



**San Francisco
County Transportation
Authority**

BD051022

RESOLUTION NO. 22-51

RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT (OBAG) CYCLE 3 COUNTY FRAMEWORK AND RECOMMENDING THE PROGRAMMING OF \$7,082,400 OF SAN FRANCISCO'S ESTIMATED SHARE OF OBAG FUNDS TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM, \$2,200,000 TO THE TRANSPORTATION AUTHORITY FOR CONGESTION MANAGEMENT AGENCY PLANNING, AND \$52,855,600 TO PROJECTS TO BE SELECTED THROUGH A CALL FOR PROJECTS

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first cycle of the One Bay Area Grant Program (OBAG 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth (Attachment 1); and

WHEREAS, In November 2015, MTC adopted the OBAG Cycle 2 framework, which largely maintained the same funding guidelines and policies as OBAG 1 and built on progress made by OBAG 1 by making some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular; and

WHEREAS, In January 2022, MTC adopted the OBAG Cycle 3 framework and made \$340 million in federal funds available for the OBAG County Program to support a wide range of projects and fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco,



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the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 3 County Program priorities and submitting them to MTC by September 30, 2022; and

WHEREAS, By January 2023, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 15.2% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations; and

WHEREAS, San Francisco's estimated share of revenues is \$62.138 million for the 120% target and about \$51.8 million at 100% of available programming over the next four fiscal years (2022/23-2025/26); and

WHEREAS, CMAs are required to comply with MTC's requirements, including screening and prioritization criteria but have flexibility to include additional criteria that reflect local priorities; and

WHEREAS, Staff recommended an OBAG 3 funding framework including a funding distribution for San Francisco's \$62.138 million target (Attachment 2) and project screening and prioritization criteria, which include the addition of some San Francisco-specific criteria as detailed in Attachment 3; and

WHEREAS, Consistent with San Francisco priorities established for prior OBAG cycles and as allowed by MTC's OBAG guidelines, staff recommends programming \$7.082 million in OBAG 3 County Program funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program as described in detail in Attachment 4, and \$2.2 million for CMA planning activities, leaving the remaining \$52.856 million for a competitive call open to all OBAG-eligible projects; and

WHEREAS, Transportation Authority staff will conduct San Francisco's OBAG 3



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County Program call for projects consistent with MTC's OBAG 3 guidelines and will seek Board approval of San Francisco's priorities this fall, in time to submit them to MTC by its September 30, 2022 deadline; and

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 3 County Framework and recommends programming \$7.082 million of San Francisco's estimated share of OBAG Cycle 3 funds to the SFMTA's Safe Routes to School Non-Infrastructure Program, \$2.2 million to the Transportation Authority for CMA Planning, and \$52,855,600 to projects to be selected through a call for projects; and be it further

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

Attachments:

1. San Francisco Priority Development Areas
2. OBAG 3 County Program Funding Framework Distribution
3. OBAG 3 County Program Screening and Prioritization Criteria
4. Safe Routes to School Request



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of May 2022, by the following votes:

Ayes: Commissioners Chan, Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Nays: (0)

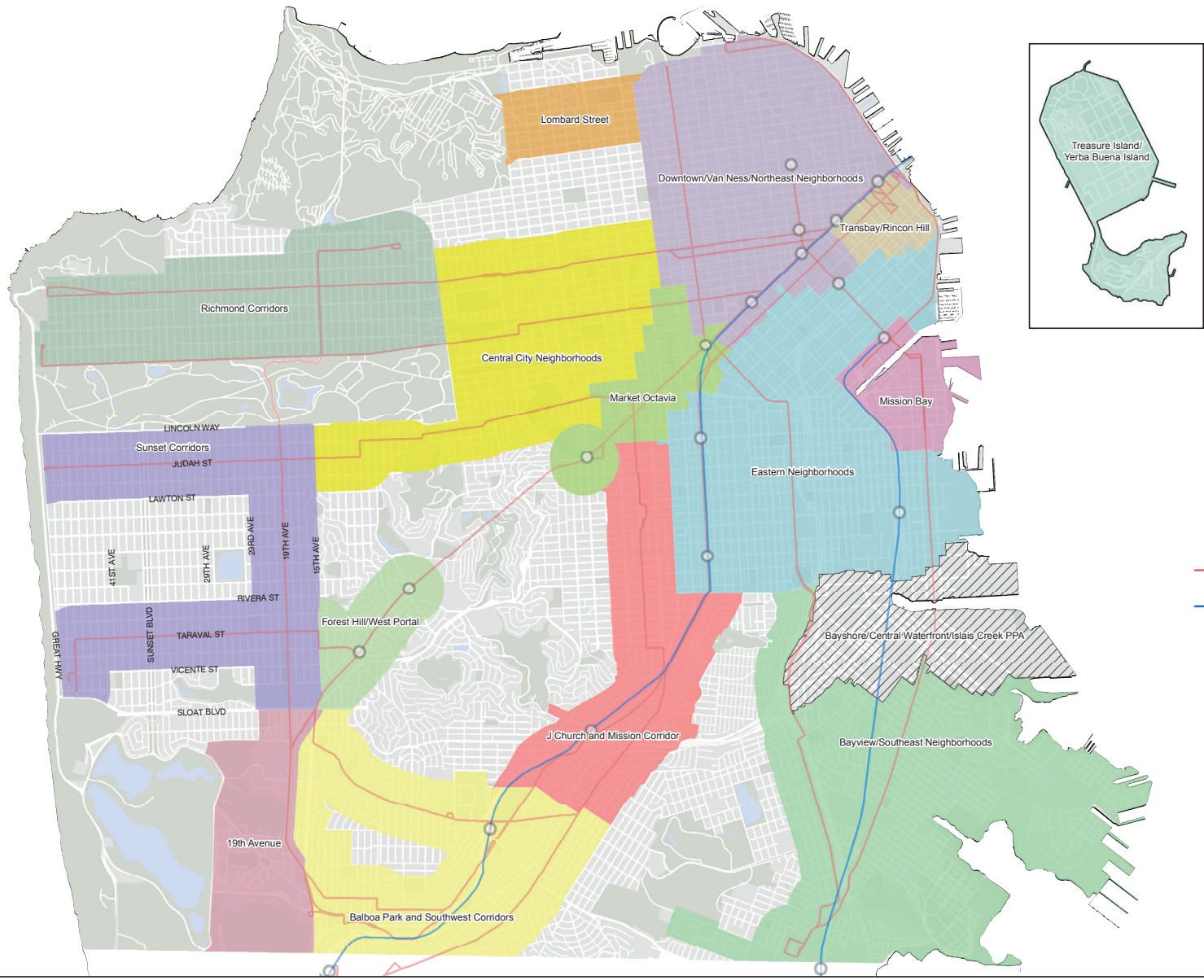
Absent: Commissioner Melgar (1)

DocuSigned by:
Rafael Mandelman 6/13/2022
3235B3A057A3450...

Rafael Mandelman Date
 Chair

ATTEST: DocuSigned by:
Tilly Chang 6/14/2022
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Tilly Chang Date
 Executive Director

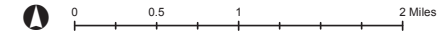


- SFMTA Rapid Network
- Regional Rail
- Priority Production Area

Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



**Attachment 2
Proposed One Bay Area Grant Cycle 3 Funding Framework Distribution**

Fiscal Year(s) of Programming	Sponsor¹	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 3 Funds Proposed
FY22/23- FY25/26	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning including ConnectSF and the San Francisco Transportation Plan and follow-on studies, as well as near- to medium-term planning and studies to support Priority Development Area and Equity Priority Community planning. Additional efforts may include planning for regional express bus service, waterfront planning, and equity studies, among other efforts outlined in our Annual Work Program.	Planning	Citywide	N/A	\$ 2,200,000
FY22/23- FY25/26	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program	This request would fund the SRTS non-infrastructure program from November 2022 through November 2026, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program supports the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. OBAG 3 funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming. We are prioritizing SRTS non-infrastructure program for OBAG 3 funds given that it lacks an ongoing dedicated funding source and there are limited discretionary funding opportunities for this ongoing program. We are recommending programming to the SRTS Non-Infrastructure program at this time to avoid any gaps in funding available to support the program after the current grant ends in November 2022.	Construction	Citywide	\$ 8,000,000	\$ 7,082,400
FY22/23- FY25/26	TBD	Open Call for Projects	The Transportation Authority will release a call for projects in May 2022 inviting eligible project sponsors to apply for OBAG 3 funds. We will evaluate and score the projects based on the Screening and Prioritization Criteria (Attachment 3) to be adopted by the Transportation Authority Board and will present a list of recommended projects to the Board for approval in September 2022 before submitting to the Metropolitan Transportation Commission for final project selection.	TBD	TBD	TBD	\$ 52,855,600
						Total	\$ 62,138,000

Project Nomination Target - 120%² \$ 62,138,000

Project Nomination Target - 100%² \$ 51,680,000

¹ Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

² MTC has established a target funding amount for each county based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 15.2%, or approximately \$51.7 million of the \$340 million available regionwide. However, to ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%) and San Francisco's targeted share of \$408 million is approximately \$62 million. MTC will award \$340 million to projects selected from the larger nomination pool.

Attachment 3

One Bay Area Grant (OBAG) Cycle 3

Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

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2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (*under development*), [Transit Oriented Communities \(TOC\) policy](#) update (*under development*), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

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harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

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Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Supervisory District	Citywide
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REQUEST

Brief Project Description

The San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure program supports the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles. Led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Unified School District (SFUSD), SF-SRTS will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

Detailed Scope, Project Benefits and Community Outreach

In order to support the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles, the One Bay Area Grant (OBAG) Cycle 3 funds are requested to fund the San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure Project for an additional four years (2022-2026). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and drawing on the expertise and experience of the San Francisco Department of Public Health (SFDPH) and the San Francisco Department of the Environment (SFE), the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities (see attached org chart).

An iteration of this program is currently funded through November 2022, and the proposed scope of work would build on the foundation of the current SF-SRTS non-infrastructure program which includes educational, encouragement, experiential, and evaluation activities. 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, reduce city congestion and air pollution, and to inspire the next generations of walkers, bicyclists, and transit users.

Specific tasks to be accomplished through the OBAG Cycle 3 grant include:

- Identifying and implementing opportunities for in-school education related to transportation safety and choices
- Holding neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes 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

- Identifying clusters of schools with common routes to school and connecting parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Providing technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinating between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Comprehensive evaluation of program impacts on safety and mode-shift of children travelling to and from school.

To deliver the final scope of work for the program, the SRTS program will launch a competitive bid process to identify and secure the services of a contractor or contractors with expertise in culturally responsive, multi-lingual outreach, pedestrian safety, bicycle safety and education, transit use, and personal and environmental safety.

Participating Schools:

The OBAG 3 SRTS Non-Infrastructure Project will encompass SRTS efforts at all of the 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.

Only public non-charter schools are included in the program. Private schools who reach out to the Safe Routes to School Program will be supported with resources such as how-to guides. The program also runs and participates in citywide events that private school students can attend.

Roles and Responsibilities:

- SFMTA – Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD – Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- SFE – development and delivery of educational material on multi-modal transportation, in collaboration with SFMTA and SFUSD
- Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

Evaluating Program Metrics:

SFMTA employs a variety of metrics to track program impact and progress towards goals. The Safe Routes to School Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within $\frac{1}{4}$ mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

Project Location

Citywide

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Community Outreach will occur continuously throughout the project timeline.

Project coordination will occur with SFUSD, Vision Zero initiatives, and SFMTA school-focused teams and programs such as the Schools Engineering Program, crossing guards, and the Muni Transit Ambassadors Program.

