About \$1.51 million in revenue is

expected through these grants based on the work planned. The total realized revenue will depend on actual program and project expenditures in FY2024-25.

State Transportation Improvement Program (STIP)/ Planning and Program Management (PPM)

Every three years, the State of California provides assistance for planning and program management to support transportation initiatives and planning for projects that improve the state's multi-modal transportation system. This three-year award is budgeted in its entirety for FY2024-25 along with project specific funding.

State Earmark Funds

Approximately \$10 million in direct State funding has been earmarked to TAM for Marin City roadway flooding. \$20 million has also been awarded for SR37 design. A portion of each earmark is included in the FY2024-25 budget.

Regional Measure 3 Revenue

In June, 2018, a ballot measure in the nine-county region was approved increasing bridge tolls on all Bay Area bridges except the Golden Gate Bridge. Regional Measure 3 included several key transportation improvement projects. After an extended court challenge was concluded in 2023, funds are being released under the Letter of No Prejudice (LONP) process for two of the highest priority projects in Marin that TAM manages directly: the US 101/I-580 Multi-Modal and Local Access Improvement Project (\$135 million designated in RM3), and the Marin-Sonoma Narrows (MSN) Project (total of \$120 million for the whole corridor designed in RM3). TAM assumed directly spending and expected reimbursement of RM3 funding for both projects in the FY2023-24 Annual Budget and staff has incorporated the most current reimbursement methodology from the Metropolitan Transportation Commission (MTC), the agency overseeing the disbursement of RM3 proceeds into the Proposed FY2024-25 Annual Budget. TAM expects a total of \$43.07 million in RM3 funds for the work related to the US 101/I-580 Multi-Modal and Local Access Improvement Project and MSN Project.

Transportation Funding for Clean Air (TFCA)

TCFA is a \$4 statewide vehicle registration fee and TAM receives 40% of the TFCA funds collected in Marin as Marin's local share every year. This fund is collected and distributed to TAM in advance every year. Based on the estimated revenue for FY2023-24, a total of \$0.35 million is estimated for FY2024-25.

Part-Time Transit Lane Grant

TAM, in partnership with Marin Transit, applied for and was awarded a total of \$1.11 million in Transit Performance Initiative (TPI) Investment Program funds from MTC. About \$500,000 of the grant is expected to be spent and reimbursed in FY2024-25 for the preparation of a Project Initiation Document (PID) and the subsequent phase consisting of Project Approval and Environmental Document (PA/ED) of the Part-Time Transit Lane Project.

Realized Highway 101 ROW Excess Fund

TAM programmed \$3.13 million of the total \$6.80 million of the excess right of way sale proceeds from the Highway 101 Gap Closure Project as part of the OBAG 2 process to various projects, and the remaining \$3.67 million to the MSN Project. A total of \$3.57 million is expected to be spent in FY2024-25 to support these projects.

Other Federal and State grants

TAM applies for specific project and program grants from the federal and state government as well as assists local jurisdictions to apply for support. These grants will be brought forward with budget amendments once details are confirmed.

FY2024-25 Expenditure Overview

In FY2024-25, with the support and cooperation of our federal, state, regional and local partners, TAM is expected to deliver a total of \$113.01 million in projects, programs, and services under the major spending categories of the agency: Administration; Professional Services, Measure A Sales Tax Programs/Projects; Measure AA Sales Tax Programs/Projects; Measure B VRF Programs; Interagency Agreements and TFCA Programs and Projects.

Administration

Proposed FY2024-25 total expenditure for the Administration Category is \$3.74 million, which is about \$85,597 (2.2%) less than the FY2023-24 budgeted amount. The decrease is mostly due to reductions in legal services and contracted human resources support including the compensation study completed in FY2023-24. A copy of TAM's current organization chart is included on Page 10 of the report.

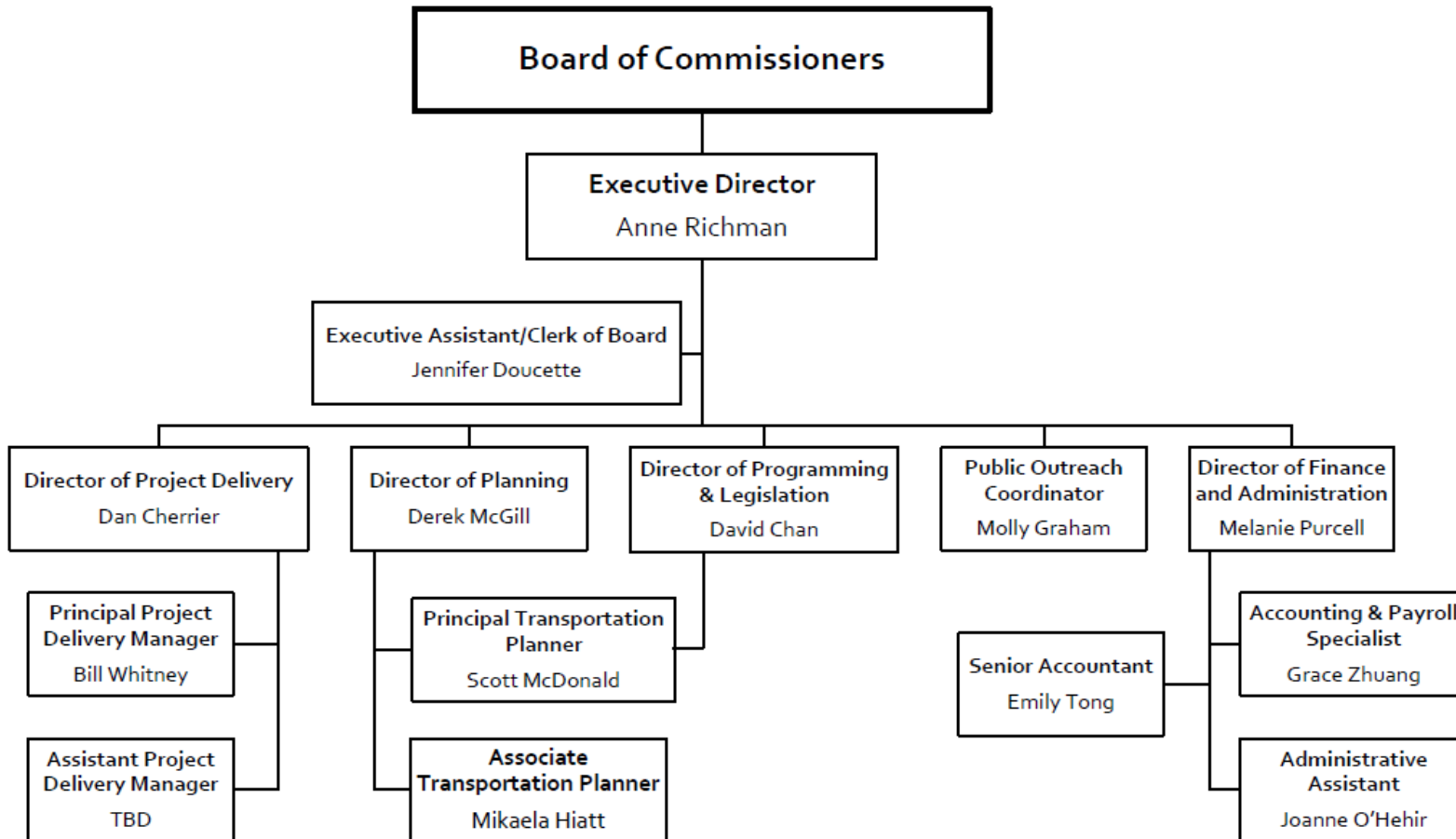
Cost of Living Adjustment (COLA)

Current TAM COLA policy allows staff an annual COLA increase based on the most recent CPI as of May each year, or sales tax growth rate from the prior year, whichever is lower. The most recent February 2024 Consumer Price Index for All Urban Consumers (CPI-U) released for the San Francisco-Oakland-Hayward Urban Area by the Bureau of Labor Statistics (BLS) is at 2.4%. However, the FY2023-24 revenue estimate for sales tax is flat, with receipts being slightly under the previous year. Therefore, staff is recommending no COLA increase for FY2024-25 as of now with the intent to assess the agency's fiscal position in six months and consider whether a mid-year COLA is appropriate, given the agency's policy. With the implementation of the compensation study recommendations as of July 1, 2024, most staff will see a nominal increase in salary.

Table 2.1: FY2024-25 Annual Budget – Expenditure/Administration

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Salaries & Benefits	2,898,236	3,167,467	3,054,414	3,084,843
Agency-Wide Classification Study	-	23,000	21,275	-
Office Lease	245,108	257,000	257,000	264,827
Agency IT Related Equipment Upgrade	20,917	30,000	5,000	25,000
Equipment Purchase/Lease	4,751	10,000	5,000	17,500
Telephone/Internet/Web Hosting Services	21,713	25,000	25,000	25,000
Office Supplies & Small Miscellaneous Items	43,660	40,000	41,134	45,000
Insurance	14,682	20,000	20,000	20,000
Financial Audit	28,300	25,000	25,000	25,000
Legal Services	3,693	35,000	2,000	25,000
Document/Video/Marketing Material Production	54,436	30,000	30,292	35,000
Memberships	38,225	45,000	45,000	50,000
Travel/Meetings/Conferences	23,603	26,000	27,012	32,500
Professional Development	5,099	7,500	7,500	12,500
Human Resources/Board Support	2,764	34,000	32,180	15,000
Information Technology Support	43,337	45,000	45,000	50,000
Annual Support & Upgrade of Financial System	7,569	10,000	8,000	10,000
Stipends	-	-	-	7,200
Expired Expenditure Line Items	2,487	-	-	-
Subtotal, Administration	3,458,580	3,829,967	3,650,807	3,744,370

Chart 2: Transportation Authority of Marin Organization Chart
(As of April 2024)



Professional Services

The proposed FY2024-25 expenditure level for the Professional Services Category is \$4.36 million, which is \$785,088 (15.26%) less than the FY2023-24 budgeted amount. With the anticipation of RM3, state earmark for State Route 37 (SR 37) and potential federal grants, various work tasks for the Bellam Blvd. Improvement Project, US 101/I-580 Multi-Modal and Local Access Improvement Project, and SR-37 Segment A1 Design are scheduled to continue through FY2024-25, along with continuing the development of the Countywide Transportation Plan (CTP).

Table 2.2: FY2024-25 Annual Budget – Expenditure/Professional Services

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	61,616	900,000	500,000	150,000
Travel Model Maintenance & Update	-	200,000	200,000	100,000
Traffic Monitoring, Reporting & Travel Model Data	95,576	150,000	90,000	150,000
Project Management Oversight	244,593	140,000	185,000	240,000
101/580 Multi-modal and Local Access Improvements	-	1,960,000	800,000	1,800,000
State Legislative Assistance	46,200	60,000	60,000	50,000
Financial Advisor/Sales Tax Audit Services	23,613	25,000	2,007	-
Measure A/AA Sales Tax Compliance Audit	19,194	20,000	19,812	22,000
N/S Greenway - Construction Support	125,728	103,000	83,000	-
Mill Valley Study	-	-	-	15,000
Public Outreach Service Support	1,995	20,000	10,000	10,000
Expenditure Plan Update	-	-	-	40,000
Street Smarts Marin	-	-	-	13,500
Part Time Transit Lane	-	302,000	-	500,000
Countywide Transportation Plan	4,199	350,000	225,000	225,000
Local Road Safety Plan	21,912	65,588	65,588	-
SR-37 Segment A1 Design	-	500,000	-	-
Equity Planning Support and Outreach	-	50,000	-	100,000
VMT Toolkit	-	-	-	400,000
MSN B7 Construction Design Support	-	300,000	300,000	265,000
School Access Safety Action Plan	-	-	-	280,000
Expired Expenditure Line Items	8,298	-	-	-
Subtotal, Professional Services	652,924	5,145,588	2,540,407	4,360,500

Measure A Sales Tax Programs/Projects

The approval of the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan by the Marin voters in November 2018 marked the end of Measure A revenue collection as of March 31, 2019. With the remainder of Measure A reserve funds to be released this year and a few strategies still spending down their fund balances, a total expenditure of \$624,961 is expected in FY2024-25.

