



RESOLUTION APPROVING PROGRAMMING OF \$2,813,264 IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY FOR THE SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROJECT, WITH CONDITIONS

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of Cycle 2 of the One Bay Area Grant (OBAG 2) program; and

WHEREAS, MTC requires at least \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects; and

WHEREAS, At its July 25 and September 26 meetings, the Board approved a total of \$39.473 million in San Francisco's OBAG 2 funds for five projects as shown in Attachment 1 and deferred taking action on \$2,813,264 proposed for the Department of Public Health's (DPH's) SRTS Non-Infrastructure Project, expressing concern over its effectiveness and the perceived lack of coordination between the project and other school transportation programs such as school crossing guards and capital safety improvements near schools; and

WHEREAS, At Chair Peskin's request, Transportation Authority staff supported staff from Chair Peskin's and Commissioner Tang's offices in convening staff from the DPH, the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Unified School District (SFUSD) to review the current structure of the SRTS program and consider opportunities for improvements; and

WHEREAS, Based on the discussions at these meetings and feedback from Board members, Transportation Authority staff is recommending programming \$2,813,264 in OBAG 2 funds to the SFMTA, with conditions, for the SRTS Non-Infrastructure Project with the new organizational



structure shown in Attachment 2, a revised scope of work detailed in Attachment 3, and a draft revised project budget shown in Attachment 4; and

WHEREAS, The staff recommendation is conditioned upon the SFMTA providing:

- by March 31, 2018, a proposal for modifying the crossing guard program to improve its effectiveness;
- by June 30, 2018 a report on the transition of the SRTS non-infrastructure project lead from DPH to SFMTA including an evaluation of the scope, budget and funding plan, and updated goals and metrics to measure the effectiveness of the project; and
- by June 30, 2018 a proposal for re-establishing the capital program for school area projects, including how the identification, prioritization, and implementation of capital improvements near schools will be coordinated with the non-infrastructure work; and
- annually, progress reports on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals based on the approved metrics; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming \$2,813,264 in OBAG 2 funds to the SFMTA for the San Francisco Safe Routes to School Non-Infrastructure Project, with conditions; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC all other relevant agencies and interested parties.

Attachments (4):

1. OBAG 2 Program of Projects – Summary of Revised Staff Recommendations
2. SRTS Implementing Agencies and Program Overview
3. Project Summary – San Francisco SRTS Non-Infrastructure Project (2019 – 2021)
4. SRTS Non-Infrastructure Project Budget (September 1, 2019 – August 31, 2021)

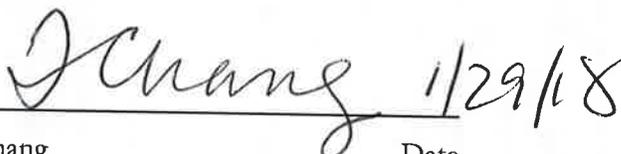


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 9th day of January, 2018, by the following votes:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Sheehy, and Tang (6)

Absent: Commissioners Farrell, Fewer, Kim, Safai, and Yee (5)

 1-24-18
Aaron Peskin Date
Chair

ATTEST: 
Tilly Chang Date
Executive Director

Attachment 1.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)
Summary of SFCTA Recommendations^{1,3,4}

Sponsor Agency ²	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street ⁴	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project ³	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1 ³	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School ³	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	Construction (Non-Infrastructure)	all	\$ 3,177,752	\$ 2,813,264	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform Elevator and Faregates ⁴	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000

TOTAL	\$ 2,671,006,752	\$ 75,541,264	\$ 42,286,000
Total Approved (Res. 18-05):	\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
Total Approved (Res. 18-13):	\$ 618,720,000	\$ 46,323,000	\$ 17,980,000
Total Pending Approval	\$ 3,177,752	\$ 2,813,264	\$ 2,813,264
TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS			\$ 42,286,000

¹ Projects are sorted by recommended OBAG 2 programming from highest to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

³ Projects were approved through Resolution 18-05 on July 25, 2017.

