

TRANSPORTATION AUTHORITY OF MARIN
THURSDAY, JANUARY 28, 2010
7:00 P.M.
MARIN COUNTY CIVIC CENTER, ROOM 330
3501 Civic Center Drive, San Rafael, California



750 Lindero Street
Suite 200
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

**PLEASE JOIN TAM OUTSIDE THE BOARD CHAMBERS
FOR A RECEPTION CELEBRATING THE SERVICE
OF THE CITIZENS' OVERSIGHT COMMITTEE
TIME: 6:00 PM**

AGENDA

* Indicates estimated time allotted to each item

Belvedere

Sandra Donnell

Corte Madera

Diane Furst

Fairfax

Lew Tremaine

Larkspur

Joan Lundstrom

Mill Valley

Stephanie Moulton-Peters

Novato

Madeline R. Kellner

Ross

Michael Skall

San Anselmo

Ford Greene

San Rafael

Al Boro

Sausalito

Herb Weiner

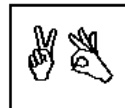
Tiburon

Alice Fredericks

County of Marin

Susan L. Adams
Hal Brown
Charles McGlashan
Steve Kinsey
Judy Arnold

1. Chair's Report (Discussion) (4 minutes)*
2. Commissioners Matters not on the Agenda (Discussion) (1 min.)*
3. Executive Director's Report (Discussion) (2 min.)*
4. Commissioner Reports (Discussion) (8 minutes)*
 - a. Executive Committee—Commissioner Fredericks
 - b. SMART – Commissioner Boro
5. **CONSENT CALENDAR (Action) – Attachments (3 min.)***
 - a. Approval of TAM Minutes of November 19, 2009 and December 17, 2009
 - b. Quarterly Financial Report
 - c. Allocate \$107,700 in Measure A Funds from Strategy 2 to Marin County for the Bicycle Guide Sign Project
 - d. Appointments to the Technical Advisory Committee
6. Caltrans Report – (Discussion) Doanh Nguyen (5 min.)*
7. Status Report on State Budget and Transportation Implications (Discussion) – **Attachment (10 min.)***
8. Approval of FY2009-10 TAM Measure A Revenue Budget Adjustment (Action) – **Attachment (10 min.)**
9. SB83 Vehicle Registration Fee (VRF) Program (Action) – **Attachment (15 min.)**
 - a. Authorization to Proceed with SB83 VRF Program
 - b. Approval of Consultant Support in Phases for SB83 VRF Program
 - c. Budget Adjustment for Funding of SB83 VRF Program
10. Status Update on Jobs for Main Street Act of 2010 (Stimulus II) (Discussion) – **Attachment (10 min.)**
11. Measure A Five-Year Revenue and Expenditure Summary (Discussion) – **Attachment (10 min.)**
12. Open time for items not on the agenda



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 750 Lindero Street, Suite 200, 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 Denise Merleno, 415-226-0820 or email: dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

NOVEMBER 19, 2009
7:00 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Steve Kinsey, Chair, Marin County Board of Supervisors
Al Boro, Vice Chair, City of San Rafael
Judy Arnold, Marin County Board of Supervisors
Peter Breen, San Anselmo Town Council
Sandra Donnell, Belvedere City Council
Joan Lundstrom, Larkspur City Council
Charles McGlashan, Marin County Board of Supervisors
Michael Skall, Ross Town Council
Hal Brown, Marin County Board of Supervisors
Alexandra Cock, Town of Corte Madera
Madeline Kellner, City of Novato
Stephanie Moulton-Peters, Mill Valley City Council

Members Absent: Susan Adams, Marin County Board of Supervisors
Alice Fredericks, Tiburon Town Council
Lew Tremaine, Town of Fairfax
Herb Weiner, Sausalito City Council

Staff Members Present Dianne Steinhäuser, TAM Executive Director
David Chan, TAM Manager of Programming and Legislation
Dan Cherrier, TAM Project Delivery Manager
Bill Whitney, TAM Project Delivery Manager
Li Zhang, TAM Manager of Finance and Administration
Karita Zimmerman, TAM Planning Manager
Denise Merleno, Recording Secretary

1. Convene in Open Session

Chair Kinsey called the Transportation Authority of Marin Meeting to order at 7:07 p.m. The Board immediately adjourned to Closed Session.

2. Convene in Closed Session

Conference with Legal Counsel on the topic of Existing Litigation California
Government Code Section 54956.9(a) Name of Case: Transportation Solutions Defense and
Education Fund vs. Caltrans et al.

3. Reconvene in Open Session

The Board reconvened in Open Session at 7:46 p.m. with all members present as indicated.

Chair Kinsey indicated there was nothing to report from the Closed Session.

4. Chair's Report (Discussion)

Chair Kinsey noted that on the Consent Calendar was the renewal of the State Legislative Contract with Shaw Yoder (Item 8f), and the subcommittee had met with Shaw Yoder to discuss how the service could be improved. Present at the meeting, Josh Shaw expressed appreciation to the Board for the opportunity to continue working with TAM.

Chair Kinsey also announced that MTC has been managing the ARRA funds in view of the various deadlines that need to be met, one of which is in December; and because some jurisdictions will not meet that deadline there could be additional funds available for those that have fully-developed project plans. He noted a ready-to-go County road project that TAM was supporting in receiving funds.

5. Commissioner Matters not on the Agenda (Discussion)

None.

6. Executive Director's Report – EDR (Discussion)

ED Dianne Steinhauser commented on recent reports regarding the State budget. She noted that there could be impacts on transportation funding, due to existing budget shortfalls, and the likely need to redirect funds to the General Fund shortfall.

ED Steinhauser reported that the TAM HOT lane study is going forward, and she thanked the Citizens' Oversight Committee for their assistance in testing a survey from our consultant team, assisting in the development of that survey for broader public outreach.

She also discussed the recent, successful Climate Change Fantasy Camp, as well as the possibility of having future similar educational opportunities on subjects like transit-oriented development and other topics. She briefly commented on upcoming electric vehicle grant opportunities offered both through the Air District and the state's AB 118 grant program.

ED Steinhauser briefly mentioned the need for an adhoc subcommittee to study SB 83, which allow County transportation agencies such as TAM to take to the public an option for an increase up to \$10 in the vehicle license fee. The legislation signed by Governor Schwarzenegger on October 11th requires an expenditure plan be adopted by TAM that directs use of the fee, and that voters approve the fee by a majority vote only. She noted that a brief history of the vehicle license fee in California was included in the Board packet.

Finally, she mentioned an activity summary chart included in the Board's packet regarding sustainable community strategies and the plan developed by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) for reaching the goals of SB 375.

ED Steinhauser briefly updated the Board on the Central Marin Ferry Connection Project and the joint plan with SMART for building it.

She also invited the Board to the TAM staff Christmas party scheduled for December 11th.

ED Steinhauser also noted there is a request for several TAM action items necessary for action in December. Rather than an Executive Committee meeting in December, staff prefers to have a short TAM Board meeting on December 17th because there are several financial items that should be considered by the Board.

Chair Kinsey said he thought a December 17th Board meeting in lieu of an Executive Committee meeting would be appropriate.

In response to a question from another Board member, ED Steinhauser acknowledged that Item 8f would need to be changed, since the current recommendation is to take it to the Executive Committee in December.

David Schonbrunn, commented on a piece of the VLF history that was missing from the Executive Director's report – that being the recall of the previous governor just as the VLF was about to go back to its previous state. He expressed that the subsequent action by the state legislature was done reluctantly, and it has been the primary reason for the state budget deficit since that time.

7. Commissioner Reports

a. Executive Committee

In the absence of Commissioner Fredericks, Commissioner Breen suggested that the items he would be reporting on tonight are in the packet and, consequently in the interest of time, he would forego reading the report. He did note that in Item 8h, the recommendation should be changed to “accept” from “adopt.”

ED Steinhauser added that there may be excess funds available from the STIP project planned for next year, the landscaping of Hwy 101 through the Gap Closure, and the money can be reprogrammed. She noted that staff was engaged in a Call for Projects for the STIP funds, and this matter is another item for the December meeting.

Commissioner Arnold asked whether Doyle Drive was involved in either the project that will have funds left over or the project that will benefit from the savings. ED Steinhauser clarified that the extra funds being applied to Doyle Drive were from a project for bus stop improvements in Novato that was downsized. The other anticipated STIP savings will result from the Hwy. 101 landscaping project.

In response to a question from Commissioner Breen on criteria to qualify for this funding, ED Steinhauser reviewed the criteria and process for STIP funds.

b. SMART

Commissioner Boro reported that the board met yesterday and approved a contract for design work on three bridges.

Commissioner McGlashan reported that it will seek to obtain approximately \$10 million funding through ISTEPA (Intermodal Surface Transportation Efficiency Act) for trackway improvements. He also indicated that the SMART Board presented Director Breen with a resolution of appreciation for his years of service to SMART.

8. Consent Calendar (Action)

- a. Approval of Minutes from October 22, 2009 Meeting**
- b. Acceptance of Citizens' Oversight Committee FY2008-09 Annual Report**
- c. Executive Director Performance Goal Results and Compensation Recommendations**
- d. Adopt Project Priorities for 2010 STIP Funds**
- e. Approve State Legislative Contract**
- f. Authorize the Executive Committee to Award Contract for Crossing Guards Site Evaluation**
- g. Programming of Additional Lifeline Transportation Program Funds**
- h. Crossing Guard Program Evaluation**
- i. Authorize Executive Director to Seek Funding from Caltrans for Cost Increases on Gap Closure Segment 3 Project**
- j. Construction Management Oversight Services – Vali Cooper Contract Amendment No. 2**
- k. Project Management Assistance Services – PDM Group Contract Amendment No. 4**
- l. Extension of Nolte Contract**

Chair Kinsey reiterated that Item 8f was being withdrawn, and that language in the recommendation portion of Item 8h was changed from “adopt the evaluation” to “accept the evaluation.”

Commissioner Arnold indicated she would be abstaining from Item 8c because she was not present at the Executive Committee meeting when the evaluation took place. She expressed confidence in and appreciation for the job being done by the Executive Director. She also commented on how fortunate the Board was to be able to increase the compensation to the Executive Director, especially in these economic times.

Vice-Chair Boro clarified comments he made at the last meeting, reflected on page 5 of the minutes, noting that he mis-spoke; the contract for SMART station planning has not yet been awarded but will be in December.

Commissioner Brown asked that Item 8h be pulled for brief discussion.

Commissioner Breen moved to approve the Consent Calendar minus Items 8f and 8h, and with Commissioner Arnold abstaining on Item 8c. Commissioner Lundstrom seconded the motion, and the motion carried.

h. Crossing Guard Program Evaluation

Commissioner Brown asked ED Steinhauser to do everything possible to increase funding for the crossing guard program, because he is confident that adding more crossing guards will increase the number of parents who are willing to let their children walk to school. ED Steinhauser acknowledged that the agency has received more requests for crossing guards than it has the funds available. She indicated they would continue to seek funding opportunities in order to allow the program to be

expanded to the greatest extent possible, but she also commented on the importance of completing the evaluation of the existing program at the same time. She thanked Commissioner Brown and his organization for being willing to share in the funding.

Commissioner Brown moved, and Commissioner Arnold seconded the motion to accept the Crossing Guard Program evaluation. The motion carried.

9. Caltrans Report

ED Steinhauser indicated there was no representative from Caltrans present, but there was a written report included in the Supplemental packet. She highlighted the content of the report, especially the approval of the Final EIS for the Marin Sonoma Narrows.

Scott Stokes gave a traffic report, noting the usual hotspot at the top of Puerto Suello Hill. He again urged the Board to take some action to improve traffic congestion in the area. He also cited a report on bike lanes in the Marin Independent Journal, and he discussed inadequacies with the sound walls along the freeway.

Andy Peri, Marin County Bicycle Coalition, reiterated the organization's previous request that Caltrans also report on all bicycle/pedestrian projects. He asked the Board to require it of Caltrans because of safety issues. Regarding the Lincoln Hill pathway, he asked that TAM make sure that completion of the project remains a priority. Finally, he asked for help in requiring a specific form of striping on multi-use pathways, specifically the Lincoln Hill path.

Chair Kinsey confirmed with ED Steinhauser that she would pass on the comments regarding multi-use paths.

b. Allocation of Gap Capital Funding to Highway 101 Gap Closure Puerto Suello Hill Segment 4

ED Steinhauser introduced this discussion item, indicating the reason for bringing the item to the Board was due to an unresolved disagreement between SMART and Caltrans on the Puerto Suello Hill project. She began the presentation by discussing the history of the project and then introduced Connie Fremier, the project manager.

Connie Fremier reviewed current issues with the railroad conform sections at the north and south ends, where the newly relocated railroad alignment must conform to the existing railroad. The full rail cross section along with drainage and a maintenance pathway is challenging to achieve at the conform, because there is not enough room due to narrowing.

TAM staff is securing an independent engineering consultant with rail experience to assist in negotiating a solution.

ED Steinhauser noted that the proposed strategies represent a compromise solution between Caltrans and SMART, both of which are trying to meet the needs of their respective agencies. Staff will be recommending a solution and cost in December. TAM must identify and as necessary, approve funding for the solution as the project has no funding remaining for this fix. She concluded the report by reviewing funding sources and the pros and cons of each.

Chair Kinsey commented on the important role of mediator that TAM is filling. He noted that this is one of the items for the Board to discuss and take action on at the December meeting.

Commissioner Breen questioned the reference in the report to “the additional \$400,000” needed, since at this point the exact cost is unknown. He also asked about the possibility of using the extra STIP money. ED Steinhauser responded that the STIP money is for reprogramming for next year, whereas this funding needs to be cash available now. She noted that Consent Item 8i relates to funding for the cost overages on Segment 3 of the project, which is unrelated to this current item.

In response to a comment from Commissioner Arnold, ED Steinhauser noted that the \$400,000 estimate is specifically for the likely fix, both rail construction, pathways and drainage for the north end of the project. The slope treatment is paid for with project funds. She acknowledged that the exact cost is unknown, but TAM is seeking the most cost-effective solution to the problem.

Commissioner Arnold asked about Caltrans’ responsibility to provide the drainage and pathways. ED Steinhauser briefly commented on the difference between what was approved in the project, and what was not anticipated when the project was devised and the agreement signed.

David Schonbrunn, TRANSDEF, noted he had been aware of this issue from the beginning, noting that his organization had been prepared to file a lawsuit against the bridge district because of safety issues, and Caltrans had agreed to provide a 30’ right-of-way, as evidenced by the EIR. He expressed strongly that Caltrans should be responsible for fixing the problem.

Bill Gamlen, Senior Rail Engineer with SMART, thanked the Executive Director for stepping in and hiring a consultant to try to resolve the situation, noting the issue was first raised over a year ago. He clarified the issue of concern to SMART – that slope stability, drainage and the walkways are elements that were included in the original documents and should be included in the final design. He noted that the proposed solutions were given to SMART in a recent meeting, and SMART hopes to get back to TAM early next week. He noted that the right-of-way width at the north end has not been sacrificed but it’s the usable space that is an issue.

Chair Kinsey expressed hope that an affordable, amicable solution can be reached among the parties.

10. Consideration of SB 83 – Option for Vehicle License Fee Increase

ED Steinhauser reported on the approval of this bill by the governor, noting that it allows for a vehicle license fee increase of up to \$10 assessed by each county individually, with the requirements, 1) that there be a nexus between the payers and the use of the fees, 2) that it be approved by a majority of the members of the transportation board in the county, and 3) that it be approved by a majority vote of the public. She noted that staff recommends the formation of a temporary adhoc subcommittee of the Board to consider the possibility and process for such a fee in Marin County, as well as the launching of a proposal to the consultant community for their assistance in the process. She indicated that if the Board is in agreement, the subcommittee would work with staff to develop a proposal to be brought back to the Board in January.

Chair Kinsey acknowledged that funding for transportation projects is needed at this time, however, he also commented on the need to be sensitive to the impact of the economy on the general public. He reiterated that the subcommittee would not be proposing how the funds would be spent, but simply recommending for/against the fee and the process to be followed.

Commissioner Kellner moved to establish the subcommittee as recommended by the Chair. Commissioner Boro seconded the motion.

Andy Peri, Marin County Bicycle Coalition, asked that any recommendation include the flexibility to allow the use of the funds to be applied toward bike/ped projects, within the guidelines of SB 83. He also indicated that the Bicycle Coalition would also like to be included in the subsequent public process, since bike/ped projects would meet the public benefit requirements as specified in SB 83.

Chair Kinsey called the question, and the Board unanimously approved the motion. He asked that any Commissioners interested in serving on the subcommittee let him or ED Steinhauser know.

11. Hwy 101 Greenbrae/Twin Cities Corridor Improvements – Status Update and Recommendations for the Environmental Scoping Phase

ED Steinhauser introduced the project manager, Bill Whitney, one of the team members in developing the project scope, cost and schedule, David Parisi of Parisi & Associates, and Lee Taubeneck, Deputy Director of Caltrans.

Mr. Whitney announced the beginning of the EIR process, specifically the scoping phase, with the Department of Transportation as lead agency and a 75-day public review/comment period. He briefly reviewed the project area, the development history of the corridor, points of interest, and existing conditions.

Mr. Parisi continued the presentation with a discussion of traffic volumes, safety issues, and potential bicycle, pedestrian & transit improvements.

Mr. Whitney briefly discussed the project alternatives under consideration, key issues and public input regarding the design alternatives. He focused on (1) the Northbound Option E – the Wornum Braid (the locally preferred alternative), (2) Southbound Option C – the Lucky/Fifer Braid and the Sir Francis Drake/Fifer onramp, and (3) the Tamalpais interchange with frontage roads to Madera. He also summarized alternatives considered and rejected. He concluded by reviewing environmental resources to be assessed, and comments received thus far.

ED Steinhauser noted that the resolution from the Town of Corte Madera (mentioned by Mr. Whitney) also included a request to study of two alternatives to be included in the environmental document: 1) the connection from 580 WB to SB 101 and 2) the addition of a class 1 bike path along the old railroad right-of-way that lies east of the marsh; both of which are outside of the scope of the EIR.

Commissioner Lundstrom commended TAM staff, Mr. Whitney and Mr. Parisi for their work on this complex project. She acknowledged the safety issues that needed to be addressed along with the traffic congestion; she reminded everyone that this is a Caltrans project, and she was appreciative of the input that TAM has arranged for the cities to have. She also noted that the two communities most affected are in agreement of the design alternative they prefer for the northbound option.

Commissioner Cock echoed the sentiments of Commissioner Lundstrom, but she reiterated the town of Corte Madera's concerns with the potential closing of the Madera offramp, as mentioned by ED Steinhauser. She stated that her Town has maintained the position that they will not support any option that includes the closing of the Madera Avenue onramp. She added that the Town is supportive of the northbound Option E.

Chair Kinsey also expressed appreciation for the efforts to listen and develop the best alternative. He acknowledged the seeming impasse between Corte Madera and Caltrans regarding the closing of the Madera offramp. He suggested that the Board find and express support for the areas where the members can find consensus, and specifically revising the scope of the project to limit the southbound border of this project to Wornum Drive. The Board should also support Option E northbound. He suggested leaving the two new study areas raised by Corte Madera out of the Board recommendation, the study of a westbound 580 to Southbound 101 connector, as well as the bike/ped path extended to the vicinity of the Corte Madera village property, since that is SMART property and there is no current support from SMART regarding that possibility. He noted that Corte Madera and SMART would need to deal with this area as they see fit.

Vice Chair Boro commented on Alternative 7 related to the direct connection from I-580 WB to 101 SB, noting the ramp would be at least 60' high, and San Rafael is completely opposed to that. He agreed with Chair Kinsey's recommendation.

David Schonbrunn, TRANSDEF, noted that one of the slides (no. 5) showing accident averages is fundamentally wrong in its approach. He urged that the project focus on finding where the problems are and then fix them. He also expressed concern that transportation engineering overall assumes that the future projections will be similar to the current situation, ignoring the fact that because of climate change and peak oil, gasoline will no longer be an affordable option. He expressed his opinion that in the future there will be less car travel and more use of alternative transportation, and he thought TAM should take the lead in planning for that in the future. He also raised the possibility of locating a bus facility on Sir Francis Drake, to allow transfer of passengers from north-south routes to east-west routes.

Andy Peri, Marin County Bicycle Coalition, expressed appreciation for the community process thus far and consideration of the issues raised by the Coalition. He urged Caltrans to let context-sensitive solutions drive the design process.

Stan Hoffman, Town Centre Corte Madera, thanked Chair Kinsey for his thoughtful and intelligent comments regarding the closing of Madera Boulevard. He noted that the Town Council has been opposed to that option from the beginning, as well as the community.