Table 2.3: FY2024-25 Annual Budget – Expenditure/Measure A Sales Tax Programs/Projects

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Strategy 1 - Transit</u>	<u>2,445,230</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>90,733</u>
Strategy 1.1 - Local Bus Transit Service	680,000	712,000	712,000	61,038
Strategy 1.2 - Rural Bus Transit System	55,080	57,672	57,672	4,944
Strategy 1.3 - Special Needs Transit Services	165,410	173,194	173,194	14,848
Strategy 1.4 - Bus Transit Facilities	1,544,740	115,522	115,522	9,903
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>354,029</u>	<u>504,896</u>	<u>504,896</u>	<u>21,852</u>
Strategy 3.1 - Major Roads	117,283	250,000	250,000	-
Strategy 3.2 - Local Streets and Roads	236,746	254,896	254,896	21,852
<u>Strategy 4 - Safer Access to Schools</u>	<u>77,180</u>	<u>744,358</u>	<u>744,358</u>	<u>512,376</u>
Strategy 4.1 - Safe Routes to Schools	-	63,546	63,546	5,448
Strategy 4.2 - Crossing Guards	77,180	80,812	80,812	6,928
Strategy 4.3 - Safe Pathways To School	-	-	-	-
Safe Pathway Capital Projects	-	600,000	600,000	500,000
Subtotal, Measure A Programs/Projects	2,876,439	2,307,642	2,307,642	624,961

Measure AA Sales Tax Programs/Projects

The Measure AA Expenditure Plan is slated to be updated over the next year and a half but meanwhile, extensive work is taking place under the existing plan.

Under Category 1, Reduce Congestion, a total of \$1,780,275 million of work is planned for FY2024-25, including \$140,275 to support MSN B7/B8 right of way, \$1.50 million for studies related to interchange enhancements; and \$140,000 for Transportation Demand Management.

Under Category 2, Local Transportation Infrastructure, TAM will release \$6.53 million in local roads funds estimated to be collected in FY2024-25 and expects to spend \$1.0 million on large Safe Pathways projects, \$200,000 on sea-level rise planning, and \$120,000 on innovative technology study and support.

Under Category 3, Safer Access to Schools, \$3.97 million is expected to be needed under Measure AA after fully spending the funds available under Measure A. These funds will be spent on Safe Routes to Schools (SR2S) Education and Encouragement programs (\$1.27 million), the Crossing Guard program (\$2.4 million), and the Small Safe Pathway Capital projects (\$300,000).

Under Category 4, Transit, Marin Transit plans to request a total of \$20.51 million for its operational and capital needs in FY2024-25 under Categories 4.1 to 4.5, a request similar to the current fiscal year (FY2023-24).

Due to the typical uncertainties associated with budgeting and project/program delivery, it will be hard to split the expenditures under Measure A and AA for the project/programs that are eligible for both Measure A and AA. The split is estimated based on current available information and may change during the budget year. Staff will monitor the progress of all spending closely and adjust the split during the year.

Table 2.4: FY2024-25 Annual Budget – Expenditure/Measure AA Sales Tax Programs/Projects

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Major Road Set-Aside</u>	<u>8,558,382</u>	<u>8,000,000</u>	<u>4,000,000</u>	<u>4,000,000</u>
<u>Category 1: Reduce Congestion</u>	<u>2,405,374</u>	<u>2,330,000</u>	<u>585,441</u>	<u>1,780,275</u>
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	1,175,147	200,000	45,441	140,275
MSN B7 Construction Design Support	219,402	-	-	-
Category 1.2 - Match for Completion of 101/580 Local				
580/101 Multi-modal and Local Access PID & PAED	644,663	-	-	-
Category 1.3 - Enhance Interchanges	324,304	2,005,000	415,000	1,500,000
Category 1.4 - Transportation Demand	41,858	125,000	125,000	140,000
<u>Category 2: Local Transportation Infrastructure</u>	<u>7,501,275</u>	<u>8,041,254</u>	<u>7,726,254</u>	<u>7,848,669</u>
Category 2.1 - Local Roads	6,587,187	6,626,254	6,626,254	6,528,669
Category 2.2 - Large Safe Pathway Capital Projects	871,248	1,000,000	700,000	1,000,000
Category 2.3 - Sea Level Rise	10,535	365,000	365,000	200,000
Category 2.4 - Innovative Technology	32,305	50,000	35,000	120,000
<u>Category 3: Safer Access to Schools</u>	<u>3,128,249</u>	<u>3,430,000</u>	<u>3,430,000</u>	<u>3,970,000</u>
Category 3.1 - Safe Routes to Schools	1,146,192	1,200,000	1,200,000	1,270,000
Category 3.2 - Crossing Guards	1,980,302	1,980,000	1,980,000	2,400,000
Category 3.3 - Small Safe Pathway Capital Projects	1,755	250,000	250,000	300,000
<u>Category 4: Transit</u>	<u>11,032,137</u>	<u>20,331,820</u>	<u>20,332,000</u>	<u>20,507,963</u>
Category 4.1 - Local Bus Transit Service	4,579,793	13,000,000	13,000,000	13,500,000
Category 4.2 - Rural Bus Transit Service	1,131,141	926,812	926,812	937,522
Category 4.3 - Special Needs Transit Service	2,594,817	2,934,903	2,934,903	3,220,411
Category 4.4 - School Transit Service	1,098,029	1,700,000	1,700,000	1,600,000
Category 4.5 - Bus Transit Facilities	1,628,357	1,235,748	1,235,748	1,250,030
Category 4.6 - Expand Access to Transit	-	534,357	534,537	-
Subtotal, Measure AA Programs/Projects	32,625,417	42,133,074	36,073,695	38,106,907

Measure B VRF Programs

All expected programs for the upcoming fiscal year under the Measure B Expenditure Plan are presented under the Measure B VRF Programs category. The expected expenditure level for FY2024-25 is \$2.69 million. With the implementation of the amended Measure B Expenditure Plan and new Strategic Plan, a total of 5-year worth of funds will be made available under Element 1.1 for eligible bike/pedestrian improvement projects but only \$900,000 is expected to be needed in FY2024-25. For Element 1.2, Bike/Pedestrian Pathways Maintenance, about \$115,000 is made available to eligible project sponsors. Marin Transit is planning to request a total of \$913,000 under Element 2, Improving Transit for Seniors and People with Disabilities. The proposed FY2024-25 spending level for Element 3, Reduce Congestion and Pollution, is \$0.76 million, which is for a share of the Crossing Guard program, various employer/employee TDM programs under Marin Commutes, and for the alternative fuels/ electric vehicle program.

Table 2.5: FY2024-25 Annual Budget – Expenditure/Measure B VRF Programs

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>2,244,468</u>	<u>800,000</u>	<u>800,000</u>	<u>1,015,000</u>
Element 1.1 - Bicycle, Pedestrian, and Safety	2,195,034	700,000	700,000	900,000
Element 1.2 - Bike/Ped Pathways Maintenance	49,434	100,000	100,000	115,000
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>825,310</u>	<u>895,000</u>	<u>895,000</u>	<u>913,000</u>
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	180,000	180,000	185,000
Element 2.3 - Paratransit Plus	403,109	340,000	340,000	350,000
Element 2.4 - Volunteer Drive & Gap Grant	132,201	275,000	275,000	278,000
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>726,021</u>	<u>761,000</u>	<u>645,000</u>	<u>760,000</u>
Element 3.1 - Safe Routes to School/Street Smart	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	225,315	250,000	250,000	285,000
Element 3.3 - Alternative Fuel Vehicle Program	325,706	336,000	220,000	300,000
Subtotal, Measure B Programs	3,795,799	2,456,000	2,340,000	2,688,000

Interagency Agreements

The Interagency Agreements category covers fund agreements between TAM and its transportation partners for the implementation of various transportation projects/programs. It includes a total of \$62.77 million for FY2024-25, of which the majority is for contract services and construction related funding agreements with various agencies that will help TAM deliver construction projects, including the US 101/I-580 Multi-Modal and Local Access Improvement Project, the North/South Greenway, Marin City Flood Mitigation, and the MSN projects.

Table 2.6: FY2024-25 Annual Budget – Expenditure/Interagency Agreements

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Various Agencies - Bike/Ped Path Maintenance	13,429	30,000	-	-
Marin Transit - Bus Facility Lease or Purchase	-	1,100,000	-	1,100,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	194,441	150,000	500,000	2,548,800
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	5,549	1,525,000	150,000	1,017,457
Caltrans - MSN B7 Construction Capital & Support	399,430	41,048,671	40,798,671	41,000,000
Caltrans - 101/580 Multil-modal and Local Access PID	74,639	40,000	18,397	-
Caltrans - 101 Interchange Studies PID	-	100,000	8,000	100,000
Caltrans - SR-37 Segment A1 Design/ROW coop	-	500,000	-	7,500,000
Caltrans - Part Time Transit Lane	-	50,000	-	50,000
Caltrans/County of Marin - Marin City Flood Mitigation	-	2,000,000	531,108	2,000,000
County of Marin Bellam Ramp Construction	-	-	-	7,200,000
County of Marin - Southern Marin Study	-	-	-	250,000
Expired Expenditure Line Items	83,928	-	-	-
Subtotal, Interagency Agreements	771,416	46,543,671	42,006,176	62,766,257

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TFCA Programs/Projects

This category includes anticipated reimbursement requests for various TFCA capital projects funded by the Marin Local TFCA funding at \$722,816, up 12.55% from FY2023-24. The actual expenditures will depend on the project cash flows.

Table 2.7: FY2024-25 Annual Budget – Expenditure/TFCA Programs/Projects

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
TFCA Programs/Projects				
TFCA - Reimbursement of Various Capital	-	334,000	218,254	722,816
Subtotal, Other Capital Expenditures	-	334,000	218,254	722,816

FY2024-25 Annual Budget by Fund

TAM currently has five major governmental funds: Measure A, Measure AA, Measure B, CMA and TFCA. In the past, Measure A and Measure AA funds budgets were presented separately. However, with the prior to April 1, 2019 Measure A revenue adjustments becoming more immaterial, and the closing of fund balances under various Measure A Strategies, staff has combined the Measure A and AA budget sheets into one to reduce unnecessary repetitiveness and confusion.

The budget represents the process through which certain policy decisions are made, implemented, and controlled by fund. Budget authorities can be adjusted during the year according to the budget amendment policy. The legal level of budgetary control by TAM is the total expenditures at the agency level with the adjustments among the different funds required to comply with the specific expenditure requirements of each funding source. This section of the budget document provides the details of the FY2024-25 budget at the individual fund level. The budget at the fund level presents the spending priorities in the upcoming fiscal year and provides specific information by fund.

Measure A/AA Sales Tax Fund Budget

The Measure A Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Measure A ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004, and further described in the TAM Measure A Strategic Plan, initially adopted in June 2006, and updated on a biennial basis, with annual updates of revenue and expenditure sheets. On April 1, 2019, collection of the Measure A ½-Cent Transportation Sales Tax was replaced by Measure AA, the renewal of the Measure A that was approved by the Marin Voters in November 2018.

The Measure AA Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2018, and further described in the TAM Measure AA Strategic Plan, which will be brought forward to the TAM Board for review and approval as a separate action annually. The Expenditure Plan is slated for an intensive review six years after inception which will begin during FY2024-25.

Measure B Fund Budget

The Measure B Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Measure B Vehicle Registration Fee Expenditure Plan, approved by Marin voters in November 2010, and further described in the TAM Measure B Strategic Plan, initially adopted in July 2011, and amended by the TAM Board in February 2023.

CMA Fund Budget

The CMA Fund accounts for revenues and expenditures for TAM's congestion management activities, primarily the local planning and programming work elements. Major revenue sources for this fund are various federal, state, regional and the City/County CMA Fee revenues. The RM₃ projects are reflected in the CMA Fund.

TFCA Fund Budget

The TFCA fund accounts for revenues and expenditures for the TFCA capital grant TAM receives from the Bay Area Air Quality Management District (BAAQMD). The purpose of the TFCA grant is to fund capital improvements that can contribute to the improvement of air quality, and studies related to the monitoring of air quality control. A discrete amount of TFCA is available for management of the local program.

