Council Business Meeting

October 2, 2018

Agenda Item	Approval for Safe Routes To School Grant Application	
From	Scott Fleury P.E.	Deputy Public Works Director
Contact	Scott.fleury@ashland.or.us	541-552-2412

SUMMARY

Before the Council is a request to authorize staff to proceed with a grant application for the Oregon Department of Transportation (ODOT) Safe Routes to School (SRTS) infrastructure program. Staff previously submitted a letter of intent (LOI) for the SRTS program in order to have ODOT determine the eligibility of the City's recommended sidewalk infill projects and obtain approval to submit a full grant application package.

ODOT approved the City's intent and invited the City to submit a full grant application package for SRTS sidewalk improvement projects listed in the City's Transportation System Plan (TSP).

POLICIES, PLANS & GOALS SUPPORTED

Council Goals:

1.1 Engage the community in a conversation about core services, desired service levels and funding mechanisms.

4. Evaluate real property and facility assets to strategically support city mission and goals.

Department Goals:

- Maintain existing infrastructure to meet regulatory requirements and minimize life-cycle costs
- Deliver timely life cycle capital improvement projects
- Maintain and improve infrastructure that enhances the economic vitality of the community
- Evaluate all city infrastructure regarding planning management and financial resources

Transportation System Goal:

Goal 2: Make safety a priority for all modes of travel.

Goal 4: Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

PREVIOUS COUNCIL ACTION

No previous Council actions regarding this request. The Council has previously approved similar applications with respect to grant funding of SRTS sidewalk projects.

BACKGROUND AND ADDITIONAL INFORMATION

"Safe Routes to School" refers to efforts that improve, educate, or encourage children to safely walk (by foot or mobility device) or bike to school. The Oregon Department of Transportation has two main types of Safe Routes to School programs: infrastructure and non-infrastructure. Infrastructure programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Non-infrastructure programs focus on education and outreach to assure awareness and safe use of walking and biking routes. Investments include developing Safe Routes to School Action Plans,

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educating students on walking and biking options and how to do use them safely (laws, rules, and guidelines), among other efforts. ODOT's Safe Routes to School programs are focused on providing grants to make it safer for Oregon's children to walk or bike to school. ODOT also houses information resources and provides some technical support.

House Bill 2017, also known as the Transportation Bill, specifically set aside monies for the SRTS program through 2024. There is $18 million available for FY19/20, and $10 million per year through 2024. The total funding includes both infrastructure and non-infrastructure programs. For this current cycle, the maximum project cost is $2 million per project.

Public Works staff submitted the following projects as part of the initial LOI process:

1. P23-N. Wightman Street sidewalk infill
2. P59-Garfield Street sidewalk infill
3. P60-Lincoln Street sidewalk infill
4. P61-California Street sidewalk infill

All projects submitted under the LOI are deemed high priority SRTS sidewalk infill projects in the current TSP. These projects were chosen as they are within 1 mile of multiple schools including Walker Elementary. If awarded, the proximity to Walker Elementary would reduce the grant hard match to 20% based on grant requirements. This grant match reduction is based on schools within 1 mile of a school that provides 40% or greater free and reduced cost lunches, of which Walker Elementary qualifies and this is also a priority scoring parameter for grant applications. If there had been additional funding, staff would have included the railroad crossing on Wightman Street. It is estimated that the Wightman Street railroad crossing improvements would be $750,000 or more and that project added to the others the City has requested is well above the targeted $2M project costs.

The City's 2013 Transportation System Plan prioritized sidewalk connections based on the community's desires. The pedestrian project costs were recently updated with the City's Transportation Systems Development Charges (August 2018). Of the $56 million in overall transportation projects, over $16 million represent pedestrian enhancements, and of that, $10 million is anticipated in grant funding without which these sidewalk and pedestrian projects would not be constructed. There will be numerous other funding opportunities throughout the life of this ODOT program to strategically focus on the City's other SRTS sidewalk infill needs.

FISCAL IMPACTS

The SRTS grant requires a 20% or 40% hard match depending on Title 1 School funding breakdowns. City staff estimate we would qualify for the 20% match based on a 1 mile walking radius to local schools in the project vicinity and 40% eligibility for free lunch at Walker Elementary. The estimated project totals for the grant are $1,682,411, requiring $336,482 for the City's 20% match.

