

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support for the Safe Routes to School Non-Infrastructure Project, to be funded from a FY 2019 One Bay Area Grant 2 grant of \$2,813,264 from the Metropolitan Transportation Commission.

SUMMARY:



- On March 13, 2017, the San Francisco County Transportation Authority (SFCTA) (the County Congestion Management Agency) issued a competitive call for projects for One Bay Area Grant 2 (OBAG 2) funds on behalf of the Metropolitan Transportation Commission (MTC).
- The San Francisco Department of Public Health (SFDPH) responded with a grant application, Safe Routes to School Non-Infrastructure Project (Project), for \$2,813,264.
- The Project is part of the SFDPH Safe Routes to Schools Non-Infrastructure Program (Program), which seeks 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.
- In its January 9, 2018 meeting, the SFCTA Board approved programming \$2,813,264 in OBAG 2 funds for the Project to the SFMTA, which will begin managing the Program.
- As part of the grant application process, the MTC requires that the grantee adopt a Resolution of Local Support for the Project to be funded that stipulates how the SFMTA will comply with MTC's policies governing project delivery and cost overruns, should they occur.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DATE

DIRECTOR	 _____	<u>2/27/2018</u>
SECRETARY	 _____	<u>2/27/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: March 6, 2018

PURPOSE

Adopting a Resolution of Local Support for the Safe Routes to School Non-Infrastructure Project, to be funded from a FY 2019 OBAG 2 grant of \$2,813,264 from the Metropolitan Transportation Commission.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan goal and objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.1: Improve customer service & communications

Objective 2.3: Increase use of all non-private auto modes

Goal 3: Improve the environment and quality of life in San Francisco

Objective 3.4: Deliver services efficiently

This action supports the following Transit First Policy principles:

- To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Safe Routes to School Non-Infrastructure Project

The Safe Routes to School Non-Infrastructure Project (Project) would build on the expertise and experience of the current Safe Routes to School Non-Infrastructure Program (Program), which seeks 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.

PAGE 3.

The Program, which has been managed by SFDPH, is currently funded through August 30, 2019. The Project would fund the Program for an additional two years (2019-2021), with management of the Program transitioning to the SFMTA and becoming part of the SFMTA's Safe Routes to School Program.

The specific tasks to be accomplished through the OBAG 2 grant would include:

- Staff neighborhood Safe Routes to School task forces representing all San Francisco Unified School District schools.
- Implementation of opportunities for in-school education related to transportation safety and choices.
- Neighborhood skills building, encouragement, and outreach events.
- Technical assistance and education to expand the Tenderloin's "Safe Passage" program into other disadvantaged communities.
- Comprehensive evaluation of the changes in both the safety and mode-shift of children travelling to and from school.

OBAG 2 Award to the SFMTA

The purpose of OBAG 2 funding is to support local street and road maintenance, streetscape enhancements, transit projects, bicycle and pedestrian improvements, Safe Routes to School projects, Priority Conservation Areas, and transportation planning.

On March 13, 2017, the SFCTA issued a competitive call for projects for OBAG 2 funds on behalf of the MTC. OBAG 2 funds consist of federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement funding, and Transportation Alternatives funding. The San Francisco Department of Public Health (SFDPH) responded to the OBAG 2 call for projects with a grant application for the Project.

At its July 25 and September 26, 2017, meetings, the SFCTA Board approved a total of \$39.473 million in San Francisco's OBAG 2 funds for five projects, but deferred taking action on the \$2,813,264 proposed for SFDPH's 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. Subsequently, the SFCTA convened meetings with SFDPH, SFMTA, and the San Francisco Unified School District (SFUSD) to review the current structure of the Safe Routes to School Program and consider opportunities for improvement. Based on discussions at these meetings, on January 9, 2018, the SFCTA Board approved programming \$2,813,264 in OBAG 2 funds to the SFMTA for the Project, with the concurrence of the SFMTA, SFUSD, and SFDPH.

Resolution of Local Support

As a condition for the SFMTA to receive the OBAG 2 funds for use on the Project, the MTC requires that the SFMTA Board of Directors approve a Resolution of Local Support for the Project that states the following:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$364,488) of the total cost of \$2,813,264;
2. The regional discretionary funding for OBAG 2 is fixed at the programmed amount, any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because OBAG 2 funds originate from FHWA, the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver federally funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all FHWA-funded transportation projects to coordinate within the SFMTA and with the City's Congestion Management Agency (SFCTA), MTC, the California Department of Transportation (Caltrans), and FHWA on all communications, inquiries, or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA assures it will complete the Project as described in the application to MTC for OBAG 2 funding and in the attached resolution, and for the amount programmed in MTC's federal Transportation Improvement Program (TIP);
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the application to MTC for OBAG 2 funding;
6. The Project will comply with Project-specific requirements as set forth in the OBAG 2 Program; and
7. The Project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

STAKEHOLDER ENGAGEMENT

As the Project is implemented, the SFMTA will work with the Safe Routes to School task forces to ensure that there is broad, multi-lingual and multi-cultural outreach input into the Project. Additionally, City partners and consultants, including the San Francisco Bicycle Coalition, Walk SF, Presidio YMCA, and Safe Passage, will provide key collaboration.