Budget Summaries

Table 3: FY2024-25 Annual Budget – Combined

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	43,615,303	41,627,564	41,627,564	43,649,484
Measure A/AA Sales Tax	35,086,472	35,000,000	35,000,000	35,000,000
Measure B Vehicle Registration Fee Revenue	2,320,048	2,300,000	2,300,000	2,300,000
Cities/Towns and County CMA Fee	550,002	576,950	576,950	591,951
Interest Revenue	1,413,436	1,770,500	3,491,226	2,060,000
MTC STP/CMAQ Planning & OBAG Grant Funds	868,095	1,203,000	1,078,000	1,064,969
MTC Regional Measure 3 Fund	-	47,053,529	47,053,529	43,065,000
State STIP/PPM Fund	176,393	-	-	445,000
State Earmark	-	3,000,000	531,108	9,500,000
State-SB1 Planning Grant	-	10,000	10,000	400,000
State TDA Fund	-	83,000	63,000	13,500
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program	-	-	-	1,164,000
Federal STP Fund	10,000	5,000	5,000	-
Federal SS4A Grant	-	-	-	280,000
HSIP Local Road Safety Plan	-	50,088	50,088	-
Part Time Transit Lane Grant	-	404,648	-	550,000
Realized Highway 101 ROW Excess Fund	199,990	1,675,000	650,000	3,566,257
Marin Transportation For Clean Air Funding	350,331	350,000	350,000	350,000
Regional TFCA Competitive Grants	25,000	283,637	-	-
Expired Revenue Line Items	1,193,073	-	-	-
Total Revenue Available	42,192,839	93,765,352	91,158,901	100,350,676
EXPENDITURES				
Administration				
Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Salaries & Benefits	2,898,236	3,167,467	3,054,414	3,084,843
Agency-Wide Classification Study	-	23,000	21,275	-
Office Lease	245,108	257,000	257,000	264,827
Agency IT Related Equipment Upgrade	20,917	30,000	5,000	25,000
Equipment Purchase/Lease	4,751	10,000	5,000	17,500
Telephone/Internet/Web Hosting Services	21,713	25,000	25,000	25,000
Office Supplies & Small Miscellaneous Items	43,660	40,000	41,134	45,000
Insurance	14,682	20,000	20,000	20,000
Financial Audit	28,300	25,000	25,000	25,000
Legal Services	3,693	35,000	2,000	25,000
Document/Video/Marketing Material Production	54,436	30,000	30,292	35,000
Memberships	38,225	45,000	45,000	50,000
Travel/Meetings/Conferences	23,603	26,000	27,012	32,500
Professional Development	5,099	7,500	7,500	12,500
Human Resources/Board Support	2,764	34,000	32,180	15,000
Information Technology Support	43,337	45,000	45,000	50,000
Annual Support & Upgrade of Financial System	7,569	10,000	8,000	10,000
Stipends	-	-	-	7,200
Expired Expenditure Line Items	2,487	-	-	-
Subtotal, Administration	3,458,580	3,829,967	3,650,807	3,744,370

Table 3: FY2024-25 Annual Budget – Combined
(Continued)

Professional Services				
Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	61,616	900,000	500,000	150,000
Travel Model Maintenance & Update	-	200,000	200,000	100,000
Traffic Monitoring, Reporting & Travel Model Data	95,576	150,000	90,000	150,000
Project Management Oversight	244,593	140,000	185,000	240,000
101/580 Multi-modal and Local Access Improvements	-	1,960,000	800,000	1,800,000
State Legislative Assistance	46,200	60,000	60,000	50,000
Financial Advisor/Sales Tax Audit Services	23,613	25,000	2,007	-
Measure A/AA Sales Tax Compliance Audit	19,194	20,000	19,812	22,000
N/S Greenway - Construction Support	125,728	103,000	83,000	-
Mill Valley Study	-	-	-	15,000
Public Outreach Service Support	1,995	20,000	10,000	10,000
Expenditure Plan Update	-	-	-	40,000
Street Smarts Marin	-	-	-	13,500
Part Time Transit Lane	-	302,000	-	500,000
Countywide Transportation Plan	4,199	350,000	225,000	225,000
Local Road Safety Plan	21,912	65,588	65,588	-
SR-37 Segment A1 Design	-	500,000	-	-
Equity Planning Support and Outreach	-	50,000	-	100,000
VMT Toolkit	-	-	-	400,000
MSN B7 Construction Design Support	-	300,000	300,000	265,000
School Access Safety Action Plan	-	-	-	280,000
Expired Expenditure Line Items	8,298	-	-	-
Subtotal, Professional Services	652,924	5,145,588	2,540,407	4,360,500
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	<u>2,445,230</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>90,733</u>
Strategy 1.1 - Local Bus Transit Service	680,000	712,000	712,000	61,038
Strategy 1.2 - Rural Bus Transit System	55,080	57,672	57,672	4,944
Strategy 1.3 - Special Needs Transit Services	165,410	173,194	173,194	14,848
Strategy 1.4 - Bus Transit Facilities	1,544,740	115,522	115,522	9,903
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>354,029</u>	<u>504,896</u>	<u>504,896</u>	<u>21,852</u>
Strategy 3.1 - Major Roads	117,283	250,000	250,000	-
Strategy 3.2 - Local Streets and Roads	236,746	254,896	254,896	21,852
<u>Strategy 4 - Safer Access to Schools</u>	<u>77,180</u>	<u>744,358</u>	<u>744,358</u>	<u>512,376</u>
Strategy 4.1 - Safe Routes to Schools	-	63,546	63,546	5,448
Strategy 4.2 - Crossing Guards	77,180	80,812	80,812	6,928
Strategy 4.3 - Safe Pathways To School	-	-	-	-
Safe Pathway Capital Projects	-	600,000	600,000	500,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Measure A Programs/Projects	2,876,439	2,307,642	2,307,642	624,961

Table 3: FY2024-25 Annual Budget – Combined
(Continued)

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Measure AA Sales Tax Programs/Projects				
<u>Major Road Set-Aside</u>	<u>8,558,382</u>	<u>8,000,000</u>	<u>4,000,000</u>	<u>4,000,000</u>
<u>Category 1: Reduce Congestion</u>	<u>2,405,374</u>	<u>2,330,000</u>	<u>585,441</u>	<u>1,780,275</u>
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	1,175,147	200,000	45,441	140,275
MSN B7 Construction Design Support	219,402	-	-	-
Category 1.2 - Match for Completion of 101/580 Local				
580/101 Multi-modal and Local Access PID & PAED	644,663	-	-	-
Category 1.3 - Enhance Interchanges	324,304	2,005,000	415,000	1,500,000
Category 1.4 - Transportation Demand	41,858	125,000	125,000	140,000
<u>Category 2: Local Transportation Infrastructure</u>	<u>7,501,275</u>	<u>8,041,254</u>	<u>7,726,254</u>	<u>7,848,669</u>
Category 2.1 - Local Roads	6,587,187	6,626,254	6,626,254	6,528,669
Category 2.2 - Large Safe Pathway Capital Projects	871,248	1,000,000	700,000	1,000,000
Category 2.3 - Sea Level Rise	10,535	365,000	365,000	200,000
Category 2.4 - Innovative Technology	32,305	50,000	35,000	120,000
<u>Category 3: Safer Access to Schools</u>	<u>3,128,249</u>	<u>3,430,000</u>	<u>3,430,000</u>	<u>3,970,000</u>
Category 3.1 - Safe Routes to Schools	1,146,192	1,200,000	1,200,000	1,270,000
Category 3.2 - Crossing Guards	1,980,302	1,980,000	1,980,000	2,400,000
Category 3.3 - Small Safe Pathway Capital Projects	1,755	250,000	250,000	300,000
<u>Category 4: Transit</u>	<u>11,032,137</u>	<u>20,331,820</u>	<u>20,332,000</u>	<u>20,507,963</u>
Category 4.1 - Local Bus Transit Service	4,579,793	13,000,000	13,000,000	13,500,000
Category 4.2 - Rural Bus Transit Service	1,131,141	926,812	926,812	937,522
Category 4.3 - Special Needs Transit Service	2,594,817	2,934,903	2,934,903	3,220,411
Category 4.4 - School Transit Service	1,098,029	1,700,000	1,700,000	1,600,000
Category 4.5 - Bus Transit Facilities	1,628,357	1,235,748	1,235,748	1,250,030
Category 4.6 - Expand Access to Transit	-	534,357	534,537	-
Subtotal, Measure AA Programs/Projects	32,625,417	42,133,074	36,073,695	38,106,907
Measure B VRF Programs				
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>2,244,468</u>	<u>800,000</u>	<u>800,000</u>	<u>1,015,000</u>
Element 1.1 - Bicycle, Pedestrian, and Safety	2,195,034	700,000	700,000	900,000
Element 1.2 - Bike/Ped Pathways Maintenance	49,434	100,000	100,000	115,000
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>825,310</u>	<u>895,000</u>	<u>895,000</u>	<u>913,000</u>
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	180,000	180,000	185,000
Element 2.3 - Paratransit Plus	403,109	340,000	340,000	350,000
Element 2.4 - Volunteer Drive & Gap Grant	132,201	275,000	275,000	278,000
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>726,021</u>	<u>761,000</u>	<u>645,000</u>	<u>760,000</u>
Element 3.1 - Safe Routes to School/Street Smart	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	225,315	250,000	250,000	285,000
Element 3.3 - Alternative Fuel Vehicle Program	325,706	336,000	220,000	300,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Measure B Programs	3,795,799	2,456,000	2,340,000	2,688,000

Table 3: FY2024-25 Annual Budget – Combined
(Continued)

Interagency Agreements				
Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Various Agencies - Bike/Ped Path Maintenance	13,429	30,000	-	-
Marin Transit - Bus Facility Lease or Purchase	-	1,100,000	-	1,100,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	194,441	150,000	500,000	2,548,800
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	5,549	1,525,000	150,000	1,017,457
Caltrans - MSN B7 Construction Capital & Support	399,430	41,048,671	40,798,671	41,000,000
Caltrans - 101/580 Multil-modal and Local Access PID	74,639	40,000	18,397	-
Caltrans - 101 Interchange Studies PID	-	100,000	8,000	100,000
Caltrans - SR-37 Segment A1 Design/ROW coop	-	500,000	-	7,500,000
Caltrans - Part Time Transit Lane	-	50,000	-	50,000
Caltrans/County of Marin - Marin City Flood Mitigation	-	2,000,000	531,108	2,000,000
County of Marin Bellam Ramp Construction	-	-	-	7,200,000
County of Marin - Southern Marin Study	-	-	-	250,000
Expired Expenditure Line Items	83,928	-	-	-
Subtotal, Interagency Agreements	771,416	46,543,671	42,006,176	62,766,257
TFCA Programs/Projects				
TFCA - Reimbursement of Various Capital Projects	-	334,000	218,254	722,816
Subtotal, TFCA Programs/Projects	-	334,000	218,254	722,816
Total Expenditures	<u>44,180,578</u>	<u>102,749,942</u>	<u>89,136,981</u>	<u>113,013,810</u>
Net Change in Fund Balance	(1,987,739)	(8,984,590)	2,021,920	(12,663,134)
Ending Balance	<u>41,627,564</u>	<u>32,642,974</u>	<u>43,649,484</u>	<u>30,986,350</u>

Table 3.1: FY2024-25 Annual Budget - 1/2-Cent Transportation Sales Tax

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	39,108,828	36,899,452	36,899,452	32,673,636
REVENUE				
Measure A/AA Sales Tax	35,086,472	35,000,000	35,000,000	35,000,000
Interest Revenue	1,174,914	1,475,000	1,825,698	1,200,000
Total Revenue Available	36,261,386	36,475,000	36,825,698	36,200,000
EXPENDITURES				
Administration				
Salaries & Benefits	1,605,271	1,692,291	1,487,111	1,387,023
Agency-Wide Classification Study	-	23,000	21,275	-
Office Lease	245,108	257,000	257,000	264,827
Agency IT Related Equipment Upgrade	20,917	30,000	5,000	25,000
Equipment Purchase/Lease	4,751	10,000	5,000	17,500
Telephone/Internet/Web Hosting Services	21,713	25,000	25,000	25,000
Office Supplies & Small Miscellaneous Items	43,660	40,000	40,000	45,000
Insurance	14,682	20,000	20,000	20,000
Financial Audit	28,300	25,000	25,000	25,000
Legal Services	2,995	15,000	2,000	15,000
Document/Video/Marketing Material Production	54,305	20,000	25,292	25,000
Memberships	15,725	20,000	20,000	22,500
Travel/Meetings/Conferences	22,968	25,000	25,000	30,000
Professional Development	5,099	7,500	7,500	12,500
Human Resources/Board Support	2,764	34,000	32,180	15,000
Information Technology Support	43,337	45,000	45,000	50,000
Annual Support & Upgrade of Financial System	7,569	10,000	8,000	10,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Administration	2,139,164	2,298,791	2,050,359	1,989,350
Professional Services				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	61,616	900,000	500,000	150,000
N/S Greenway - Construction Support	25,885	20,000	20,000	-
Mill Valley Study	-	-	-	15,000
Financial Advisor/Sales Tax Audit Services	23,613	25,000	2,007	-
Measure A/AA Sales Tax Compliance Audit	19,194	20,000	19,812	22,000
Project Management Oversight	139,385	100,000	60,000	200,000
Public Outreach Service Support	1,000	10,000	10,000	10,000
Expenditure Plan Update	-	-	-	40,000
Expired Expenditure Line Items	3,548	-	-	-
Subtotal, Professional Services	274,241	1,075,000	611,819	437,000