1. P23-N. Wightman Street $708,086 (does not include improvement to rail road crossing)
2. P59-Garfield Street $371,340
3. P60-Lincoln Street $238,089
4. P61-Calinfornia Street $364,896

PROJECT TOTAL: $1,682,411 Match (20%): $336,482

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Staff would identify the required match funds as part of the 2019-21 biennium budget process for fiscal year 2020 to support the project. The match would come from the Street Fund and revenue generated through street user fees and gas tax. Soft costs include staff time required to manage the project if a grant is received. Public Works has the capacity and staff knowledge to manage a grant project of this nature and can adjust work tasks with other capital and maintenance projects as needed.

STAFF RECOMMENDATION

Staff recommends the Council approve moving forward with the final grant application package for SRTS infrastructure improvements.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

Council has three potential motions:

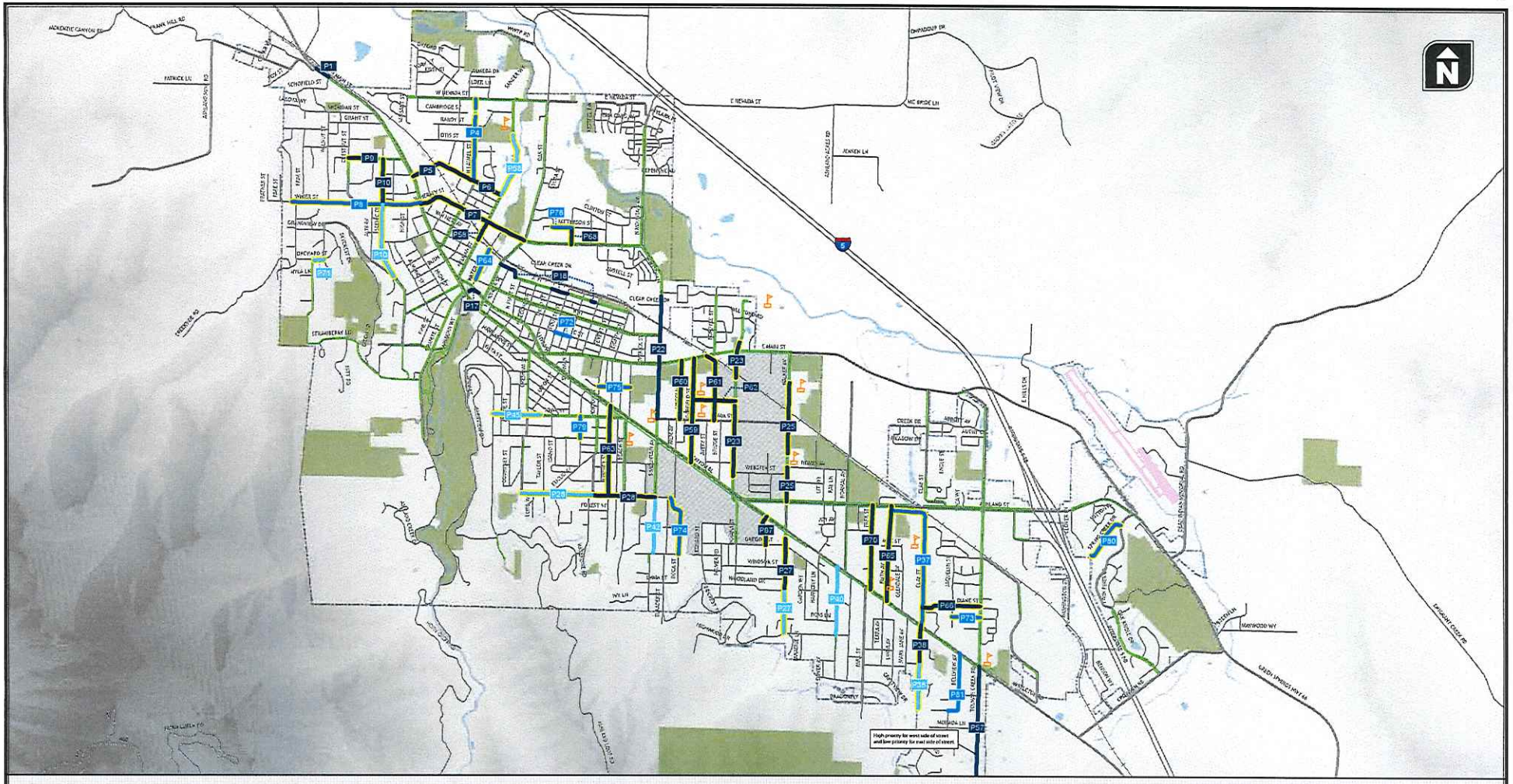
- I move to approve a City of Ashland Safe Routes to School Infrastructure Grant Application for $1,682,411, understanding this will require $336,482 match by the City from the Street Fund that will be realized in in the 2019-21 biennial budget process.

