



# agenda

Subject: **Marin Transit Ad Hoc Committee on School Transportation**

Location: **Marin County Civic Center, Rug Room - 324A  
3501 Civic Center Drive, San Rafael**

Date: **December 12, 2018**

Time: **11:30 am – 1:00 pm**

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## Desired Meeting Outcome

➤ **To reach consensus on:**

- Amount of funding available
- Allocation Request Form submittal to Transportation Authority of Marin for \$1.1 Million
- Distribution of “existing program” funds based on the agreed upon criteria, guidelines and rules for allocation

## Topics

1. Introductions
2. Review of Measure A and Measure AA Funding and Requirements
3. Impacts of November 6 Election Results on Funding Available
4. Allocation Request Form to TAM
5. Review Criteria, Guidelines and Rules for Allocation
6. Allocation Distribution Results
7. Parking Needs
8. Next Steps

## Attachments

1. December 12, 2018 powerpoint presentation plus background slides
2. Measure A allocation request form
3. April 3, 2017 Draft Guiding Principles





# **Marin Transit Ad Hoc Committee on School Transportation**

**December 12, 2018**

# Marin Transit Measure A For School Transportation



Measure AA Requirement	Annual Amount
5% Measure AA Required for School Transportation	\$1,325,000
Less Current Measure A Uses for School Transportation (see detail below)	(\$1,000,000)
<b>Net New Measure AA Required for School Transportation</b>	<b>\$325,000</b>

Current Measure A Local Transit Uses	Estimated Annual Amount
Youth Pass Program subsidy to income qualified riders	\$640,000
Supplemental transit routes to schools*	\$185,000
Ross Valley yellow school bus program	\$175,000
<b>Total, Current Measure A uses for School Transportation</b>	<b>\$1,000,000</b>

\* In addition to Measure A, other transit funds are used for supplemental routes

# Recommended Near Term Funding Allocation to Existing Programs



With the passage of Measure AA and the defeat of Prop 6 on November 6, 2018, estimated funding available has been updated.

Ongoing Funding Available	(annually)
Existing Measure A for YSB	\$175,000
Net new Measure AA required	\$325,000
<b>Additional Measure AA <sup>1</sup></b>	<b>\$100,000</b>
<b>TOTAL<sup>2</sup></b>	<b>\$600,000</b>



Operating \$ for Existing K-8 YSB Programs <sup>3</sup>
• Ross Valley School District
• Reed Union School District/Tiburon JPA
• Mill Valley School District
• San Rafael City Schools
• Dixie School District

**Notes:**

- 1. Marin Transit's financial analysis indicates that additional Measure AA can be made available to YSB without negatively impacting other transit services.*
- 2. Amount to be escalated annually by Marin County sales tax growth rate*
- 3. Must meet threshold criteria*

If approved, Marin Transit will use **\$1,425,000**, which is more than the required 5%, in Measure AA for School Transportation annually

- Youth Pass Program subsidy to income qualified riders = \$640,000
- Supplemental transit routes to schools = \$185,000\*
- Yellow school bus programs = \$600,000

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\* FY 2017/18 Supplemental school program cost was approximately \$588,000; Measure A allocation of \$185,000 was about 30% of that cost ; other transit funds are used on Supplemental school routes

TAM set aside Measure A interest funds pending the outcome of the November 6, 2018 election. Marin Transit staff recommends requesting an allocation of those funds.

## One time Funding: \$1.1 million Measure A Interest

### First Priority: One-time Capital Expenditures

- Parking facility
- Local match for new buses, **only** if parking is secured

### Second Priority: Operating \$ Spread Over 6 Years\*

- New “high need” programs (identified in study)
  - Hall Middle School
  - Kentfield
  - Novato
- Expand existing programs – For example:
  - Ross Valley YSB
  - San Rafael YSB
  - Overcrowded supplemental routes

\* Programs must meet threshold criteria 2-4

- Copy of April 3, 2017 principles provided with this packet
- Highlights of principles related to allocation of resources:

**Decisions to allocate transportation resources shall be based on objective criteria, including:**

- Ridership, which represents auto trips eliminated from roads.
- Subsidy per trip, which reflects public resources needed relative to user payment for the trip.
- Willingness of schools and school districts to adjust bell times, adjust calendars, establish district boundaries, set enrollment policies supporting neighborhood schools, sponsor the Safe Routes to School program and support the youth transit pass program, as these factors heavily influence the cost effectiveness of a busing program.
- Investments made by schools and school districts in operating current yellow bus programs shall be recognized if new public transportation funds become available for distribution.