**Table 3.1: FY2024-25 Annual Budget - 1/2-Cent Transportation Sales Tax
(Continued)**

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	<u>2,445,230</u>	<u>1,058,388</u>	<u>1,058,388</u>	<u>90,733</u>
Strategy 1.1 - Local Bus Transit Service	680,000	712,000	712,000	61,038
Strategy 1.2 - Rural Bus Transit System	55,080	57,672	57,672	4,944
Strategy 1.3 - Special Needs Transit Services	165,410	173,194	173,194	14,848
Strategy 1.4 - Bus Transit Facilities	1,544,740	115,522	115,522	9,903
<u>Strategy 3 - Local Transportation Infrastructure</u>	<u>354,029</u>	<u>504,896</u>	<u>504,896</u>	<u>21,852</u>
Strategy 3.1 - Major Roads	117,283	250,000	250,000	-
Strategy 3.2 - Local Streets and Roads	236,746	254,896	254,896	21,852
<u>Strategy 4 - Safer Access to Schools</u>	<u>77,180</u>	<u>744,358</u>	<u>744,358</u>	<u>512,376</u>
Strategy 4.1 - Safe Routes to Schools	-	63,546	63,546	5,448
Strategy 4.2 - Crossing Guards	77,180	80,812	80,812	6,928
Strategy 4.3 - Safe Pathways To School Safe Pathway Capital Projects	-	600,000	600,000	500,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Measure A Programs/Projects	2,876,439	2,307,642	2,307,642	624,961
Measure AA Sales Tax Programs/Projects				
Major Road Set-Aside	8,558,382	8,000,000	4,000,000	4,000,000
<u>Category 1: Reduce Congestion</u>	<u>2,405,374</u>	<u>2,330,000</u>	<u>585,441</u>	<u>1,780,275</u>
Category 1.1 - Completion of Marin-Sonoma Narrows MSN B7/B8 Design/ROW/Utility Work	1,175,147	200,000	45,441	140,275
MSN B7 Construction Design Support	219,402	-	-	-
Category 1.2 - Match for Completion of 101/580 Local Access 580/101 Multi-modal and Local Access PID & PAED	644,663	-	-	-
Category 1.3 - Enhance Interchanges	324,304	2,005,000	415,000	1,500,000
Category 1.4 - Transportation Demand Management	41,858	125,000	125,000	140,000
<u>Category 2: Local Transportation Infrastructure</u>	<u>7,501,275</u>	<u>8,041,254</u>	<u>7,726,254</u>	<u>7,848,669</u>
Category 2.1 - Local Roads	6,587,187	6,626,254	6,626,254	6,528,669
Category 2.2 - Large Safe Pathway Capital Projects	871,248	1,000,000	700,000	1,000,000
Category 2.3 - Sea Level Rise	10,535	365,000	365,000	200,000
Category 2.4 - Innovative Technology	32,305	50,000	35,000	\$120,000
<u>Category 3: Safer Access to Schools</u>	<u>3,128,249</u>	<u>3,430,000</u>	<u>3,430,000</u>	<u>3,970,000</u>
Category 3.1 - Safe Routes to Schools	1,146,192	1,200,000	1,200,000	1,270,000
Category 3.2 - Crossing Guards	1,980,302	1,980,000	1,980,000	2,400,000
Category 3.3 - Small Safe Pathway Capital Projects	1,755	250,000	250,000	300,000
<u>Category 4: Transit</u>	<u>11,032,137</u>	<u>20,331,820</u>	<u>20,332,000</u>	<u>20,507,963</u>
Category 4.1 - Local Bus Transit Service	4,579,793	13,000,000	13,000,000	13,500,000
Category 4.2 - Rural Bus Transit Service	1,131,141	926,812	926,812	937,522
Category 4.3 - Special Needs Transit Service	2,594,817	2,934,903	2,934,903	3,220,411
Category 4.4 - School Transit Service	1,098,029	1,700,000	1,700,000	1,600,000
Category 4.5 - Bus Transit Facilities	1,628,357	1,235,748	1,235,748	1,250,030
Category 4.6 - Expand Access to Transit	-	534,357	534,537	-
Subtotal, Measure AA Programs/Projects	32,625,417	42,133,074	36,073,695	38,106,907

**Table 3.1: FY2024-25 Annual Budget - 1/2-Cent Transportation Sales Tax
(Continued)**

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Interagency Agreements				
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	-	-	-	-
Various Agencies - Bike/Ped Path Maintenance	13,429	30,000	-	-
Marin Transit - Bus Facility Lease or Purchase Contribution	-	1,100,000	-	1,100,000
Caltrans - MSN B7 Construction Capital & Support	399,430	-	-	-
Caltrans - 101/580 Multil-modal and Local Access PID	74,639	-	-	-
Caltrans - 101 Interchange Studies PID	-	100,000	8,000	100,000
County of Marin - Southern Marin Study	-	-	-	250,000
County of Marin Bellam Ramp Construction	-	-	-	6,036,000
Expired Expenditure Line Items	68,000	-	-	-
Subtotal, Interagency Agreement	555,498	1,230,000	8,000	7,486,000
Total Expenditures	38,470,762	49,044,507	41,051,514	48,644,218
Net Change in Fund Balance	(2,209,376)	(12,569,507)	(4,225,816)	(12,444,218)
Ending Balance	36,899,452	24,329,945	32,673,636	20,229,418

Table 3.2: FY2024-25 Annual Budget - Measure B Vehicle Registration Fee

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
Beginning Balance	3,113,346	1,517,816	1,517,816	1,374,879
REVENUE				
Measure B Vehicle Registration Fee Revenue	2,320,048	2,300,000	2,300,000	2,300,000
Interest Revenue	85,770	110,000	122,208	90,000
Total Revenue Available	2,405,818	2,410,000	2,422,208	2,390,000
EXPENDITURES				
Administration				
Salaries & Benefits	198,074	233,136	224,000	187,408
Office Supplies & Small Miscellaneous Items	-	-	1,134	-
Legal Services	634	10,000	-	5,000
Document/Video/Marketing Material Production	70	5,000	-	5,000
Travel/Meetings/Conferences	-	-	12	-
Expired Expenditure Line Items	2,022	-	-	-
Subtotal, Administration	200,800	248,136	225,146	197,408
EXPENDITURES				
Measure B Programs				
Element 1 - Maintain Local Streets & Pathways	2,244,468	800,000	800,000	1,015,000
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements	2,195,034	700,000	700,000	900,000
Element 1.2 - Bike/Ped Pathways Maintenance	49,434	100,000	100,000	115,000
Element 2 - Seniors & Disabled Mobility	825,310	895,000	895,000	913,000
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	100,000
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	180,000	180,000	185,000
Element 2.3 - Paratransit Plus	403,109	340,000	340,000	350,000
Element 2.4 - Volunteer Drive & Gap Grant	132,201	275,000	275,000	278,000
Element 3 - Reduce Congestion & Pollution	726,021	761,000	645,000	760,000
Element 3.1 - Safe Routes to School/Street Smart	175,000	175,000	175,000	175,000
Element 3.2 - Commute Alternative Programs	225,315	250,000	250,000	285,000
Element 3.3 - Alternative Fuel Vehicle Program	325,706	336,000	220,000	300,000
Subtotal, Measure B Programs	3,795,799	2,456,000	2,340,000	2,688,000
Expired Expenditure Line Items	4,750	-	-	-
Total Expenditures	4,001,349	2,704,136	2,565,146	2,885,408
Net Change in Fund Balance	(1,595,530)	(294,136)	(142,937)	(495,408)
Ending Balance	1,517,816	1,223,680	1,374,879	879,471

Table 3.3: FY2024-25 Annual Budget – CMA

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed
Beginning Balance	759,523	2,239,921	2,239,921	8,482,638
REVENUE				
Cities/Towns and County CMA Fee	550,002	576,950	576,950	591,951
Interest Revenue	133,582	160,000	1,504,806	750,000
MTC STP/CMAQ Planning & OBAG Grant Funds	868,095	1,203,000	1,078,000	1,064,969
MTC Regional Measure 3 Fund	-	47,053,529	47,053,529	43,065,000
State Earmark	-	3,000,000	531,108	9,500,000
State-SB1 Planning Grant	-	10,000	10,000	400,000
State STIP/PPM Fund	176,393	-	-	445,000
State TDA Fund	-	83,000	63,000	13,500
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	-	-	-	1,164,000
Federal STP Fund	10,000	5,000	5,000	-
Federal SS4A Grant	-	-	-	280,000
HSIP Local Road Safety Plan	-	50,088	50,088	-
Part Time Transit Lane Grant	-	404,648	-	550,000
Realized Highway 101 ROW Excess Fund	199,990	1,675,000	650,000	3,566,257
Expired Revenue Line Items	1,193,073	-	-	-
Total Revenue Available	3,131,135	54,221,215	51,522,481	61,390,676
EXPENDITURES				
Administration				
Salaries & Benefits	1,037,161	1,219,737	1,321,000	1,487,011
Office Supplies & Small Miscellaneous Items	-	-	-	-
Legal Services	64	10,000	-	5,000
Document/Video/Marketing Material Production	61	5,000	5,000	5,000
Memberships	22,500	25,000	25,000	27,500
Travel/Meetings/Conferences	635	1,000	2,000	2,500
Stipends	-	-	-	7,200
Expired Expenditure Line Items	465	-	-	-
Subtotal, Administration	1,060,886	1,260,737	1,353,000	1,534,211

Table 3.3: FY2024-25 Annual Budget – CMA
(Continued)

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed
Professional Services				
Travel Model Maintenance & Update	-	200,000	200,000	100,000
Traffic Monitoring, Reporting & Travel Model Data Requests	95,576	150,000	90,000	150,000
Project Management Oversight	105,208	40,000	125,000	40,000
101/580 Multi-modal and Local Access Improvements	-	1,960,000	800,000	1,800,000
State Legislative Assistance	46,200	60,000	60,000	50,000
N/S Greenway - Construction Support	99,843	83,000	63,000	-
Public Outreach Service Support	995	10,000	-	-
Street Smarts Marin	-	-	-	13,500
Part Time Transit Lane	-	302,000	-	500,000
Countywide Transportation Plan	4,199	350,000	225,000	225,000
Local Road Safety Plan	21,912	65,588	65,588	-
SR-37 Segment A1 Design	-	500,000	-	-
Equity Planning Support and Outreach	-	50,000	-	100,000
VMT Toolkit	-	-	-	400,000
MSN B7 Construction Design Support	-	300,000	300,000	265,000
School Access Safety Action Plan	-	-	-	280,000
Expired Expenditure Line Items	-	-	-	-
Subtotal, Professional Services	373,933	4,070,588	1,928,588	3,923,500
Interagency Agreements				
Caltrans - MSN B8 PS&E/ROW Support & Capital	194,441	150,000	500,000	2,548,800
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	5,549	1,525,000	150,000	1,017,457
Caltrans - MSN B7 Construction Capital & Support	-	41,048,671	40,798,671	41,000,000
Caltrans - 101/580 Multi-modal and Local Access PID Co-Op	-	40,000	18,397	-
Caltrans - SR-37 Segment A1 Design/ROW coop	-	500,000	-	7,500,000
Caltrans - Part Time Transit Lane	-	50,000	-	50,000
Caltrans/County of Marin - Marin City Flood Mitigation	-	2,000,000	531,108	2,000,000
County of Marin Bellam Ramp Construction	-	-	-	1,164,000
Expired Expenditure Line Items	15,928	-	-	-
Subtotal, Interagency Agreements	215,918	45,313,671	41,998,176	55,280,257
Total Expenditures	1,650,737	50,644,996	45,279,764	60,737,968
Net Change in Fund Balance	1,480,398	3,576,219	6,242,717	652,709
Ending Balance	2,239,921	5,816,140	8,482,638	9,135,347

Table 3.4: FY2024-25 Annual Budget – TFCA

Budget Line	FY2022-23 Actual	FY2023-24 Final Budget	FY2023-24 Estimates	FY2024-25 Proposed Budget
<i>Beginning Balance</i>	<u>633,606</u>	<u>970,377</u>	<u>970,377</u>	<u>1,118,334</u>
REVENUE				
Marin Transportation For Clean Air Funding	350,331	350,000	350,000	350,000
Regional TFCA Competitive Grants	25,000	283,637	-	
Interest Revenue	19,170	25,500	38,514	20,000
<i>Total Revenue Available</i>	<u>394,501</u>	<u>659,137</u>	<u>388,514</u>	<u>370,000</u>
EXPENDITURES				
Administration				
Salaries & Benefits	57,730	22,303	22,303	23,400
<i>Subtotal, Administration</i>	<u>57,730</u>	<u>22,303</u>	<u>22,303</u>	<u>23,400</u>
TFCA Programs/Projects				
TFCA - Reimbursement of Various Capital	-	334,000	218,254	722,816
<i>Subtotal, Other Capital Expenditures</i>	<u>-</u>	<u>334,000</u>	<u>218,254</u>	<u>722,816</u>
<i>Total Expenditures</i>	<u>57,730</u>	<u>356,303</u>	<u>240,557</u>	<u>746,216</u>
Net Change in Fund Balance	336,771	302,834	147,957	(376,216)
<i>Ending Balance</i>	<u>970,377</u>	<u>1,273,211</u>	<u>1,118,334</u>	<u>742,117</u>

FY2024-25 Appropriation Limit

Per Article XIII B of California State Constitution, all State and local governments, including any city and county, school district, special district, authority, or other political subdivision of or within in the State, are subject to the appropriations limitation imposed by Proposition 4 (1979) and later amended by Proposition 111 (1990). The appropriations limit only applies to those revenues defined as "proceeds of taxes", which in TAM's case, is the sales tax revenue and its interest revenues generated by the Measure A/AA ½-Cent Transportation Sales Tax.