San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
One Bay Area Grant (OBAG) Cycle 3	\$7,082,400	\$0	\$0	\$7,082,400
SFMTA Operating	\$229,400	\$0	\$0	\$229,400
TBD (e.g. new revenue measure)	\$688,200	\$0	\$0	\$688,200
Phases In Current Request Total:	\$8,000,000	\$0	\$0	\$8,000,000

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$8,000,000	Calculated based on salaries and expected level of effort.
Operations	\$0	
Total:	\$8,000,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

Safe Routes to School-San Francisco (SRTS-SF) Non-Infrastructure Project						
Budget Period: December 2022 - November 2026						
City Staff Positions	Annual FTE	Year 1	Year 2	Year 3	Year 4	Total Budget
SFMTA						
Planning Programs Manager (Mgr IV)	0.10	\$44,630	\$44,630	\$44,630	\$44,630	\$178,520
SRTS Program Lead (Transportation Planner III)	1.00	\$342,960	\$342,960	\$342,960	\$342,960	\$1,371,842
SRTS Program Support (Transportation Planner II)	0.50	\$146,625	\$146,625	\$146,625	\$146,625	\$586,499
SFUSD						
SRTS Education Lead	1.00	\$172,010	\$172,010	\$172,010	\$172,010	\$688,040
SFE						
Education Coordinator	0.50	\$43,775	\$43,775	\$43,775	\$43,775	\$175,100
TOTAL PERSONNEL COSTS						\$ 3,000,000
Consultants/Contractual Services						
Contractor and Subcontractor Services*		\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$4,520,000
Other Direct Costs**		\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
TOTAL CONSULTANT AND CONTRACTUAL SERVICES						\$ 5,000,000
TOTAL BUDGET FOR 2022-26						\$ 8,000,000

*Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting.

**Other Direct Costs covers procurement of services and materials needed for program activities and promotion. This includes but is not limited to printing, translation, incentives, safety aids such as helmets and reflectors, and items needed to maintain and transport a fleet of bicycles for skill-building classes.

San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
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		Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	11/30/2027
Phase:	Construction	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
	\$0	\$1,770,600	\$1,770,600	\$1,770,600	\$1,770,600	\$7,082,400

Deliverables

1. Annually, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030.

San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Crysta Highfield	Joel C Goldberg
Title:	Transportation Planner II	Grants Procurement Manager
Phone:	(415) 646-2454	(415) 646-2520
Email:	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



Project Information			
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program		
Project Sponsor:	SFMTA		
Sponsor Single Point of Contact:	Crysta Highfield 415.646.2454 Crysta.Highfield@sfmta.com		
Project Location:	San Francisco - citywide		
Brief Project Description:	The San Francisco Safe Routes to School Non-Infrastructure program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.		
Program Eligibility			
Federal Fund Eligibility <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible: <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.</i>		
Eligible Project Type <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines): <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p>Complete Streets & Community Choice</p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC) <input type="checkbox"/> CBTP/PB Project Implementation </td> <td style="vertical-align: top; width: 50%;"> <p>Climate, Conservation, & Resilience</p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p>Multimodal Systems Operations & Performance</p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> Transit Transformation Action Plan Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination </td> </tr> </table>	<p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p>Complete Streets & Community Choice</p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC) <input type="checkbox"/> CBTP/PB Project Implementation	<p>Climate, Conservation, & Resilience</p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p>Multimodal Systems Operations & Performance</p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> Transit Transformation Action Plan Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination
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Policy Alignment							
<p>Federal Performance Goals <i>How does the project support federal performance measures?</i></p>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. <input type="checkbox"/> Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. <input type="checkbox"/> Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. <input type="checkbox"/> System Reliability: Improve the reliability of the Interstate system and NHS. <input type="checkbox"/> Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. <input type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): The Safe Routes to School Program leads and supports volunteers in leading supervised group walks and bike rides, teaches bicycle and pedestrian skills, and encourages families to choose walking, bicycling, carpooling, and transit for trips to school.</p>						
<p>Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>The project is consistent with PBA 2050, Chapter 4: Transportation, Strategies for Sustainable Connections to Opportunity, Goal #2. Create healthy and safe streets: On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.</p>						
<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy</td> <td><input type="checkbox"/> Transit Oriented Communities Policy</td> </tr> <tr> <td><input checked="" type="checkbox"/> MTC's Equity Platform</td> <td><input type="checkbox"/> Blue Ribbon Transit Transformation</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Active Transportation Plan</td> <td>Action Plan</td> </tr> </table> <p>Describe how the project aligns with the selected regional plans and/or policies: For Regional Safety/Vision Zero Policy, Safe Routes to Schools is specifically identified in MTC Resolution 4400 as an implementation strategy.</p> <p>For Equity Platform, the project is citywide and will include all of SF's Equity Priority Communities.</p> <p>For Regional Active Transportation Plan, the project will help create and maintain a safe environment for people walking, rolling and bike riding (i.e. what students do).</p>	<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy	<input checked="" type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation	<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan
<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy						
<input checked="" type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation						
<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan						
	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p>						