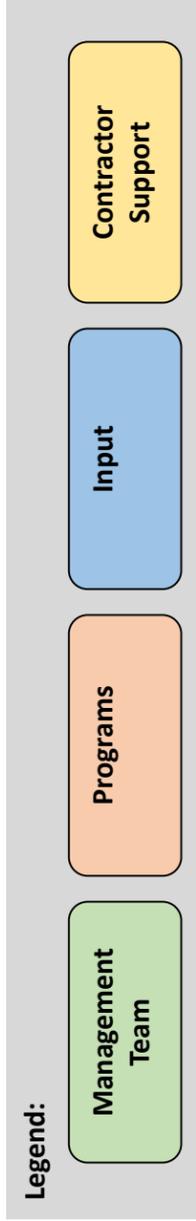
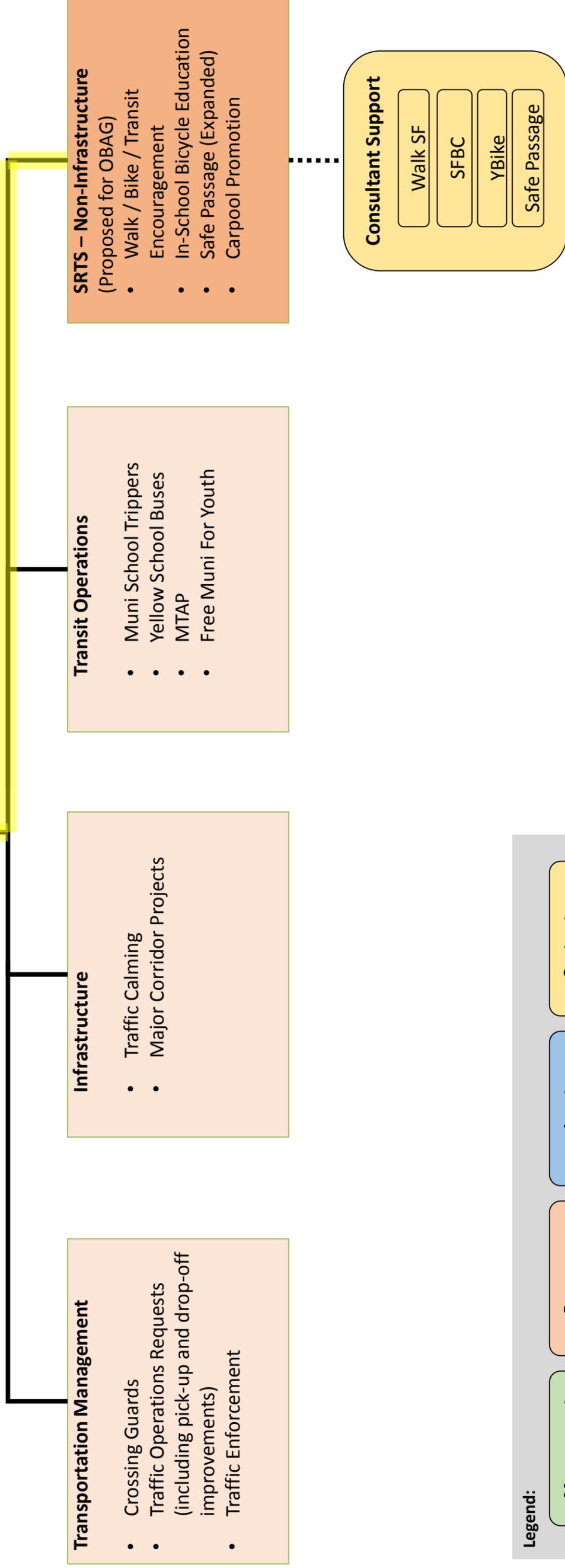
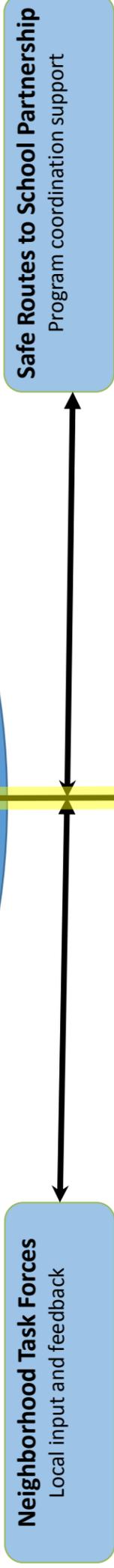
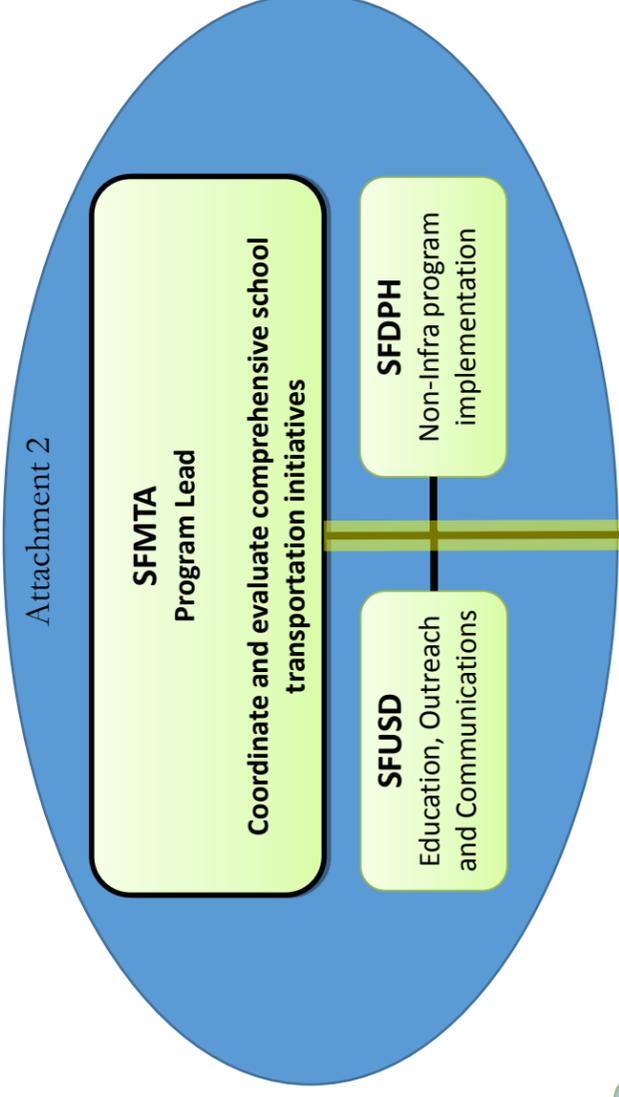
⁴ Projects were approved through Resolution 18-13 on September 26, 2017.