Mr. Taubeneck, Caltrans, clarified that the slides in the presentation showing the differences over the years from 1960 to the present demonstrate that the traffic issues are not just based on local needs, but also the needs of people from throughout the Bay Area. He noted that the existence of multiple on and offramps in such close proximity is a non-standard feature, and the possibility of closing or relocating some of those ramps has to be practically considered, especially because changing the southbound limit of the project could affect funding from the federal government. He was appreciative to TAM for their partnership with Caltrans, but he pointed out that TAM is the one who accepted the Regional Measure 2 funding, and that other funding sources are limited.

Chair Kinsey acknowledged there is a balance between the federal and state responsibilities and the local interests. He asked how Mr. Taubeneck would see value in continuing to press forward with the part of the proposal that has such strong local resistance. Mr. Taubeneck noted that Caltrans and TAM could face future liability if the current unsafe conditions are allowed to continue. He also clarified that the environmental process should address all reasonable alternative proposals prior to eliminating any of them.

Chair Kinsey responded that the project has limits on what can ultimately be built, due to concerns of the locals, and the limits of available funding, regardless of where they are set. Adjusting the project boundaries to end before the Madera on/off ramp could allow the project to move forward and address major safety/traffic issues. Mr. Taubeneck agreed, but he reiterated that his experience shows that the federal government looks for reasonable and logical termini, and he thought including Madera Boulevard met those standards.

Commissioner McGlashan asked ED Steinhauser whether legal counsel should be consulted before the Board makes its decision. ED Steinhauser expressed concern about proceeding with a project expending public funds with a component that is unacceptable to the local jurisdiction with statutory authority that allows them authority over the ramps under consideration. She indicated she would like to continue to work with Caltrans to try to resolve the issue rather than eliminating the southbound improvements altogether.

Chair Kinsey reviewed the recommendations presented in the staff report: that the TAM Board take the following actions relative to the environmental scoping phase: 1) Confirm and consider modifying previous actions of the TAM Board that adopts the conclusion of the Context Sensitive Design efforts, 2) Accept scoping comments from the City of Larkspur and the Town of Corte Madera, and 3) Provide direction to Caltrans on the scope of the environmental document alternatives in response to comments received from the Town of Corte Madera and City of Larkspur. He reiterated his earlier suggestion that TAM limit the project area so that it does not include the Madera offramp, so there is consensus among the jurisdictions.

Commissioner Lundstrom moved that the TAM Board 1) confirm and consider modifying previous actions of the TAM Board that adopts the conclusion of the Context Sensitive Design efforts, 2) accept scoping comments from the City of Larkspur and the Town of Corte Madera, and 3) recommend that Caltrans limit the project area of the southbound project to Wornum Drive and maintain the northbound project alternative E. She expressed also that she thought this action would set good precedent for the local government making its wishes known plus the local government having final say in what on/off ramps can be closed. Vice Chair Boro seconded the motion, and the motion carried unanimously.

12. Safe Routes to Schools and Street Smarts Program Update

David Parisi presented the staff report on the Safe Routes program, reviewing the infrastructure and recent funding awards, the Street Smarts Marin program, targeted education programs and survey results.

Wendi Kallins continued the presentation, discussing the Green Ways to School program, climate change education and encouragement programs.

ED Steinhauser noted how important it is for reaching local and regional climate change goals, to support the school access programs. She went on to say that while it could be very difficult to add 800 housing units near transit in Marin, these types of programs can be easily implemented in response to climate change needs, and each year's success can be built upon in later years. She commended the team for being so diligent in seeking and finding grant opportunities.

Commissioner Moulton-Peters commended staff for the presentation and for the implementation of the program, noting that the Street Smart signage was especially effective in her area. She expressed concern about the potential loss of Street Smart funding midway through the education process. She

asked what are the expenses associated, and Mr. Parisi reviewed the costs and particularly commented on the cost of expanding the programs.

Ms. Kallins expressed appreciation for the work done by Commissioner Moulton-Peters as the Chair of the Mill Valley task force and a former team leader. She also acknowledged the work of Commissioner Lundstrom in developing a working group in Larkspur, and Commissioner Breen in helping to move the program forward in San Anselmo.

Chair Kinsey commented on the success of the Safe Routes program and the Marin Horizons project from a public works perspective. He also discussed the success of the Board in meeting in Closed Session to discuss legal issues associated with the Street Smarts program as well as an opinion from County Counsel who questions the legality of this program. He mentioned that public works had raised issues regarding the travel plan process.

ED Steinhauser noted that TAM has been aware of the issues on travel plans raised by Chair Kinsey and has offered to assist the county's work on concept plans in the form of engineering support dollars and assistance with the development of grant proposals. She noted there are some discrete projects on their list that won't trigger the extensive level of environmental and other constraining issues. She supported continued discussions with the county to address the travel plan needs on county roads.

13. Open time for items not on the agenda

Commissioner Lundstrom recognized Commissioner Breen for his service on the Board and with SMART, noting this was his last meeting. Chair Kinsey echoed her sentiments. Staff announced a future reception for Commissioner Breen, likely in February.

Andy Peri commended Commissioner Breen as well. He also encouraged TAM to do what it can to ensure that the Central Marin Ferry Connection Project continues to move forward, as it will ultimately provide a clean, direct and obstacle-free route for cyclists to get from the train to the ferry. He also requested an update on the project be given at a future Board meeting.

By Order of Chair Kinsey, the TAM meeting adjourned at 10:25 p.m.

Approved on:

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

DECEMBER 17, 2009
7:00 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Steve Kinsey, Chair, Marin County Board of Supervisors
Al Boro, Vice Chair, City of San Rafael
Susan Adams, Marin County Board of Supervisors
Judy Arnold, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Alice Fredericks, Tiburon Town Council
Madeline Kellner, City of Novato
Joan Lundstrom, Larkspur City Council
Charles McGlashan, Marin County Board of Supervisors
Stephanie Moulton-Peters, Mill Valley City Council
Michael Skall, Ross Town Council
Ford Greene, San Anselmo Town Council
Diane Furst, Town of Corte Madera

Members Absent: Sandra Donnell, Belvedere City Council
Lew Tremaine, Town of Fairfax
Herb Weiner, Sausalito City Council

Staff Members Present Dianne Steinhauser, TAM Executive Director
David Chan, TAM Manager of Programming and Legislation
Dan Cherrier, TAM Project Delivery Manager
Bill Whitney, TAM Project Delivery Manager
Li Zhang, TAM Manager of Finance and Administration
Karita Zimmerman, TAM Planning Manager
Denise Merleno, Recording Secretary

Vice Chair Al Boro called the meeting to order at 7:15 p.m., noting that Chair Kinsey would be arriving momentarily. He noted there were two new members to the Board, Diane Furst and Ford Greene representing the towns of Corte Madera and San Anselmo respectively. Executive Director Dianne Steinhauser performed the swearing in of the new members.

1. Chair's Report (Discussion)

None presented.

2. Commissioner Matters not on the Agenda (Discussion)

Commissioner Adams noted that the Murphy's have expressed appreciation for the decrease in traffic noise with the completion of the highway paving and construction of the sound-absorbing soundwall, and the Lincoln community is grateful as well.

3. Executive Director's Report – EDR (Discussion)

ED Steinhauser noted that she did not prepare a written report but commented briefly on several upcoming items, to be discussed after the 1st of the year: MTC proposed legislation regarding HOT lanes for the Bay Area will be back for more discussion in the next legislative session; there is a potential second stimulus package from the federal government focusing on jobs creation; and MTC recently adopted two policy elements (1) redistribution of leftover ARRA funds and 2) new federal funding distribution..

Commissioner Arnold commented on stimulus federal funding that TAM did not qualify for because there were not enough funds and use of the funds did not meet the funding limits. She urged, in this instance, that staff ensure the project is going to be acceptable when the fund application is made. ED Steinhauser confirmed that MTC has agreed that the previous project Supervisor Arnold is talking about will be a top priority in the next round of stimulus funding.

4. Commissioner Reports

a. Executive Committee

No report was given since the Executive Committee meeting of December 14 , 2009 was cancelled.

b. SMART

Vice Chair Boro reported on SMART issues - \$2.5 million grant funding for SMART allocated through a recently-passed Senate bill, appropriations for a roof on the downtown Novato station, the date for the upcoming operations committee meeting and a discussion of the railcar workshop program.

Commissioner McGlashan discussed recent design contracts awarded for station design and for a maintenance facility. He noted that 70 different firms, including 20 local firms, are involved in the design, development and maintenance contracts, and the entire project will result in some economic stimulus for the area.

5. Consent Calendar (Action)

a. Award of Contract for Crossing Guard Vehicle and Pedestrian Counts

There was no public comment on the Consent Calendar. Commissioner Brown moved for approval. Commissioner Kellner seconded the motion, and the item carried unanimously.

Item #7 taken out of order.

7. Allocation of Capital Funding to Hwy 101 Gap Closure Puerto Suello Hill Segment 4

ED Steinhauser presented the staff report, discussing efforts by TAM to resolve issues between SMART and Caltrans, on technical details related to the northern conform of the Segment 4 Gap Closure Project – specifically drainage and the ability to build the full SMART rail footprint as planned. She stated that all parties involved in this discussion are close to agreement as to final design and cost for this work. She also discussed MTC/ARRA funding issues and a critical December 31st deadline, as well as the possible use of Measure A interest funds (up to \$300,000). On advice of counsel, this is an eligible use of interest funds and staff recommends taking this course of action.

Commissioner Lundstrom asked about the original staff report recommendation for up to \$400,000. ED Steinhauser clarified that the \$300,000 was ARRA funding that had recently been secured, but there are additional costs of up to \$300,000, which staff recommends be paid from Measure A interest funds. She added that when staff was preparing the report in the agenda packet, the cost for this change order was estimated at \$400,000. Staff now believes that the cost could be as much as \$600,000.

Vice Chair Boro opened public comment on the item.

Don Wilhelm said he thought using Measure A interest funds to complete this project is inappropriate given that a fixed dollar amount eligible for Strategy 2 (the Gap project) was defined in the Expenditure Plan. He also commented on information presented at the SMART meeting that said aligning the new track with the old would result in a decrease in the speed of the train from 40 mph to 20 mph, a fact that was not mentioned here tonight. He also questioned why TAM is financially responsible for making the corrections.

Chair Kinsey joined the meeting at 7:40 p.m.

ED Steinhauser responded that the design of the SMART rail (as proposed by SMART) will not require a slow-down in speed.

Vice Chair Boro added that the reason for the corrections was because the final design did not meet the specifications of what was originally agreed to by Caltrans and SMART. ED Steinhauser clarified that legal arguments have been made on both sides, but she believes these details were not clearly stated in the original agreement. She added that there are no other sources for funding of the recommended corrections.

Chair Kinsey noted that Caltrans made a commitment to the Golden Gate Bridge District which was then passed to SMART at the beginning of the Gap Closure project. Caltrans responsibilities on the project are shared with TAM with respect to construction features and their cost.

Commissioner Fredericks moved to approve staff's recommendation to authorize the Executive Director to dedicate between \$0 and \$300,000 in Measure A interest funds, as costs are finalized, to the

Highway 101 4 Gap Closure project for a change order for new work addressing drainage and the required SMART footprint issue at the northern conform area where the relocated SMART line enters the south portal of the Lincoln Tunnel. Commissioner Lundstrom seconded the motion, and it carried unanimously.

Vice Chair Boro turned the meeting over to Chair Kinsey, who welcomed the new Commissioners.

6. Reprogramming State Transportation Improvement Program (STIP) Funds from Cost Savings

ED Steinhauser introduced Programming Manager Dave Chan who presented the staff report and referred the Board to supplemental documentation – PowerPoint note pages - distributed at the beginning of this meeting. Mr. Chan reviewed the STIP process, milestones for the development and adoption of the 2010 STIP, the STIP schedule, Call for Projects, and applications received. ED Steinhauser discussed the screening process for the four project applications, the lack of reliability of State funds, the CTC STIP allocation process, and TAM's prioritization of projects: the Golden Gate Bridge District's Highway 101 Bus Pad Improvement project and the Marin Transit Muir Woods Bus Purchase program. She listed the other projects in need of funding: the West Sir Francis Drake local rehab project and the San Anselmo rehab/bike-pedestrian project. She also briefly discussed the State Local Partnership Program.

Commissioner Brown left the meeting at 7:45 p.m.

Commissioner Adams asked for more information on the proposed bus pad improvements and why the Golden Gate Bridge District would get funding through TAM while a county road project would not be considered a higher priority. ED Steinhauser explained that the goal of the bus pad improvements was to facilitate access as well as to begin providing real-time scheduling information for passengers, and it was a joint project with Golden Gate/Marin Transit. The Central/Southern Marin Transit Study, conducted by TAM in 2009 indicated that there is a safety issue associated with bus pad access which helped this project gain a higher rating.

Chair Kinsey opened public comment on the item.

Don Wilhelm expressed concerns of the environmental community regarding elements of the Sir Francis Drake project, whether the use of federal funds could impact design elements, and then asked about the anticipated release date for the EIR.

ED Steinhauser said this is a county project and that TAM staff did not have information to respond to these questions other than the county's intention is to have the draft EIR released by February 2010. Chair Kinsey noted that the county is not planning to use federal funds for the project, and the final preferred alternative has not been released yet but that the final document should address the concerns that many have regarding the loss of trees.

Commissioner Arnold asked if there is a standard set of guidelines that can be used to evaluate projects as they come to the Board, as that could be helpful especially for newer commissioners. ED Steinhauser indicated that there are specific guidelines for each funding source, but sometimes projects have to be adapted to fit the sources that are available. She mentioned that the bus stop project scored highest utilizing the scoring criteria TAM regularly uses for project evaluation. She also noted the critical factor that the CTC is most likely to fund State Highway projects, given the current state budget crises, the CTC has established state highways as getting funds first. She also noted that a representative of

the Bridge District was available to answer questions about the bus pad improvements, who had indicated that the improvements are focused on safety and accessibility and hopefully will address all the bus stops along the 101 corridor in Marin.

Commissioner Greene commented on the importance of Sir Francis Drake Blvd. as a bicycle route to West Marin and the degraded, unsafe conditions, which, to him, would make it a higher priority than providing a bus for tourists at Muir Woods. Chair Kinsey agreed with him about the need for improvements on that section of Sir Francis Drake, but he clarified that the CTC is the final decision-maker in allocating the funds and staff is trying to put forth the projects that would have the greatest appeal to the CTC. He suggested that the state/local partnership funds would be a good source for bicycle/pedestrian projects.

Commissioner McGlashan added that the Muir Woods transit shuttle will provide a service to the people of Marin because it will improve traffic conditions in the area.

Commissioner Arnold also noted that the Board of Supervisors had given specific instructions to the public works director that he was to look for funding for road and bridge improvements from any source possible. She asked that staff keep the TAM Board informed as to changes that need to be made to make the projects more eligible.

Nancy Ocata, a member of the public, expressed concern about the purchase of a diesel-fuel bus for the Muir Woods shuttle. She suggested that an alternative, environmentally friendly vehicle be purchased instead, even if it costs more. ED Steinhauser noted that there are no hybrid electric vehicles in the size needed, and the bus will use "clean" diesel, which some believe to be as environmentally-friendly as hybrid electric vehicles. Commissioner McGlashan added that the size and type of bus being purchased is the best for the terrain, and the vendor has agreed to look into the possibility of a diesel hybrid bus.

Commissioner Adams said she was conflicted about the recommendations because she could see how a case could be made for the improvements on Sir Francis Drake Blvd., as it is such a main thoroughfare in the area.

Commissioner Greene added that he was not convinced that the rating of the two projects was accurate, and if the Sir Francis Drake improvements had a better environmental rating it would score higher than the Muir Woods bus purchase..

Commissioner Fredericks asked, and ED Steinhauser confirmed that there are other funding alternatives for the Sir Francis Drake project. ED Steinhauser also clarified that staff is very aware of the need for the Sir Francis Drake improvements, but they believe it is a better candidate for the use of other funds, including substantial local funds made available to the County in the next year, as well as state/local partnership funds.

Chair Kinsey reiterated that he, too, believes the Sir Francis Drake improvements are very necessary, but he indicated that staff's recommendation to consider future partnership funds makes sense. He expressed the hope, however, that those supporting the Muir Woods shuttle will be equally supportive of the Sir Francis Drake improvements when the time comes.

Commissioner Arnold asked for confirmation that the time and effort staff put into analyzing the Sir Francis Drake improvement project will be beneficial in completing the application for the state/local partnership funds. ED Steinhauser responded affirmatively.

Commissioner McGlashan_ moved to approve the staff recommendation to program savings from the Hwy 101 Gap Closure Landscaping and Mitigation project to two projects - the Golden Gate Bridge District's Highway 101 Bus Pad Improvement project and the Marin Transit Muir Woods Bus Purchase program, and Commissioner Fredericks seconded the motion. The motion carried by a vote of 10:2, with Commissioners Greene and Adams voting no.

8. Resolve to Seek Funds for Major Damage to Sound-absorbing Soundwall Features on East Side of Hwy 101

ED Steinhauser presented a brief staff report which requested that the TAM Board resolves that if major damage occurs to the sound-absorbing panels and related murals on the soundwall along Northbound Highway 101 from the Irwin onramp to the North San Pedro offramp in San Rafael, TAM will seek funds and sponsor a project to repair those features; the repair project will be subject to the availability of funds at that time.

Commissioner Greene asked whether TAM will be responsible for repairing any damage to the soundwall features. ED Steinhauser clarified that the agreement is that TAM will seek funds for the repairs. .

Chair Kinsey opened public comment on the item.

Scott Stokes gave some background on early discussions of the issue, noting that Caltrans made it clear they would be responsible for repairs on the east side, but not the west side.

Commissioner Kellner made a motion to approve the staff recommendation that the TAM Board resolves that if major damage occurs to the sound-absorbing panels and related murals on the soundwall along Northbound Highway 101 from the Irwin onramp to the North San Pedro offramp in San Rafael, TAM will seek funds and sponsor a project to repair those features; a repair project will be subject to the availability of funds at that time. The motion was seconded by Commissioner Fredericks. The motion carried unanimously.

9. Authorize Grant Application for Electric Vehicle Charging Stations

Planning Manager Karita Zimmerman presented the staff report, noting that staff had learned that TAM would not qualify for the BAAQMD grant program recently announced, which provides funding for electric vehicle charging stations- only property owners/ government agency facility owners can apply. , While the AB 118 application would not be made, the CEC AB118 funding application would go ahead as planned, with a deadline of January 11th.

The Chair opened the item to public comment.

Scott Stokes noted that he spoke with Seagate Properties to see if they would be interested in installing charging stations at their property but they were not.

Commissioner McGlashan moved to approve the staff recommendation that the Board identifies the Executive Director as authorized to submit the CEC/AB118 grant application and carry out the proposed EV Infrastructure Project, should the funds be awarded and approved., and Commissioner Boro seconded the motion. The motion passed unanimously.

10. Open time for items not on the agenda

Scott Stokes gave an update on area traffic conditions, as well as a suggested plan for improving congestion.

By Order of Chair Kinsey, the TAM meeting adjourned at 8:35 p.m.

Approved on:

DRAFT



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: Li Zhang, Manager of Finance and Administration

RE: Quarterly Financial Report - Agenda Item 5b

Dear Commissioners:

Executive Summary

This Quarterly Financial Report is for the period ended December 31, 2009 and covers TAM's revenue and expenditure activities for the period of July 1, 2009 to December 31, 2009. The following five attachments are included in the report for your review:

- Attachment 1. FY2009-10 Budget to Actual Comparison as of 12/31/2009
- Attachment 2. Summary of Proposed FY2009-10 Budget Amendments
- Attachment 3. FY2009-10 Revenue and Expenditure Report as of 12/31/2009– Measure A Detail
- Attachment 4. FY2008-09 and FY2009-10 Monthly Measure A Disbursement Comparison
- Attachment 5. Marin County Treasurer Portfolio Yield Report as of 12/31/2009

As of December 31, 2009, total Measure A cash disbursements received from the Board of Equalization (BOE) for the six months from July 2009 to December 2009 are \$9.5 million, which is 14.2% lower than the total Measure A disbursement for the same period last year. When the TAM Board adopted the FY2009-10 Annual Budget in June this year, as well as the Measure A Strategic Plan Update of revenues and expenditures, based on the sales tax collection/projection information available at that time, staff recommended that the Board set the FY2009-10 Measure A revenue at \$19.5 million, which is at the same revenue level as the audited FY2008-09 collection, but 13.1% lower than the FY2007-08 audited revenue level. Revenue reflected Board of Equalization estimates at the time. Note that the \$19.5 million matches TAM's first whole year revenue estimate of collection, FY 2005-06.

Recommendation: Accept Quarterly Financial Report, covering the period July 1, 2009 to December 31, 2009. Staff will present the budget adjustments to Measure A revenue and the added consultant support for SB83 in detail under Agenda Item 8 and 9 respectively.

Background

This report, along with all accompanying attachments, provides a summary of the financial activities including the recently completed second quarter of FY2009-10, ending December 31, 2009. Revenues and expenditures are presented on a cash basis for the period covered. Any material revenues or expenditures that have occurred but haven't been received/paid will be highlighted in the staff report for your information.