Programs must...

1. Have an existing FY 17/18 K-8 yellow school bus program serving public school students in the urbanized area of Marin (UZA 13)
2. Have a reduced pass for the yellow bus program that provides at least a 50% pass price discount to income eligible students
3. Have a local funding (or other discretionary funds) contribution match of at least 20% of program costs
  - excludes pass sales revenue
  - ~~• excludes dedicated state funds that are directly linked to school bus operation~~
4. **Certify annually that their program has met threshold criteria**



# Recommended Guidelines/Rules for Formula Allocation



1) Allocation share to each program is set for three years starting in FY19/20

- **Purpose:** *reliability, consistency, stability*

2) If a program/service is reduced by more than 20%, that program's funding may be reduced in second and third allocation year

- **Purpose:** *subsidy should correlate to service levels*

3) Any withheld funds due to service reduction will be available in year four for existing programs or earlier for expansion programs

- **Purpose:** *funds should be put to best use as soon as possible*

4) Formula factor shall be one-way pass **sales distribution**

- **Purpose:** *proxy for usage and mobility, data is readily available, easy to collect*

~~5) Programs that receive legacy State funds exclusively available for yellow bus will have any local allocation reduced proportionately to funding level~~

- ~~○ **Purpose:** *create a level playing field*~~

## Recommended replacement:

~~5) Programs that receive legacy State funds exclusively available for yellow bus will have any local allocation reduced proportionately to funding level~~

~~○ Purpose: create a level playing field~~

5) Allocations subsidize percent of a program's one-way pass price x number of one-way passes distributed

○ **Purpose:** To recognize differences in costs/funding among programs and distribution of free/reduced passes

## Method:

- Calculate per one-way pass subsidy for each program (35% of one-way pass price in initial funding cycle)
- Multiply subsidy for each program by the number of passes distributed

## Rationale for 35% Subsidy:

- Based on current program pass prices and funding availability. The percentage will be reassessed and may change in future funding cycles.

Staff will present results of applying the threshold criteria, formula, and guidelines to the FY 2017/18 data for eligible programs

## *Requirements for Ross Valley and Tiburon JPA Programs*

- 15 parking spaces for 40 foot buses
- Driver restrooms (other amenities a bonus)
- Neighborhood support
- Adequate ability to maneuver buses
- Proximity to school sites and/or highway 101
- Secure location
- Ability to accommodate drivers' personal vehicles during school day
- Access in and out of lot throughout the school day
- Overnight and weekend parking
- Reasonable cost

- 44 potential sites for yellow school bus lease considered
- 12 sites are actively being pursued for lease starting August 2019
- Five sites for the Ad Hoc Committee to discuss:
  - 1600 Los Gamos
  - Civic Center – Christmas Tree Lot
  - Civic Center – Fairgrounds parking
  - Civic Center – Portion of Juror’s lot
  - Vacant lot on Lincoln in San Rafael

# Desired Meeting Outcomes -- Recap



- Amount of local sales tax funding (Measure AA) to be allocated to school transportation services near term (1 – 6 years)
  - *\$600,000 annually for operating subsidy to existing programs*
  - *\$1.1 million one-time funds spread over 6 years for capital or operating subsidies to new/expanded/other programs*
- Allocation request to TAM for \$1.1 million in Measure A interest funds
- Criteria and formula for FY 2019/20 allocations

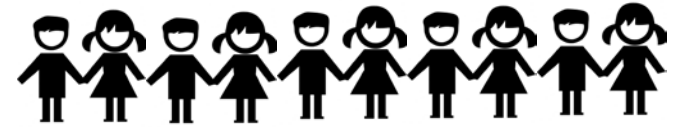
Slides from previous Ad Hoc Committee Meetings