TAM Ordinance 2018-01, the ordinance that adopted the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, set the FY2019-20 appropriation limit for the sales tax at \$70 million, to be adjusted annually based on two factors: change in the cost of living and population of the County. The appropriation limit for FY2024-25 is \$90.73 million.

Calculation of FY2024-25 Appropriation Limit

FY2023-24 Appropriation Limit	\$	88,413,904
Inflation Factor (Per capita income change, 2019-2020)*	X	1
Population Factor (Population change, 2020-2021)**	X	1
FY2024-25 Appropriation Limit	\$	90,728,171

Appropriations Subject to the Limit

FY2024-25 Appropriation Limit	\$	90,728,171
FY2024-25 Appropriations Subject to Limit	\$	35,050,000
Amount under Limit	\$	55,678,171

Data Sources:

* Marin County Per Capita Income change data from 2020 to 2021 is from California Regional Economic Analysis Project.

https://california.reaproject.org/analysis/comparative-trends-analysis/per_capita_personal_income/tools/60041/60000/

** Marin County population change data from 2020 to 2021 is from the US Census.

<http://www.census.gov/quickfacts/table/PST045215/06041>

FY2024-25 Work Plans by Function

TAM's mission is to make the most of Marin County transportation dollars and create an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users. The following functions help the agency to carry out this mission:

- Administration & Finance
- Public Information and Outreach
- Planning and Program Management
- Programming & Legislation
- Project Management and Delivery

As the CMA for the County, TAM works closely with all local jurisdictions as well as all other partners in the region to plan, coordinate and deliver a wide range of transportation projects and programs. TAM serves as a coordinating agency representing Marin and its local transportation needs with local, regional, state and federal agencies, making sure Marin's needs are heard through various processes while working cooperatively with other agencies on projects/programs with regional significance. Ongoing general coordination activities are highlighted below:

- Participate in and contribute to various ongoing meetings representing TAM on pertinent issues, such as the Marin Public Works Association (MPWA) and Marin Managers Association (MMA), various MTC working groups, the statewide group of Regional Transportation Planning Agencies (RTPA), the Bay Area County Transportation Agencies, and the California Self-Help Counties Coalition.
- Communicate with jurisdictions about funding opportunities and provide grant application support.
- Represent TAM and TAM member agencies on transportation matters to the public, other governmental agencies, community groups and transportation organizations.
- Coordinate and participate with local jurisdictions and other counties and organizations on local and regional transportation planning activities, including social equity, new mobility programs, climate action planning, and sea level rise planning.
- Provide localized communication support for regional, state, and federal projects and programs in Marin County.
- Coordinate with Caltrans and state efforts including corridor planning, active transportation plans, sea level rise and vulnerability programs, greenhouse gas emissions, capital project development, and other transportation related topics.
- Monitor legislation and coordinate with partner agencies to support measures that enhance transportation projects, programs, and funding.
- Monitor current trends and issues related to transportation, both on the local level and more broadly, including economic, social, and transportation related aspects of the post-pandemic time. .

Highlights of the FY2024-25 work plans for all major functions are included as follows.

Administration & Finance Function:

Under the direction of the TAM Board and Executive Director, administers TAM's administrative and financial functions and activities; oversees and administers agency financial and accounting systems for both direct disbursements of Measure A/AA and Measure B funds, as well as payments through various grant funds; performs all related financial analyses, including managing the preparation of TAM's financial statements, TAM's strategic plans, annual budget, and other regular financial reports; analyzes benefit packages to ensure appropriate level of benefits and cost-effective plans; manages finance, audit, human resources (HR), and information technology (IT) projects and other daily operations and administration for the Agency; performs other related duties and special projects as assigned.

Major Ongoing Work Items:

- ✓ Continue to effectively and timely support the TAM Board and various Committees.
- ✓ Manage all meeting packet production and support the operation of in-person/hybrid/remote meetings.
- ✓ Produce timely and informative quarterly reports and budget adjustments throughout the year.
- ✓ Monitor economic conditions and various revenue sources and explore options for the Agency and the funding recipients during challenging financial times.
- ✓ Manage financial tracking and required reporting for federal, state, regional, and local grants received.
- ✓ Manage and report regulatory state filings including regular/quarterly payroll reporting and compensation reporting.
- ✓ Conduct cash flow and funding analyses of major capital projects and explore financial tools to meet cash flow needs.
- ✓ Continue to timely and accurately execute all financial, payroll and accounting transactions.
- ✓ Monitor project/program revenues and expenditures and assist project and contract managers with preparation of various grant reports and reimbursement invoices.
- ✓ Assist in the ongoing funding plan and cash flow needs discussions, particularly for MSN and the 101-580 Multi-Modal and Local Access Improvement projects.
- ✓ Continue to improve the financial and payroll system to increase workflow efficiency.
- ✓ Manage ongoing HR functions, including but not limited to annual performance review, recruitments, training, benefits changes and open enrollment, team building, and professional development support, review and update of the HR agency policy handbook as needed.
- ✓ Continue to manage the agency's benefit suite and explore options to improve cost effectiveness with no overall negative impacts to the benefit level.
- ✓ Manage all daily office operation needs, including but not limited to record keeping, and various IT support needs.
- ✓ Manage the agency's sublease with MGSA and other ongoing operational needs.

Expected Deliverables:

- ✓ Implement the cell phone stipend, transit benefit, and updated hybrid working policies.
- ✓ Manage and lead the FY2025-26 Annual Budget development process and make any potential improvements and adjustments.
- ✓ Implement record retention policy.
- ✓ Improve website navigation.
- ✓ Develop and implement IT equipment replacement plan and continue IT security training.

- ✓ Assist in the FY2024-25 Measure A/AA & Measure B Strategic Plans update process, manage financial/revenue related sections for both funds, and track programming and allocations.
- ✓ Manage and coordinate the FY2023-24 annual financial, single, and other regulatory audits and reviews with outside auditors.
- ✓ Manage the 2024 Measure A/AA Compliance Audit process and provide necessary support to the fund recipients and auditor.
- ✓ Investment and banking service review and potential exploration of other options if necessary.
- ✓ Evaluate office lease renewal.
- ✓ Complete the update of the RFP and contract templates.

Public Information and Outreach Function:

Under the direction of the TAM Board and Executive Director, the Public Information and Outreach Unit manages TAM's public information, stakeholder engagement, media relations, and project-related meetings and events.

Major Ongoing Work Items:

- ✓ Support communication of TAM's projects and programs, coordinate media communication, public outreach activities, partner agency coordination, meetings and events, and special activities.
- ✓ Create public information material such as factsheets, website content, press releases, social media and the TAM Traveler newsletter.
- ✓ Coordinate with and support the Executive Director to advise the TAM Board Chairperson/Vice-Chairperson and TAM staff on stakeholder and media relations.
- ✓ Manage the Citizens' Oversight Committee agendas, communication, and membership in coordination with the Director of Finance & Administration and Executive Director.
- ✓ Manage proactive communication with the public, community interest groups, agency partners, and the media.
- ✓ Maintain and update content on TAM's public information channels such as the TAM website and share TAM's communication materials with agency and community partners.
- ✓ Provide program support for Alternative Fuels, Safe Routes to Schools, Marin Commutes, Innovations, Sea Level Rise and Crossing Guard Programs, and TAM's Funding programs.
- ✓ Coordinate closely with jurisdictions and agency partners regarding projects and programs that address common issues, programs, regional improvements including the Richmond-San Rafael Bridge, SR-37 and North Bay transit initiatives.
- ✓ Coordinate with the media and community partners to provide timely information regarding TAM's projects, programs and funding allocations.

Expected Deliverables:

- ✓ Support outreach for key TAM initiatives, including the Countywide Transportation Plan, Highway 101 Interchange Studies, the Part-Time Transit Lane project development, Marin City Flood Reduction Projects, Marin Commutes, the Alternative Fuels Program, Sea Level Rise Program, the Regional Bikeshare Program, and the School Access Safety Action Plan.
- ✓ Conduct public engagement efforts for major capital improvement programs, including Marin-Sonoma Narrows, the Bellam Boulevard Off Ramp project, State Route 37, and the Highway 101-580 Multimodal and Local Access Improvements Project.

- ✓ Support and coordinate outreach activities and an informational campaign for the 20th Anniversary of the ½-Cent Transportation Sales Tax.
- ✓ Initiate planning and coordination for the six-year review of the ½-Cent Transportation Sales Tax.
- ✓ Initiate the redesign process for the TAM website.
- ✓ Support outreach activities and public engagement for partner agency initiatives including the US-101/ SR-1 (Manzanita) Sea Level Rise Project, Novato Boulevard Rehabilitation, Safe Pathways Projects and other TAM funded transportation improvements.
- ✓ Participate in and coordinate staff support as needed for public events including Bike to Work Day and the Clean Fleet Expo, presentations to community-based organizations and other outreach efforts including panel discussions and poster sessions at conferences.
- ✓ Support educational presentations for Board members and special sessions for specific issues and programs such as the Countywide Transportation Plan and equity engagement.
- ✓ Explore student mentorship and internship programs to implement at TAM.

Planning and Program Management:

Under the direction of the Executive Director, the Planning department administers TAM's planning activities and programs. The range of work includes the development of plans and studies, travel information, transportation modeling, regional and local coordination, and management of ongoing transportation programs.

Planning Activities

Major Ongoing Work Items:

- ✓ Review/coordinate with MTC on regional planning activities related to Marin County transportation, including the implementation of Plan Bay Area (PBA) 2050, the development of PBA 2050+ and Transit 2050+ Plan, active transportation, Priority Development Area (PDA) planning, and Transit Oriented Communities (TOC) policy among others.
- ✓ Continue to advance Active Transportation Planning in the county, including advancement of North South greenway and Cross Marin Bikeway gap closures.
- ✓ Coordinate with Marin and Sonoma Transit Operators on Service Planning and related efforts.
- ✓ Coordinate with MTC, Golden Gate Transit & Marin Transit on Transit Priority Initiatives and policies.
- ✓ Support city of San Rafael on scoping and development of Canal PDA plan and Northgate PDA plan, serve on TAC and coordinate on transportation planning issues.
- ✓ Continue to develop TAM's Sea Level Rise Plan and initiate implementation actions in coordination with BAYWAVE, the County of Marin, MTC, BCDC, Caltrans, local jurisdictions, and others on SLR Planning.
- ✓ Continue to advance transit planning on SR-37 Corridor, including coordination with operators on Marin side transit connections.
- ✓ Continue to advance implementation of equity statement and action plan, including continuing meetings with the working groups and coordination with local transit operators.
- ✓ Support local agencies' travel demand forecast development for traffic studies and transportation plans using TAM's Travel Demand Model (TAMDM).
- ✓ Coordinate with regional agencies on travel demand forecasting methods and data.
- ✓ Support local jurisdictions with transportation/land use linkage and consistency with MTC's TOC Policy.
- ✓ Participate in Marin Climate and Energy Partnership (MCEP), Marin Wildfire Prevention Authority (MWPA), BayWAVE, and other local planning efforts as applicable.

