Transportation Authority of Marin

DATE: December 1, 2016

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Sales Tax Interest for Multi-Use Path Maintenance Eligibility List (Action), Agenda Item No. 11b

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RECOMMENDATION:

The Board updates the bicycle and pedestrian path inventory eligibility list for use of the 1/2 cent Transportation Sales Tax Interest Funding. Future distribution of funds will be in accordance with existing policies adopted by the Board, retaining the essential partnership with local jurisdictions in which pathways lie by sharing maintenance on a 50/50 shared basis.

The Executive Committee for Finance and Policy accepted this report, approved it unanimously and recommended it be forwarded to the full Board for final action

BACKGROUND:

The Board last considered a list of eligible paths on November 29, 2012. Since that time new paths have been placed in service and other paths have progressed to a stage that allows them to be considered for future eligibility under the TST Measure.

DISCUSSION/ANALYSIS:

The policy that was reaffirmed by the Board in 2012 is not being modified or changed. Staff is bringing forward a list of paths that reinforces the Boards previous commitments to participate in maintenance funding for existing regionally significant paths and a set of additional paths that either have been recently placed in service or are in the development stages.

The attached list is being presented for discussion by the Board to better understand current and future commitments to participate in maintenance funding for bicycle and pedestrian paths.

FISCAL CONSIDERATION:

Inclusion of the additional paths will increase the commitment to fund routine path maintenance in accordance with established policies. It is estimated that between $850,000-$1,000,000 additional interest funds will be required over the remaining life of the measure. Given other unknown or unspecified paths may be potential candidates; it is recommended an additional $1,000,000 commitment be considered for routine path maintenance. This is above the current approved funding the Board has already committed to operating paths in the amount of $550,000.

NEXT STEPS:

Staff will continue to reach out to our member agencies to verify the completeness of the list and make adjustments, if necessary, prior to presentation to the Board

ATTACHMENTS:

1. Draft Path Eligibility List for use of ½ cent Transportation Sales Tax Interest Fund
2. Staff Report – November 29, 2012

DRAFT - ELIGIBLITY LIST FOR USE OF 1/2 CENT TRANSPORTATION SALES TAX INTEREST FUND						
	Path Name	**Jurisdiction Maintaining Path**	**Length (Miles) Currently in Service**	**Length (Miles) Potentially Eligible**	**Status**	**Interest Fund - Maximum Eligible $ Available for Distribution**
Currently Approved TST Eligible Path						
1	Cal Park Hill Path	Marin County	1.06		Open FY10/11	$ 45,000
2	MSN Path by the Park	Marin County	0.59		Open FY13/14	$ 14,500
3	Puerto Suello Hill Path	San Rafael	1.29		Open FY10/11	$ 40,000
4	Central Marin Ferry Connection Path	County/ Larkspur	0.27		Open FY15/16	$ 7,500
		Total	**3.21**			$ 107,000
Previously Considered and Recommended as TST Eligible Path						
1	Manzanita Connector Path	Marin County		0.34	Open FY14/15	$ 11,000
2	Terra Linda North San Rafael Path	San Rafael		0.5	Design	$ 16,000
3	Puerto Suello Hill-Transit Center Path	San Rafael		0.18	Open FY15/16	$ 7,000
4	Enfrente Road Path	Novato		0.78	Open FY11/12	$ 26,000
		Total		**1.8**		$ 60,000
Planned Regionally Significant Path Recommended as TST Eligible						
1	North South Greenway - Northern Segment	Larkspur		0.45	Planned	$ 16,000
2	North South Greenway - Southern Segment	Larkspur		0.55	Planned	$ 18,000
3	RSRB (Francisco Blvd East)	San Rafael		1.14	Planned	$ 38,000
4	Grand Avenue Bridge (Francisco Blvd East	San Rafael		1.14	Planned	$ 38,000
5	2nd to Andersen	San Rafael		1.02	Planned	$ 33,000
	Sub-Total			**4.30**		$ 143,000
	GRAND TOTAL			**9.31**		

DRAFT - ESTIMATE OF COST OVER THE LIFE OF THE MEASURE						
	TST Annual Allocation	**% Path Length of Total**	**% Applied to VRF Assuming $112,000**	**TST Adjusted for VRF**	**Assumed # of Years in Service during Life of TST**	**Total Project Cost over the Life of TST**
EXISTING ALLOCATIONS	$ 107,000	34%	$ 38,617	$ 68,383	8	$ 547,067.67
POTENTIAL ALLOCATION	$ 60,000	19%	$ 21,654	$ 38,346	8	$ 306,766.92
PLANNED POTENTIAL ALLOCATION	$ 143,000	46%	$ 51,729	$ 91,271	6	$ 547,624.06
						Additional Potential Allocation Amount