- I move to request the City take no action and not submit the SRTS Grant.

- I move to amend proposed SRTS project list to eliminate ___ or add ___.

REFERENCES & ATTACHMENTS

Attachment 1: City of Ashland Transportation System Plan Sidewalk Project Map
Attachment 2: Safe Routes to School ODOT Presentation



Sidewalk Infill Projects

- High Priority
- Med Priority
- Low Priority
- Safe Routes to School Route
- Existing Sidewalk
- SOU Campus
- Rivers
- Parks
- Wetlands
- Airport
- City Limits
- School

Sidewalk Priority Projects

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Figure 7-1

G:\10-056 Ashland TSP\MXD

Welcome!

Please pick up the handouts from the table by the door.

Workshop will begin shortly.

OREGON SAFE ROUTES TO SCHOOL INFRASTRUCTURE PROGRAM WORKSHOP

LeeAnne Fergason
Safe Routes to School Program Manager
Oregon Department of Transportation

Introductions

Overview

- What is Safe Routes to School?
- Funding for Safe Routes to School
- The SRTS Infrastructure Program
- Tips for developing a good proposal
- Project Samples
- Questions and answers

What is Safe Routes to School?

The 6 E's of SRTS

Education

Encouragement

Enforcement

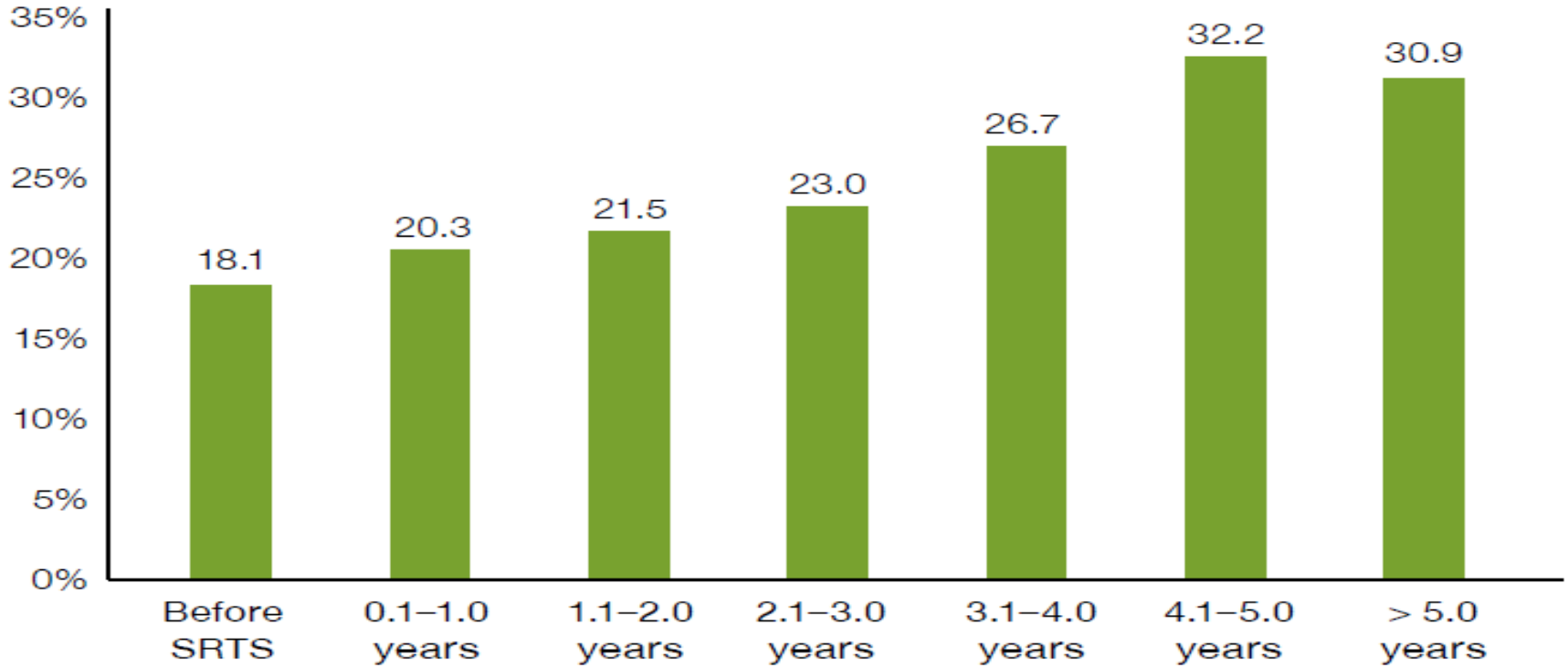
Evaluation

Equity

Engineering

43% Increase!