- ✓ Support programming staff with upcoming OBAG 4 program development and administration of OBAG program and policy compliance.
- ✓ Continue to advance road safety planning in the county, including the initiation of the School Access Safety Action Plan in Marin County.
- ✓ Initiate implementation of CTP, and support Measure AA review process as needed.
- ✓ Support applications for Caltrans Planning Grants and other planning grants to maximize outside funding awarded for Marin County transportation planning needs.
- ✓ Coordinate consistent HOV hours of operations on Highway 101.

Expected Deliverables:

- ✓ Complete Countywide Transportation Plan and Community-Based Transportation Plan - Winter 2024.
- ✓ Initiate VMT Toolkit to support local jurisdiction compliance with California Environmental Quality Act (CEQA) transportation review requirements - Summer 2024.
- ✓ Develop of mobility hubs plans for all rail and ferry stations in Marin County - Summer of 2025.
- ✓ Complete update to TAM model and subsequent reports for PBA 2050 Consistency - Summer 2024.
- ✓ Develop new Traffic Monitoring program using big data and continuing historical data collection efforts as appropriate and conduct traffic monitoring efforts - Fall 2024.
- ✓ Complete the current TAM Sea Level Rise Planning Study for Marin County – Spring 2025.
- ✓ Complete grant agreements for the School Access Safety Action Plan in Marin County and conduct procurement – Spring 2025.

Program Management Activities

Major Ongoing Work Items:

- ✓ Continue to monitor, review, and adjust TAM programs as necessary.
- ✓ Continue to review and assess programs to ensure equity is considered in all TAM programs, as identified in the Equity Action Plan.
- ✓ Manage and deliver TAM's Alternative Fuel Vehicle Program, including EV fleet and infrastructure rebate programs, public outreach, and technical assistance programs. Continue coordination with wide range of stakeholders and local community.
- ✓ Conduct the EV Clean Fleet Expo & focused EV engagement efforts.
- ✓ Monitor implementation of MCEP EV Acceleration Strategy.
- ✓ Manage and deliver Marin Commutes public engagement program, including CBO, public and employer outreach efforts, encouragement programs including commute alternative incentives programs, and program evaluation.
- ✓ Manage a suite of TDM and vehicle trip reduction programs, including the Vanpool Incentive Program, Emergency Ride Home Program, and first/last mile programs.
- ✓ Monitor regional TDM program changes and continue North Bay coordination of county programs and adjust programs as necessary.
- ✓ Monitor and participate in E-bike safety planning and policy work.

Expected Deliverables:

- ✓ Launch initial operating phase of the Marin and Sonoma County Bike Share Pilot Program.

- ✓ Initiate the next round of Innovation program and begin development of a coordinated traffic signal study.
- ✓ Assess Future First/Last mile programs with partner agencies.
- ✓ Monitor and implement seasonal Marin Commutes incentive campaigns.
- ✓ Oversee and continue to deliver Safe Routes to Schools Program; including the expansion of outreach into lower resource schools, schools with a higher percentage of English language learners, and schools currently not actively engaged in the program.
- ✓ Oversee and continue to deliver Street Smarts Program.

Programming & Legislation Function:

Under the direction of the TAM Board and Executive Director, the Programming & Legislation department administers TAM's fund programming activities, including local, regional, state, and federal funds, and monitors pertinent state legislative activities. The range of work includes programming and allocation of TAM funds for projects and programs, competing for discretionary grants, and assisting local agencies in securing funds and providing ongoing support necessary to deliver funded improvements.

Ongoing Work Items:

- ✓ Manage the Measure A/AA Transportation Sales Tax Program and the Measure B Vehicle Registration Fee Program.
- ✓ Manage TFCA and TDA Article 3 Program funds - participate in regional policy discussions and develop programming recommendations on TFCA and TDA funds.
- ✓ Manage TAM's State Transportation Improvement Program (STIP) and maintain the Transportation Improvement Program (TIP) database for Marin projects.
- ✓ Oversee implementation and support local agency projects from OBAG 3.
- ✓ Assist TAM and partner agencies in seeking discretionary funds such as IJJA grants and complying with regional, state, and federal requirements related to those funds.
- ✓ Monitor and apply for federal and state earmark opportunities.
- ✓ Monitor regional funding opportunities including RM3 and OBAG program.
- ✓ Monitor delivery of TAM local funded projects.
- ✓ Coordinate with local agencies, including Marin Transit and GGBHTD, on submitting annual reports required by TAM funds.
- ✓ Work with Marin Transit to reconcile year end expenditures on TAM local funds.
- ✓ Convene TAM's BPAC as needed to evaluate funding recommendations and to review project updates.
- ✓ Prepare requests for programming and allocation of SB1 Local Partnership Program (LPP) Formulaic funds.
- ✓ Monitor annual obligation status and potential inactive status on state and federal funded projects.
- ✓ Coordinate with partner agencies, including for TAM projects, for SB1 competitive programs where applicable.
- ✓ Collect performance data regarding Measure B Elements.
- ✓ Participate in pertinent local, regional, state, and federal working groups and meetings, including but not limited to MTC, CTC, BAAQMD, MPWA, etc.

Expected Deliverables:

- ✓ Prepare allocation request forms and resolutions for TAM Board adoption in July, for local infrastructure projects and transit programs and projects funded with TAM local funds.
- ✓ Review and process reimbursement requests for TAM local funded projects.
- ✓ Review Measure B Strategic Plan and update as needed.
- ✓ Update the Measure AA Strategic Plan for adoption in the spring of 2025.
- ✓ Prepare a Call for Projects with TFCA and TDA funds.
- ✓ Issue Call for Projects with Safe Pathway funds.
- ✓ Develop applications for TAM's Formulaic LPP funds and receive allocations for selected projects.
- ✓ Initiate Measure AA Expenditure Plan 6-Year Review.
- ✓ Develop annual legislative platform, monitor relevant state legislation, and communicate TAM's platform to stakeholders, key legislators, and partnering agencies.
- ✓ Complete RM3 North Bay Transit Call for Projects.
- ✓ Participate in MTC Regional Measure development and advocate for Marin priorities.

Project Management and Delivery Function:

Under the direction of the TAM Board and Executive Director, manage project development from conception to completion. Projects are on and off the State Highway System and include a broad range of activities including educational programs and projects to encourage mode shift and improve roadway safety. Many projects are directly managed by TAM, while for others, TAM staff works with our partner agencies to coordinate and represent Marin interests. Project Management includes goal setting, agency coordination, schedule development and monitoring, identifying issues, overseeing funding and budgets, consultant procurement, contract administration, conceptual planning, public outreach, preliminary engineering, site investigation, environmental studies and approval, final design, preparation of construction documents, permitting, regulatory approval, environmental mitigation, construction oversight, project closeout, and verifying post construction activities. Program Management includes, in addition to project duties, overall management of certain TAM sponsored programs such as the Safe Routes to School Crossing Guard Program.

Major Ongoing Work Items:

Highway Related:

- ✓ Monitor construction of the last remaining segment of the Marin Sonoma Narrows carpool lane extension from northern Novato to the Sonoma County line.
- ✓ Continue the design of the Marin Sonoma Narrows Utility Relocation project, the companion carpool lane extension project.
- ✓ Coordinate and collaborate with the SR-37 Policy Committee partners to plan and implement short and long-term projects to mitigate flooding and congestion along the entire 21-mile corridor.
- ✓ Partner with Caltrans to deliver the final design for the SR-37 new bridge over Novato Creek with completion expected in 2026.
- ✓ Continue to advance the environmental process for the 580/101 Multi-Modal and Local Access Improvement Project, with approval expected in 2027.
- ✓ Study the effects of changing the HOV hours of operation on Highway 101.
- ✓ Monitor the Richmond-San Rafael (RSR) Bridge upper deck improvement Pilot Study.
- ✓ Collaborate and monitor the design for the Tamalpais Overcrossing Seismic and ADA Improvement Project.

- ✓ Initiate Environmental Studies for potential multi-modal enhancements to one or two Interchanges on Highway 101 as part of the Interchange Improvement Program.
- ✓ Provide project management services to develop a Project initiation Document for a Part Time Transit Lane from Novato to San Rafael on southbound Highway 101.
- ✓ Collaborate and seek funding to initiate studies to determine the feasibility and effectiveness of a soundwall in southern Marin.

Local Roads Related

- ✓ Monitor the progress of the access improvements approaching the RSR Bridge along Francisco Blvd East.
- ✓ Monitor the progress of the Measure A funded major roads project on Novato Blvd.
- ✓ Monitor and support our partner agencies during the adoption and implementation of their Local Road Safety Plan.
- ✓ Procure a consultant and implement the recently awarded Safe Streets 4 All (SS4A) federal grant.

Local Programs:

- ✓ Manage the Crossing Guard Program.
- ✓ Continue to help local public agencies in funding EV purchases/leases, e-bike purchases and charging station installations.
- ✓ Update and maintain TAM's Annual Disadvantaged Business Enterprise Program and the Americans with Disabilities Act Annual Certification.
- ✓ Provide Project/Program Management Oversight of minor contracts and on-call services.

Local and Regional Collaboration:

- ✓ Collaborate with the Marin Public Works Association.
- ✓ Collaborate with the Bay Area County Transportation Agencies - Project Manger's Committee.

Transit Related

- ✓ Collaborate and monitor the preliminary engineering and final design for the relocation of the San Rafael Transit Center and contribute to the Technical Advisory Committee.

Sea Level Rise/ Flooding Issue

- ✓ Collaborate with the Marin County Flood Control District to implement a series of projects in the Marin City area and manage the earmark funding budget.
- ✓ Collaborate with Caltrans, County DPW, County Parks, and the County Flood Control District with flood mitigation studies and other related studies in southern Marin.
- ✓ Monitor the preparation of the US-101 Manzanita Park-n-Ride and Southern Marin Sea Level Rise Project Initiation Document being prepared by Caltrans.

Expected Deliverables:

Highway Related:

- ✓ Complete design of Bellam Boulevard safety improvements from Northbound U.S. 101 to separate regional traffic from local traffic, seek additional funding and initiate construction.

- ✓ Complete the Highway 101 Interchange Project Initiation Documents for three Highway 101 Interchanges located at SR131 Tiburon Blvd/ East Blithedale, Manuel T Freitas Parkway/ Civic Center Drive, and Alameda Del Prado.
- ✓ Coordinate with Caltrans and local agencies to activate the Phase 1 Corridor Ramp Metering project.
- ✓ Monitor the Class 4 Bikeway on the Sir Francis Drake Blvd off-ramp from westbound I-580 Pilot Study results and final recommendation by Caltrans.

Appendix: TAM Board of Commissioners

Belvedere: **Nancy Kemnitzer**, Council Member

Corte Madera: **Eli Beckman**, Council Member

County of Marin: **Mary Sackett**, Supervisor District 1

County of Marin: **Katie Rice**, Supervisor District 2

County of Marin: **Stephanie Moulton-Peters**, Supervisor District 3

County of Marin: **Dennis Rodoni**, Supervisor District 4

County of Marin: **Eric Lucan**, Supervisor District 5

Fairfax: **Chance Cutrano**, Council Member

Larkspur: **Gabe Paulson**, Council Member

Mill Valley: **Urban Carmel**, Council Member

Novato: **Rachel Farac**, Council Member

Ross: **Teri Dowling**, Council Member

San Anselmo: **Brian Colbert**, Council Member

San Rafael: **Kate Colin**, Mayor

Sausalito: **Melissa Blaustein**, Council Member

Tiburon: **Alice Fredericks**, Council Member

Appendix: FY2024-25 Classification & Salary Range

Salary Schedule per 2023 Compensation Study (effective 07/01/2024)

Classification Title	FY23-24		
	Maximum	FY24-25	FY24-24
	Monthly	Salary	Maximum
	Salary	Range	Monthly Salary
Accounting and Payroll Specialist	\$ 8,248	14	\$ 8,388
Administrative Assistant	\$ 5,819	10	\$ 6,901
Associate Transportation Planner	\$ 9,718	18	\$ 10,196
Director of Finance & Administration/ CFO	\$ 16,620	30	\$ 18,310
Director of Planning	\$ 15,680	29	\$ 17,438
Director of Programming & Legislation	\$ 16,061	29	\$ 17,438
Director of Project Delivery	\$ 16,575	30	\$ 18,310
Executive Assistant- Clerk of the Board	\$ 9,207	16	\$ 9,248
Principal Project Delivery Manager*	\$ 16,171	26	\$ 15,064
Principal Transportation Planner	\$ 13,126	24	\$ 13,663
Public Outreach Coordinator*	\$ 12,877	18	\$ 10,196
Senior Accountant	\$ 9,626	18	\$ 10,196
Senior Transportation Planner	\$ 12,501	21	\$ 11,803
Associate Project Delivery Manager	NA	20	\$ 11,241
Assistant Project Delivery Manager	NA	18	\$ 10,196
Deputy Executive Director	\$ 17,934	31	\$ 19,225

* Incumbent salaries are currently outside range.