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Transportation Authority of Marin

November 29, 2012

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

THROUGH: David Chan, Manager of Programming and Legislation
Bill Whitney, Principle Project Delivery Manager

RE: Bicycle and Pedestrian Pathway Routine Maintenance – Policy to Use 1/2 cent Transportation Sales Tax Interest Funding and Vehicle Registration Fee Funding (Action), Agenda Item 5d

Dear Commissioners:

STAFF REPORT 2012

Executive Summary

This item has previously been discussed by the Commissioners at the October Board Meeting and again at the November 15th Executive Committee meeting. The discussions mainly focused on two areas of the proposed policy and associated distribution of funds, 1) what is the definition of items covered by the routine maintenance policy and 2) what are the actual costs associated with maintaining our newly created multi-use paths.

During the development of the routine maintenance policy TAM prepared a report in 2007 that assessed the inventory of planned and funded multi-use paths and developed an estimate of projected costs of annual maintenance. The estimated costs were developed based on the following Board approved activities associated with routine annual maintenance:

- trash collection
- weeding
- trimming of brush and shrubs
- debris removal of leaves
- sweeping
- graffiti removal
- visual inspections

The report also covered "as needed' or major maintenance items such as filling minor potholes, shoulder repair, replacing damaged signs, re-striping and minor repair of amenities such as benches or drinking fountains. The report concluded the average annual cost per mile to be approximately $12,000. It should be noted that security and overall public safety was considered to be generally self-enforcing and the costs associated with security were not included. The report also did not assume costs for path lighting or landscape irrigation and associated utility costs.

The Commissioners questioned the proposed funding distribution amount and whether it accurately reflects the actual costs for a jurisdiction to maintain the path. The Commissioners requested TAM staff establish a list of routine maintenance items and that these items are to be tracked by agencies receiving funding to develop a data base of actual costs over time. The Commission expressed concern that high cost pathways would be hard to sustain over time.

A list of recommended routine maintenance items and major maintenance items was discussed at the November 15th Executive Committee meeting. Commissioners requested the list be re-prioritized to place more of an emphasis on the ride-ability and walk-ability of the path as well as consideration of other eligible maintenance items. The attached list has been revised and broken down into three categories, 1) "adopted routine maintenance items", reflecting current TAM board policy, 2) additional routine maintenance items for consideration" and 3) "as-needed or major maintenance items". Collectively all three categories can be used to track maintenance costs. At this time only category one is eligible for funding. Revisions to the list of eligible maintenance items can be considered after actual cost data is available and reported to the Board. Staff acknowledges the list may not be a comprehensive list of all activities that may be required to fully operate and maintain a path but given the limited availability of funds the proposed list encompasses the majority of the required routine maintenance activities.

Based on this direction staff is recommending the Board postpone distribution of vehicle registration fee funding at this time and ask the eligible member agencies to closely track and document their actual costs for the remainder of this fiscal year (6-7 months) At the conclusion of the analysis period staff will bring back this information and recommend distribution of Vehicle Registration Fee funding to cover the period from July 1st to June 30, 2012, as well as revisit the disposition of the transportation sales tax funds. Note the two fund sources must be coordinated in their distribution. It should be noted staff is still recommending the distribution of the transportation sales tax interest funds to the City of San Rafael and the County of Marin as shown on Attachment 1. TAM must honor its commitment to the City of San Rafael to fund maintenance activities of the Puerto Suello Hill Pathway. This agreement may need to be re-evaluated as actual costs are known and prior to the distribution of Vehicle Registration Fee funds. Staff is recommending distribution of the interest funds to the County of Marin to maintain the Cal Park Tunnel Pathway based on the County's initial assessment of estimated costs to provide routine maintenance as shown on the adopted list of maintenance items.

STAFF REPORT 2012

<u>Transportation Sales Tax interest funding</u>

In an effort to support our member agencies in improving and maintaining our non-motorized infrastructure of bicycle and pedestrian pathways the TAM Board has developed a policy to utilize 1/2 cent Transportation Sales Tax interest funds for routine maintenance of our major pathways. This policy was initially developed for the Highway 101 Puerto Suello Hill Class 1 pathway, and was expanded to other Class 1 facilities after a detailed pathway inventory completed by TAM in October 2007. The policy focuses the limited amount of available funds on facilities designated by the Board as regional connectors. Paths specifically cited by the Board for this status include the Cal Park Hill Multi-Use Path, the Puerto Suello Hill Path, Central Marin Ferry Connector and the Marin-Sonoma Narrows path near Olompali State Park.