Revenue Highlights and Budget Adjustments

As of December 31, 2009, total Measure A cash disbursements received from the Board of Equalization (BOE) for the six months from July 2009 to December 2009 are \$9.5 million, which is 14.2% lower than the total Measure A disbursement for the same period last year. There are mixed signs in terms of whether the recession is coming to an end and the recovery has started or not. When the TAM Board adopted the FY2009-10 Annual Budget in June of 2009, based on the sales tax collection/projection information available at that time, staff recommended that the Board set the FY2009-10 Measure A revenue at \$19.5 million, which is at the same revenue level as the audited FY2008-09 collection, but 13.1% lower than the audited FY2007-08 revenue level. However, if there is no improvement in the sales tax revenue in the next few months, TAM will likely collect less than the \$19.5 million budgeted for FY2009-10 as illustrated in Attachment 4.

To be prepared for the worst, staff recommends, in a separate Board action, that the TAM Board reduces its FY2009-10 budgeted revenue amount down to \$17.5 million. Simultaneously, to assure revenue to our Measure A sponsoring agencies, staff recommends that the TAM Board direct staff to use up to \$2 million Measure A reserve, which TAM has been setting aside for unforeseen economically difficult times like this, to make up the potential Measure revenue shortfall for this current year. This will mitigate the potential financial impacts of the Measure A revenue shortfall on all Measure A revenue recipients. Because the potential usage of Measure A reserve will lower the desired reserve level, staff also recommends that the TAM Board reviews its reserve policy during the next Measure A Strategic Plan update and consider extending the 5% reserve policy. This would assure reserves are restored when the economy recovers. Note that as of June 30, 2009, TAM has approximately \$4.4 million in its Measure A Reserve fund.

TAM has received in full the total \$430,000 contribution from cities/towns/county, for the CMA planning, programming, and project delivery support services provided. TAM has received the first quarter interest revenue for its various funds in the amount of \$166,569 from the County of Marin, treasurer for TAM, and should have the second quarter interest revenue in the next few weeks.

Staff has invoiced MTC for the remaining balance of its FY2007-08/FY2008-09 CMA Planning fund in the amount of \$88,559.78. This covers a portion of the CMA staff planning activity costs between July 1, 2009 and September 30, 2009. MTC is still working on the new funding agreement, which will provide TAM with \$572,000 for the period between October 1, 2009 and June 30, 2010. MTC has issued a "Notice to Proceed" to all CMAs and all costs as of October 1, 2010 are eligible for reimbursement once the funding agreement is executed. Staff has also invoiced MTC for all RM2 related project costs as of the end of November 2009 and a total payment of \$786,924.79 is expected in the first week of 2010.

Cooperative Agreement amendments with Caltrans regarding the MSN projects were signed by both TAM and Caltrans in October 2009. According to the agreements, TAM has since received \$890,000 TCRP funds for cost overruns for the PS&E phase of the two MSN projects TAM manages. TAM also received \$1.4 million as a cash advance for this same PS&E phase, so it has

the cash needed to pay its consultants in a timely manner for the work performed. Staff will also invoice Caltrans in the next week or two for the STIP Planning, Programming, and Monitoring, PPM, related expenditures for the first half of FY2009-10.

Expenditure Highlights

While expenditures are trending under the budgeted amounts as of the end of the first quarter, growth in several expenditure areas will occur in the next quarter. Marin Transit is expected to invoice TAM for the second quarter reimbursement soon. TAM's activities on the MSN projects are picking up with the execution of the Cooperative Agreement amendments between TAM and Caltrans back in October, 2009. Invoices for the Measure A Major Roads projects and for the distribution to Marin cities/towns/county for Measure A Local Infrastructure are increasing as well. Note that TAM is disbursing Local Infrastructure payments as we are billed; in most cases cities and towns are billing and receiving the annual amount due to them all at once.

Recommendation

Accept Quarterly Financial Report, covering the period July 1, 2009 to December 31, 2009. Staff will present the budget adjustments to Measure A revenue and the added consultant support for SB83 in detail under Agenda Item 8 and 9 respectively.

Attachments

- Attachment 1. FY2009-10 Budget to Actual Comparison as of 12/31/2009
- Attachment 2. Summary of Proposed FY2009-10 Budget Amendments
- Attachment 3. FY2009-10 Revenue and Expenditure Report as of 12/31/2009– Measure A Detail
- Attachment 4. FY2008-09 and FY2009-10 Monthly Measure A Disbursement Comparison
- Attachment 5. Marin County Treasurer Portfolio Yield Report as of 12/31/2009

Attachment I: FY2009-10 Budget to Actual Comparison as of 12/31/09

	FY 2010 Total Budget	Actual 12/31/09	\$ Variance with Budget	Actual as % of Budget
REVENUE				
Measure A Sales Tax	19,500,000	9,477,400	(10,022,600)	48.6%
Cities/Towns and County Contribution	430,000	429,999	(1)	100.0%
Interest Earned	500,000	166,569	(333,431)	33.3%
STP/CMAQ	375,000	-	(375,000)	0.0%
T-Plus	150,000	-	(150,000)	0.0%
STIP/PPM	450,000	-	(450,000)	0.0%
RM2 Revenue	5,425,000	-	(5,425,000)	0.0%
Community Based Transportation Funding	4,000	-	(4,000)	0.0%
TDA Article 3	1,560,500	-	(1,560,500)	0.0%
TFCA Funding	360,000	-	(360,000)	0.0%
Non-Motorized Transportation Pilot Program Funding	74,000	-	(74,000)	0.0%
MSN Federal Earmark	500,000	-	(500,000)	0.0%
CMIA Bond Revenue	600,000	-	(600,000)	0.0%
TCRP	5,358,000	2,290,000	(3,068,000)	42.7%
Other Agency Contribution - Note 1	175,000	181,000	6,000	103.4%
Total Revenue Available	<u>35,461,500</u>	<u>12,544,968</u>	<u>(22,916,532)</u>	<u>35.4%</u>
EXPENDITURES				
Administration				
Salaries & Benefits - Note 2	1,900,000	809,709	(1,090,291)	42.6%
Office Lease - Note 3	200,000	95,811	(104,189)	47.9%
Equipment	10,000	2,085	(7,915)	20.9%
Agency Car Leasing	20,000	-	(20,000)	0.0%
Telephone/Internet/Web Hosting Svcs	25,000	8,157	(16,843)	32.6%
Office Supplies	22,000	11,535	(10,465)	52.4%
Insurance	8,000	5,136	(2,864)	64.2%
Audit	18,500	16,230	(2,270)	87.7%
Legal	20,000	19,799	(201)	99.0%
Accounting/Payroll	10,000	-	(10,000)	0.0%
Document Reproduction	30,000	918	(29,082)	3.1%
Memberships	20,000	3,920	(16,080)	19.6%
Travel/Meetings/Conferences	25,000	4,535	(20,465)	18.1%
Professional Development	5,000	500	(4,500)	10.0%
Misc. Expenses	5,000	824	(4,176)	16.5%
Subtotal, Administration	<u>2,318,500</u>	<u>979,160</u>	<u>(1,339,340)</u>	<u>42.2%</u>

Attachment I: FY2009-10 Budget to Actual Comparison as of 12/31/09

	FY 2010 Total Budget	Actual 12/31/09	\$ Variance with Budget	Actual as % of Budget
Professional Services				
Congestion Management Plan Update	65,000	18,435	(46,565)	28.4%
T-PLUS	35,000	436	(34,564)	1.2%
Project Management Oversight	500,000	42,056	(457,944)	8.4%
101 Construction Management Oversight	75,000	39,796	(35,204)	53.1%
Community Based Transportation Plan	4,000	-	(4,000)	0.0%
MSN Congestion Pricing Study	250,000	8,067	(241,933)	3.2%
MSN Project Management	300,000	1,706	(298,294)	0.6%
MSN San Antonio Interchange Design	2,375,000	26,080	(2,348,920)	1.1%
MSN San Antonio Curve Design	2,375,000	73,349	(2,301,651)	3.1%
MSN On-Call Contract	100,000	-	(100,000)	0.0%
Federal Legislative Assistance	35,000	-	(35,000)	0.0%
State Legislative Assistance	35,000	13,187	(21,813)	37.7%
Financial Advisor	35,000	-	(35,000)	0.0%
Human Resources/Board Support	30,000	8,151	(21,849)	27.2%
Information Technology Support	30,000	7,692	(22,308)	25.6%
Hwy 101 Greenbrae / Twin Cities PA&ED	1,200,000	478,823	(721,177)	39.9%
Central Marin Ferry Connection PA&ED	1,050,000	240,348	(809,652)	22.9%
580/101 Connector Construction Management	600,000	-	(600,000)	0.0%
Street Smarts / School Pool / Safe Routes Education	250,000	28,300	(221,700)	11.3%
Transportation Demand Management	50,350	-	(50,350)	0.0%
Planning Initiatives	50,000	6,633	(43,367)	13.3%
On Call Public Outreach Contract	75,000	-	(75,000)	0.0%
Consulting Pool	75,000	3,572	(71,428)	4.8%
Subtotal, Professional Services	<u>9,594,350</u>	<u>996,633</u>	<u>(8,597,717)</u>	<u>10.4%</u>
Measure A Programs				
Reserve	975,000	473,870	(501,130)	48.6%
Bike / Ped Path Maintenance	75,000	-	(75,000)	0.0%
Strategy 1 - Transit	9,475,697	2,281,209	(7,194,488)	24.1%
Substrategy 1.1 - Local Bus	6,166,154	1,658,539	(4,507,616)	26.9%
Substrategy 1.2 - Rural Bus	520,172	139,530	(380,643)	26.8%
Substrategy 1.3 - Special Needs	1,382,420	374,065	(1,008,356)	27.1%
Substrategy 1.4 - Bust Transit	1,406,950	109,076	(1,297,874)	7.8%
Strategy 2 - Hwy 101 Gap Closure	7,228,414	1,317,028	(5,911,386)	18.2%
MTC Loan Repayment	1,785,714	892,857	(892,857)	50.0%

Attachment I: FY2009-10 Budget to Actual Comparison as of 12/31/09

	FY 2010 Total Budget	Actual 12/31/09	\$ Variance with Budget	Actual as % of Budget
TE/TLC/STP Swap Project	2,500,000	395,664	(2,104,336)	15.8%
Nolte Contract	50,000	28,506	(21,494)	57.0%
Measure A Payment to Caltrans	2,892,700	-	(2,892,700)	0.0%
Strategy 3 - Local Transportation Infrastructure	7,351,964	640,441	(6,711,523)	8.7%
Substrategy 3.1 - Major Roads	4,869,500	-	(4,869,500)	0.0%
Substrategy 3.2 - Local Roads	2,482,464	640,441	(1,842,023)	25.8%
Strategy 4 - Safer Access to Schools	2,371,528	303,995	(2,067,533)	12.8%
Substrategy 4.1 - Safe Routes to Schools	650,000	80,273	(569,727)	12.3%
Substrategy 4.2 - Crossing Guards	-			
Crossing Guards Contract	565,000	131,696	(433,304)	23.3%
NUSD Agreement	185,000	36,080	(148,921)	19.5%
Crossing Guard Recertification Traffic Counts	150,000	-	(150,000)	0.0%
Substrategy 4.3 - Safe Pathways to School Projects	821,528	55,947	(765,581)	6.8%
Other Misc Contracts	50,000		(50,000)	0.0%
Subtotal, Measure A Program	<u>27,527,603</u>	<u>5,016,543</u>	<u>(22,511,060)</u>	<u>18.2%</u>
Interagency Agreements				
County Calpark RM2 Project - Construction	2,892,000	-	(2,892,000)	0.0%
Old Redwood Highway Roadway Improvement - Larkspur	420,000	-	(420,000)	0.0%
Subtotal, Interagency Agreements	<u>3,312,000</u>	<u>-</u>	<u>(3,312,000)</u>	<u>0.0%</u>
Other Capital Expenditures				
TFCA - Calpark Project	53,625	-	(53,625)	0.0%
Other TFCA Projects	420,000	600	(419,400)	0.1%
TDA Article 3 Payment to Caltrans	1,560,500	-	(1,560,500)	0.0%
Subtotal, Other Capital Exp	<u>2,034,125</u>	<u>600</u>	<u>(2,033,525)</u>	<u>0.0%</u>
Total Expenditures	<u>44,786,578</u>	<u>6,992,936</u>	<u>(37,793,642)</u>	<u>15.6%</u>

Note 1: Other Agency Contribution includes the \$175,000 grant received from Marin Community Foundation and \$5,500 from Supervisor Hal Browne to fund an crossing guard under his request.

Note 2: TAM already prepaid January 2010 staff costs to its hiring and payroll agency.

Note 3: TAM already paid January 2010 rent.

Attachment 2 : Summary of Proposed FY2009-10 Budget Amendments

	FY 2010 Total Budget	Proposed Adjustment	Revised FY2010 Budget
REVENUE			
Measure A Sales Tax	19,500,000	(2,000,000)	17,500,000
Measure A Reserve	-	2,000,000	2,000,000
Cities/Towns/County Contribution	430,000	-	430,000
Interest Earned	500,000	-	500,000
STP/CMAQ	375,000	-	375,000
T-Plus	150,000	-	150,000
STIP/PPM	450,000	-	450,000
RM2 Revenue	5,425,000	-	5,425,000
Community Based Transportation Funding	4,000	-	4,000
TDA Article 3	1,560,500	-	1,560,500
TFCA Funding	360,000	-	360,000
Non-Motorized Transportation Pilot Program Funding	74,000	-	74,000
MSN Federal Earmark	500,000	-	500,000
CMAA Bond Revenue	600,000	-	600,000
TCRP	5,358,000	-	5,358,000
Other Agency Contribution - Note 1	175,000	-	175,000
Total Revenue Available	35,461,500	-	35,461,500
EXPENDITURES			
Administration			
Salaries & Benefits - Note 2	1,900,000	(170,000)	1,730,000
Office Lease - Note 3	200,000	-	200,000
Equipment	10,000	-	10,000
Agency Car Leasing	20,000	(20,000)	-
Telephone/Internet/Web Hosting Svcs	25,000	-	25,000
Office Supplies	22,000	-	22,000
Insurance	8,000	-	8,000
Audit	18,500	-	18,500
Legal	20,000	-	20,000
Accounting/Payroll	10,000	-	10,000
Document Reproduction	30,000	-	30,000
Memberships	20,000	-	20,000
Travel/Meetings/Conferences	25,000	-	25,000
Professional Development	5,000	-	5,000
Misc. Expenses	5,000	-	5,000
Subtotal, Administration	2,318,500	(190,000)	2,128,500

Attachment 2 : Summary of Proposed FY2009-10 Budget Amendments

Professional Services			
Congestion Management Plan Update	65,000	-	65,000
T-PLUS	35,000	-	35,000
Project Management Oversight	500,000	-	500,000
101 Construction Management Oversight	75,000	-	75,000
Community Based Transportation Plan	4,000	-	4,000
MSN Congestion Pricing Study	250,000	-	250,000
MSN Project Management	300,000	-	300,000
MSN San Antonio Interchange Design	2,375,000	-	2,375,000
MSN San Antonio Curve Design	2,375,000	-	2,375,000
MSN On-Call Contract	100,000	-	100,000
Federal Legislative Assistance	35,000	(35,000)	-
State Legislative Assistance	35,000	-	35,000
Financial Advisor	35,000	-	35,000
Human Resources/Board Support	30,000	-	30,000
Information Technology Support	30,000	-	30,000
Hwy 101 Greenbrae / Twin Cities PA&ED	1,200,000	-	1,200,000
Central Marin Ferry Connection PA&ED	1,050,000	-	1,050,000
580/101 Connector Construction Management	600,000	-	600,000
Street Smarts / School Pool / Safe Routes Education	250,000	-	250,000
Transportation Demand Management	50,350	-	50,350
Planning Initiatives	50,000	-	50,000
On Call Public Outreach Contract	75,000	(50,000)	25,000
Consulting Pool	75,000	-	75,000
Support for SB83	-	275,000	275,000
Subtotal, Professional Services	9,594,350	190,000	9,784,350

Attachment 2 : Summary of Proposed FY2009-10 Budget Amendments

Measure A Programs			
Reserve	975,000	-	975,000
Bike / Ped Path Maintenance	75,000	-	75,000
Strategy 1 - Transit	9,475,697	-	9,475,697
Substrategy 1.1 - Local Bus	6,166,154	-	6,166,154
Substrategy 1.2 - Rural Bus	520,172	-	520,172
Substrategy 1.3 - Special Needs	1,382,420	-	1,382,420
Substrategy 1.4 - Bust Transit	1,406,950	-	1,406,950
Strategy 2 - Hwy 101 Gap Closure	7,228,414	-	7,228,414
MTC Loan Repayment	1,785,714	-	1,785,714
TE/TLC/STP Swap Project	2,500,000	-	2,500,000
Nolte Contract	50,000	-	50,000
Measure A Payment to Caltrans	2,892,700	-	2,892,700
Strategy 3 - Local Transportation Infrastructure	7,351,964	-	7,351,964
Substrategy 3.1 - Major Roads	4,869,500	-	4,869,500
Substrategy 3.2 - Local Roads	2,482,464	-	2,482,464
Strategy 4 - Safer Access to Schools	2,371,528	-	2,371,528
Substrategy 4.1 - Safe Routes to Schools	650,000	-	650,000
Substrategy 4.2 - Crossing Guards	-	-	-
Crossing Guards Contract	565,000	-	565,000
NUSD Agreement	185,000	-	185,000
Crossing Guard Recertification Traffic Counts	150,000	-	150,000
Substrategy 4.3 - Safe Pathways to School Projects	821,528	-	821,528
Other Misc Contracts	50,000	-	50,000
Subtotal, Measure A Program	<u>27,527,603</u>	-	<u>27,527,603</u>
Interagency Agreements			
County Calpark RM2 Project - Construction	2,892,000	-	2,892,000
Old Redwood Highway Roadway Improvement - Larkspur	420,000	-	420,000
Subtotal, Interagency Agreements	<u>3,312,000</u>	-	<u>3,312,000</u>
Other Capital Expenditures			
TFCA - Calpark Project	53,625	-	53,625
Other TFCA Projects	420,000	-	420,000
TDA Article 3 Payment to Caltrans	1,560,500	-	1,560,500
Subtotal, Other Capital Exp	<u>2,034,125</u>	-	<u>2,034,125</u>
Total Expenditures	<u>44,786,578</u>	-	<u>44,786,578</u>

Attachment 3: FY2009-10 Revenue and Expenditure Report as of 12/31/09 – Measure A Detail

Budget Line	Interest	5% Reserve	1% Admin	4% Program	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.	S - 2 Gap Closure	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S- 4.2 C. Guards	S - 4.3 Pathways	Total
REVENUE															
FY2009 Balance *	2,542,490	4,433,667	71,751	1,258,246	897,066	277,021	233,243	1,384,423	3,574,199	4,377,475	2,767,486	731,868	1,184,751	1,846,023	25,579,709
FY2010 Revenue		331,860	66,372	265,488	2,076,059	168,329	504,987	336,658	783,333	743,453	743,453	185,162	235,661	196,384	6,637,200
EXPENSES															
I01 Gap Closure CMO				39,796											39,796
Accounting/Payroll															-
Agency Car Leasing															-
Audit				16,230											16,230
Consulting Pool				3,572											3,572
Document Reproduction				918											918
Equipment				2,085											2,085
Financial Advisor				-											-
HR/Board Support				8,151											8,151
Insurance				5,136											5,136
IT Support				7,692											7,692
Legal				4,774											4,774
Membership															-
Misc Expense				824											824
Office Lease				95,811											95,811
Office Supplies				11,520											11,520
Professional Development				500											500
Program Management Oversight				8,738											8,738
Salaries & Benefits			77,659	58,291	4,899	397	1,192	794	-	12,176		17,178	21,863	18,219	212,669
Strategy 1 - Transit					1,658,539	139,530	374,065	109,076							2,281,208
Strategy 2 - Gap Closure				13,263					1,303,764						1,317,028
Strategy 3 - Streets & Rds											640,441				640,441
Strategy 4- Safe Routes												80,273	165,156	55,947	301,376
Telephone/Internet/Web Hosting Services				8,157											8,157
Travel/Meetings/Conferences				2,584											2,584
Total Expenses	-	-	77,659	288,043	1,663,437	139,927	375,256	109,870	1,303,764	12,176	640,441	97,452	187,020	74,166	4,969,211
BALANCE	2,542,490	4,765,527	60,463	1,235,692	1,309,688	305,424	362,974	1,611,211	3,053,768	5,108,752	2,870,499	819,579	1,233,392	1,968,241	27,247,699

* July and August 2009 Measure A disbursements are already included in the FY2008-09 Balance.