Note: Executive Director salary is negotiated directly by the Board.

Appendix: Acronyms

Transportation Acronyms

Acronym	Full Term
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BATA	Bay Area Toll Authority
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BPAC	Bicycle / Pedestrian Advisory Committee
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Investment Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMFC	Central Marin Ferry Connection
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EIR	Environmental Impact Report
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane

Transportation Acronyms

Acronym	Full Term
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
Neg Dec	Negative Declaration
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PAED	Project Approval and Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimate
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM2	Regional Measure 2 (Bridge Toll)
RM3	Regional Measure 3 (Bridge Toll- 2018)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SMART	Sonoma Marin Area Rail Transit
SR	State Route
SR2S/SRTS	Safe Routes to Schools

Transportation Acronyms

Acronym	Full Term
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TCM	Transportation Control Measures
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TFCA	Transportation Fund for Clean Air
TIP	Federal Transportation Improvement Program
TMP	Traffic Management Plan
TMS	Transportation Management System
TNC	Transportation Network Company
TOD	Transit-Oriented Development
TOS	Transportation Operations Systems
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fee

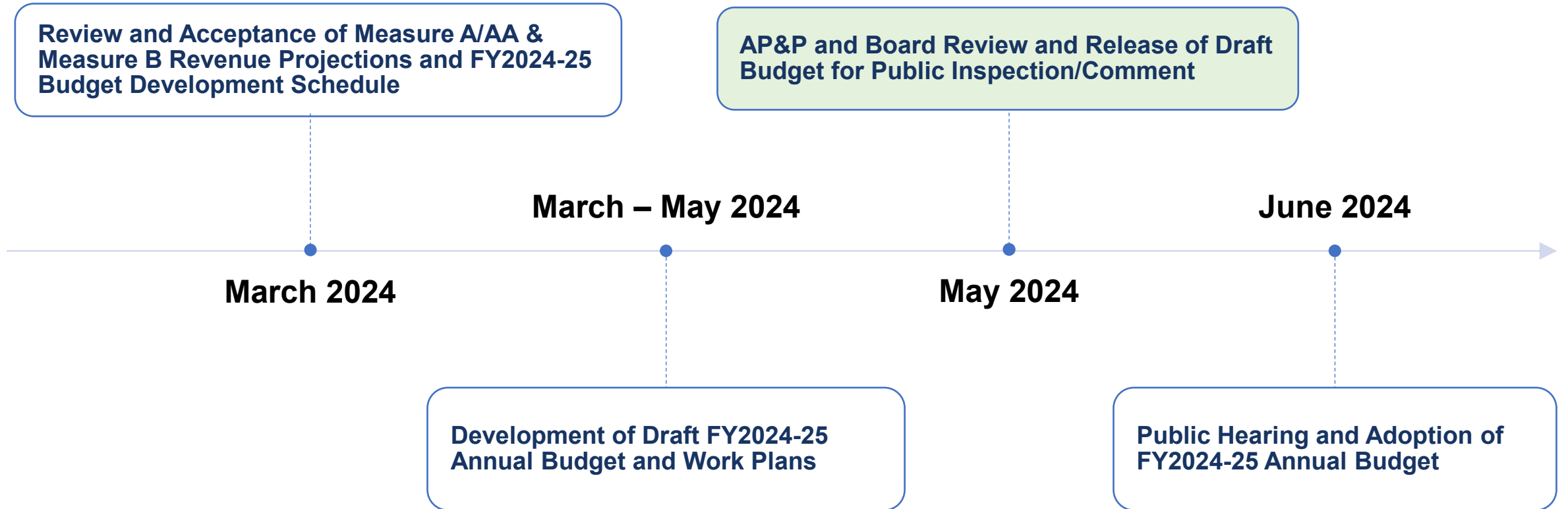


Review of Proposed TAM FY2024-25 Annual Budget

Transportation Authority of Marin
Administration, Projects & Planning Executive Committee

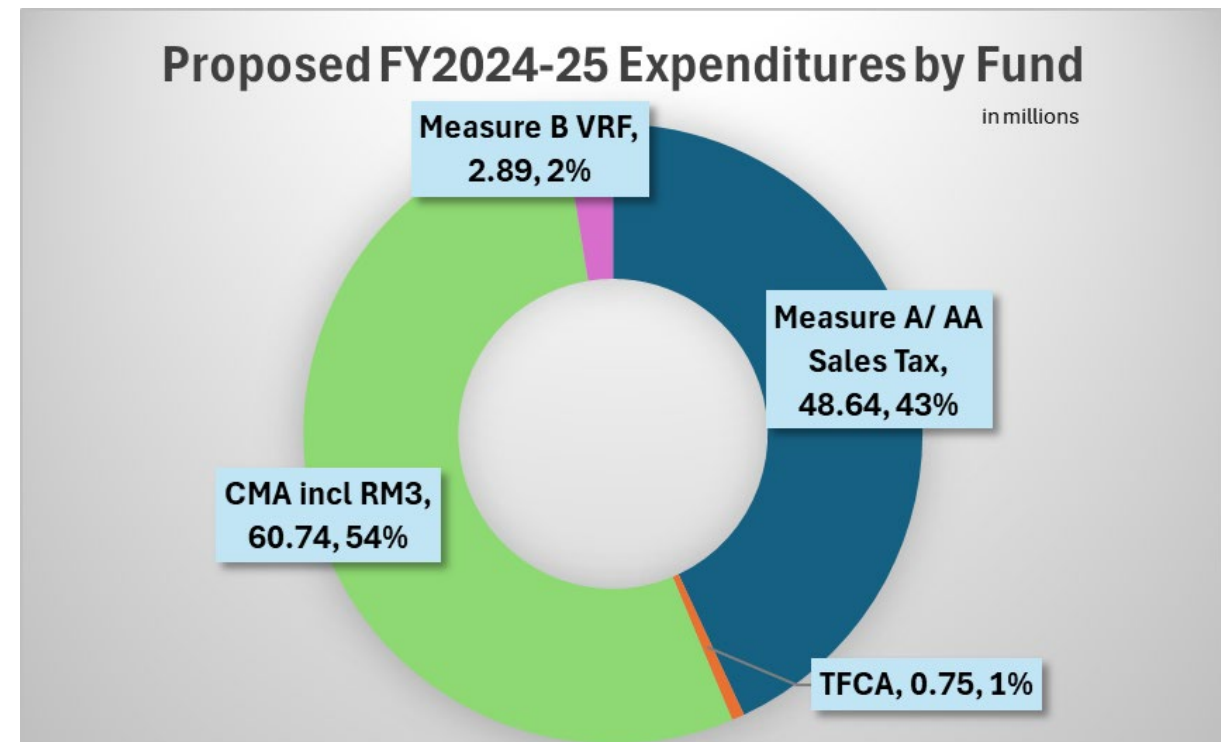
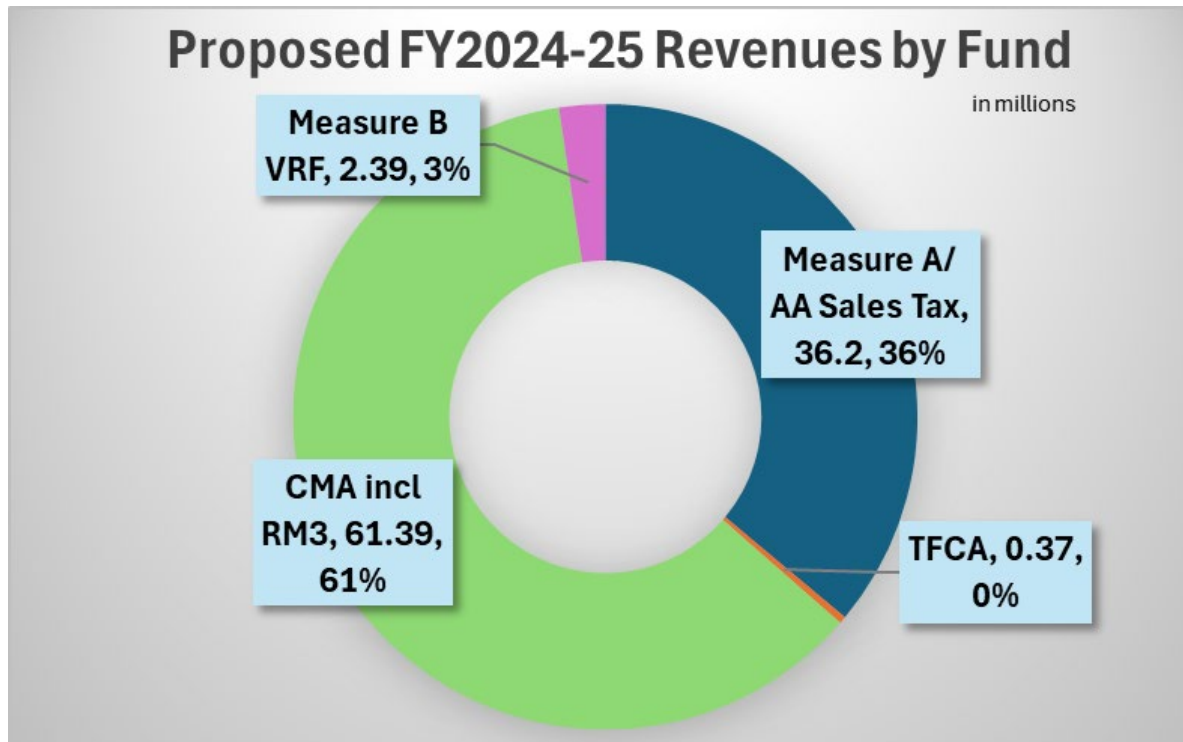
May 13, 2024

FY2024-25 Budget Timeline and Process




Total Revenues and Expenditures by Fund for FY2024-25





- Revenue: \$100.35 million, Expenditure: \$113.01 million, expected year-end fund balance: \$30.99 million.
- When budgeted expenditure exceeds revenue, it means that TAM and its partner agencies are planning to use prior year accumulated fund balances to deliver projects and programs in that particular year.



Highlights of the FY2024-25 Budget



Fiscal Year 2024-25
Proposed Annual Budget



Making the Most of Marin County Transportation Dollars



Work plans focus for the upcoming year



Ongoing economic and revenue uncertainties



Full funding of Regional Measure 3



Funding Opportunities to focus on

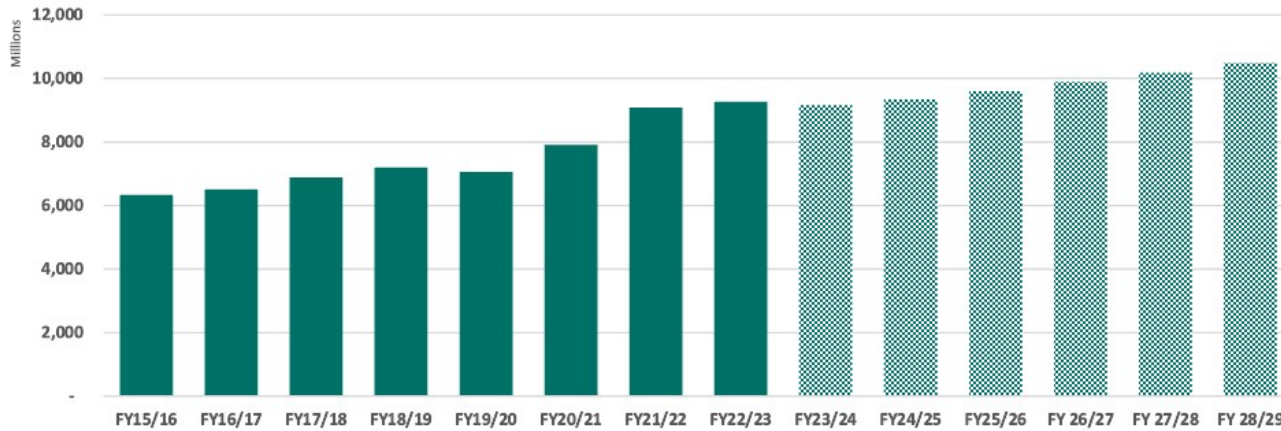
Work Plan Highlights

- Deliver the Measure A/AA and Measure B Expenditure Plans
 - Advance major capital projects, programs, and planning
 - Implement amended Measure B Expenditure Plan
 - Support local efforts – transit, local roads, active transportation
- Begin 6-year review of Measure AA Expenditure Plan
- Continue adapting to post-Covid shifts
 - Monitor traffic needs, economy/budget, outreach/communication
 - Internal policies & operations: Hybrid/Remote work, Cellphone stipend, Transit benefit
- Future Plans
 - Countywide Transportation Plan, Sea Level Rise, Equity, Multi-agency collaborations
 - Develop project pipeline and pursue new funding opportunities