# **BACKGROUND INFORMATION/SLIDES**

- Amount of local sales tax funding (Measure A) to be allocated to school transportation services near term (1 – 6 years)
  - *\$500,000 annually for operating subsidy to existing programs*
  - *\$1.1 million one-time funds spread over 6 years for capital or operating subsidies to new/expanded/other programs*
- Criteria for receiving school transportation funding from this source
  - *Threshold criteria (slide #4) plus formula based on one-way pass sales*
- Time frame for applying criteria and allocation formula
  - *Formula applied to one year's data for three subsequent annual allocation amounts*



- Multiple Factors, weighted
  - Pass sales or riders
  - Proximity to congested corridor
  - Students on free and reduced lunch
  - Local funding support
- Single factor
  - Pass sales or riders



• Entry threshold criteria + factors

*\* Recommended \**

# Summary of Recommended Funding Cycles



Fiscal Year	Program Year	Allocation Cycle	Other Milestones
2017/18			Data year for FY 20 to FY 22 allocations
2018/19		Current year	
2019/20	1	Round 1 Op \$ allocations	
2020/21	2		Data year for FY 23 to FY 25 allocations
2021/22	3		
2022/23	4	Round 2 Op \$ allocations	Provide input on Expenditure Plan Re-evaluation
2023/24	5		
2024/25	6		Final year of One-time Measure A funds

# Potential Funding Sources for Yellow Bus Programs



Attachment 3

## Near Term: 1 – 6 Years

Source	Amount	Decision
Current Measure A	\$175 K annually	Marin Transit
Renewal Measure – School Transit	\$325 K annually	Marin Transit
Measure A Interest	\$1.1 M one-time	TAM
Renewal Measure – Local Streets	TBD	County, cities, towns
Cities and County Contributions	TBD	Cities and County
School Districts/ Parcel Taxes	TBD	School Districts
Fares and Pass Pricing	TBD	Marin Transit, School Districts, JPAs

## Longer Term: 5+ Years

- New sales tax measure
- New parcel tax (countywide or by district)
- TAM revisits renewed sales tax expenditure plan; revised amount to school transportation
- New State funding

- Local Streets and Roads funding increases
  - Formula from State
  - Not eligible for yellow bus service; sales tax renewal will allow for Local Streets and Roads to be used more flexibly, including for school transportation
- Marin Transit STA revenues will increase
  - Revenue share on formula from State
  - Population share?
  - STA revenues are not eligible for yellow bus service; increase will make it possible for more Measure A to be used on yellow bus without other service cuts

**Transportation Authority of Marin  
Measure A - Interest**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2018/19

**Project Name:** Yellow School Bus Capital and Operations Funding

**Implementing Agency:** Marin Transit

**Scope of Work:** Marin Transit will use Measure A interest funds to sustain and improve home to school yellow bus transportation in Marin County. Many school districts in Marin County no longer provide yellow bus services for home to school transportation except when required to do so by the State of California. Recently, cities and towns have partnered with local school districts to revive yellow bus programs as a means of traffic congestion relief. These new yellow bus programs have proven to have significant impacts on congestion in key corridors like Tiburon Blvd on the Tiburon peninsula and Sir Francis Drake Boulevard from Fairfax through San Anselmo.

To continue and sustain the existing programs, a permanent parking location is needed in Marin County to ensure reliable service and help stabilize operations costs.

Expanding school services, as identified in the Countywide Coordinated School Transportation Study (December 2015), was recognized as a high priority in Marin Transit's 2018-2025 Short Range Transit Plan. Under the reauthorized sales tax Measure AA, Marin Transit will continue and expand the allocation of local sales tax funds to existing yellow bus programs. If additional, one-time Measure A interest funds are available, they will be used as seed money for new and expansion yellow bus service.