Attachment 4: FY2009 and FY2010 Monthly Measure A Disbursement Comparison

		FY 2009	FY 2010	\$ Difference	% Difference
Actuals	July	1,549,600	1,321,900	(227,700)	-14.69%
	August	2,066,100	1,518,300	(547,800)	-26.51%
	September	1,910,696	1,851,220	(59,476)	-3.11%
FY09 Actuals FY10 Estimates	October	1,573,000	1,365,800	(207,200)	-13.17%
	November	2,097,300	1,462,400	(634,900)	-30.27%
	December	1,845,038	1,957,780	112,742	6.11%
	January	1,600,500	1,432,300	(168,200)	-10.51%
	February - Note 1	1,755,200	1,831,867	76,667	4.37%
	March - Note 2	1,601,892	1,361,608	(240,284)	-15.00%
	April - Note 2	1,326,900	1,127,865	(199,035)	-15.00%
	May - Note 2	1,390,600	1,182,010	(208,590)	-15.00%
	June - Note 2	1,378,869	1,172,039	(206,830)	-15.00%
	First Quarter	<u>5,526,396</u>	<u>4,691,420</u>	<u>(834,976)</u>	<u>-15.11%</u>
	Annual Disbursement	<u>20,095,696</u>	<u>17,585,089</u>	<u>(2,510,607)</u>	<u>-12.49%</u>
	FY2010 Annual Budget		<u>19,500,000</u>	<u>(1,914,911)</u>	<u>-9.82%</u>

Note 1: Estimated based on BOE's disbursement formula, should be very close to the actual cash disbursements.

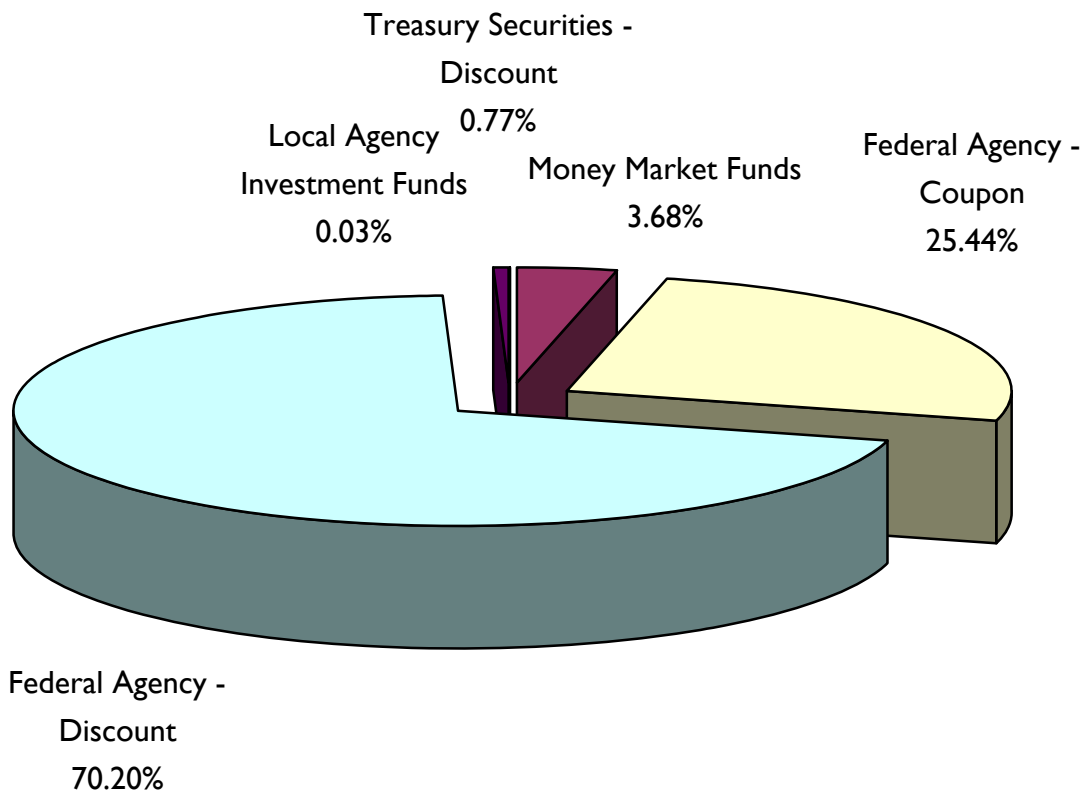
Note 2: Disbursements for the rest of FY2009-10 are kept at the same level as the same month of FY2008-09.

Attachment 5: Marin County Treasurer Portfolio Yield Report as of 12/31/2009

Michael J. Smith, Marin County Treasury
Portfolio Yield Report - Operating Funds
County of Marin, Schools & Special Districts
December 31, 2009

Investment Holdings	Book Value	Portfolio Yields as 12/31/09
Local Agency Investment Funds	\$ 232,086.82	0.569%
Money Market Funds	\$ 31,316,775.32	0.010%
Federal Agency - Coupon	\$ 216,647,506.95	1.552%
Federal Agency - Discount	\$ 597,867,190.14	0.114%
Treasury Securities - Discount	\$ 5,595,776.67	0.152%
TOTAL	\$ 851,659,335.90	0.476%

Portfolio Allocation



* Detail monthly reports can be provided upon request.



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: David Chan, Manager of Programming and Legislation

RE: Allocate \$107,700 in Measure A Funds from Strategy 2 of the Measure A Strategic Plan to Marin County for the Countywide Bicycle Guide Signs Project (Action), Agenda Item 5c

Dear Commissioners:

Executive Summary

In December 2005, TAM approved the swapping of federal funds with Measure A funds, originally programmed to the Highway 101 Gap Closure Project, to alleviate burdens on local project sponsors which would have otherwise used federal funds on smaller projects. The total amount of swapped federal funds included \$2.432 million in Transportation Enhancement (TE) funds and \$3.48 million in Surface Transportation Program (STP) funds. The federal funds were programmed to the Highway 101 Gap Closure Project with the commitment from TAM that an equal amount of Measure A funds would be programmed to the committed TE and STP projects that would have otherwise used these federal funds.

Jurisdictions that would have received the TE funds, approved in May 2005 under a separate TAM programming cycle, have been coming forward for their allocation of the Measure A funds. Marin County is requesting \$107,700 in Measure A funds to implement the Bicycle Guide Signs Project that was one of the projects approved in 2005.

Recommendation: Allocate \$107,700 in Measure A Funds from Strategy 2 of the Measure A Strategic Plan to Marin County for the Countywide Bicycle Guide Signs Project.

Background

Strategy 2 of the Measure A Expenditure Plan provides that it would fully fund up to \$25 million to ensure completion of the Highway 101 Gap Closure carpool lane project through San Rafael. Eligible uses of funds identified in the Expenditure Plan include completion of the final construction segments of the Highway 101 Gap Closure Project, completion of the north-south bicycle way through Puerto Suello Hill to improve bicycle safety, and implementation of sound-absorbing soundwall technology.

TAM is responsible for programming federal Transportation Enhancement (TE) funds in Marin County, which were prescribed back in 2005 to be spent on two programs, the County TE

Program and the County Transportation for Livable Communities/Housing Incentive (TLC/HIP) Program. Marin County received \$2.432 million in federal TE funds in FY 04/05. The TAM Board adopted a county-wide TE program for use of these funds in May 2005.

In December 2005, TAM approved the swapping of federal funds with Measure A funds, originally programmed to the Highway 101 Gap Closure Project, to alleviate burdens on local project sponsors which would have otherwise used federal funds on smaller projects. The total amount of swapped federal funds includes the abovementioned \$2.432 million in TE funds and \$3.48 million in Surface Transportation Program (STP) funds. The federal funds were programmed to the Highway 101 Gap Closure Project with the commitment from TAM that the equal amount of Measure A funds would be programmed to other projects in the County that would have otherwise used these federal funds. In 2008, TAM allocated \$3.48 million in Measure A funds to local street and road projects to satisfy the commitment for the STP funds.

The federal TE funds of \$2.432 million were divided into two programs with \$1.392 million programmed to TLC projects and \$1.039 million programmed to County TE projects. Concurrent to approving the swapping of funds, TAM agreed to fund the below list of previously approved County TE projects that would receive Measure A funds as part of the swap agreement.

Discussion

Consistent with the swap agreement, Marin County is requesting \$107,700 in Measure A funds to implement the Bicycle Guide Signs Project that was one of the projects approved in 2005. The County’s Bicycle Guide Signs Project consists of two phases. Phase One will modify the east Marin system, funded with State Bicycle Transportation Account (BTA) funds, to reflect updated routes and operational improvements. The existing signs will be modified to be consistent with those implemented in Phase Two. Phase Two will implement new signs in West Marin in partnership with the Marin County Bicycle Coalition, Sonoma County, Golden Gate National Recreation Area and Caltrans. The proposed Phase Two bicycle routes are being reviewed by partner agencies and are shown in Attachment A. Marin County staff will oversee sign fabrication and implementation. It is anticipated that at least 50 signs will be installed in Phase Two at junction points similar to the one identified in the attached sample Guide Sign Installation Sheet. Funds will also be used to modify the West Marin system to reflect new capital projects and system improvements once the initial signs are installed.

After the allocation of this request, two projects remain on the below list with pending allocation requests. Project sponsors for the remaining projects on the list will be seeking Measure A funding allocations later in the year:

Agency	Project	Swapped Funds	Previously Allocated	Current Request	Remaining
San Rafael	Medway/Canal Improvement Project	\$400,000	\$400,000	\$0	\$0
Tiburon	Pine Terrace Multiuse path	\$87,000	\$87,000	\$0	\$0
Larkspur	East Sir Francis Drake Bike/Ped Multi-Use Wooden Bridge Rehabilitation	\$90,000	\$90,000	\$0	\$0

Marin Co	Bicycle Guide Signing	\$107,700	\$0	\$107,700	\$0
Marin Transit	Bus Stop Improvements	\$82,600	\$0	\$0	\$82,600
Marin Co	Olema Bolinas Pathway	\$271,700	\$0	\$0	\$271,700
	Total	\$1,039,000	\$577,000	\$107,700	\$354,300

It should be noted that the scopes for the projects listed have already been approved by TAM under the process to select TE projects. An Allocation Request Form for the Bicycle Guide Signs Project is attached to provide specific details on the scope of work, schedule, and cost/funding plans.

Recommendation

Allocate \$107,700 in Measure A Funds from Strategy 2 of the Measure A Strategic Plan to Marin County for the Countywide Bicycle Guide Signs Project.

Attachment A: Marin County’s Allocation Request Form

Attachment A

**Transportation Authority of Marin
Measure A – Transportation Sales Tax**

Allocation Request Form

Fiscal Year of Allocation: 2009/10

Expenditure Plan: Strategy 2

Project Name: Countywide Bicycle Guide Signs Improvements

Implementing Agency: Marin County – Public Works Department

Scope of Work: Install bike guide signs in Marin County in two phases. The work will modify the east Marin system installed as part of Phase One of the Project funded by State Bicycle Transportation Account (BTA) funds to reflect new capital projects and system improvements. The Project will also construct Phase Two, the west Marin system, that is proposed in partnership with the Marin County Bicycle Coalition, Sonoma County, Golden Gate National Recreation Area and Caltrans. The proposed Phase Two bicycle routes are being reviewed by partner agencies and are shown on the attached drawing. The sign fabrication and oversight will be by Marin County staff. It is anticipated that at least 50 signs will be installed in phase two at junction points similar to the one identified in the attached sample Guide Sign Installation Sheet utilizing personnel from the jurisdiction where the signs will be placed. Funds will also be used to modify the west Marin system to reflect new capital projects and system improvements once the initial signs are installed.

Cost of Scope: \$317,700

Strategic Plan Programmed Amount: \$107,700

Requested Amount: \$107,700

Other Funding: BTA funds \$189,000. Local funds \$21,000

Cash flow Availability: 100% available in FY 09/10.

Project Delivery Schedule:

Approve West Marin Bicycle Guide Sign Routes	12/09 – 2/10
Specify signs for specific locations	2/10 – 4/10
Fabricate and Install signs including system upgrades	4/10 – 12/12
East Marin system upgrades	12/09 – 12/12

Environmental Clearance: CEQA Notice of Exemption, Section 15303, Class 3(e)

Non-Motorized Travel Considerations:

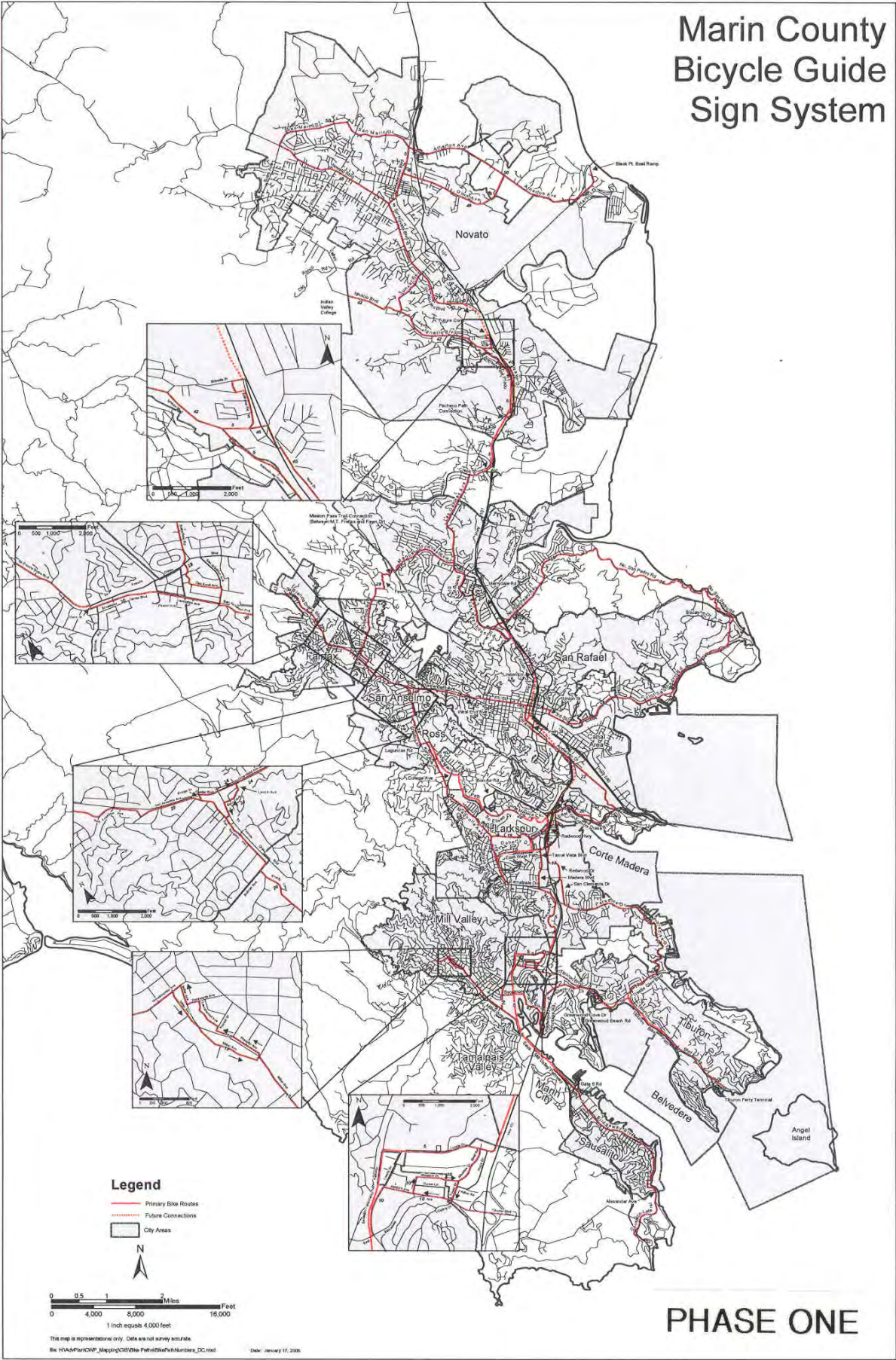
Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? Yes

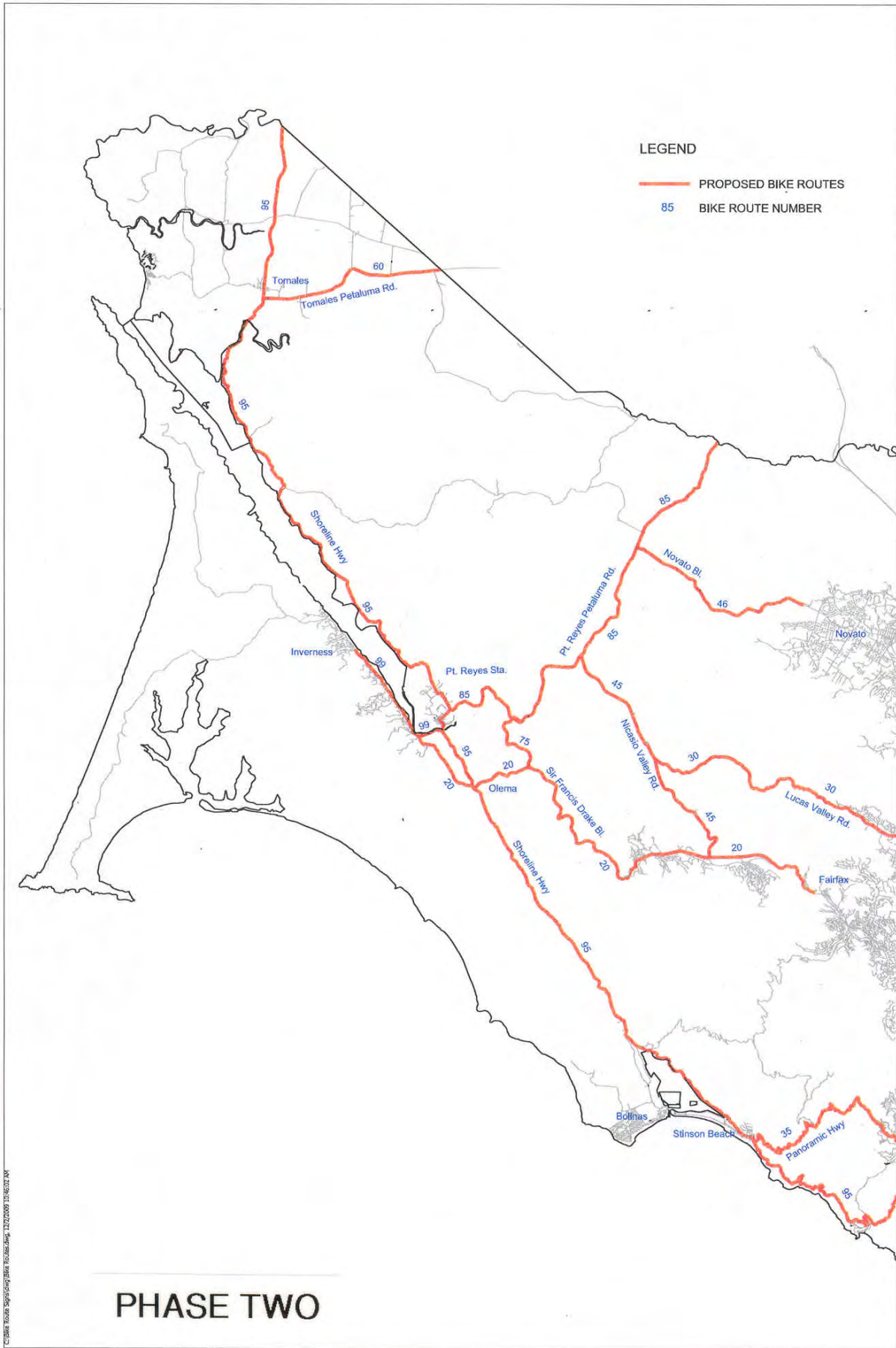
Is non-motorized travel impeded by this project? No

If yes, has a cross-facility, non-motorized access been included in the project?

Has a parallel non-motorized facility been designed to accommodate non-motorized travelers? Yes, Project is Countywide.

Marin County Bicycle Guide Sign System





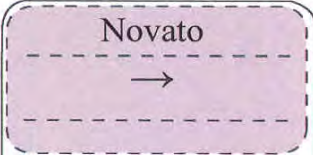
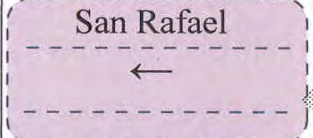
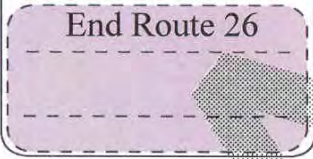



C:\Data\route\Sign\Sign\Bike Routes\Map_12/22/2009 11:36:32 AM

Sign Number	SR 19
--------------------	-------

Route Number	5 – Sign Green on White
Roadway or Intersection:	Merrydale Road & North San Pedro Road
Sign Location:	On shoulder adjacent sidewalk
Facing Direction	Faces northeast

Survey Date:	10/30/09
Completed By:	RSB

Signage Data	Signage Location Photo
 <p>1' x 1½'</p>	<p>Add End Route 26 Placard</p> 
 <p>Novato →</p>  <p>San Rafael ←</p>  <p>End Route 26</p>	

Special Notes:	Map
<ol style="list-style-type: none"> 1. New pole with base of signs 7' min. 2. San Rafael jurisdiction 	

County Fabrication	Date		By	
USA Check	Date		By	
Installation	Date		By	



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: Dan Cherrier – TAM TAC Liaison

RE: Appointments to the Technical Advisory Committee (Action), Agenda Item 5d

Dear Commissioners:

Executive Summary

The Technical Advisory Committee (TAC) is composed of 13 members and 13 alternates represented by various Marin organizations.

The TAC By-laws state that the Marin Managers Association (MMA) shall have two representatives on this standing committee. At their December 2009 meeting, the MMA reassigned their appointments and nominated Ken Nordhoff and Michael Frank to the member seats and Wayne Bush as the alternate to Ken Nordhoff. David Bracken is the current alternate to the member seat in which Michael Frank is nominated.

The Marin Public Works Directors Association holds three seats on the TAC and to provide full representation on this committee, the MPWA designated that one seat shall be occupied by the County of Marin, one seat by a “large” city, and one seat by a “small” city. The alternate seat representing “large” cities became vacant due to the retirement of this participant. At their January 2010 meeting, the MPWA nominated Jason Nutt, Public Works Director for the City of Novato, to fill this vacancy.

The Technical Advisory Committee By-laws stipulate that all candidates must be appointed by the TAM Commission. TAM staff concurs with these recommendations.

There continue to be vacancies on the Technical Advisory Committee and TAM staff is continuing to seek nominations to fill the vacancies.

Recommendation: 1) Appoint Ken Nordhoff and Michael Frank to the member seats and Wayne Bush to the alternate seat representing the Marin Managers Association; and 2) Appoint Jason Nutt to the alternate seat representing the Marin Public Works Association on TAM’s Technical Advisory Committee until their terms expire on May 31, 2013.

TAM Advisory Committee Membership
January 28, 2010

Citizens' Oversight Committee		Technical Advisory Committee	
Northern Marin Planning Area – (1) <i>Nominated by TAM</i> <i>Commissioners representing the area</i>	Member – Rodney Bosche Alternate – Barry Sheppard	Marin Managers Association – (2)	Member 1 – Ken Nordhoff - Nominated Alternate 1 – Wayne Bush - Nominated Member 2 – Michael Frank - Nominated Alternate 2 – David Bracken
Central Marin Planning Area – (1) <i>Nominated by TAM</i> <i>Commissioners representing the area</i>	Member - Barbara George Alternate – Joy Dahlgren	Marin Public Works Association – (3)	Member 1 - Farhad Mansourian Alternate 1 - Craig Tackabery Member 2 – Vacancy Alternate 2 – Jason Nutt - Nominated Member 3 - Hamid Shamsapour Alternate 3 – Steve Myrter
Ross Valley Planning Area – (1) <i>Nominated by TAM</i> <i>Commissioners representing the area</i>	Member – Teri Meadows Alternate – Vacancy	Marin County Planning Directors Group – (1)	Member - Bob Brown Alternate – Nancy Kaufman
Southern Marin Planning Area – (1) <i>Nominated by TAM</i> <i>Commissioners representing the area</i>	Member - Robert Burton Alternate – Vacancy	Golden Gate Bridge, Highway, and Transportation District – (1)	Member - Al Zahradnik Alternate - Ron Downing
West Marin Planning Area – (1) <i>Nominated by TAM</i> <i>Commissioner representing the area</i>	Member – Scott Tye Alternate – Michael Ongerth	Marin County Transit District – (1)	Member – David Rzepinski Alternate – Amy Van Doren
Marin County Paratransit Coordinating Council – (1)	Member - Allan Bortel Alternate – Vacancy	Marin County Paratransit Coordinating Council – (1)	Member - Rocky Birdsey Alternate – Vacancy
Advocacy Group Representing Bicyclists and Pedestrians – (1)	Member - Amanda Eichstaedt Alternate - Sean Braniff	Advocacy Group Representing Bicyclists and Pedestrians – (1)	Member – Michael Gaines Alternate - Vacancy
Environmental Organizations – (1)	Member - Don Wilhelm Alternate - Vacancy	Environmental Organizations – (1)	Member – Karen Nygren Alternate – Doug Wilson
School Districts – (1)	Member – Vacancy Alternate – Vacancy	Marin County Office of Education – (1)	Member – Luke McCann Alternate – Mary Jane Burke
Major Marin Employers – (1)	Member – Vacancy Alternate – Vacancy	Advocacy Group Representing Business Organizations – (1)	Member – Vacancy Alternate – Vacancy
Taxpayer Group – (1)	Member - Ray Hirsch Alternate - Vacancy	Applicants are listed in “bold font”	
League of Women Voters – (1)	Member - Ann Batman Alternate - Sue Beittel		



January 28, 2010

TO: Transportation Authority of Marin Executive Committee

FROM: Dianne Steinhauser, Executive Director

THROUGH: David Chan, Manager of Programming and Legislation

RE: Status Report on State Budget and Transportation Implications (Discussion) -
Agenda Item 7

Dear Commissioners:

Executive Summary

Staff present the attached report provided by Shaw/Yoder/Antwih, TAM's legislative analyst, on the State Budget and Transportation Implications. Staff from Shaw/Yoder/Antwih will be available for questions.

Recommendation: Discussion Item.

Attachment: Shaw/Yoder/Antwih Report



SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 20, 2010

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

RE: GOVERNOR'S PROPOSED 2010-11 STATE BUDGET

On January 8th, Governor Schwarzenegger released his proposed 2010-11 State Budget, simultaneously declared a fiscal emergency and called for a Special Session to address the State's budget crisis. The projected 18-month deficit is \$19.9 billion, which includes a current year shortfall of \$6.6 billion and a \$1 billion reserve. The Governor cites reduced revenue estimates (\$3.4 billion) federal and state court decisions costs (\$4.9 billion), erosions of previous solutions (\$2.3 billion) and population and caseload growth (\$1.4 billion) as the main factors in comprising the deficit. As a result, the governor has declared a fiscal emergency and has called the Legislature into Special Session to address the problem. According to the Governor, the budget proposes solutions for action in the Special Session that will close \$8.9 billion of the budget gap. Delays in the adoption of these proposals until the enactment of the 2010-11 budget would result in the loss of up to \$2.4 billion in budgetary solutions and thereby necessitate even deeper cuts in 2010-11.

Proposed reductions include program eliminations, further reductions to various health and human services programs, a reduction to the anticipated level of funding for Proposition 98, diverting funds from Propositions 10 and 63, substantial changes to employee compensation, and reductions to the Department of Corrections and Rehabilitation (jail rather than prison terms).

The Governor is also pursuing structural changes in the federal and state relationship in order to provide additional resources to address California's cash flow problem. These program reforms and recoupment of federal funding, which include reimbursements for health programs (Medical, Medicare, Medicaid), foster care, special education, are estimated to provide \$6.9 billion in solutions (40% of his budget solutions) to address next year's shortfall and help reduce projected deficits into the future. The Governor states that if the federal flexibility and funding do not materialize, then additional spending reductions, delays in tax cuts and continued suspension or reduction of tax credits must go into effect.

Impact on Transportation

Transportation Funding "Swap" – Eliminate Sales Tax on Gas / Increase Gas Tax

The Governor's budget proposes to significantly change (1) how the state generates revenues to fund transportation programs and (2) what programs would be funded with these revenues. Currently, the state imposes an 18-cent per gallon tax on gasoline and diesel fuel (known as the gas tax). These monies are used for state highways and local streets and roads. The state also charges a sales tax on these fuels (Prop 42 for example), and the revenues are used for public transit and rail, as well as state highway expansion (STIP) and local street and road improvements.

The Governor's "gas tax swap" proposes to:

- Eliminate the state sales tax on fuel and make up most of the lost revenues with an increase in the per gallon gas tax. The gas tax increase would be capped so that in total motorists would not pay more than they do now in gas and sales tax combined.
- Use the revenues from the gas tax increase to (1) pay debt service on transportation bonds and (2) fund state highways and local streets and roads at amounts equivalent to what each would receive under current law. The funding for state highways would be available for maintenance and rehabilitation (major repairs), in addition to expansion purposes.

Impact of the Proposal

- No Funding for Public Transit and Rail, but Debt-Service Expenditures and a Tax Cut. The proposal eliminates the four core sources of funding for the Public Transportation Account (PTA): sales tax on gasoline, spillover, sales tax on diesel, sales tax on 9 cents of the excise tax. For 2010-11, these sources generate nearly \$1.6 billion.
- For 2010-11, the proposal would reduce fuel sales tax revenues by \$2.8 billion. The budget proposes to partially offset the revenue loss with a 10.8 cents per gallon gas tax increase, which would generate about \$1.9 billion for the following:
 - \$629 million for state highways.
 - \$629 million for local roads.
 - \$603 million for debt service on transportation bonds. (The Governor would use an additional \$400 million in transportation funds to pay other General Fund debt-service costs.)
- As a result, there would be a net reduction in transportation revenues of about \$1 billion in 2010-11. This would effectively provide California motorists a tax cut equivalent to about 5 cents per gallon at the pump.
- By eliminating the sales tax on gasoline and diesel, the Governor is creating a fixed, stagnant revenue stream that will rely solely on consumption. The state would no longer benefit from the fluctuation of gas prices which generate additional revenue for transportation purposes. Furthermore, this proposal will have a negative impact on maintaining resources for transportation purposes given the ever increasing fuel efficiency of vehicles.

Intent of the Proposal

This proposal, which would eliminate funding for the PTA, is clearly designed to respond to the California Transit Association's litigation against the 2007-08 State Budget, *Shaw v. Chiang*, and as upheld by the California Supreme Court -- requiring the spillover revenues to be deposited in the PTA, and for those revenues to be spent on mass transportation purposes. As much as the law requires those revenues to be spent on transit *IF* those revenues materialize, state law cannot force those tax revenues to be collected; the Governor proposes eliminating the tax source so he doesn't have to spend them on transit.

Intercity Rail

The budget would fund the intercity rail program at \$131 million from the \$1.2 billion balance that remains in the PTA until 2011-12 after which the Governor proposes to make it an obligation of the General Fund.

High Speed Rail

The budget proposes \$581.4 million in Safe, Reliable High-Speed Passenger Train Bond Act bond funding (Proposition 1A), \$375 million in Federal ARRA funding, and 25.7 positions to continue environmental planning and preliminary engineering, and to begin purchasing land on which portions of the high-speed rail system will be built. Funding will be focused primarily on the Los Angeles-to-Anaheim, San Francisco-to-San Jose, and Fresno-to-Bakersfield segments on which grade separations, electrification, and maintenance and testing facilities will be started in 2011-12 using ARRA funding.

Public Private Partnerships (P3)

The Governor proposes an increase of \$3.45 billion to be spent over the next 30 years (\$115 million per year) to attract private partners and investors in comprehensive development lease agreements for transportation projects.

Grant Anticipation Revenue Vehicles (GARVEE) Bonds

An increase of \$680 million to accelerate the delivery of three major projects – Doyle Drive in San Francisco, the State Route 10 and Interstate 605 interchange in Los Angeles, and State Route 710 rehabilitation in Los Angeles. The funding includes \$495 million for project costs and \$185 million in federal funds to pay debt service costs over the next 12 years. It is estimated that this financing mechanism will save a net of \$11 million in total project costs.

Proposition 1B Allocations

The Governor's 2010-11 State Budget proposes \$4.1 billion in allocations to the various programs within Proposition 1B. We are working to ascertain a list of the funding for each program.



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: Li Zhang, Manager of Finance and Administration

RE: Approval of FY2009-10 TAM Measure A Revenue Budget Adjustment - Agenda Item 8

Dear Commissioners:

Executive Summary

The original FY2009-10 TAM Annual Budget was adopted by the TAM Board at its June 25th, 2009 meeting. Staff has been monitoring TAM's actual revenues and expenditures closely against the budgeted amount and has reported to the TAM Board quarterly. When the TAM Board adopted the FY2009-10 Annual Budget in June of 2009, based on the sales tax collection/projection information available at that time, staff recommended that the Board set the FY2009-10 Measure A revenue at \$19.5 million, which is at the same revenue level as the audited FY2008-09 collection, but 13.1% lower than the audited FY2007-08 revenue level. The prolonged economic recession has been hurting TAM's Measure A Revenue collection. Based on the advance disbursements from the Board of Equalization as of January, if there is no improvement in the sales tax revenue in the next few months, TAM will likely collect less than the \$19.5 million budgeted for FY2009-10. To prepare for the worst, staff is proposing that the TAM Board reduces the budgeted FY2009-10 Measure A revenue by \$2 million, from \$19.5 million to \$17.5 million, and uses up to \$2 million in Measure A reserve to cover the potential shortfall and keep all Measure A projects and programs whole for the year.

Staff presented the Measure A budget adjustment and the use of reserve funds to maintain current year Measure A commitments to the Executive Committee at its January 11th meeting. The Executive Committee agreed with the necessary budget adjustment and the use of the reserve funds. The Executive Committee requested staff to monitor the Measure A revenue closely and report to the Committee and the Board in March with any updates once the actual collection for the 2009 holiday season is available. It also asked staff to review TAM's current reserve policy and ensure the depleted reserve will be restored once the economy picks up.

Note that in relation to the likely revenue level of next year, staff will draft a plan with options for the TAM board to consider, including further use of reserve or use of interest to keep critical programs whole, loans between strategies, or potential fund cuts for various Measure A strategies/substrategies. Staff will present options at the March 2010 TAM Board meeting, once the actual sales tax revenue for the fourth quarter of 2009 is available.

Recommendation: Staff recommends that the TAM Board review and approve the reduction of projected FY 2009-10 Measure A revenues by \$2 million, and the usage of up to \$2 million Measure A reserve to make up for the potential revenue shortfall. The TAM Board also directs staff to review TAM's reserve policy and propose at a future TAM board meeting necessary changes to the policy to restore the reserve fund level.

Background

The TAM Board usually adopts its Annual Budget at its June Board meeting every year. Once the budget is adopted, TAM staff monitors the actual revenues and expenditures closely against the budgeted amounts and brings to the Board quarterly updates. Necessary budget adjustments are presented to the Board for review/approval during the quarterly update. According to TAM's budget adjustment policy, the TAM Board must consider any action related to Measure A revenue reduction and the usage of Measure A reserve.

The Quarterly Report of Revenues and Expenditure for the period of July 1, 2009 to December 31, 2009 provides a summary of the financial activities for the second quarter of FY2009-10. The lower than budgeted Measure A revenue indicates the need to consider usage of Measure A reserve to maintain Measure A commitments for the rest of this 2009-10 Fiscal Year.

FY2009-10 Measure A Budget Adjustment

Staff is proposing that the TAM Board reduces the budgeted FY2009-01 Measure A revenue by \$2 million, from \$19.5 million to \$17.5 million, and use up to \$2 million in reserve to make up the potential shortfall and keep all Measure A projects and programs whole for the year.

The prolonged economic recession has been hurting TAM's Measure A Revenue collection. As of December 31, 2009, total Measure A cash disbursements received from the Board of Equalization (BOE) for the six months from July 2009 to December 2009 are \$9.5 million, which is 14.2% lower than the total Measure A disbursement for the same period last year. When the TAM Board adopted the FY2009-10 Annual Budget in June of 2009, based on the sales tax collection/projection information available at that time, staff recommended that the Board set the FY2009-10 Measure A revenue at \$19.5 million, which is at the same revenue level as the audited FY2008-09 collection, but 13.1% lower than the audited FY2007-08 revenue level. If there is no improvement in the sales tax revenue in the next few months, TAM will likely collect less than the \$19.5 million budgeted for FY2009-10 as staff reported during item 5b, Quarterly Financial Report. To be prepared for the worst, staff recommends that the TAM Board reduces its FY2009-10 budgeted revenue amount down to \$17.5 million. Simultaneously, to assure the originally budgeted \$19.5 million in revenue is available to all Measure A sponsoring agencies, staff recommends that the TAM Board direct staff to use up to \$2 million in Measure A reserve, which TAM has been setting aside for unforeseen economically difficult times like this, to make up the Measure revenue shortfall for this current year. This will mitigate the potential financial impacts of the Measure A revenue shortfall on all Measure A revenue recipients. Because the potential usage of Measure A reserve will lower the desired reserve level, staff also recommends that the TAM Board reviews its reserve policy during the next Measure A Strategic Plan update and consider extending the 5% reserve policy to restore the reserve depleted. This would assure reserves are restored when the economy recovers. As of June 30, 2009, TAM has approximately \$4.4 million in its Measure A Reserve fund. Note that the current Reserve Policy adopted by TAM is to set aside 5% of Measure A revenue for the first 5 years of the measure program. FY 2009-10 is the last year reserve funds are currently scheduled to be set aside.

While staff recommends the TAM Board be conservative and prepared for the worst, more and more information and data suggests that the recession is reaching an end and the recovery is on the way. The question remaining is how long will the recovery take. Staff attended a recent 2010 Economic Forecast Forum hosted by the Women's transportation Seminar's San Francisco Bay Area Chapter on January 20. Sean Randolph, President of the Bay Area Council Economic Institute, spoke on the major economic policy issues facing the Bay Area and California and provided attendees with a look into the future. It's encouraging to hear from Mr. Randolph that based on all the data and other indicators, the worst part of the recession was over in late 2008/early 2009. Improvements were seen in 2009 for most industries compared to their performance in 2008. The housing market bottomed out in early 2009. Oracle, Intel and other IT giants saw encouraging sales/profit reports in the last quarter of 2009. There are more venture capital funds coming to the Bay Area in 2009 compared to 2008. Both bio-tech and new energy development companies with substantial new employment opportunities are preparing for expansions sometime in 2010. Mr. Randolph is confident that with the unique economic strength the Bay Area has, more economic improvements will be evident starting in the third quarter of 2010. It is likely that FY2009-10 is the first as well as the last year that TAM will have to dip into reserve to cover Measure A revenue shortfalls during this recession. Staff will monitor the sales tax disbursement as well as the economic reports closely and provide the Board with timely updates.

Recommendation

Staff recommends that the TAM Board review and approve the reduction of projected FY 2009-10 Measure A revenues by \$2 million, and the usage of up to \$2 million Measure A reserve to make up for the potential revenue shortfall. The TAM Board also directs staff to review TAM's reserve policy and propose at a future TAM board meeting necessary changes to the policy to restore the reserve fund level.

