



DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming Manager

SUBJECT: OBAG 2 Safe Routes to Schools Funding Exchange (Action), Agenda Item No. 9b

RECOMMENDATION

- 1) Recommend that the TAM Board approve funding exchange shown in the below tables that would program additional \$34,000 and \$128,000 in federal Safe Routes to School (SRTS) funds from the One Bay Area Grant (OBAG) 2 Program to the San Anselmo Bike Spine and Corte Madera Paradise Drive Multi-Use Path projects, respectively, and deprogram \$162,000 in federal SRTS funds from TAM's Crossing Guard Program.
- 2) In place of the deprogrammed \$162,000 in federal SRTS funds, program \$162,000 in Measure A funds to the Crossing Guard Program from Measure A funds from San Anselmo and Corte Madera.
- 3) Amend the Measure A Strategic Plan and TAM's Budget accordingly to accommodate these changes.

BACKGROUND

MTC's OBAG 2 Guidelines require minimum amounts to be programmed for SRTS projects for each CMA. Of the available funding, TAM is required to program a minimum of \$864,000 to SRTS projects or programs.

TAM conducted a Call for Projects on March 30, 2016 and received 9 projects/programs by the deadline of May 6, 2016 identified for consideration of SRTS funding. On April 24, 2017, the TAM Board programmed \$864,000 in funding for three SRTS projects that included:

- \$235,000 for San Anselmo's Bike Spine
- \$467,000 for Corte Madera's Paradise Drive Multi-Use Path
- \$162,000 for TAM's Crossing Guard Program

Because federal SRTS funds do not allow the funding for crossing guards, it was always anticipated that staff would need to exchange the \$162,000 in federal SRTS funds programmed to TAM's Crossing Guard Program with other eligible funds.

FUNDING EXCHANGE PROPOSAL

Since adoption of the SRTS funds for the three abovementioned projects in April 2017, staff has been exploring options on exchanging federal SRTS funds for the Crossing Guard Program. While exploring

options, it became apparent that exchanging funds within the same three projects was the best option because it was simple, easier to track, and all projects are made whole.

Staff is proposing to increase federal SRTS funds for the San Anselmo Bike Spine and Corte Paradise Drive MUP projects by \$34,000 and \$128,000, respectively, for a total of \$162,000 in federal SRTS funds. In return, TAM would retain \$34,000 from San Anselmo's Measure A funds for local roads in FY 18/19 and Corte Madera would be deobligated \$128,000 in Measure A funds from the complete Bayside Trail project. The Measure A funds of \$162,000 would be used to fund the Crossing Guard Program.

San Anselmo

San Anselmo will receive approximately \$140,000 in Measure A local road funds in FY 18/19. San Anselmo has agreed to allow TAM to retain \$34,000 in FY 18/19 Measure A funds in exchange for \$34,000 in additional federal SRTS funds for the San Anselmo Bike Spine. Since the Bike Spine is already "federalized," programming an additional \$34,000 in federal SRTS funds would not add additional federal burden to San Anselmo to process the funds. San Anselmo is made whole with this exchange.

Corte Madera

In December 2005, TAM approved the swap of federal funds in the amount \$2.432 million with local Measure A funds. The federal funds included \$1.392 million in Transportation Livable Communities (TLC)/Housing Incentive Program (HIP) funds and \$1.039 million in Transportation Enhancement (TE) funds. Included in the list of approved HIP projects was \$371,826 to the Town of Corte Madera for the Bayside Trail Park Improvement Project, centered near the San Clemente Housing Project.

Corte Madera completed the Bayside Tail Park Project with approximately \$128,000 remaining. In late 2011, Corte Madera proposed to use the remaining funds on a new project to remove ADA impediments on sidewalks around the San Clemente Family Housing Project on San Clemente Drive and Paradise Drive. The proposal was approved by TAM but the project stalled because Corte Madera was unable to obtain consensus with the affected property owners.

In October 2015, Corte Madera proposed to use the remaining \$128,000 instead to extend the Class I Path on the Bayside Trail with a Safe Pathway project that t will provide a multi-use path where the Bayside Trail ends at Paradise Drive and continues to Seawolf Passage. TAM approved the proposal but the funds have not been expended and remain available to date.

The October 2015 proposal from Corte Madera is the same project that was submitted for the OBAG SRTS Call for Project. Staff is proposing to deobligate the remaining approximate \$128,000 in Measure A funds and moving the deobligated Measure A funds to the Crossing Guard Program. In place of the deobligated Measure A funds, TAM will program an additional \$128,000 in federal SRTS funds that were originally programmed to the Crossing Guard Program.

The Paradise Drive MUP Project would be made whole with this funding exchange and Corte Madera would not incur additional federal burdens since the Paradise Drive MUP project is already "federalized." Corte Madera staff has agreed to the exchange.

SUMMARY

Below are two tables summarizing the funding exchanges as described above. Table A shows the changes to the SRTS Program that was originally adopted by the TAM Board in April 2017. Instead of submitting three projects to MTC for federal SRTS funding, only two projects would be submitted since the Crossing Guard Program will not be funded with federal SRTS funds. Table B shows the Crossing Guard Program

being deprogrammed \$162,000 in federal SRTS funds but made whole with the programming of Measure A funds.

TABLE A: SRTS Program			
Project/Program	Previously Recommendation	Change	Revised Recommendation
San Anselmo Bike Spine	\$235,000	+\$34,000	\$269,000
Corte Madera Paradise Drive MUP	\$467,000	+\$128,000	\$595,000
Crossing Guard Program	\$162,000	-\$162,000	\$0
Total	\$864,000	\$0	\$864,000

TABLE B: Crossing Guard Program		
OBAG SRTS Funds	-\$162,000	
San Anselmo's FY 18/19 Measure A Local Road Funds		\$34,000
Corte Madera's Deobligate Measure A HIP Funds from Bayside Trail Project		\$128,000
Total	-\$162,000	\$162,000

FISCAL IMPACTS

The Measure A Strategic Plan and TAM's Budget would need to be amended accordingly to accommodate these changes.

NEXT STEPS

Pending approval from the TAM Board, program OBAG 2 SRTS funds to San Anselmo Bike Spine and Corte Madera Paradise Drive MUP Projects in the amounts listed above and submit them to MTC for approval, as well as program \$162,000 in Measure A funds from San Anselmo and Corte Madera for the Crossing Guard program, resulting in two additional guards.

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