FIGURE 2 **Average Rates of Walking and Bicycling to School by Length of Participation in Safe Routes to School Program**[16]



ODOT Safe Routes to School Non-Infrastructure Program

Program details

- Call for applications: May/June 2019
- 500K annually now, 1M annually in 2020
- School districts, local agencies, community-based organizations may apply

Heidi Manlove, ODOT- SRTS Non-Infrastructure Program Manager, Transportation Safety Division, heidi.manlove@odot.state.or.us

Safe Routes to School Funding

HB 2017

- Dedicates $10M-$15M off-the-top for SRTS

SRTS Fund

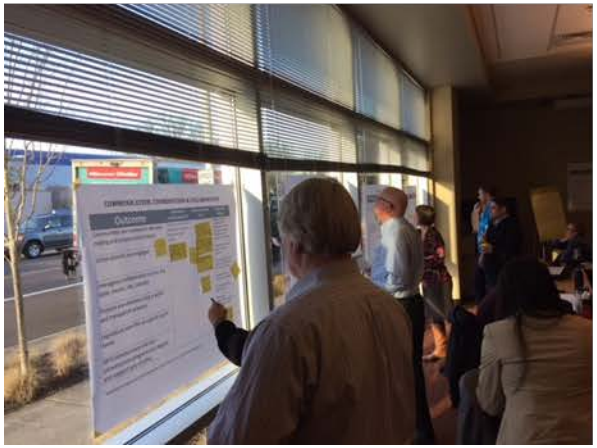
- Money is deposited in SRTS Fund (ORS 184.740)

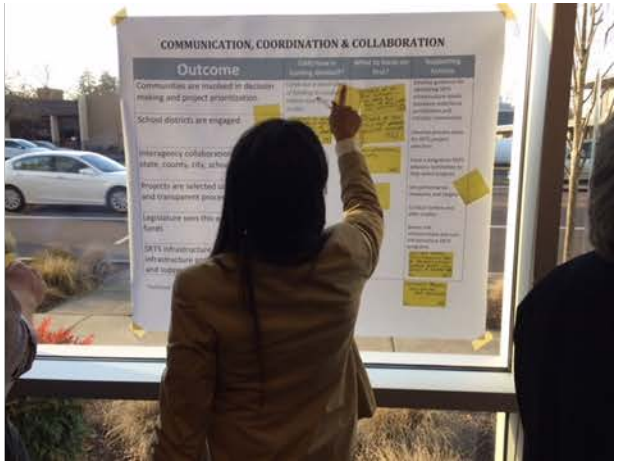
SRTS Regulations

- The Fund is guided by the 2005 regulations (ORS 737-025)

Rulemaking needed

Rulemaking Committee





Nov

Values and Outcomes

Dec

Program Design Ideas

Jan

Narrow Program Design

Feb-March

Recommend Draft Rules

April

High level Guidance

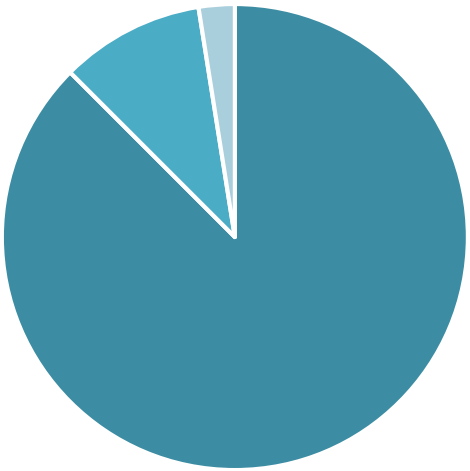
May-June

OTC approval

Competitive Program opens for applications

SRTS Infrastructure Program Overview

10M annually, increasing to 15M in 2023



- Competitive
- Rapid Response
- Project Identification

COMPETITIVE GRANT PROGRAM:

The majority of the funds, 87.5 percent or greater, will used in a competition to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools.

