



## MTC Safe Routes to School Program

OneBayArea Cycle 2 Grant Program



## Regional Safe Routes to School

- MTC's SR2S Program originated as part of the MTC Climate Initiatives Program (Cycle 1)
- Cycle 2 OneBayArea Grant Program: \$20 million regional program over four years FFYs 2012-13, 2013-14, 2014-15, and 2015-16
- Formula based on total private and public school enrollment regional shares for each county
- CMAs may choose to augment their programs using county OBAG funds
- Minimum grant amount is \$100,000 per project



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## Regional Safe Routes to Schools Fund Distribution\*

FY 2012-13 through FY 2015-16

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
<b>\$20,000,000</b>					
Alameda	214,624	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,571	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
<b>Total:</b>	<b>978,103</b>	<b>136,165</b>	<b>1,114,268</b>	<b>100%</b>	<b>\$20,000,000</b>

\*Data from California Department of Education, FY 2010-11  
\*In addition to \$320 million OBAG distribution to counties

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## Continuation of Cycle 1 Program Policies

- CMAs provide information to MTC on recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s) and projects by **June 30, 2013** and enter projects in FMS by **July 30, 2013**
- Both infrastructure and non-infrastructure programs are eligible; however, emphasis should be on non-infrastructure needs
- Evaluation will likely continue to use MTC consultants in Cycle 2

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## CMAO Eligibility

- General overlap with full menu of Safe Routes to School activities under the state and federal programs
- Focus is on emission reductions
- Ineligible Expenses:
  - Planning including walking audits
  - Safety improvements that do not relate to air quality improvements such as crossing guards, speed feedback devices and traffic control directed primarily to motorist vehicular traffic
  - Material incentives that lack an educational message or exceed a nominal cost
  - Stipends to teachers, parents, volunteers

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## SR2S Project Delivery and Reporting Deadlines

- Non-infrastructure funds must be obligated (federal authorization/E-76) by March 31, 2015
- Half of the infrastructure funds, including all funds programmed for the PE) phase must be obligated by March 31, 2015. The remaining funds must be obligated by March 31, 2016



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