The Board further required that specific application of the policy, as detailed below, will be considered on a case-by-case basis as these projects are ready for implementation and that due to limited available interest funds annual expenditures for path maintenance would not exceed $75,000 of available annual interest revenue. Currently only the Puerto Suello and the Cal Park Hill paths are open for public use, and meet the condition of regional connector facilities. The Board previously entered into an agreement with the City of San Rafael to provide 50% of the

estimated annual maintenance cost for the Puerto Suello path in the amount of $40,000, with another $40,000 contributed by San Rafael. Staff is now recommending the remaining $35,000 be directed to the Cal Park Hill Pathway. Funds will be made available effective on the opening date of the facility.

The County of Marin had originally agreed to provide routine maintenance activities for the Cal Park Hill Pathway up to the time that SMART extends passenger rail service to Larkspur which was previously scheduled for 2014. After rail service is initiated, which may not be for 10 years, SMART will assume full control of it's right-of-way including path maintenance. As the county-wide pathway maintenance funding program was being developed it had been assumed that the 1/2 cent Transportation Sales Tax interest funds would be applied only until 2014 when SMART was to take over the facility. After 2014, it was originally believed that funds would be re-directed to other paths as they come online such as the Marin Sonoma Narrows path and the Central Marin Ferry Connector. Now that the Cal Park tunnel will need to be funded for a longer period, the Board will be asked to address the need to assign funds over each additional candidate at a future Board meeting as these future projects come online and TAM collects data of actual costs to maintain the facilities.

<u>Vehicle Registration Fee funding</u>

In November 2010, Marin residents approved the Measure B $10 Vehicle Registration which increased the annual Vehicle Registration Fee by $10 to help fund transportation improvements. A Strategic Plan was later approved by the Board that followed the voter approved Expenditure Plan and provided the framework of how the funds will be distributed to each of the elements, as well as the oversight process. The Vehicle Registration Fee Strategic Plan serves as the programming document for the programs and projects that are contained in the three elements defined in the Expenditure Plan. The Expenditure Plan designated 5% of available funds be distributed for routine maintenance of Class I bicycle and pedestrian pathways which is estimated to provide $100,000 annually for county-wide path maintenance. The actual amount of the Vehicle Registration Fee funding will vary slightly.

The distribution of funds is to be based on a publicly available, published inventory list adopted by TAM of pathways opened for public use after January 1, 2008. The eligibility list also includes future funded facilities being developed that are in the planning phase and not yet opened for public use. This inventory list will be updated whenever a newly eligible facility is opened for public use. All jurisdictions must have adopted a Complete Streets Policy to be eligible for Vehicle Registration Fee funds.

Distribution of Vehicle Registration Fee funding shall be in accordance with eligibility requirements and the distribution formula defined in the Strategic Plan. The distribution formula is based on the proportional length of each path to the total length of all eligible paths open for public use. A jurisdiction must submit an allocation request form for funding and enter into a funding agreement with TAM.

There are a number of paths eligible for funding under the Vehicle Registration Fee. Staff will work with local jurisdictions to confirm funds are available, receive their allocation requests, and approve funding agreements.

Note that Vehicle Registration Fee funds are described as available annually. Funds will be distributed in their entirety to all paths that qualify on July 1 of each year. Paths qualifying mid-year will need to wait until the beginning of the next Fiscal Year to be considered for funding. There is not a match requirement as is the policy for Transportation Sales Tax Interest funds.

STAFF REPORT 2012

Eligible pathways are shown on the attached list along with the level of funds anticipated for this current fiscal year.

At the October 8, 2012 Executive Committee Meeting Board members questioned staff as to the actual cost to maintain the newly created paths, in particular those eligible for Transportation Sales Tax interest funds, what cost levels were and whether costs were sustainable over time. Staff has now had discussions with both the City of San Rafael and County Parks Department staff regarding the scope and cost to maintain these paths. Both agencies noted that maintenance cost vary from year to year depending on a number of factors such as the unpredictability of vandalism, or the need to replace landscaping. The City of San Rafael noted their costs are currently higher than what they anticipated because the facility was just placed in service and that they needed to get the "bugs" worked out. They do expect cost to come down as the path becomes part of the routine maintenance program for their staff. They also noted they are in the process of developing a database system that will allow them to more accurately track costs in the future. County Park staff provided a breakdown of actual costs that included staff and equipment cost, utilities, security camera costs as well as the cost to open and close the tunnel gates daily. Both agencies expect their cost to exceed the allocation from the transportation sales tax and Vehicle Registration Fee in accordance with the policies at this time.