**Program Components:**

*Priority 1 - Provide funding towards the purchase or long-term lease of a parking facility for yellow buses in Marin County*

Estimated Measure A Expenditure: up to \$1.1 million

The top priority for this funding is the one-time capital expenditure on purchasing or leasing land for vehicle parking. A permanent parking location is needed for multiple existing yellow school bus programs and the lack of parking is limiting the ability to add yellow bus service to additional schools and for new routes in Marin County. Currently, Marin Transit leases parking for 14 buses from the County but this location will no longer be available after June 2019. Marin Transit has identified \$3.00 million in property tax revenues for this project, but it is expected that the purchase of a parking for up to 22 buses will cost more than this.

*Priority 2- Provide local matching funds for new yellow school buses in Marin County*

Estimated Measure A Expenditure: \$90,000 per bus

Once a permanent parking location is secured, any remaining funds from this allocation can be used for purchasing new yellow buses. If the range and charging requirements meet operational needs, agencies will consider electric yellow buses and apply for associated grant funding that may be available.

*Priority 3 – Operation Funds for new and expansion yellow bus service*  
Estimated Measure A Expenditure: Any remaining funds

Once a permanent parking location is secured and any needs for matching funds to purchase yellow school buses are met, the balance of funds would be used for the operation of new and expanded yellow bus service. The new services to be considered for funding would come from the 2015 Coordinated Countywide School Transportation Study and the phased implementation plan for the study recommendations. New programs would be required to meet threshold criteria and other requirements established by Marin Transit to qualify for Measure A subsidy.

Expenditures are estimated by program components, but actual expense may shift based on the implementation schedule of each program. Total expenditures will not exceed the allocation amount.

**Strategic Plan Update Programmed for FY 18/19:** \$1,100,000

**Requested Amounts:** \$1,100,000

**Cash flow Availability:** 100% of Measure A funds available for reimbursement in FY 2018/19 but may be spent in future years depending on timing of the purchase of right of way.

**Other Funds:** \$0

**Project Delivery Schedule:** April 1, 2019 – June 30, 2025

**Environmental Clearance:** Not Applicable

## School Transportation in Marin County

### Guiding Principles

In December 2015, Marin Transit completed the Coordinated Countywide Student Transportation Study. Key objectives of the study were to identify options to relieve roadway congestion while encouraging healthy mobility choices for Marin County students. The study resulted in several recommendations, some of which have been implemented within existing funding. Additional funding is needed to expand student transportation as recommended in the study.

The purpose of these guiding principles is to provide a broad framework for future implementation actions.

- Maintaining and enhancing bus service for students is a high priority as these services contribute significantly to reducing peak hour roadway congestion.
- As one of the more cost effective means of busing students, the existing county-wide fixed route system with a youth fare and discounted youth pass will continue to be supported. Expansion of the school bus service shall be accomplished using the most cost-effective model available.
- A mix of yellow school buses and public transit “school tripper” service will best meet the need to enhance student transportation in the County.
- Yellow school buses are designed to meet the needs of younger (K-8) students while public transit buses are better suited to serve high school students.
- Bus service should complement Safe Routes to School program and focus on serving the greatest number of students living beyond walking and biking distance to schools. This focus helps remove the most cars from our roadways.
- The organization structure for the governance, management, and planning of student transportation services shall foster participation by all stakeholders.
- All stakeholders will need to work toward identifying new funding to sustain and enhance current school transportation services.
- Decisions to allocate transportation resources shall be based on objective criteria, including:
  - Ridership, which represents auto trips eliminated from roads.
  - Subsidy per trip, which reflects public resources needed relative to user payment for the trip.
  - Willingness of schools and school districts to adjust bell times, adjust calendars, establish district boundaries, set enrollment policies supporting neighborhood schools, sponsor the Safe Routes to School program and support the youth transit pass program, as these factors heavily influence the cost effectiveness of a busing program.
  - Investments made by schools and school districts in operating current yellow bus programs shall be recognized if new public transportation funds become available for distribution.

- Public transportation dollars shall benefit students equitably across the county.
- Public schools shall be the focus of a countywide school transportation program.
- While transit is typically a pay as you go model (single trip fare) and yellow bus services require longer commitments (semester or annual pass), per trip fares should be comparably priced, while reflecting the premium nature of the reserved-seat yellow bus system.
- Fare and pass pricing structures shall provide reduced rates for those who are least able to pay.

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