Economic and Revenue Outlook

HdL Statewide Trend – Annual Outlook

% Change YoY	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29
	2.7%	5.6%	4.6%	-2.0%	12.1%	14.9%	2.0%	-1.1%	2.0%	2.8%	3.0%	2.9%	3.0%



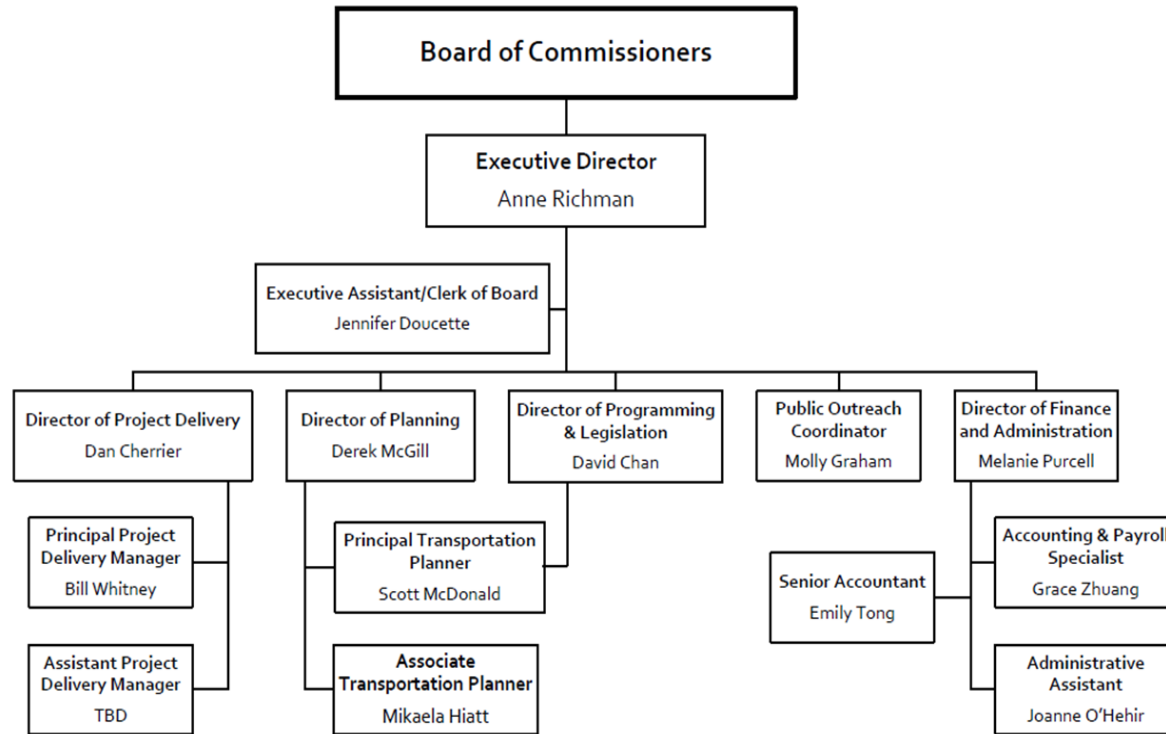
- Long-term City/County Fee Structure that uses a base fee of \$550,000 in FY2022-23 increased by CPI each year. The FY2024-25 fee of \$591,591 is allocated among the covered jurisdictions by a formula of population and lane miles.
- Sales tax in Marin has been down compared to expectations and is expected to continue flat for at least the next six to twelve months. Slow growth projected beginning in late 2025 forward. Economic indicators are conflicting and inconsistent, supporting continued economic uncertainty.
- Marin Vehicle Registration Fee continues flat and may be starting to stabilize.
- State budget is facing significant deficit.

Regional Measure 3 Funding



- Regional Measure 3 (RM3) was approved by voters on June 5, 2018; delayed by litigation that ended in 2023
- Total of \$255 million expected for major projects:
 - \$135 million for the Northbound (NB) US 101 to Eastbound (EB) I-580 Multi-modal & Local Access Improvement Project
 - \$120 million for the completion of the Marin-Sonoma Narrows (MSN) Project, with \$90 million for Marin
- Direct spending and expected reimbursement of RM3 funding for both projects is included in the Proposed FY2024-25 Annual Budget.

Proposed FY2024-25 Compensation Adjustments




- Board approved COLA policy: Annual COLA ties to Consumer Price Index (CPI) for the San Francisco Bay Area but capped at the sales tax revenue growth rate and no COLA adjustment during the years the sales tax revenues decrease. CPI is 2.4%. FY2023-24 and FY2024-25 sales tax is estimated to be the same as FY2022-23. Staff recommendation: 0%, effective as of July 1, 2024, with review in six months.
- Implementation of the Compensation Study and updated Salary Schedule
- Implementation of Transit Benefit and Cellphone Stipend Policy
- Supported by HR Ad Hoc Committee

Funding Opportunities

- Deliver on FY2022-23 and FY2023-24 Grant successes: OBAG3, ATP, Transit Priority/Part Time Transit Lanes
- Implement the following MTC, State, and Federal grants recently awarded:
 - MTC Mobility Hubs Planning: \$400,000
 - Caltrans Planning Grant for development of a Countywide Vehicle Miles Travelled Mitigation Toolkit: \$ 500,000
 - IIJA SS4A Safe School Action Plan \$554,000
- Management of the two state earmarks that named TAM as participant/manager:
 - \$10 million for mitigation of roadway flooding in Marin City
 - \$20 million for design of SR37 Segment A1 early phase project
- Continue to compete for new funding sources to bring in more dollars for critical transportation projects and programs in Marin.


Action Needed and Next Steps


- AP&P Executive Committee reviews and provides comments, and recommends the TAM Board release the Proposed FY2024-25 Budget for public comment period at its May 23 Board meeting
- Post on TAM's website for 30-day public inspection after AP&P review
- COC, MMA, and other partner review and input
- Full budget presentation with revenue, expenditure and work plan review at the June 27 Board meeting
- Conduct Public Hearing and adopt at the June 27 meeting





TAM
Transportation Authority of Marin

Fiscal Year 2024-25
Proposed Annual Budget









Making the Most of Marin County Transportation Dollars

Questions?

*Thank
You*

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DATE: May 13, 2024

TO: Transportation Authority of Marin
Administration, Projects and Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning
Mikaela Hiatt, Associate Transportation Planner

SUBJECT: Update on MTC's Equity Priority Communities Draft Designation and Approval of TAM Comment Letter (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects and Planning (AP&P) Executive Committee authorizes the Executive Director to submit a comment letter on the Metropolitan Transportation Commission's (MTC's) Equity Priority Communities (EPC) draft designations (Action).

BACKGROUND

Since 2001, MTC's designations of Equity Priority Communities (formerly called "Communities of Concern") help identify which Bay Area communities have a significant concentration of underserved populations. The designation is measured using eight demographic variables, including income levels, people of color, age, car ownership, and English proficiency, among other variables. MTC uses data from the American Community Survey (ACS) to identify communities at a census tract level. MTC makes updates to the framework definition, and the associated data every four years — as part of the updates to Plan Bay Area.

The EPC designation guides regional funding programs, policies and investments to advance projects that enable access to transportation, housing, and services. Additionally, the community-based transportation planning (CBTP) process funded by MTC and conducted by TAM aims to advance the needs of regionally defined EPCs, and TAM has developed CBTPs for Marin City, the Canal neighborhood of San Rafael, and the City of Novato.

DISCUSSION/ANALYSIS

As a part of the "limited and focused" Plan Bay Area 2050+ update, MTC has approached the update to EPC designations using its established methodology for EPC designations, applying the recent 2022 ACS data. This approach has resulted in a draft designation that adds new EPCs for two census tracts in Novato and removes Marin City in unincorporated Southern Marin. A map of the draft designations is available for review here:

<https://experience.arcgis.com/experience/44ea7e82901e4132bc577328cec515ef>.

TAM staff have met with MTC on multiple occasions to understand these draft changes and raise awareness of the concerns with the removal of Marin City from the EPC designation. The removal of existing EPCs is not a unique condition for Marin City but occurring throughout the Bay Area as

demographics shift. The region is experiencing increasing unaffordability, and low income populations are decreasing. At the same time, racial diversity is increasing in the region, except in Marin, San Francisco and Solano Counties where declines were observed in racial diversity. MTC normalizes the data to a regional level, to determine the thresholds for each factor.

MTC's [technical memo](#) notes that Marin City lost EPC designation due to a decline in the share of people of color. The new EPC tracts in Novato are due to increases in the shares of single-parent families and those with limited English proficiency.

In meetings with MTC, TAM staff have expressed concerns that the proposed updates to EPC designations may inadvertently perpetuate the systemic and historic inequities in Marin City, by reducing the amount of resources available to that community in the future for planning and projects, as Marin City would no longer be eligible for programs targeted to EPCs. Furthermore, the change may also be detrimental to planning that is already in progress, namely TAM's current countywide CBTP effort. County of Marin's Community Development Agency (CDA) staff have also raised concerns over gentrification in Marin City, and the need for additional support to address displacement and historic discrimination.

Rather than making this change, TAM staff suggest maintaining existing EPCs and adding in new EPCs in an additive approach for this update, as MTC advances a longer-term strategy to the EPC designation process. Other regional partners are supportive of this approach.

Staff have drafted a letter of comment (see Attachment A) for submittal to MTC by the requested deadline of Wednesday, May 15th. As this deadline is in advance of the full TAM Board meeting, staff is recommending that the AP&P review and authorize the Executive Director to submit a comment letter to MTC expressing concerns with the proposed updates.

In addition to meeting with MTC, staff have convened discussions between MTC and the CDA, County Office of Equity, and County Administrator's Office regarding Marin City. Staff have also notified transit operators and the City of Novato regarding the changes to the regional designation. The County and Marin Transit are also expected to submit comment letters.

FISCAL CONSIDERATION

There are no direct fiscal considerations from submitting a letter. A loss of EPC designations in Marin City is expected to reduce its ability to attract regional funding, and the city of Novato may receive additional points in regional competitive funding programs.

NEXT STEPS

Submit the comment letter to MTC and monitor the EPC update process. TAM staff are expecting to return with more Plan Bay Area 2050+ updates this summer.

ATTACHMENTS

Attachment A – Plan Bay Area 2050+ Equity Priority Communities Update Comment Letter



May 13, 2024

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Larkspur

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Mill Valley

Urban Carmel

Novato

Rachel Farac

Ross

Teri Dowling

San Anselmo

Brian Colbert

San Rafael

Kate Colin

Sausalito

Melissa Blaustein

Tiburon

Alice Fredericks

County of Marin

Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

Matt Maloney, Director of Regional Planning Program
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Plan Bay Area 2050+ Equity Priority Communities Update

Dear Mr. Maloney,

Thank you for the opportunity to comment on the Draft Update to the region's Equity Priority Community (EPC) designations in Plan Bay Area 2050+. MTC has made great strides in advancing equity in the region, in its many efforts to improve regional transportation and local communities. However, TAM is deeply concerned about the proposed approach to updating EPC designations, particularly the proposal to remove the EPC designation for Marin City in unincorporated Marin County.

By definition, EPCs are priorities for many MTC and other regional and state programs. Not including communities such as Marin City will have downstream impacts to the Community Based Transportation Plan (CBTP) program, in addressing growing issues of displacement and gentrification, and in the transit and mobility investments that take years to advance from planning to construction. Marin City remains a highly segregated community in the north bay and MTC's approach to addressing equity should reflect a continuity of planning and investments for these longstanding community needs.

TAM is appreciative of the addition of census tracts in southern Novato in the regional definition. This area is included in the 2015 City of Novato CBTP developed by TAM, in part because regional thresholds are challenging in suburban and lower density communities. As MTC thinks about its EPC program, we would request the MTC consider an approach that reflects sub regional or county level of analysis.

In summary, TAM respectfully urges MTC to maintain Marin City as an EPC, and add, not subtract, new EPCs that have resulted from recent census updates. TAM's Director of Planning, Derek McGill, dmcgill@tam.ca.gov can assist with any clarifications or subsequent follow up. Thank you for your consideration.

Sincerely,

Anne Richman
Executive Director