November 15th Executive Committee Direction

The Executive Committee recommended the list of routine and major maintenance items be re-prioritized to place more of an emphasis on the ride-ability and walk-ability of the path as well as consideration of other eligible maintenance items and that the recipients track all maintenance activities and associated costs for review and discussion at a future meeting. A recommendation of eligible maintenance items and the allocation of the Vehicle Registration Fee will be made at that time

Recommendation

The Board (1) approve the attached "Class 1 Bicycle and Pedestrian Pathway Maintenance Funding Plan" consistent with previous policy ; (2) direct staff to collect information from eligible recipients on the attached list of maintenance items; (3) allocate 1/2 cent Transportation Sales Tax Interest Funds based on current eligible Routine Maintenance activities and costs, as shown, with the understanding that as other eligible pathways are open to the public these funds may be redirected; and (4) authorize the Executive Director to enter into agreements per the adopted policies.

STAFF REPORT 2012

BACKGROUND

TAM collects the 1/2 cent Transportation Sales Tax to fund projects identified in the four strategies of the Expenditure Plan. Interest revenues are earned from the funds invested with the Marin County Investment Pool. According to the 1/2 cent Transportation Sales Tax Strategic Plan, interest earnings on the fund balance will be allocated as determined by the TAM Board that are above and beyond the four established strategies. Interest funds must be allocated to projects or programs consistent with the Expenditure Plan for the tax.

TAM had previously allocated a specific amount of interest revenue, $225,000, to the Highway 101 Gap Closure project to close a funding gap in the project in order for the project to proceed to construction. The TAM Board also determined that routine maintenance of the primary north-south non-motorized transportation network path system, known in part as the North-South

Greenway, will also be eligible for interest revenue. This policy was confirmed in February 2008, after a detailed inventory completed by TAM in October 2007. The 1/2 cent Transportation Sales Tax Strategic Plan does not assign interest revenue- the TAM board under the recommendation of County Counsel determined path maintenance an eligible activity. Staff has examined options on how to distribute the sales tax interest revenues effectively and equitably, particularly since there are insufficient revenues to completely fund all pathways in Marin County. The TAM Board has provided some direction previously. Below is the history of prior TAM Board actions that have been accounted for in formulating a policy that ideally needs to become effective immediately since several new pathways have been opened for public use recently and funds are needed for on-going maintenance, such as the Cal Park Hill Tunnel.

In addition to crafting a policy for the 1/2 cent Transportation Sales Tax interest revenues for pathway maintenance, a policy for the Vehicle Registration Fee Element 1.2 funds is also being recommended at the same time. Element 1.2 of the Vehicle Registration Fee allows 5% of the annually collected $10 fee funds to be used for maintenance of Class I bicycle and pedestrian pathways, including new facilities. Distribution of Vehicle Registration Fee funds will occur first, with remaining costs then eligible for a 50/50 share. See further discussion on Vehicle Registration Fee below.

STAFF REPORT 2012

USE OF TRANSPORTATION SALES TAX 1/2 CENT TRANSPORTATION SALES TAX INTEREST FUNDING

June 22, 2006

Prior to agreeing to begin construction of the Puerto Suello Hill pathway as part of the Highway 101 Gap Closure project, Caltrans demanded an agreement by TAM on the locals maintaining the path. Simultaneously, there were a number of comments made during the Public Hearing for the Draft 2006 Measure A 1/2 cent Transportation Sales Tax Strategic Plan asking that path maintenance be addressed. At that time, staff proposed a number of policy elements for the TAM Board to consider regarding routine bicycle/pedestrian maintenance. After discussion and further consideration the Board adopted the following policy: the TAM Board reserves 1/2 cent Transportation Sales Tax interest income, to be allocated annually by the Board for routine bicycle/pedestrian routine path maintenance of the facilities collectively known as the North-South Greenway. This funding shall be provided in an amount of up to 50% of the cost of routine maintenance, on a reimbursable basis, to local jurisdictions in which the path segment lies. Priority shall be given to path segments constructed wholly or in part with 1/2 cent Transportation Sales Tax funds.

February 28, 2008

The TAM Board requested an inventory of existing and future pathways in June 2006 when adopting initial policy on pathway maintenance. That inventory was completed in October 2007, and provided the basis for considering further policy options. In February 2008, The TAM Executive Committee suggested that the funding of maintenance be confined to paths in the "planned and funded" category of the completed inventory, in particular those that are significant as "regional connector pathways." In reviewing the inventory, the Executive Committee specifically mentioned the Puerto Suello Hill and Cal Park Hill Tunnel paths to be included along with the Central Marin Ferry Connector Project.

Further discussion on the issue narrowed consideration of TAM's role in applying available 1/2 cent Transportation Sales Tax interest funds to the following parameters. This policy was adopted by the TAM board in February 2008:

- Only routine maintenance shall be considered for use of these funds.
- Path elements in the "Planned-and-Funded" category shall be considered in contrast to paths that are already funded and maintained or those planned but unfunded at this time.
- Only paths designated by the Board as "Regional Connectors" shall be considered for application of this policy
- Funds will be made available on a reimbursement basis for up to 50% of maintenance costs. (Because many projects may be owned and/or maintained by multiple jurisdictions, funding may vary. But the intent of this parameter is that the share financed by 1/2 cent Transportation Sales Tax interest would never exceed 50%).
- Eligible paths must complete construction after January 1, 2008.
- Interest funding applies only to those paths whose maintenance responsibility lies with Marin County or with one of the eleven cities or towns within the county.

The Board further required that specific application of the policy will be considered on a case-by-case basis as these projects are ready for implementation and that due to limited available interest funds annual expenditures for path maintenance would not exceed $75,000 of available annual interest revenue.

Staff will present the status of individual path segments at this time.

<u>May 27, 2010</u>
After an initial commitment in June 2006, Caltrans, the City of San Rafael, and TAM, reached an agreement in May 2010 that defined the roles and responsibilities of each agency related to maintenance of the Puerto Suello Hill Multi-Use Path constructed as part of the Highway 101 Gap Closure project. The agreement defined major maintenance activities as well as routine maintenance activities where the City of San Rafael and TAM agreed to share routine maintenance costs on a 50/50 basis. The TAM Board agreed to provide $40,000 annually as TAM's 50% share of the costs of routine maintenance, based on an estimate of costs. The source of the participating TAM funds was identified as 1/2 cent Transportation Sales Tax interest funds.

Funds totaling $40,000 annually will continue to be allocated to the City of San Rafael.

<u>July 22, 2010</u>
In an effort to advance the development of the Marin-Sonoma Narrows project TAM staff worked with Caltrans and the County of Marin over the ownership and maintenance of a new Class 1 path facility that is part of the MSN Corridor. The County of Marin expressed a willingness to take over the facility provided that TAM authorized the inclusion of the Class 1 facility in the 1/2 cent Transportation Sales Tax funded bicycle/pedestrian path inventory, and authorized funds to be available in the future on a 50/50 shared expense basis, for maintenance of the path. The Board agreed to amend the 1/2 cent Transportation Sales Tax Interest Funded Inventory to include the MSN Class 1 path facility in the County of Marin and authorized an allocation of funds totaling approximately $14,500 annually for TAM's 50% share.

Subsequent to the July 22, 2010 action by the Board, the MSN Class 1 pathway has been redesigned to reduce the length from 2.08 miles to 0.59 miles. As a result the cost of maintenance has been reduced to an estimated $7,500 annually also reducing future 1/2 cent Transportation Sales Tax Interest contributions.

Funding will be incorporated in the distribution and eligibility list once the facility is opened for public use in the future, likely 2015.

STAFF REPORT 2012

Cal Park Hill Multi-Use Pathway

The Cal Park Hill Multi-Use Pathway is currently operated and maintained by the County of Marin. As detailed in the maintenance agreement between the County and SMART the County agreed to maintain the facility up to the time when SMART begins passenger rail service. Once rail service begins SMART agreed to assume full control of the right-of-way and accept maintenance of the pathway which lies solely with their right-of-way. At the time the agreement was executed SMART rail service was expected to begin service in 2014. As the county-wide pathway maintenance funding program was being developed it had been assumed 1/2 cent Transportation Sales Tax interest funds would be applied only until 2014 when SMART took over the facility. Funds would be re-directed after 2014 to other paths as they come online such as the Marin Sonoma Narrows path and the Central Marin Ferry Connector.

An allocation up to 50% of annual routine maintenance costs is recommended to be made to the County of Marin with funds allocated annually at the beginning of the fiscal year on July 1st. The transportation sales tax funds are limited to a cap of $35,000 as the overall available funds are $75,000 per year, with $40,000 dedicated to the City of San Rafael. The $35,000 annual limit can be applied back to the date of opening of the facility.

When additional paths come online, such as the Central Marin Ferry Connection, the TAM Board will revisit how to distribute the ½ cent Transportation Sales Tax interest funds.

USE OF VEHICLE REGISTRATION FEE FUNDING (STRATEGIC PLAN ELEMENT 1.2)

In November 2010, Marin residents voted to pass the transportation related Vehicle Registration Fee which increased the annual Vehicle Registration Fee by $10 to help fund transportation improvements. At the July 28, 2011 meeting the Board approved a Strategic Plan that provided the framework of how the funds will be distributed to each of the elements, as well as the oversight process. The Vehicle Registration Fee Strategic Plan serves as the programming document for the programs and projects that are contained in the three elements defined in the Expenditure Plan. The Expenditure Plan designated 5% of available funds be distributed to Element 1.2 “Class I Bicycle/Pedestrian Pathways” which is estimated to provide $100,000 annually for path maintenance, to be distributed on a pro-rata share based on pathway miles of Class 1 pathway constructed after 1/01/08. .

Element 1.2 funds will be made available annually to local agencies and jurisdictions in Marin County exclusively for the routine maintenance of Class I multi-use bicycle and pedestrian pathways. The distribution of funds will be based on a publicly available, published inventory list adopted by TAM of pathways opened for public use after January 1, 2008. The eligibility list also includes future funded facilities being developed that are in the planning phase and not yet opened for public use. This inventory list will be updated whenever a new eligible facility is opened for public use with formula adjustments made annually on July 1st. All jurisdictions must have adopted a Complete Streets Policy to be eligible for Vehicle Registration Fee funds.

Vehicle Registration Fee funds will be applied first to the total costs of the maintenance of the pathways. The remaining costs will be subject to TAM’s 1/2 cent Transportation Sales Tax Pathway Maintenance Policy, should the pathway be eligible for 1/2 cent Transportation Sales Tax interest funds. That policy requires a 50% contribution from local agencies as a condition for the sales tax interest funds. Sponsors will need to provide evidence of expenditures for the first year of path maintenance, for reimbursement under the Transportation Sales Tax funding policy.

STAFF REPORT 2012

Reimbursement shall not exceed the 50% of actual costs of path maintenance. Recipients will be required to certify annual expenditures for future audit purposes.

There are a number of paths eligible for funding under the Vehicle Registration Fee. Staff will work with local jurisdictions to confirm funds are available, receive their allocation requests, and approve funding agreements.

Note that Vehicle Registration Fee funds are described as available annually. Funds will be distributed in their entirety to all paths that qualify. Paths qualifying mid-year will need to wait until the beginning of the Fiscal Year to be considered for funding. There is not a match requirement as is the policy for Transportation Sales Tax Interest funds. Eligible pathways are shown on the attached list along with the level of funds anticipated for this current fiscal year.

Distribution of Funds

Distribution of Vehicle Registration Fee funding shall be in accordance with eligibility requirements and distribution formula defined in the Strategic Plan. The distribution formula is based on proportional length of each path to the total length of all eligible paths open for public use. A jurisdiction must submit an allocation request form for funding and enter into funding agreement with TAM.

Approval of the attached 1/2 cent Transportation Sales Tax and Vehicle Registration Fee project lists would allow sponsors of the listed paths to request funds from TAM. If a pathway meets the conditions as required by either the 1/2 cent Transportation Sales Tax or Vehicle Registration Fee funds, a funding agreement will be issued to the respective sponsor to proceed with the maintenance effort.

STAFF REPORT 2012

<u>Recommendation</u>

The Board (1) approve the attached "Class 1 Bicycle and Pedestrian Pathway Maintenance Funding Plan" consistent with previous policy ; (2) direct staff to collect information from eligible recipients on the attached list of maintenance items; (3) allocate 1/2 cent Transportation Sales Tax Interest Funds based on current eligible Routine Maintenance activities and costs, as shown, with the understanding that as other eligible pathways are open to the public these funds may be redirected; and (4) authorize the Executive Director to enter into agreements per the adopted policies.

Attachment: 1. "Class 1 Bicycle and Pedestrian Pathway Maintenance Funding Plan"
2. "Proposed Maintenance Items for Tracking"