Safe Routes to Schools Implementing Agencies and Program Overview

(Incl. OBAG and other sources)

November 2017*

Attachment 2



* This is a preliminary proposal, subject to revision, with an updated program overview presented to the Transportation Authority Board before June 30, 2018.

Attachment 3

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summary

Safe Routes to School Non-Infrastructure Project (2019-2021)

Sponsor: San Francisco Municipal Transportation Agency

Recommended OBAG 2 Programming: \$2,813,000

Recommended Phase: Construction (Non-Infrastructure)

Districts: citywide

Scope:

In order to support the safe, easy and convenient transportation of children to schools in San Francisco, the Safe Routes to School (SRTS) Non-Infrastructure Project would fund the SRTS non-infrastructure program for an additional two years (2019-2021). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and the San Francisco Department of Public Health (SFDPH), the program will, for the first time, coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

The proposed scope of work would build on the expertise and experience of the current SRTS non-infrastructure program which includes educational, encouragement, and evaluation activities. An iteration of this program is currently funded through August 30, 2019, which would provide an 18-month transition period to allow the 2019-2021 program to launch quickly and effectively. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, and to inspire the next generations of walkers and bicyclists.

The specific tasks to be accomplished through the grant would include:

- Staff neighborhood SRTS task forces representing all SFUSD schools – Identify clusters of schools with common routes to school and connect parents and community members (with multi-lingual translation services) to perform safety assessments related to existing infrastructure, identify needs, request improvements, and engage in ongoing planning processes
- Identify and implement opportunities for in-school education related to transportation safety and choices.
- Hold neighborhood skills building, encouragement, and outreach events to help reach parent/guardian champions, including weekend bike rodeos at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week
- Provide technical assistance and education to expand the Tenderloin's "Safe Passage" program into other disadvantaged communities where real and perceived violence prevents families from walking and biking to school
- Comprehensive evaluation of the changes in both the safety and mode-shift of children travelling to and from school.

Attachment 3

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summary

In developing the final scope of work for the program, the Safe Routes to School task forces will be engaged to ensure that there is broad, multi-lingual and multi-cultural outreach input into the program. Additionally, city partners and consultants, including the San Francisco Bicycle Coalition, Walk SF, Presidio YMCA, and Safe Passage, will continue to provide key collaboration.

Participating Schools:

The OBAG 2 SRTS Non-Infrastructure Project will expand to encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. A final, specific outline of work for each school site will be available no later than June 30, 2018. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Schedule:

Phase	Start	End
Construction (Non-Infrastructure)	9/1/19	8/31/21

Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,813	\$2,813
Prop K Match	Planned					\$364	\$364
Total by Phase						\$3,177	\$3,177

Attachment 4
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)
Safe Routes to Schools (SRTS) Non-Infrastructure Project (2019 – 2021)
Comparison of Proposals¹

	Original Scope of Work 07.11.2017	Revised Scope of Work 09.12.2017	Current Proposed Scope of Work 12.05.2017²
OBAG 2 Grant Recommendation	\$2.813 million	\$2.062 million	\$2.813 million
Total Project Cost (includes OBAG plus required in kind local match)	\$3.177 million	\$2.329 million	\$3.180 million
Project Lead	DPH	DPH	SFMTA
Elementary School Programs	35 schools	25 schools	TBD, pending evaluation of all schools
Schools Receiving 10-day Physical Education Curricula	4 middle schools 2 high schools	2 middle schools 1 high school	TBD, pending evaluation of all schools
Neighborhood SRTS Task Forces	7 task forces	5 task forces	TBD, pending evaluation of all schools
Expand Tenderloin’s “Safe Passage” Program	Yes	Yes	Yes
“City Street Investigators” After School Program	Yes	No	No
Promote carpooling/ridesharing strategies	Yes	Yes	Yes

¹ Acronyms include Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), To Be Determined (TBD).

² SFMTA will work with program partners to further refine the project’s scope of work. Under the revised scope of work proposal, the project will expand to encompass SRTS efforts at all SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations. A final, specific outline of work for each school site will be available no later than June 30, 2018.