Attachment

Summary of Proposed FY2009-10 Budget Amendments

Attachment : Summary of Proposed FY2009-10 Budget Amendments

	FY 2010 Total Budget	Proposed Adjustment	Revised FY2010 Budget
REVENUE			
Measure A Sales Tax	19,500,000	(2,000,000)	17,500,000
Measure A Reserve	-	2,000,000	2,000,000
Cities/Towns/County Contribution	430,000	-	430,000
Interest Earned	500,000	-	500,000
STP/CMAQ	375,000	-	375,000
T-Plus	150,000	-	150,000
STIP/PPM	450,000	-	450,000
RM2 Revenue	5,425,000	-	5,425,000
Community Based Transportation Funding	4,000	-	4,000
TDA Article 3	1,560,500	-	1,560,500
TFCA Funding	360,000	-	360,000
Non-Motorized Transportation Pilot Program Funding	74,000	-	74,000
MSN Federal Earmark	500,000	-	500,000
CMAA Bond Revenue	600,000	-	600,000
TCRP	5,358,000	-	5,358,000
Other Agency Contribution - Note 1	175,000	-	175,000
Total Revenue Available	35,461,500	-	35,461,500
EXPENDITURES			
Administration			
Salaries & Benefits - Note 2	1,900,000	(170,000)	1,730,000
Office Lease - Note 3	200,000	-	200,000
Equipment	10,000	-	10,000
Agency Car Leasing	20,000	(20,000)	-
Telephone/Internet/Web Hosting Svcs	25,000	-	25,000
Office Supplies	22,000	-	22,000
Insurance	8,000	-	8,000
Audit	18,500	-	18,500
Legal	20,000	-	20,000
Accounting/Payroll	10,000	-	10,000
Document Reproduction	30,000	-	30,000
Memberships	20,000	-	20,000
Travel/Meetings/Conferences	25,000	-	25,000
Professional Development	5,000	-	5,000
Misc. Expenses	5,000	-	5,000
Subtotal, Administration	2,318,500	(190,000)	2,128,500

Attachment : Summary of Proposed FY2009-10 Budget Amendments

Professional Services			
Congestion Management Plan Update	65,000	-	65,000
T-PLUS	35,000	-	35,000
Project Management Oversight	500,000	-	500,000
101 Construction Management Oversight	75,000	-	75,000
Community Based Transportation Plan	4,000	-	4,000
MSN Congestion Pricing Study	250,000	-	250,000
MSN Project Management	300,000	-	300,000
MSN San Antonio Interchange Design	2,375,000	-	2,375,000
MSN San Antonio Curve Design	2,375,000	-	2,375,000
MSN On-Call Contract	100,000	-	100,000
Federal Legislative Assistance	35,000	(35,000)	-
State Legislative Assistance	35,000	-	35,000
Financial Advisor	35,000	-	35,000
Human Resources/Board Support	30,000	-	30,000
Information Technology Support	30,000	-	30,000
Hwy 101 Greenbrae / Twin Cities PA&ED	1,200,000	-	1,200,000
Central Marin Ferry Connection PA&ED	1,050,000	-	1,050,000
580/101 Connector Construction Management	600,000	-	600,000
Street Smarts / School Pool / Safe Routes Education	250,000	-	250,000
Transportation Demand Management	50,350	-	50,350
Planning Initiatives	50,000	-	50,000
On Call Public Outreach Contract	75,000	(50,000)	25,000
Consulting Pool	75,000	-	75,000
Support for SB83	-	275,000	275,000
Subtotal, Professional Services	9,594,350	190,000	9,784,350

Attachment : Summary of Proposed FY2009-10 Budget Amendments

Measure A Programs			
Reserve	975,000	-	975,000
Bike / Ped Path Maintenance	75,000	-	75,000
Strategy 1 - Transit	9,475,697	-	9,475,697
Substrategy 1.1 - Local Bus	6,166,154	-	6,166,154
Substrategy 1.2 - Rural Bus	520,172	-	520,172
Substrategy 1.3 - Special Needs	1,382,420	-	1,382,420
Substrategy 1.4 - Bust Transit	1,406,950	-	1,406,950
Strategy 2 - Hwy 101 Gap Closure	7,228,414	-	7,228,414
MTC Loan Repayment	1,785,714	-	1,785,714
TE/TLC/STP Swap Project	2,500,000	-	2,500,000
Nolte Contract	50,000	-	50,000
Measure A Payment to Caltrans	2,892,700	-	2,892,700
Strategy 3 - Local Transportation Infrastructure	7,351,964	-	7,351,964
Substrategy 3.1 - Major Roads	4,869,500	-	4,869,500
Substrategy 3.2 - Local Roads	2,482,464	-	2,482,464
Strategy 4 - Safer Access to Schools	2,371,528	-	2,371,528
Substrategy 4.1 - Safe Routes to Schools	650,000	-	650,000
Substrategy 4.2 - Crossing Guards	-	-	-
Crossing Guards Contract	565,000	-	565,000
NUSD Agreement	185,000	-	185,000
Crossing Guard Recertification Traffic Counts	150,000	-	150,000
Substrategy 4.3 - Safe Pathways to School Projects	821,528	-	821,528
Other Misc Contracts	50,000	-	50,000
Subtotal, Measure A Program	<u>27,527,603</u>	-	<u>27,527,603</u>
Interagency Agreements			
County Calpark RM2 Project - Construction	2,892,000	-	2,892,000
Old Redwood Highway Roadway Improvement - Larkspur	420,000	-	420,000
Subtotal, Interagency Agreements	<u>3,312,000</u>	-	<u>3,312,000</u>
Other Capital Expenditures			
TFCA - Calpark Project	53,625	-	53,625
Other TFCA Projects	420,000	-	420,000
TDA Article 3 Payment to Caltrans	1,560,500	-	1,560,500
Subtotal, Other Capital Exp	<u>2,034,125</u>	-	<u>2,034,125</u>
Total Expenditures	<u>44,786,578</u>	-	<u>44,786,578</u>



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: Karita Zimmerman, Planning Manager

RE: SB83 Vehicle Registration Fee (VRF) Program Item 9
a. Authorization to Proceed with SB83 VRF Program
b. Approval of Consultant Support in Phases for SB83 VRF Program

Dear Commissioners:

Executive Summary:

Senate Bill 83 (Hancock) authorizes a countywide transportation planning agency, by a majority vote of the agency's board, to propose an annual fee of up to \$10 on motor vehicles registered within the county for transportation programs and projects. The text for SB 83, including the broad categories of transportation-related projects and programs that can be funded through this VRF, is listed on Attachment A.

On November 19, 2009, the TAM Board authorized 1) the formation of an Ad Hoc exploratory committee to evaluate the process associated with a VRF increase in Marin County, with a report back on its analysis and recommendations; and 2) the Executive Director to solicit consultant support for assisting in the process of placing VRF on the ballot. These actions were scheduled to be brought back to the full TAM board in January.

The Ad Hoc Committee has considered the process for developing a VRF Ballot Measure in Marin. SB 83 requires an expenditure plan outlining how the fee will be used, to be approved by a majority of the agency board. To support the development of the expenditure plan and ballot measure, the process would need to include public opinion polling and outreach. These activities are most effectively performed iteratively, with each activity informing each of the others. The Ad Hoc Committee considered various issues such as time constraints and limited fee revenues and considered how to best go forth with an iterative expenditure plan development process within our timeframe and other constraints. The committee stresses the need for points in the process where TAM may choose to cease activity on the VRF program. The Ad Hoc Committee also reviewed the need for an advisory body to inform the process from different perspectives.

Given the above, Attachment B outlines the specific activities likely over the next 7 months leading up to a decision to place the ballot measure on the November 2010 general election ballot in Marin.

In response to the board's authorization of soliciting consultant support,, TAM released a Request for Proposals in December 2009 for Professional Services in support of a Vehicle Registration Fee Ballot Measure. The RFP asked for a combination of, or single proposals on, the following services: Surveying and Polling; Public Outreach and Education, and; Expenditure Plan Development. TAM received 7 proposals from interested firms and teams; three were selected by TAM staff and outside panelists as most responsive and were interviewed.

The consensus of the review panel team is to recommend Nelson/Nygaard Consulting Associates for the task of Expenditure Plan Development, with Project Manager Bonnie Nelson. At the time of mailout of this report, staff is still considering options for polling and public outreach support services. Additional information and a final recommendation will be presented to the TAM Board at the January 28th Board meeting.

Staff is considering consultant scope of work in concert with input from the Ad Hoc Committee and in line with the attached Marin SB83 VRF Process chart, and will bring a final scope to the TAM board at its January meeting. It is estimated that a total budget for this effort will be in the range of \$250,000 to \$275,000. This includes not only consultant support, but staff support costs and material costs for our public outreach efforts. Funds are recommended to be re-programmed and allocated from existing budget savings, resulting in no net increase in TAM's FY 2009-10 budget. This TAM Budget adjustment is the subject of a separate Board action.

Recommendations:

- 1. Authorize TAM staff to begin a process of developing an expenditure plan and conducting polling and outreach associated with a Vehicle Registration Fee Program to increase the VRF for transportation projects and programs by up to \$10 annually in Marin County. The TAM Board retains authority to cease in pursuing this effort at strategic points in the process, currently envisioned in mid-March and mid-June. All work shall be conducted to manage expenses accordingly.**
- 2. Authorize Executive Director to enter into consultant agreements for Expenditure Plan Development, Polling, and Outreach, to assist in the development of the VRF Program. Work shall be authorized in phases by the initiating of task orders so that costs are minimized if future Board actions cease this effort.**

Background

Summary of SB 83

Senate Bill 83 (Hancock) authorizes a countywide transportation planning agency, TAM in Marin County, by a majority vote of the agency's board, to propose an annual fee of up to \$10 on motor vehicles registered within the county for transportation programs and projects. There are approximately 240,000 motor vehicles registered in Marin County. The maximum fee increase of \$10 fee would generate \$2.4 million annually. The bill requires simple majority voter approval of the measure. The bill requires the DMV, if requested, to collect the

additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill requires that the fees collected be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and requires the agency's board to make a specified finding of fact in that regard. The bill requires the governing board of the countywide transportation planning agency to adopt an expenditure plan.

Transportation-related programs and projects, which benefit the fee payer, are to be detailed in the expenditure plan and may include, but are not limited to the following purposes per Section 2 (c) (1) of the bill:

- “(A) Providing matching funds for funding made available for transportation programs and projects from state general obligation funds.
- (B) Creating or sustaining congestion mitigation programs and projects.
- (C) Creating or sustaining pollution mitigation programs and projects”

The meanings of congestion and pollution mitigation are included in the bill and can be interpreted to encompass a wide range of transportation-related projects and programs. The bill specifically mentions in text the following allowable expenditures of the fee:

- Projects and programs in the CMP and Countywide Transportation Plan
- HOV or HOT lanes
- Bicycle and pedestrian improvements
- Improved signal coordination
- Highway operational improvements
- Local street and road rehabilitation
- Transit service expansion and improvements
- Pollution mitigation programs and projects carried out by a CMA, regional water quality control board, air quality management district or air pollution control district

A copy of the Senate Bill is attached for reference (Attachment A).

Previous SB 83 Board Action

On November 19, 2009, the TAM Board authorized:

- The formation of an Ad Hoc exploratory committee to evaluate the process associated with bringing a vehicle registration fee increase to voters in November 2010, and a report back to the TAM Board in January 2010 on its analysis and recommendations.
- The Executive Director to solicit consultant support for assisting in the development of an expenditure plan, to conduct public outreach and coordinate any polling, and to prepare a nexus analysis regarding the use of the funds and the fee payers.

It was determined that no final action would be taken regarding the use of consultant support until the Ad Hoc recommendations are considered by the full TAM Board and action taken on how to move forward.

The Ad Hoc Committee was developed, now consisting of four TAM Board members: Commissioners Kinsey, Kellner, Brown and Fredericks, who have met several times since the November 19th Board meeting.

Process for Developing VRF Ballot Measure

VRF Measure Development and Constraints

Developing the VRF ballot measure will involve several elements of work:

- Determining the view of voters through public opinion polling in Marin: – formal telephone polls and surveys to determine interest in several variables associated with the fee proposal such as: voters openness to paying a fee and tolerable fee amount; acceptable duration of the fee; and which transportation projects or programs they would support through this fee, and the extent of that support.
- Outreach – education of the public and key stakeholders on the proposed ballot measure, the needs that will otherwise be unmet, and potential projects/programs to be included; education on cost effectiveness of proposals for fee usage; the gathering of public input to inform the choice of projects/programs in the expenditure plan
- Nexus Analysis- “finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee”. This is a requirement under SB 83 and for any TAM Board action on the ballot measure and expenditure plan
- Expenditure Plan – a plan for allocating the revenue from the VRF to defined transportation –related projects and programs meeting the nexus requirement. The VRF expenditure plan – like the Measure A Expenditure Plan – would allocate the anticipated fee revenues over a specific time period available to the identified projects or programs. Elements of accountability, cost effectiveness and performance would be included. Project/program descriptions and goals achieved, would be described in sufficient detail to sufficiently define expenditures of the fee.

For the purposes of a ballot measure, polling, outreach and expenditure plan development are most effectively performed synchronistically as the results of each activity inform each of the others. Determining public preferences, coordinating with constituent stakeholders and developing a viable expenditure plan is an iterative process to achieve the outcome of a winning ballot measure. The process considered by the Ad Hoc Committee for this VRF Ballot Measure takes this into account.

The Ad Hoc Committee considered the issues above and considered how to best go forth with an iterative expenditure plan development process within our timeframe and other constraints. Attached is a master process chart, entitled Marin County SB 83 Vehicle Registration Fee Process (Attachment B) that outlines the specific activities likely over the next 7 months leading up to a decision to place the ballot measure on the November 2010 general election ballot in Marin.

The VRF ballot measure process over the next 7 months takes into consideration the following factors:

- Short Timeframe for Ballot Implementation - The deadline of early August for submitting ballot language for the November 2010 election establishes a short timeline for creating public awareness, engaging stakeholders, and enabling decision-making on viable transportation project/programs for the ballot measure.

- Limited Funds Generated – Under the maximum allowable fee, TAM would receive net funds of approximately \$2 million annually, which is about ten percent of the approximate \$20 million annual Measure A ½ cent transportation sales tax funds received by TAM; the amount generated could not substantially fund large or numerous projects/programs.

Need to leverage other funds – By itself, the fee generated is limited in what it can accomplish. Its ability to leverage other funds is critical. . As part of plan development, other fund sources available will also be discussed in order to represent where feasible a greater suite of improvements to be delivered.

- Current Fiscal Environment – There are likely to be a number of other tax or fee measures on next fall's November 2010 ballot. During these economic times, voters may not be interested in additional fees. The process for developing the Expenditure Plan and conducting polling and outreach includes decision points to end the process based on the TAM board's evaluation of going forward or not going forward.

Need for Advisory Body

In order to develop an Expenditure Plan that recognizes the constraints on funding listed above, as well as the accelerated time schedule, the Ad Hoc Committee recognizes the need for an advisory body to inform the process from different perspectives. Under consideration is an Expenditure Plan Advisory Committee (EPAC), that would serve as advisory to the process. An advisory body would serve to establish goals for the fee program, to evaluate the performance of various proposals in meeting those goals, and to review the cost-effectiveness of proposed projects and programs. The perspectives of different constituencies can be considered and conflicting views can be discussed and ideally reconciled.

The makeup of the Advisory Committee will be further discussed in February at the TAM Executive Committee and Board meeting.

Consultant Services - VRF Ballot Measure

In order to be prepared for the Expenditure Plan Process, TAM staff have pursued over the holiday season securing consulting services.

Consultant Selection Process

On December 16, 2009, TAM released a Request for Proposals for Professional Services in Support of a Vehicle Registration Fee Ballot Measure for one or more of the following services: Surveying and Polling; Public Outreach and Education, and; Expenditure Plan Development. The RFP was sent to over 80 firms, including firms specializing in polling and expenditure plans. On January 8, 2010 TAM received 7 proposals from interested firms and teams.

On January 12, 2010, a selection review panel evaluated these proposals and created a "short list" of consulting firms/teams who best met the requirements of the RFP and stated criteria. The general criteria used to evaluate the proposals was as follows: 1) Technical qualifications; 2) Understanding of the issues and effectiveness of the proposal; 3) Capability to perform work on schedule; and 4) Fee information. Three teams were shortlisted for interviews, which were conducted on January 15, 2010 and included questions which elaborated on the stated criteria. A second set of interviews were conducted on January 22 to

further refine the recommendation. The proposal review and interview panel consisted of TAM staff and representatives from the North Bay Leadership Council and City of San Rafael.

The consensus of the review panel team is to recommend Nelson/ Nygaard Consulting Associates for the task of Expenditure Plan Development, with Project Manager Bonnie Nelson. Nelson/Nygaard has experience with both transportation planning in Marin as well as stakeholder, public, and board communication and interaction. Staff believe the knowledge and experience of Bonnie Nelson will be of distinct benefit under an accelerated schedule and will be cost-effective given the limited budget for developing the fee program.

At the time of mailout of this report, staff is still considering options for polling and public outreach support services. Additional information and a final recommendation will be presented to the TAM Board at the January 28th Board meeting.

The final scope of work for the consultants will be included in staff's recommendation to the TAM Board. Note that scope will follow the Marin SB83 VRF process chart attached to this memo.

Proposed Consultant Work, Budget and Timeline

Staff is considering consultant scope of work in concert with input from the Ad Hoc Committee and in line with the attached Marin SB83 VRF Process chart. It is estimated that a total budget for this effort will be in the range of \$250,000 to \$275,000. This includes not only consultant support, but staff support costs and material costs for our public outreach efforts. In the board packet is presented a separate board item that outlines the redirection of savings to this effort. Note that staff is proposing to utilize savings in the budget from the later-than-anticipated filling of approved staff positions, as well as categories of funds that can be deferred until next fiscal year's budget. There is no net impact on TAM's budget for this effort.

Recommendations:

- 1. Authorize TAM staff to begin a process of developing an expenditure plan and conducting polling and outreach associated with a Vehicle Registration Fee Program to increase the VRF for transportation projects and programs by up to \$10 annually in Marin County. The TAM Board retains authority to cease in pursuing this effort at strategic points in the process, currently envisioned in mid-March and mid-June. All work shall be conducted to manage expenses accordingly.**
- 2. Authorize Executive Director to enter into consultant agreements for Expenditure Plan Development, Polling, and Outreach, to assist in the development of the VRF Program. Work shall be authorized in phases by the initiating of task orders so that costs are minimized if future Board actions cease this effort.**

Attachment A - Senate Bill 83 (Hancock)

Attachment B- Marin County SB 83 Vehicle Registration Fee Process

Senate Bill No. 83

CHAPTER 554

An act to add Section 65089.20 to the Government Code, and to add Section 9250.4 to the Vehicle Code, relating to traffic congestion.

[Approved by Governor October 11, 2009. Filed with
Secretary of State October 11, 2009.]

LEGISLATIVE COUNSEL'S DIGEST

SB 83, Hancock. Traffic congestion: motor vehicle registration fees.

Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes.

The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.

The people of the State of California do enact as follows:

SECTION 1. (a) The Legislature finds and declares all of the following:

(1) Motor vehicle congestion negatively impacts businesses and commuters, inhibits the efficient movement of goods, and elevates pollutants that impact the quality of the state's air.

(2) There are transportation improvements that will reduce congestion, including those that improve signal coordination, traveler information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.

(3) There are measures available to lessen the impact of motor vehicle-related pollution, including congestion management programs,

stormwater runoff best management practices, and transportation control measures aimed at reducing air pollution.

(b) It is the intent of the Legislature to establish a program that allows countywide transportation planning agencies or their counterparts to address congestion through transportation services and improvements and to mitigate the impacts of motor vehicles on air and water quality, and improve the business climate and natural environment.

SEC. 2. Section 65089.20 is added to the Government Code, to read:

65089.20. (a) A countywide transportation planning agency may place a majority vote ballot measure before the voters of the county to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs described in this chapter. The agency may impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county. The ballot measure resolution shall be adopted by a majority vote of the governing board of the countywide transportation planning agency at a noticed public hearing. The resolution shall also contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and the projects and programs are consistent with the regional transportation plan adopted pursuant to Section 65080. The finding of fact shall require a majority vote of the governing board at a noticed public hearing.

(b) The ballot measure described in subdivision (a) shall be submitted to the voters of the county and if approved by the voters in the county, the increased fee shall apply to the original vehicle registration occurring on or after six months following the adoption of the measure by the voters and to a renewal of registration with an expiration date on or after that six-month period.

(c) (1) The governing board of the countywide transportation planning agency shall adopt an expenditure plan allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee. The transportation-related programs and projects include, but are not limited to, programs and projects that have the following purposes:

(A) Providing matching funds for funding made available for transportation programs and projects from state general obligation bonds.

(B) Creating or sustaining congestion mitigation programs and projects.

(C) Creating or sustaining pollution mitigation programs and projects.

(2) For the purposes of paragraph (1), the following terms have the following meanings:

(A) "Congestion mitigation programs and projects" include, but are not limited to, programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology and bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational

improvements, and local street and road rehabilitation; and transit service expansion.

(B) “Pollution mitigation programs and projects” include, but are not limited to, programs and projects carried out by a congestion management agency, a regional water quality control board, an air pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district.

(d) Not more than 5 percent of the fees distributed to a countywide transportation planning agency shall be used for administrative costs associated with the programs and projects.

(e) For purposes of this section, “countywide transportation planning agency” means the congestion management agency created pursuant to Chapter 2.6 (commencing with Section 65088) or the agency designated pursuant to Section 66531 to submit the county transportation plan.

SEC. 3. Section 9250.4 is added to the Vehicle Code, to read:

9250.4. (a) The department shall, if requested by a countywide transportation planning agency, collect the fee imposed pursuant to Section 65089.20 of the Government Code upon the registration or renewal of registration of a motor vehicle registered in the county, except those vehicles that are expressly exempted under this code from the payment of registration fees.

(b) The countywide transportation planning agency shall pay for the initial setup and programming costs identified by the department through a direct contract with the department. Any direct contract payment by the board shall be repaid, with no restriction on the funds, to the countywide transportation planning agency as part of the initial revenues available for distribution.

(c) (1) After deducting all costs incurred pursuant to this section, the department shall distribute the net revenues pursuant to subdivision (a) of Section 65089.20 of the Government Code.

(2) The costs deducted under paragraph (1) shall not be counted against the 5-percent administrative cost limit specified in subdivision (d) of Section 65089.20 of the Government Code.

Attachment B: Marin County SB 83 Vehicle Registration Fee Process

Expenditure Plan Advisory Committee (EPAC) - Advisory to the Executive Director

<i>Date</i>	<i>Task</i>	TAM Board	Executive Committee	Ad Hoc Committee	EPAC	Consultant	TAM Staff
<u>January</u>	<u>Starting Point</u>						
28-Jan	Approval consultant support, budget, and membership for EPAC						
<u>February</u>	<u>Polling</u>						
Early Feb	Poll questions development and review						
Mid Feb	Polling of Marin Votes						
Late Feb	Review draft poll results						
<u>March</u>	<u>Decision Point</u>						
Early Mar	Recommend Go/No Go decision to the Executive Committee						
Early Mar	Review poll results, recommend the Go/No Go decision to the TAM Board						
Late Mar	Review the information reported and make the Go/No Go decision						
End of the Process if No Go, otherwise see below							
Late Mar	Review poll result, draft EP categories and propose the level of fee						
<u>Apr - May</u>	<u>Public Outreach</u>						
April	Public outreach, outreach to the voters and stakeholders in Marin						
April-May	Refine draft EP with input from the public outreach process						
Mid May	Review draft EP / revise						
Late May	Review draft EP / revise						
Late May	Second poll questions development and review						
<u>June</u>	<u>Finalized Draft Expenditure Plan</u>						
Early Jun	Second polling of voters						
Mid June	Review polling results and recommend Go/No Go decision, review final draft EP						
Mid June	Review polling results, / review final draft EP IF likely Go decision						
Mid Jun	Review polling results and recommend Go/No Go decision, review final draft EP						
Late Jun	Go/No Go decision Final review of draft EP						
End of the Process if No Go, otherwise see below							
June	Start status report to cities/towns/County						
<u>July</u>	<u>Approval of the final EP and the ballot language</u>						
Thru Jul	Status report to cities/towns/County						
Mid July	Review results of cities/towns/county, refine final EP						
Mid July	Recommend approval of final EP and draft final ballot language						
Late July	Approval of the final EP and the ballot language						



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: Li Zhang, Manager of Finance and Administration

RE: Budget Adjustment for Funding of SB83 VRF Program - Agenda Item 9c

Dear Commissioners:

Executive Summary

The original FY2009-10 TAM Annual Budget was adopted by the TAM Board at its June 25th, 2009 meeting. Staff has been monitoring TAM's actual revenues and expenditures closely against the budgeted amount and reported to Board quarterly and proposes necessary budget adjustments to the Board on a timely basis.

The passage of SB 83 (Hancock) allows a countywide transportation planning agency to propose an annual fee of up to \$10 on motor vehicles registered within the county for transportation programs and projects. According to DMV's estimation, there are a total of 241,308 fee-paid vehicles registered in Marin County for the period of January 1 through December 31, 2008. \$2.41 million revenue could be raised if a \$10 registration fee can be approved. TAM, as the transportation planning agency in Marin County, would like to look into the potential of using this funding for many of the needed transportation projects/programs in the county. As part of this effort, staff is requesting up to \$275,000 to support this effort, which will cover polling, public outreach, planning, any necessary engineer services, and TAM staff support as well as related material costs. As part of the FY2009-10 original budget, \$75,000 was set aside for "On Call Public Outreach Contract". As of January 2010, less than \$8,500 was spent. Staff recommends that the Board redirect \$50,000 of the \$75,000 total budget into the public outreach of the SB83 effort. When the original budget was adopted, the "Salaries & Benefits" line included 100% of the Project Delivery Manager position that was not filled until January 2010. It also included 50% of a full time Planner position that most likely will not be hired during FY2009-10. Staff recommends that the Board redirect \$170,000 of the staff savings out of the "Salaries & Benefits" budget line to the consultant support of the SB83 effort. Staff also recommends the Board to redirect the \$20,000 budget for the "Agency Car Leasing" item and the \$35,000 budget for the "Federal Legislative Assistance" to cover the balance of the potential needs. No activities related to those two budget items are expected for FY2009-10. These redirections will allow the SB83 VRF Ballot Measure efforts to continue with no net increase to TAM's budget.

Recommendation: The TAM Board reviews and approves the action of adding the "Support for SB83 Effort" budget line item. The \$275,000 budget proposed for this effort will be met by redirecting savings from the "On Call Public Outreach", "Salaries & Benefits", "Agency Car Leasing", and "Federal Legislative Assistance" budget line items, respectively \$50,000, \$170,000, \$20,000 and \$35,000.

Attachment: Summary of Proposed FY 2009-10 Budget Amendments

Attachment : Summary of Proposed FY2009-10 Budget Amendments

	FY 2010 Total Budget	Proposed Adjustment	Revised FY2010 Budget
REVENUE			
Measure A Sales Tax	19,500,000	(2,000,000)	17,500,000
Measure A Reserve	-	2,000,000	2,000,000
Cities/Towns/County Contribution	430,000	-	430,000
Interest Earned	500,000	-	500,000
STP/CMAQ	375,000	-	375,000
T-Plus	150,000	-	150,000
STIP/PPM	450,000	-	450,000
RM2 Revenue	5,425,000	-	5,425,000
Community Based Transportation Funding	4,000	-	4,000
TDA Article 3	1,560,500	-	1,560,500
TFCA Funding	360,000	-	360,000
Non-Motorized Transportation Pilot Program Funding	74,000	-	74,000
MSN Federal Earmark	500,000	-	500,000
CMAA Bond Revenue	600,000	-	600,000
TCRP	5,358,000	-	5,358,000
Other Agency Contribution - Note 1	175,000	-	175,000
Total Revenue Available	<u>35,461,500</u>	<u>-</u>	<u>35,461,500</u>
EXPENDITURES			
Administration			
Salaries & Benefits - Note 2	1,900,000	(170,000)	1,730,000
Office Lease - Note 3	200,000	-	200,000
Equipment	10,000	-	10,000
Agency Car Leasing	20,000	(20,000)	-
Telephone/Internet/Web Hosting Svcs	25,000	-	25,000
Office Supplies	22,000	-	22,000
Insurance	8,000	-	8,000
Audit	18,500	-	18,500
Legal	20,000	-	20,000
Accounting/Payroll	10,000	-	10,000
Document Reproduction	30,000	-	30,000
Memberships	20,000	-	20,000
Travel/Meetings/Conferences	25,000	-	25,000
Professional Development	5,000	-	5,000
Misc. Expenses	5,000	-	5,000
Subtotal, Administration	<u>2,318,500</u>	<u>(190,000)</u>	<u>2,128,500</u>

Attachment : Summary of Proposed FY2009-10 Budget Amendments

Professional Services			
Congestion Management Plan Update	65,000	-	65,000
T-PLUS	35,000	-	35,000
Project Management Oversight	500,000	-	500,000
101 Construction Management Oversight	75,000	-	75,000
Community Based Transportation Plan	4,000	-	4,000
MSN Congestion Pricing Study	250,000	-	250,000
MSN Project Management	300,000	-	300,000
MSN San Antonio Interchange Design	2,375,000	-	2,375,000
MSN San Antonio Curve Design	2,375,000	-	2,375,000
MSN On-Call Contract	100,000	-	100,000
Federal Legislative Assistance	35,000	(35,000)	-
State Legislative Assistance	35,000	-	35,000
Financial Advisor	35,000	-	35,000
Human Resources/Board Support	30,000	-	30,000
Information Technology Support	30,000	-	30,000
Hwy 101 Greenbrae / Twin Cities PA&ED	1,200,000	-	1,200,000
Central Marin Ferry Connection PA&ED	1,050,000	-	1,050,000
580/101 Connector Construction Management	600,000	-	600,000
Street Smarts / School Pool / Safe Routes Education	250,000	-	250,000
Transportation Demand Management	50,350	-	50,350
Planning Initiatives	50,000	-	50,000
On Call Public Outreach Contract	75,000	(50,000)	25,000
Consulting Pool	75,000	-	75,000
Support for SB83	-	275,000	275,000
Subtotal, Professional Services	9,594,350	190,000	9,784,350

Attachment : Summary of Proposed FY2009-10 Budget Amendments

Measure A Programs			
Reserve	975,000	-	975,000
Bike / Ped Path Maintenance	75,000	-	75,000
Strategy 1 - Transit	9,475,697	-	9,475,697
Substrategy 1.1 - Local Bus	6,166,154	-	6,166,154
Substrategy 1.2 - Rural Bus	520,172	-	520,172
Substrategy 1.3 - Special Needs	1,382,420	-	1,382,420
Substrategy 1.4 - Bust Transit	1,406,950	-	1,406,950
Strategy 2 - Hwy 101 Gap Closure	7,228,414	-	7,228,414
MTC Loan Repayment	1,785,714	-	1,785,714
TE/TLC/STP Swap Project	2,500,000	-	2,500,000
Nolte Contract	50,000	-	50,000
Measure A Payment to Caltrans	2,892,700	-	2,892,700
Strategy 3 - Local Transportation Infrastructure	7,351,964	-	7,351,964
Substrategy 3.1 - Major Roads	4,869,500	-	4,869,500
Substrategy 3.2 - Local Roads	2,482,464	-	2,482,464
Strategy 4 - Safer Access to Schools	2,371,528	-	2,371,528
Substrategy 4.1 - Safe Routes to Schools	650,000	-	650,000
Substrategy 4.2 - Crossing Guards	-	-	-
Crossing Guards Contract	565,000	-	565,000
NUSD Agreement	185,000	-	185,000
Crossing Guard Recertification Traffic Counts	150,000	-	150,000
Substrategy 4.3 - Safe Pathways to School Projects	821,528	-	821,528
Other Misc Contracts	50,000	-	50,000
Subtotal, Measure A Program	<u>27,527,603</u>	-	<u>27,527,603</u>
Interagency Agreements			
County Calpark RM2 Project - Construction	2,892,000	-	2,892,000
Old Redwood Highway Roadway Improvement - Larkspur	420,000	-	420,000
Subtotal, Interagency Agreements	<u>3,312,000</u>	-	<u>3,312,000</u>
Other Capital Expenditures			
TFCA - Calpark Project	53,625	-	53,625
Other TFCA Projects	420,000	-	420,000
TDA Article 3 Payment to Caltrans	1,560,500	-	1,560,500
Subtotal, Other Capital Exp	<u>2,034,125</u>	-	<u>2,034,125</u>
Total Expenditures	<u>44,786,578</u>	-	<u>44,786,578</u>



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: David Chan, Manager of Programming and Legislation

RE: Status Update on Jobs for Main Street Act of 2010 (Stimulus II) (Discussion),
Agenda Item 10

Dear Commissioners:

Executive Summary

The Jobs for Main Street Act of 2010 is intended to redirect \$75 billion in Troubled Asset Relief Program (TARP) savings to fund infrastructure and job investments. Of the \$75 billion, \$37.3 billion (50 percent) would be directed to the US DOT, with \$27.5 billion for FHWA, \$8.4 billion for FTA, \$800 million for Amtrak and \$500 million for the FAA. The House of Representatives passed Stimulus II in December 2009 and it is now awaiting Senate approval.

On January 21, 2010, MTC asked the CMAs to develop an inventory of potential projects from each county by January 22 that can use Stimulus II funds and will be able to meet the proposed stringent schedule of 90 days to Contract Execution. TAM issued an immediate Call for Projects on January 21 upon receiving MTC's request. To gauge what each county can do, MTC assigned a "share" to each county. Distribution for each county has not been finalized, but TAM informed sponsors that MTC assigned Marin a tentative amount of \$4.8 million for streets and roads projects and \$300,000 for TE projects.

By January 22, 2010, TAM received 21 local streets and roads projects requesting approximately \$16.5 million. Another project in the amount of \$937,000 was received on January 26, increasing the total to 22 local streets and roads projects requesting approximately \$17.4 million in Stimulus II funds. While TAM's initial share has been roughly established as \$4.8 million, more funds could be available. At some point, TAM will need to prioritize their requests. Given that funds will be lost to Marin for undelivered projects, it is imperative that TAM nominates only the projects that can most realistically adhere to the schedule and requirements.

TAM staff presents the collective robust list of candidates that have come forward. Staff will work with the Public Works Directors and their staff to narrow the list to the candidates that can be delivered. Staff will bring a recommendation forward in February or March in concert with the associated progress of the Stimulus II effort.

Recommendation: Discussion and Information Only.

Background

The Jobs for Main Street Act of 2010, also known as Stimulus II or ARRA II, in reference to following the American Recovery and Reinvestment Act (ARRA) of 2009, is intended to redirect \$75 billion in Troubled Asset Relief Program (TARP) savings from Wall Street to Main Street to fund infrastructure and job investments. Stimulus II promises to stabilize jobs through infrastructure investments, public service jobs, emergency relief for families hurt by the economy, and expanded transportation safety. Of the \$75 billion, \$37.3 billion (50 percent) would be directed to the US DOT, with \$27.5 billion for FHWA, \$8.4 billion for FTA, \$800 million for Amtrak and \$500 million for the FAA. The FTA and FHWA amounts are the same as provided under ARRA. The House of Representatives passed Stimulus II in December 2009 and it is now awaiting Senate approval.

With regard to funds for highways, Stimulus II follows ARRA by requiring that three percent of the total funds be reserved for Transportation Enhancements (TE) and 30 percent of each state's total highway funds be suballocated to regions by population. California's share would be approximately \$2.6 billion, but the Bay Area's final share of the highway program is unknown at this time given the potential for subsequent state legislation, similar to AB3x20 (Bass) passed in early 2009 that could distribute a larger share of the state's highway funds to regions than directed by current state statute. Under AB3x20, regions were able to increase the suballocated share to 62.5 percent, up from 30%. If a similar law is enacted, the region's share under the House bill would grow from approximately \$150 million to \$300 million. This happened last year under ARRA.

Call for Projects

On January 21, 2010, MTC asked the CMAs to develop an inventory of potential projects from each county by January 22 that can use Stimulus II funds and will be able to meet the proposed stringent schedule of 90 days to Contract Execution. Note that under ARRA, the requirement was 180 days to Contract Award. The faster schedule is particularly challenging given there is no alleviation of federal requirements. See Attachment A for requirements. MTC issued the fast call for projects in response to a request from the state, Caltrans, who is attempting to determine how much the regions can deliver in such a fast time frame. Caltrans has announced they will not be able to deliver the 70% share of funds that come directly to the state.

For sponsors to deliver projects in 90 days to contract execution is extremely difficult. MTC announced, when discussing in December the likelihood of these Stimulus II funds coming to the Bay Area, that a different system of fund distribution may be followed. Rather than shares being assigned to each county, assignment of funds may be based on deliverability. This will only be true if state legislation changes the distribution of the funds, similar to ARRA. Otherwise, the majority of funds come thru the STIP, managed by the CTC, not through MTC. This is particularly difficult in that if a county can deliver more funds than its neighboring county, it may get the funds now, but it may have to "pay back" the funds in future STIP cycles if it gets more than its share. The difficulty comes in the decision to spend the funds now on a project that can be delivered quickly, rather than getting the funds in the future, when a more ideal project can be delivered, perhaps a higher priority. There is an advantage however, to getting the funds early, as the bid environment is very good right now. This last fact was perceived and valued by the jurisdictions responding to TAM's call for projects.

TAM issued an immediate Call for Projects on January 21 upon receiving MTC's request. To gauge what each county can do, MTC assigned a "share" to each county. Distribution for each county has not been finalized, but TAM informed sponsors that MTC assigned Marin a tentative amount of \$4.8 million for streets and roads projects and \$300,000 for TE projects. The following eligibility requirements were stressed to sponsors:

- Funds can only be used for construction phases of capital projects with a minimum project size of \$500,000;
- Projects must be delivered within the 90 day "Execution of Contract" deadline of May 28, 2010 - half of funds to each state must be delivered under this 90 day requirement;
- Deadlines are federally imposed and cannot be extended;
- Stimulus II contains much stricter "use-it-or-lose-it" provisions than the original Stimulus Bill;
- Recipients are expected to adhere to the federal-aid process, including obtaining NEPA clearance, which will not be streamlined for these funds;
- Project sponsors should expect to provide updated milestone statuses on a weekly basis; and
- Project sponsors should expect to submit an invoice for reimbursement within 30 days of contract award and invoice at least monthly thereafter.

Projects Received

By January 22, 2010, TAM received 21 local streets and roads projects requesting approximately \$16.5 million. Another project in the amount of \$937,000 was received on January 26, increasing the total to 22 local streets and roads projects requesting approximately \$17.4 million in Stimulus II funds (Attachment B). TAM has included two projects that are considered regionally significant and four projects eligible for TE funds. Since TAM is only projected to receive about \$300,000 in TE funds, the four projects listed cannot be fully funded with TAM's share. However, these projects can be positioned to accept excess regional or State TE funds if they become available.

Given the \$17.4 million in requests in local streets and roads projects, it is unknown exactly how much TAM may receive in these Stimulus II funds. While TAM's initial share has been roughly established as \$4.8 million, more funds could be available. At some point, TAM will need to prioritize their requests.

TAM staff believes it would be wise at this time to treat the likelihood of these funds seriously, even though the change in composition in the Senate, the focus of Congress on health care, the competition for the TARP funds, and the delivery of transportation jobs nationally all influence the decision. FHWA has announced to the regions and counties to assume the funds are available and start programming the funds and developing projects. While the House approved a 90 day delivery schedule, the Senate could approve a 120 day schedule. Both of these will require starting very soon on project development. TAM is establishing a meeting with public works directors who submitted applications to discuss the viability of each project. Given that funds will be lost to Marin for undelivered projects, it is imperative that TAM nominates only the projects that can most realistically adhere to the schedule and requirements.

TAM staff presents the collective robust list of candidates that have come forward. Staff will work with the Public Works Directors and their staff to narrow the list to the candidates that can be

delivered. Staff will bring a recommendation forward in February or March in concert with the associated progress of the Stimulus II effort.

Recommendation: Discussion and Information Only.

Attachment A: Stimulus II Schedule

Attachment B: Projects Received

Attachment A

**Jobs For Mainstreet
STIMULUS II (FHWA Funds)
Potential Delivery Milestones
Assuming Possible March 1, 2010 Enactment Date**

50% of the Funds
(90 Days to Award)

Project Delivery Milestone	Potential Deadlines
Caltrans Field Review	February 15, 2010
NEPA Clearance	February 28, 2010
E-76 RFA Submittals Due to Caltrans District 4	March 1, 2010
E-76 RFA Submittals Due to Caltrans HQ	March 15, 2010
FHWA Obligation (E-76) Approval	March 31, 2010
Advertisement	April 15, 2010
Contract Award	May 15, 2010
FHWA Executre Contract Deadline (90 Days)	May 28, 2010

Attachment B

Jobs for Main Street Act - Projects That Can Be Under Contract within 90 to 120 Days

Caltrans District	Congressional District	Location City	Project Description	Project Mode	Total Project Cost	Existing Funds Committed				2010 Jobs Act Fund Requested
						Local	State	2009 Recovery Act	Other Federal	
TE Projects										
4	6	Unincorporated	Cal Park Tunnel	Bicycle/Pedestrian	\$ 4,250,000			-		4,250,000
4	6	Unincorporated	Tennessee Valley Pathway	Bicycle/Pedestrian	\$ 3,003,825	265,000			518,825	2,220,000
4	6	Unincorporated	Marin Avenue Sidewalk Improvements	Bicycle/Pedestrian	\$ 975,000				620,335	354,665
4	6	Unincorporated	Countywide Bicycle Detection at Intersections	Bicycle/Pedestrian	\$ 575,000					575,000
Local Streets and Roads Projects										
Regionally Significant										
4	6	Unincorporated	Cal Park Tunnel	Other	\$ 4,250,000					4,250,000
4	6	Unincorporated/Novato	MSN	Highway	\$ 62,580,000					62,580,000
Locally Nominated Projects										
4	6	Unincorporated	Pavement Rehabilitation Phase C - Atherton Avenue MP .012 to MP 1.27 and Paradise Drive MP 2.68 to 4.30	Local Street	\$ 1,272,590					1,272,590
4	6	Unincorporated	Pavement Rehabilitation Phase D - Point Reyes-Petaluma Road MP 2.84 to MP 5.50, MP 6.88 to 7.87, North San Pedro Road MP 2.49 to MP 6.0	Local Street	\$ 3,900,000					3,900,000
4		Novato	Economic Stimulus Pavement Rehabilitation II - Various City Arterial and Collector Streets: Redwood Blvd, Rowlands Blvd, Simmons Lane, Wilson Avenue, McClay Rd and Center Rd.	Local Street	\$ 500,000	15,000	2,500	-	4,200	478,300
4	6	Larkspur	Magnolia Avenue - North	Local Street	\$ 2,184,000			-		2,184,000
4	6	Larkspur	South Eliseo Drive	Local Street	\$ 1,132,000			-		1,132,000
4	6	Larkspur	Madrone Avenue	Local Street	\$ 805,000			-		805,000
4	6	Larkspur	Doherty Drive - East	Local Street	\$ 426,000			-		426,000
4	6	Larkspur	Doherty Drive - West	Local Street	\$ 164,000			-		164,000
4	6	Larkspur	William Avenue	Local Street	\$ 559,000			-		559,000
4	6	Larkspur	Holcomb Avenue	Local Street	\$ 315,000			-		315,000
4	6	Larkspur	Orange Avenue	Local Street	\$ 257,000			-		257,000
4	6	Larkspur	Magnolia Avenue - South	Local Street	\$ 1,160,000			-		1,160,000
4	6	Sausalito	2010 Street Repair Project - Federal Augmentation	Local Street	\$ 600,000	100,000	-	-	-	500,000
4	6	Corte Madera	Tamalpais/Lakeside Improvements	Local Street	\$ 650,000					650,000
4	6	Corte Madera	Golden Hind Passage Roadway Improvements	Local Street	\$ 725,000					725,000
4	6	Mill Valley	Public Safety Building Solar Panel Project	Other	\$ 700,000					700,000
4	6	Ross	Sir Francis Drake Resurfacing	Local Street	\$ 550,000				225,000	325,000
4	6	San Rafael	STREET RESURFACING 2010/2011 - Third Street (Mooring Road to east of Union Street; Total length = 2,327 feet each way)	Local Street	\$ 577,431	-	-	-	-	454,402
4	6	San Rafael	STREET RESURFACING 2010/2011 - Third Street (Union Street to Irwin Street; Total length = 1,300 feet)	Local Street	\$ 169,366	-	-	-	-	133,280
4	6	San Rafael	STREET RESURFACING 2010/2011 - Redwood Highway (Smith Ranch Road to Mitchell Boulevard; Total length = 2,095 feet)	Local Street	\$ 238,571	-	-	-	-	187,740
4	6	San Rafael	STREET RESURFACING 2010/2011 - Fifth Avenue (B Street to H Street; Total length = 2,690 feet)	Local Street	\$ 331,767	-	-	-	-	261,080
4	6	San Anselmo	Various Local Streets Rehabilitation and ADA Curb Ramp Install	Local Street	\$ 1,050,000	500,000				650,000
Recently Received Proposals										
4	6	Mill Valley	Lomita Avenue Road Rehabilitation	Highway	\$ 937,000					937,000



January 28, 2010

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: Li Zhang, Manager of Finance and Administration

RE: Measure A Five-year Revenue and Expenditure Summary - Agenda Item 11

Dear Commissioners:

Executive Summary

The Measure A Transportation Sales Tax Expenditure Plan is a well-crafted document that directed the usage of the ½ cent transportation sales tax, expressing the transportation project/program priorities of Marin citizens when it was passed by voters in November 2004. Revenue shares for each Strategy/Substrategy, usage of the funds and financial controls of the funds are clearly defined in the Measure A Expenditure Plan, and performance measures were included where appropriate. It's has been the TAM Board's desire to monitor the revenue collection, fund allocation and actual cash expenditures of each Strategy/Substrategy on an ongoing basis to make sure all actions taken are in accordance of the requirements of the Expenditure Plan. Staff has produced a revenue, allocation and expenditure summary report covering the first five years of the life of the 20-year transportation sales tax. This report will provide the Board necessary information to ensure that all Measure A funds are spent as required by the Expenditure Plan and take action if any reconciliation is needed.