ALTERNATIVES CONSIDERED

The SFMTA can consider not to accept the OBAG 2 funds or manage the delivery of the Project from SFDPH. This alternative is inconsistent with the recommendation from the SFCTA. The SFCTA believes that by having the Project managed by the SFMTA, in partnership with the SFDPH and SFUSD, it will enable the overall program to, for the first time, coordinate across all of the City's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

It is in the interest of all stakeholders, including SFDPH and SFUSD, for the SFMTA to accept the funding now to move the Project forward.

FUNDING IMPACT

The acceptance and expenditure of the \$2,813,264 grant, which is federally funded, requires a non-federal match of at least 11.47% (\$364,488) of the total Project cost. Pursuant to the SFCTA recommendation, the required local match could be funded by San Francisco Proposition K local sales tax funds from the Bicycle Circulation and Safety category or other sources to be identified prior to June 30, 2018.

ENVIRONMENTAL REVIEW

On January 31, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the proposed Resolution is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The MTC will program the Project for FY 2019 OBAG 2 funding to the SFMTA.

The City Attorney's Office has provided an opinion of counsel that the SFMTA is an eligible sponsor of projects to receive FTA Formula Program and STP funds, that the SFMTA is authorized to submit such grant applications, and that there is no pending or threatened litigation that might adversely affect the SFMTA's proposed projects.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board adopt a Resolution of Local Support for the Safe Routes to School Non-Infrastructure Project, to be funded from a FY 2019 One Bay Area Grant 2 (OBAG 2) grant of \$2,813,264 from the Metropolitan Transportation Commission.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) will manage the Safe Routes to School Non-Infrastructure Project (Project) for \$2,813,264 in One Bay Area Grant 2 (OBAG 2) funding assigned to the Metropolitan Transportation Commission (MTC) for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (collectively referred to as “Regional Discretionary Funding”); and

WHEREAS, The Fixing America’s Surface Transportation Act (the FAST Act), and any extensions or successor legislation for continued funding, authorize various federal funding programs, including, but not limited to, the STP program (23 U.S.C. § 133), the CMAQ program (23 U.S.C. § 149), and the TA Program (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6 and 182.7, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the FAST Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO for the nine counties in the San Francisco Bay Area region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of CMAQ funds; and

WHEREAS, The SFMTA is an eligible project sponsor for Regional Discretionary Funding; and

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a Resolution of Local Support be adopted stating that the SFMTA Board understands that:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$364,488) for the Project; and
2. The Regional Discretionary Funding is fixed at the programmed amount, any

cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with Regional Discretionary Funding; and

3. The Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. The SFMTA will complete the Project as described in the application as included in the MTC's federal TIP; and
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the application to MTC for OBAG 2 funding; and
6. The Project will comply with all Project-specific requirements as set forth in the Program; and
7. The Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

WHEREAS, The MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with filing of the application; and

WHEREAS, On January 31, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the proposed Resolution is not a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Local Support for the Safe Routes to School Non-Infrastructure Project, to be funded from a FY 2019 One Bay Area Grant 2 grant in the amount of \$2,813,264 from the Metropolitan Transportation Commission; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution of Support, states that:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$364,488) of the total cost of \$3,177,752;
2. The regional discretionary funding for OBAG 2 is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because the OBAG 2 funds originate from the FHWA, the SFMTA:

- a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver federally funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all FHWA-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (San Francisco's Congestion Management Agency), MTC, the California Department of Transportation (Caltrans), and FHWA on all communications, inquiries, or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA assures it will complete the Project as described in the application to MTC for OBAG 2 funding and in this resolution, and, if approved, as described and for the amount programmed in MTC's federal Transportation Improvement Program (TIP);
 5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the application to MTC for OBAG 2 funding;
 6. The Project will comply with Project-specific requirements as set forth in the OBAG 2 Program; and
 7. The Project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to transmit a copy of this resolution to the MTC in conjunction with the filing of the application; and be it

FURTHER RESOLVED, That the SFMTA requests the MTC to support the application for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 6, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency