



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)

**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2)**  
**Summary of SFCTA Recommendations <sup>1, 3, 4</sup>**

Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street <sup>4</sup>	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project <sup>3</sup>	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1 <sup>3</sup>	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 <sup>3</sup>	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 <sup>4</sup>	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000

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

<sup>1</sup> Projects are sorted by recommended OBAG 2 programming from highest to lowest.

<sup>2</sup> 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).

<sup>3</sup> Projects were approved through Resolution 18-05 on July 25, 2017.

<sup>4</sup> Projects were approved through Resolution 18-13 on September 26, 2017.

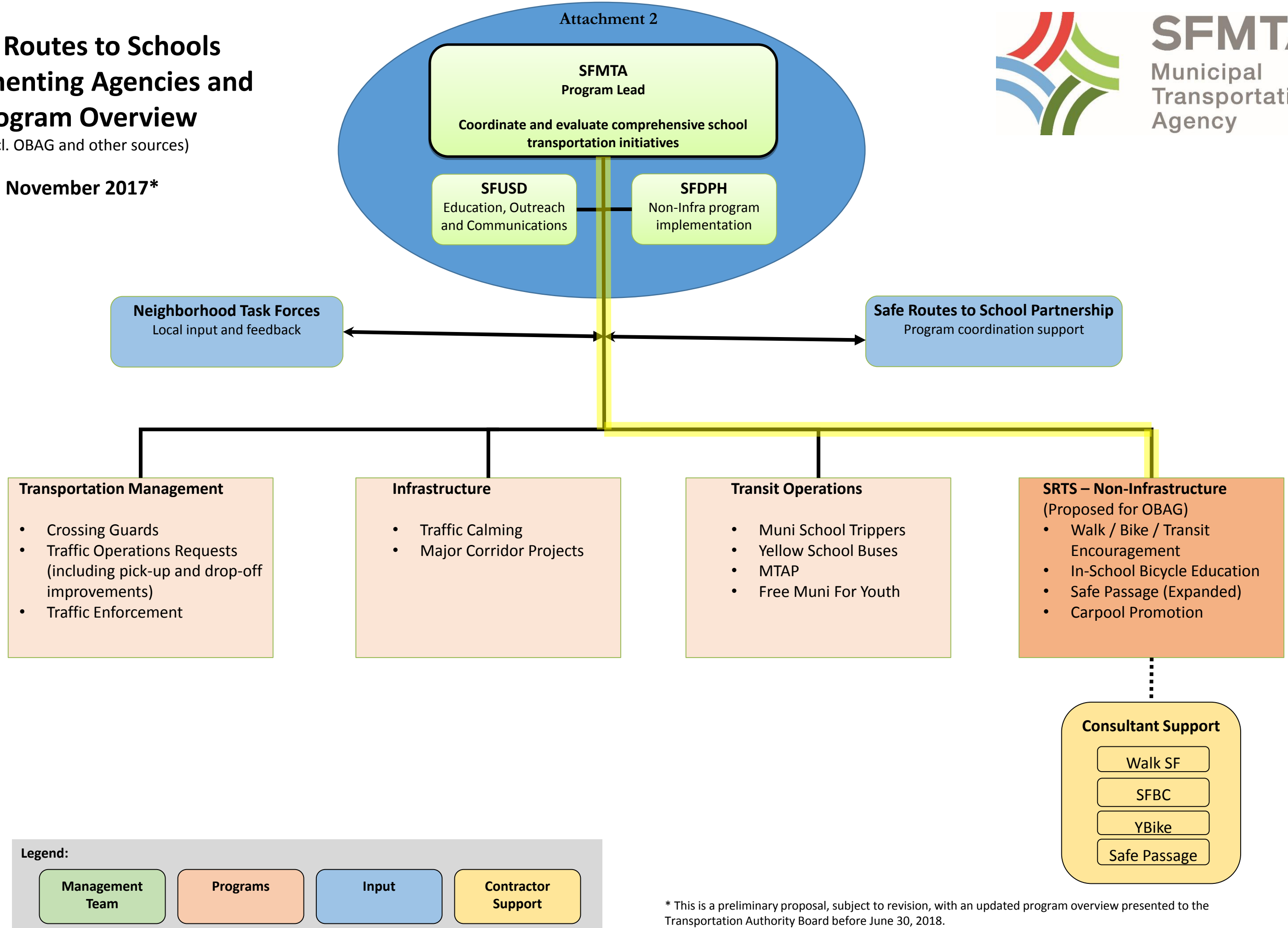
# Safe Routes to Schools Implementing Agencies and Program Overview

(Incl. OBAG and other sources)

November 2017\*



**SFMTA**  
Municipal  
Transportation  
Agency



\* 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						<b>\$3,177</b>	<b>\$3,177</b>

Attachment 4  
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)

San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project Preliminary Budget - September 1, 2019 through August 31, 2021 <sup>1</sup>						
	Proposed SRTS Non-Infrastructure Project (12.05.2017)		Original SRTS Non-Infrastructure Project (07.11.2017)		Change	
	Annual Position Count (FTE)	Cost	Annual Position Count (FTE)	Cost	Annual Position Count (FTE)	Cost
<b>TOTAL PERSONNEL COSTS - PUBLIC AGENCIES<sup>2</sup></b>	5.15	\$1,325,000	4.50	\$1,210,528	0.65	\$114,472
<b>Consultants and Contractual Services</b>						
SF Study Center contract <sup>3</sup> (fiscal sponsorship for SFUSD, Presidio YMCA, SF Bike Coalition, Safe Passage and Walk SF contracts)		\$0		\$212,837		-\$212,837
Presidio YMCA subcontract		\$485,983		\$485,983		\$0
SF Bike Coalition subcontract		\$564,460		\$564,460		\$0
Walk SF subcontract		\$478,545		\$478,545		\$0
Safe Passage subcontract		\$220,400		\$220,400		\$0
<b>TOTAL CONSULTANT AND CONTRACTUAL SERVICES</b>		\$1,749,388		\$1,962,225		-\$212,837
<b>Other Direct Costs</b>						
Materials development and printing		\$25,000		\$5,000		\$20,000
Additional Program Costs (to be delineated 06.30.2018)		\$78,365		\$0		\$78,365
<b>TOTAL OTHER DIRECT COSTS</b>		\$103,365		\$5,000		\$98,365
<b>TOTAL COST 2019-2021</b>		\$3,177,753		\$3,177,753		\$0

<sup>1</sup> Subject to change, pending evaluation of the scope, budget, and funding plan for the project. A final, specific outline of work and corresponding budget and funding plan will be provided to the Transportation Authority Board by June 30, 2018.

<sup>2</sup> Includes staff time at the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Health, San Francisco Unified School District, San Francisco Environment

<sup>3</sup> Fiscal agent contract no longer needed with program under the SFMTA, which will enter into contracts directly with the service providers.



# Memorandum

**Date:** December 5, 2017  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 12/5/17 Board Meeting: Approval of Programming \$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

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Program \$2,813,264 in San Francisco’s One Bay Area Grant Cycle 2 (OBAG 2) county share funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Safe Routes to School (SRTS) Non-Infrastructure Project, with conditions</li> </ul> <p><b>SUMMARY</b></p> <p>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 and deferred taking action on \$2,813,264 for the SRTS Non-Infrastructure Project (\$2.062 million) and SRTS Capital Placeholder (\$751,246) projects. At the meetings, Commissioners expressed concern over the effectiveness of the SRTS non-infrastructure project, and a desire for better coordination among the various safe routes to school programs. At Chair Peskin’s request, we supported staff from Chair Peskin’s and Commissioner Tang’s offices in convening staff from the SFMTA, Department of Public Health (DPH), and the San Francisco Unified School District (SFUSD) to discuss potential changes to the program. As an outcome of discussions, we are recommending programming all \$2,813,264 in OBAG 2 funds to the SRTS Non-Infrastructure Project with management transitioning from DPH to the SFMTA by the start of the 2019 school year. This new structure will enable the SFMTA to better coordinate San Francisco’s school transportation programs, many of which are under its purview already. Our recommendation is conditioned upon SFMTA presenting a proposal to the Board by March 30, 2018 for potential changes to the crossing guard program to improve its effectiveness, and by June 30, 2018 a report on the transition plan for the SRTS non-infrastructure project including a review of the scope, budget and funding plan, and updated goals and metrics, as well as a proposal for re-establishing a capital program for school area projects. We also recommend annual reporting on performance metrics.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **DISCUSSION**

### **Background.**

As Congestion Management Agency for San Francisco, the Transportation Authority is charged with programming \$42.286 million in OBAG 2 funds from the Metropolitan Transportation Commission (MTC) grant program that supports transportation infrastructure serving future growth. MTC requires at least \$1.797 million to be reserved for SRTS projects, which the Board prioritized for non-infrastructure projects due to the relative difficulty of funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements. Attachment 1 shows the capital projects the Board approved to receive OBAG 2 funding at its July 25<sup>th</sup> and September 26<sup>th</sup> meetings.

On July 11, Transportation Authority staff recommended awarding \$2,813,264 in OBAG 2 funds to the Department of Public Health's (DPH's) SRTS Non-Infrastructure Project to implement an additional two years of the existing SRTS program that includes educational, encouragement, and evaluation activities for the city's elementary, middle, and high schools. The Board deferred taking action on the recommendation, expressing concern over the effectiveness of the SRTS Non-Infrastructure Project 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. In addition, Board members expressed a strong desire for the SRTS program to better respond to the unique needs of every school. On September 12, the Board again deferred taking action on a revised staff recommendation to award \$2.062 million to a down-scoped SRTS Non-Infrastructure Project and \$751,246 to a SRTS Capital Placeholder.

### **Revised Staff Recommendation.**

Over the past three months, we have supported staff from Chair Peskin's and Commissioner Tang's offices in convening several meetings of the SFMTA, DPH, and SFUSD to review the current structure of the SRTS program and consider opportunities for improvements. Based on the discussions at these meetings and feedback from Board members, we are recommending \$2,813,264 in OBAG 2 funds for the SRTS Non-Infrastructure Project, with the lead agency shifting from DPH to SFMTA starting with the 2019 school year. The program is currently funded by a state Active Transportation Program grant to DPH, making a formal transition earlier infeasible. However, this does not preclude the initiation of better overall coordination of all school transportation/SRTS activities.

The new organizational structure shown in Attachment 2 includes the proposed OBAG 2 scope of work as well as other school transportation programs which are already under the SFMTA (e.g. school crossing guards and traffic calming). In response to Board input, the SFMTA intends to revise the non-infrastructure program to provide some level of SRTS efforts at all SFUSD schools.

The project summary in Attachment 3 shows a revised scope of work for the SR2S Non-Infrastructure Project and Attachment 4 compares this recommendation with the prior two recommendations. Attachment 5 shows a draft revised project budget. The funding plan includes the proposed OBAG 2 funds and the required local match of 11.47% or \$364,488, which could come from a future allocation of Prop K funds from the Bicycle Circulation and Safety category or other sources to be identified prior to June 30, 2018 (see conditions below).

Our recommendation is conditioned upon the SFMTA providing the following items to the Transportation Authority Board:

- **By March 31, 2018: A proposal for modifying the crossing guard program.** This timing allows for recommendations to be implemented prior to the start of the 2018 school year. Specifically, SFMTA will consider how it can improve recruitment and retention, guard assignment policies, and selection of participating schools.
- **By June 30, 2018: A report on the transition of the SRTS non-infrastructure project 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.
- **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.
- **Annually: Provide progress reports** on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals based on the approved metrics.

#### **Next Steps.**

Once the Board programs the \$2,813,264 in OBAG 2 funds we will submit the project information to MTC for approval at a subsequent meeting. We will continue to coordinate with the SFMTA to track the conditions and will work with the Transportation Authority Chair to calendar related agenda items for future Board meetings.

#### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted Fiscal Year 2017/18 budget associated with the recommended action.

#### **CAC POSITION**

At its June 28 meeting, the CAC adopted a motion of support for the original staff recommendation to award \$2,813,264 in OBAG 2 funds to the DPH for the San Francisco SRTS Non-Infrastructure Project (2019-2021) project. We have kept the CAC apprised of subsequent Board discussions through the CAC Chair's remarks.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – OBAG 2 Program of Projects – Summary of Revised Staff Recommendations

Attachment 2 – SRTS Implementing Agencies and Program Overview

Attachment 3 – Project Summary – San Francisco SRTS Non-Infrastructure Project (2019 – 2021)

Attachment 4 – OBAG 2 Comparison of SRTS Non-Infrastructure Project Recommendations

Attachment 5 – SRTS Non-Infrastructure Project Budget (September 1, 2019 – August 31, 2021)

**Attachment 4**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2)**  
**Safe Routes to Schools (SRTS) Non-Infrastructure Project (2019 – 2021)**  
**Comparison of Proposals<sup>1</sup>**

	<b>Original Scope of Work 07.11.2017</b>	<b>Revised Scope of Work 09.12.2017</b>	<b>Current Proposed Scope of Work 12.05.2017<sup>2</sup></b>
OBAG 2 Grant Recommendation	<b>\$2.813 million</b>	<b>\$2.062 million</b>	<b>\$2.813 million</b>
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

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

<sup>2</sup> 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.

Sources: SF DPH grant applications, June 2017 and August 2017 and SFMTA grant proposal November 2017