The first five-year period of the Measure A sales tax started in FY2004-05 and ended in FY2008-09. Staff has produced the following attachments to illustrate the revenue collected, allocations made/contracts executed, and cash spent by Strategy/Substrategy during the first five year period. In summary, those reports show that revenue, allocation and expenditure activities have been made according to the requirements of the Measure A Expenditure Plan. Since this is the first set of such reports staff is looking for information and format review from the TAM Board to make sure the reports meet the needs of the Board and the voters in Marin.

- Attachment 1. Revenue, Allocation and Expenditure Report for Strategy 1 by Substrategy
- Attachment 2. Revenue, Allocation/Contract/Loan, and Expenditure Report for Strategy 2
- Attachment 3. Revenue, Allocation, and Expenditure Report for Strategy 3 by Substrategy
- Attachment 4. Revenue, Allocation/Contract, and Expenditure Report for Strategy 4 by Substrategy

TAM staff presented the report to the Executive Committee at its January 11, 2010 meeting. The Executive Committee reviewed the reports in detail, asked questions during the staff report, and provided staff with its comments and edits. The Executive Committee asked staff to highlight a

few key points for the TAM Board without extensive detailed discussion at its January 28th meeting, and offer other board members the opportunity to ask any questions if they desire. Most of the recommended changes to the report by the Executive Committee are incorporated in the report that is presented for your review tonight.

Recommendation: Discussion Item, staff recommends that the TAM Board reviews the reports and provides feedback/comments regarding the format and information presented.

Background

The Measure A Transportation Sales Tax Expenditure Plan is a well crafted document that directed the usage of the ½ cent transportation sales tax. Revenue disbursement shares for each strategy/substrategy, usage of the funds and financial controls of the funds are clearly defined in the Measure A Expenditure Plan, and performance measures were included where appropriate. It has been the TAM Board's desire to monitor the revenue collection, fund allocation and actual cash expenditures of each strategy/substrategy on an ongoing basis to make sure all actions taken are in accordance of the requirements of the Expenditure Plan. Staff has produced a revenue, allocation and expenditure summary report covering the first five years of the life of the 20-year transportation sales tax. This report will provide the Board necessary information to ensure that all Measure A funds are spent as required by the Expenditure Plan and take action if any reconciliation is needed.

Measure A Activity Highlights by Strategy/Substrategy

Staff has summarized the revenue collected, allocations made/contracts executed, and cash spent by strategy/substrategy for the first five year period of the Measure A sales tax, which covers FY2004-05 to FY2008-09. The purpose of the reports is to ensure that all Measure funds are spent per the requirements of the Measure A Expenditure Plan. The information summarized shows that revenue, allocation and expenditure actions were taken according to the Measure A Expenditure Plan. Please note that revenue distribution shares for each strategy/Substrategy are specified in the Measure A Expenditure Plan.

Due to the fact that the Expenditure Plan anticipated a \$25 million fund committee to Strategy 2, the 101 Gap Closure Project, the 7.5% revenue share to Strategy 2 is not applicable and the revenue shares to all other strategies/substrategies are then recalculated accordingly. Staff has been distributing the monthly Measure A disbursement from the Board of Equalization strictly based on the adjusted revenue shares. Revenues and expenditures for each strategy/substrategy are recorded and tracked separately.

Unless directed by the TAM Board, no borrowing among different strategies/substrategies is allowed. An early loan approved from the County of Marin was made to MCTD prior to sales tax revenue arriving in mid-2005. This loan was fully repaid in the first quarter of FY 2005-06. Note also that Marin Transit borrowed funds from Substrategy 1.4, transit capital to fund transit operating needs in all other three substrategies of local bus transit, rural needs transit, and special needs transit. This too has been paid back in full, with a balanced revenue stream now to each substrategy in the Strategy 1, Local Bus Transit category.

Due to no other distinct loans between or amongst strategies and substrategies, the five-year review of revenue, allocations/contracts, and expenditure activities is relatively straightforward. Please also note that the revenue for each strategy/substrategy is the revenue that can be used

to cover all direct project and program costs. As allowed by the Measure A Strategic Plan, TAM takes a small amount off the top of each strategy/substrategy for direct project management. Any unused portion of the allowed project management amount is returned to the strategy/substrategy for direct project/program needs at the end of the year.

Revenue, Allocation and Expenditure Activity Highlights for Strategy 1, Local Transit:

The five-year summary shows that all four substrategies under Strategy 1 ended the first five year period with positive balances for future allocations, and positive cash balances. Revenues were distributed to each substrategy according to the prescribed revenue share. All fund allocations were made per TAM Board actions. In most cases, the expenditures are the same as the allocations approved and less than the revenues available. However, during the first year of the Measure A, FY2004-05, in order to save some essential transit services that were about to be cut due to a funding shortage, a special \$3.462 million allocation was made to Marin Transit after Measure A was approved by the voters, prior to the actual funding being made available to TAM. A short term loan was made from the County of Marin to TAM so TAM could fulfill its fund commitment to Marin Transit. The loan activity is not shown in the tables for Strategy 1; rather, negative fund availabilities and cash balances are shown for each substrategy, that were reconciled within a year of the loan.

Revenue, Allocation and Expenditure Activity Highlights for Strategy 2, Highway 101 Gap Closure Project:

Information presented for Strategy 2 is somewhat unique due to the fact that the \$25 million fund commitment was made in a two year period but the Measure funds needed to fulfill the commitment are available over a 10-year period. The five year summary shows that there is a \$3.1 million overcommitment at the end of the five-year period, after taking into account the \$12.5 million loan secured from MTC; note that future revenue coming into Strategy 2 will cover this commitment. The \$12.5 million in funds was obligated directly to Caltrans for the Gap Closure and will not go through TAM's financial system. TAM has until FY2015-16 to repay MTC back for the \$12.5 million loan which allowed TAM to cash flow the project without having to issue bonds. Note that the makers of Measure A anticipated an early need for funds for the Gap Closure. An off the top bond debt amount of \$2.35 million annually is taken "off the top" for bond indebtedness. This amount has been used to cash flow the Gap Closure and pay back MTC, who has served as TAM's loan source, in lieu of going out to the bond market.

Revenue, Allocations/Contracts and Expenditure Activity Highlights for Strategy 3, Local Transportation Infrastructure:

The five-year total illustrates that the two substrategies under strategy 3 end the first five-year with positive balances for future allocations, and positive cash balances. For Substrategy 3.1, Major Road Projects, it's specified in the Measure A Expenditure Plan that "To ensure that each community in Marin County receives an equitable share of sales tax funds, expenditures for major infrastructure projects will be distributed to the five planning areas of the County based on their population (50%) and road miles (50%). This distribution will be balanced every six years." However, due to the fact that not all projects in all planning areas are equally ready to move forward, therefore, the actual expenditures vary over time. It is not possible to allocate each planning area its defined share within the first six-year period of Measure A. Allocations were made to projects based on the readiness of the project. Staff will monitor the allocations to each planning area and ensure the each planning area receives its fair share on an ongoing basis so that required percentage shares are met at the end of the 20-year Measure A life. As for Substrategy 3.2, revenues, allocations and expenditures activities are all happening according to the requirements of the Measure A Expenditure Plan.

Revenue, Allocations/Contracts and Expenditure Activity Highlights for Strategy 4, Safer Access to Schools:

The five-year total illustrates that the three substrategies under strategy 4 ended the first five-year with positive balances for future allocations/contracts, and positive cash balances. Most of the expenditures under Strategy 4 are through contracts with various professional service providers. Please note that if the Measure A revenue level continues to decline and do not level off, the current service level of Strategy 4 may not be sustainable. TAM has been managing all contracts and programs under Strategy 4 efficiently so-as to assure sustainability of the programs despite revenue declines.

Recommendation

Discussion Item, staff recommends that the TAM Board reviews the reports and provides feedback/comments regarding the format and information presented.

Attachments

- Attachment 1. Revenue, Allocation and Expenditure Report for Strategy 1 by Substrategy
- Attachment 2. Revenue, Allocation/Contract/Loan, and Expenditure Report for Strategy 2
- Attachment 3. Revenue, Allocation, and Expenditure Report for Strategy 3 by Substrategy
- Attachment 4. Revenue, Allocation/Contract, and Expenditure Report for Strategy 4 by Substrategy

Attachment 1 Measure A Strategy 1 Five-Year Revenue and Expenditure Summary

Strategy 1.1: Maintain and Expand Local Bus Transit Service

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	1,365,646	6,263,161	7,356,443	7,082,723	5,958,475	28,026,448
Allocation - (2)	2,755,000	4,439,000	5,961,735	6,463,516	7,510,131	27,129,382
Expenditure - (3)	2,755,000	4,439,000	5,961,735	6,463,516	7,510,131	27,129,382
Fund Balance for Allocation: (1)-(2)	(1,389,354)	1,824,161	1,394,708	619,207	(1,551,656)	897,066
Cash Balance: (1)-(3)	(1,389,354)	1,824,161	1,394,708	619,207	(1,551,656)	897,066

Strategy 1.2: Maintain and Expand Rural Bus Transit Service

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	110,728	489,983	595,178	597,247	506,090	2,299,227
Allocation - (2)	92,000	172,000	592,202	648,920	635,083	2,140,205
Expenditure - (3)	92,000	172,000	592,202	530,920	635,083	2,022,205
Fund Balance for Allocation: (1)-(2)	18,728	317,983	2,976	(51,673)	(128,993)	159,022
Cash Balance: (1)-(3)	18,728	317,983	2,976	66,327	(128,993)	277,022

Strategy 1.3: Maintain and Expand Transit Service for Special Needs Groups

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	332,184	1,508,779	1,789,464	1,741,740	1,468,276	6,840,443
Allocation - (2)	615,000	1,365,000	1,337,742	1,639,595	1,649,863	6,607,200
Expenditure - (3)	615,000	1,365,000	1,337,742	1,639,595	1,649,863	6,607,200
Fund Balance for Allocation: (1)-(2)	(282,816)	143,779	451,722	102,145	(181,587)	233,243
Cash Balance: (1)-(3)	(282,816)	143,779	451,722	102,145	(181,587)	233,243

Strategy 1.4: Invest in Bus Transit Facility

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	221,456	999,381	1,192,321	1,169,495	987,184	4,569,836
Allocation - (2)			778,779	1,264,367	1,308,579	3,351,725
Expenditure - (3)			778,779	1,264,367	1,142,267	3,185,413
Fund Balance for Allocation: (1)-(2)	221,456	999,381	413,542	(94,872)	(321,395)	1,218,111
Cash Balance: (1)-(3)	221,456	999,381	413,542	(94,872)	(155,084)	1,384,423

Attachment 2 Measure A Strategy 2 Five-Year Revenue and Expenditure Summary

Strategy 2: Highway 101 Gap Closure

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)		2,350,000	2,350,000	2,349,996	2,349,996	9,399,992
MTC Loan (2)				12,500,000		12,500,000
Allocation/Contracts Signed - (3)		9,293,000	15,707,000			25,000,000
Expenditure - (4)		2,114,662	1,031,500	849,515	1,830,116	5,825,793
Fund Balance for Allocation: (1)+(2)-(3)		(6,943,000)	(13,357,000)	14,849,996	2,349,996	(3,100,008)
Cash Balance: (1)-(4)	-	235,338	1,318,500	1,500,481	519,880	3,574,199

Note 1: \$12.5 million of the Measure Committee was swapped with a loan from MTC. TAM has until FY2015-16 to pay back.

Note 2: \$225,000 interest revenue was also allocated to Strategy 2

Attachment 3: Measure A Strategy 3 Five-Year Revenue and Expenditure Summary

Strategy 3.1: Major Roads Projects

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	489,049	2,160,060	2,637,381	2,533,232	2,128,006	9,947,728
Allocation - (2)	-	-	776,000	5,222,050	1,050,000	7,048,050
<i>North Marin Planning Area</i>			72,000	722,050	750,000	1,544,050
<i>Central Marin Planning Area</i>				4,500,000		4,500,000
<i>Southern Marin Planning Area</i>			250,000			250,000
<i>Ross Vally Planning Area</i>						
<i>West Marin Planning Area</i>			454,000		300,000	754,000
Expenditure - (3)			182,299	1,469,000	3,895,665	5,546,964
<i>North Marin Planning Area</i>				402,343	459,047	861,390
<i>Central Marin Planning Area</i>				879,636	3,056,995	3,936,631
<i>Southern Marin Planning Area</i>			97,781		118,637	216,418
<i>Ross Vally Planning Area</i>						
<i>West Marin Planning Area</i>			84,519	187,021	260,986	532,526
Fund Balance for Allocation: (1)-(2)	489,049	2,160,060	1,861,381	(2,688,818)	1,078,006	2,899,678
Cash Balance : (1)-(3)	489,049	2,160,060	2,455,082	1,064,232	(1,767,658)	4,400,764

Strategy 3.1: Major Roads Projects Funding Share Per Expenditure Plan
By Planning Area

Planning Area	Funding % Per EP	Funding Cap Per EP	Allocation To Date	Difference
<i>North Marin Planning Area</i>	19.6%	\$ 8,611,260	\$ 1,544,050	\$ 7,067,210
<i>Central Marin Planning Area</i>	25.4%	11,159,490	4,500,000	\$ 6,659,490
<i>Southern Marin Planning Area</i>	21.7%	9,533,895	250,000	\$ 9,283,895
<i>Ross Vally Planning Area</i>	20.2%	8,874,870	-	\$ 8,874,870
<i>West Marin Planning Area</i>	13.1%	5,755,485	754,000	\$ 5,001,485
Total	100.0%	\$ 43,935,000	\$ 7,048,050	\$ 36,886,950

Attachment 3: Measure A Strategy 3 Five-Year Revenue and Expenditure Summary

Strategy 3.2: Local Roads Projects

	FY2005	FY2006	FY2007	FY2008	FY2009	Balance
Revenue - (1)	489,049	2,194,398	2,637,381	2,554,746	2,154,119	10,029,694
Allocation - (2)			2,296,153	2,618,904	2,478,067	7,393,124
<i>Belvedere</i>			23,630	26,951	26,264	76,845
<i>Corte Madera</i>			68,591	78,233	88,061	234,885
<i>Fairfax</i>			66,803	76,193	71,067	214,063
<i>Larkspur</i>			96,199	109,721	100,679	306,599
<i>Mill Valley</i>			140,588	160,349	143,421	444,358
<i>Novato</i>			397,547	453,427	451,634	1,302,608
<i>Ross</i>			-	-	-	-
<i>San Anselmo</i>			111,169	126,795	114,325	352,289
<i>San Rafael</i>			467,893	533,660	503,904	1,505,457
<i>Sausalito</i>			65,997	75,274	-	141,271
<i>Tiburon</i>			75,748	86,396	87,546	249,690
<i>Marin County</i>			781,988	891,905	891,166	2,565,059
Expenditure - (3)			2,157,282	2,682,301	2,478,067	7,317,650
<i>Belvedere</i>			23,630	26,951	26,264	76,845
<i>Corte Madera</i>			68,591	78,233	88,061	234,885
<i>Fairfax</i>			66,803	76,193	71,067	214,063
<i>Larkspur</i>			96,199	109,721	100,679	306,599
<i>Mill Valley</i> ¹			140,388	160,349	143,421	444,158
<i>Novato</i>			397,547	453,427	451,634	1,302,608
<i>Ross</i> ²			-	-	-	-
<i>San Anselmo</i>			38,495	199,469	114,325	352,289
<i>San Rafael</i>			467,893	533,660	503,904	1,505,457
<i>Sausalito</i> ³			-	65,997	-	65,997
<i>Tiburon</i>			75,748	86,396	87,546	249,690
<i>Marin County</i>			781,988	891,905	891,166	2,565,059
Fund Balance for Allocation: (1)-(2)	489,049	2,194,398	341,228	(64,158)	(323,948)	2,636,570
Cash Balance : (1)-(3)	489,049	2,194,398	480,099	(127,555)	(323,948)	2,712,044

Attachment 3: Measure A Strategy 3 Five-Year Revenue and Expenditure Summary

Notes :

For Strategy 3.2, \$2.5 million FY2009 revenue was released during the FY2009-10 allocation process

¹ Pending invoice from Mill Valley for imbursement of remaining funds

² Ross shows no funding because Ross did not request funding allocation in the first five year of the Measure A Program. In FY 2009-10, Ross requested and received an allocation that includes all funds accumulated since inception.

³ Pending invoice from Sausalito for FY 2007-08. Sausalito did not request funding allocation in FY 2008-09.

Attachment 4: Measure A Strategy 4 Five-Year Revenue and Expenditure Summary

Strategy 4.1 Safe Routes to Schools

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	121,801	560,338	633,831	603,232	494,799	2,414,001
Allocation - (2)						-
Contract Signed - (2)	600,000		450,000	528,422	650,000	2,228,422
Expenditure/Allocation (3)						-
Expenditure/Contract (3)		317,226	293,650	524,863	507,307	1,643,046
Fund Balance for Allocation: (1)-(2)	(478,199)	560,338	183,831	74,810	(155,201)	185,579
Cash Balance: (1)-(3)	121,801	243,112	340,181	78,369	(12,508)	770,955

Strategy 4.2 Crossing Guards

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	155,019	713,157	735,255	767,751	629,745	3,000,928
Allocation - (2)						-
Contract Signed- (2)		578,354	517,226	667,267	950,000	2,712,847
Expenditure/Allocation (3)						-
Expenditure/Contract (3)		45,700	524,602	547,347	659,867	1,777,516
Fund Balance for Allocation: (1)-(2)	155,019	134,803	218,029	100,484	(320,255)	288,081
Cash Balance: (1)-(3)	155,019	667,457	210,653	220,405	(30,122)	1,223,412

Strategy 4.3 Safe Pathways to School

	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Revenue - (1)	129,183	569,805	684,056	639,791	524,788	2,547,622
Allocation - (2)				1,766,499		1,766,499
Contract Signed - (2)	300,000			151,590	50,000	501,590
Expenditure/Allocation (3)					250,000	250,000
Expenditure/Contract (3)		49,355	139,334	188,707	89,075	466,471
Fund Balance for Allo./Con.: (1)-(2)	(170,817)	569,805	684,056	(1,278,298)	474,788	279,533
Cash Balance: (1)-(3)	129,183	520,450	544,722	451,085	185,713	1,831,152