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<p>Regional Growth Geographies Does the project support PBA 2050 Growth Geographies?</p>	<p>Priority Development Area (PDA)</p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary) All of San Francisco is within one mile or less of a PDA boundary per PBA 2050 Priority Development Areas - One-Mile Buffer PBA 2050 Priority Development Areas - One-Mile Buffer Metropolitan Transportation Commission (ca.gov). This project meets this goal.</p> <p><input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i></p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i></p> <p>Transit Rich Area (TRA)</p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) Approximately half of San Francisco is a Transit Rich Area. The SRTS non-infrastructure project is Citywide and covers the TRA. (A significant portion of the non-TRA areas are parks.</p> <p>Priority Production Area (PPA)</p> <p><input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i></p>
<p>Equity Priority Communities Does the project invest in historically underserved communities?</p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> Equity Priority Communities (EPCs):</p> <p><input checked="" type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map)</p> <p><input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p>The SFMTA SRTS-Non-Infrastructure project is citywide and will include all of SF’s Equity Priority Communities.</p>
<p>Local Housing Policies Is the project located in a jurisdiction with policies that support affordable housing?</p>	<p>Indicate if the project is locate in a jurisdiction that has adopted policies which support the “3Ps” approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage.</p> <p><input checked="" type="checkbox"/> Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <ul style="list-style-type: none"> -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance <p><input checked="" type="checkbox"/> Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p>



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	<ul style="list-style-type: none"> -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement <p><input checked="" type="checkbox"/> <u>Produce</u> new housing at all income levels.</p> <ul style="list-style-type: none"> -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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Community Support

<p>Community Support</p> <p><i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p><i>Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program.</i></p> <p><i>- SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding the program.</i></p> <p><i>-SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School</i></p> <p><i>Comments received from participants in last year’s programming include:</i></p> <p><i>“I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike & Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school” – Frank McCoppin Elementary School teacher</i></p> <p><i>“Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!” – Chinese Immersion School at DeAvila Elementary School Parent</i></p> <p><i>“When do we get to do this again?” - Presidio Middle School student</i></p> <p><i>Of elementary school teachers who reported their students’ participation in Bike & Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation</i></p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan.</p>
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	<p><i>San Francisco Safe Routes to School is consistent with the goals of MTC's Regional Active Transportation plan by offering training, education, and encouragement to students and parents on safe ways to travel by foot and bicycle. It is consistent with Plan Bay Area 2050's transportation goals by promoting and supporting walking, biking, transit use, and carpooling as modes for school trips.</i></p>
	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following:</p> <p><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></p>
Deliverability & Readiness	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>The project is ongoing and, as a non-infrastructure investment, is not a "project" from an environmental vantage (CEQA/NEPA).</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p>This is a non-infrastructure project that does not directly touch on Caltrans rights of way.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p>The project is ongoing and will obligate the funds as soon funds are programmed in the TIP.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p>No known risks. Staffing is a post-pandemic issue for all agencies. Nonetheless, this program has experienced staff and management in place.</p>
Project Cost & Funding	
<p>Grant Minimum</p>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa,</p>

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<p><i>Does the project meet the minimum grant size requirements?</i></p>	<p>and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Notes on local match, optional</i></p>

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Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	7,082,400
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Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction [Non- infrastructure project]	\$8,000,000	\$917,600	<i>Each year the local match will be \$229,400. SFMTA Operating will provide for Year 1 and the local transportation sales tax will cover Years 2-4.</i>	\$7,082,400	\$0	Dec 2022 – Nov 2026
Total	\$8,000,000	\$ 917,600		\$7,082,400	0	

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	15%
Bicycle/Pedestrian	85%
Other	%
Total	100%

Safe Routes to Schools Implementing Agencies and Program overview

December 2022 – November 2026