RAPID RESPONSE GRANT PROGRAM:

Up to 10 percent of funds will be used for urgent needs or systemic safety issues that occur in between Competitive Program Grant cycles.

PROJECT IDENTIFICARTION GRANT PROGRAM:

Up to 2.5 percent of funds will be used by ODOT to help communities identify projects to reduce barriers and hazards for children walking or bicycling to and from school and that will lead to eventual construction.

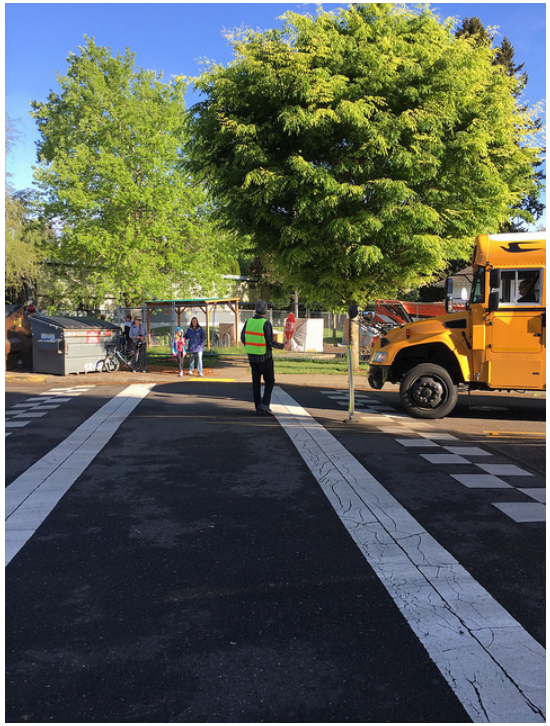
Show Me the Money…Details

Annual allocation

FY 19-20= $18.33M	2018= 8.3M
	2019= 10M
FY 21-22= $30M	2020= 10M
	2021= 10M
	2022= 10M
FY 23-24= $30M	2023= 15M
	2024= 15M

Money … continued

Min/Max	Competitive Program	Minimum funding request = $60K
		Maximum funding request= $2M
	Rapid Response Program	Minimum funding request= N/A
		Maximum project request= $500K
	Project Identification Program	N/A



Program Details

Rapid Response

- Spring 2019
- Same eligibility as Competitive, plus immediate need and immediate opportunity
- First come first serve
- Prioritize underserved communities

Project Identification Program

- Spring 2019
- Workshop to create SRTS Infrastructure Plan
- First come first serve
- Prioritize underserved communities

Competitive Program

- Stay tuned …

Competitive Grant Program Details

- Timeline for 1st cycle
- Eligibility
- Match
- Project Selection
- Project Delivery

Competitive Grant Program Timeline

1st Cycle

$16M

July 23, 2018: Solicitation Starts

August 31, 2018: Letter of Intent Due

October 15, 2018: Application due

October-November: Staff review

December 2018 –January 2019: SRTS Advisory Committee makes recommendation

February 21, 2019: Project list is presented to the Oregon Transportation Commission

March 2019 - 2024: Agreements signed and projects built.

Eligibility: Who can apply?

- Cities
- Counties
- ODOT
- Tribes
- Transit Districts
- Other Road Authorities

Project Proposal Eligibility

Affect ability of kids to walk and bike to school

- Support of the School District or School

Proximity to School- with in 1 mile

Ability to leverage- has match

Meets Focus Area Criteria for this round: Title I school

On a public road right of way

Fit within a plan

Safety- provide a safety benefit

On a public road right of way

Is public ROW	Publically owned land: Surface, shoulders, ditches, other drainage facilities in the border between the ditches.
	*To be purchased

Is not public ROW	School property
	Private property
	Off- street path

Ability to leverage- has match

20% cash match required

Provide a cash match of at least **40 percent** of the total project's costs

OR

20 percent of the total project's costs when one or more of the following conditions apply:

The school is located in a city with a population of 5,000 or fewer;

The project reduces hazards within a Priority Safety Corridor; OR

The school site qualifies as a Title I School.

Ability to leverage- has match

Definition of Cash Match

"Cash Match" is actual funds provided by the applicant that are **reasonable, necessary and directly related** to the Project and funded by the applicant. Actual funds may be <u>considered up to two years prior</u> to the project application deadline. Education and outreach efforts at the school do not constitute cash match.

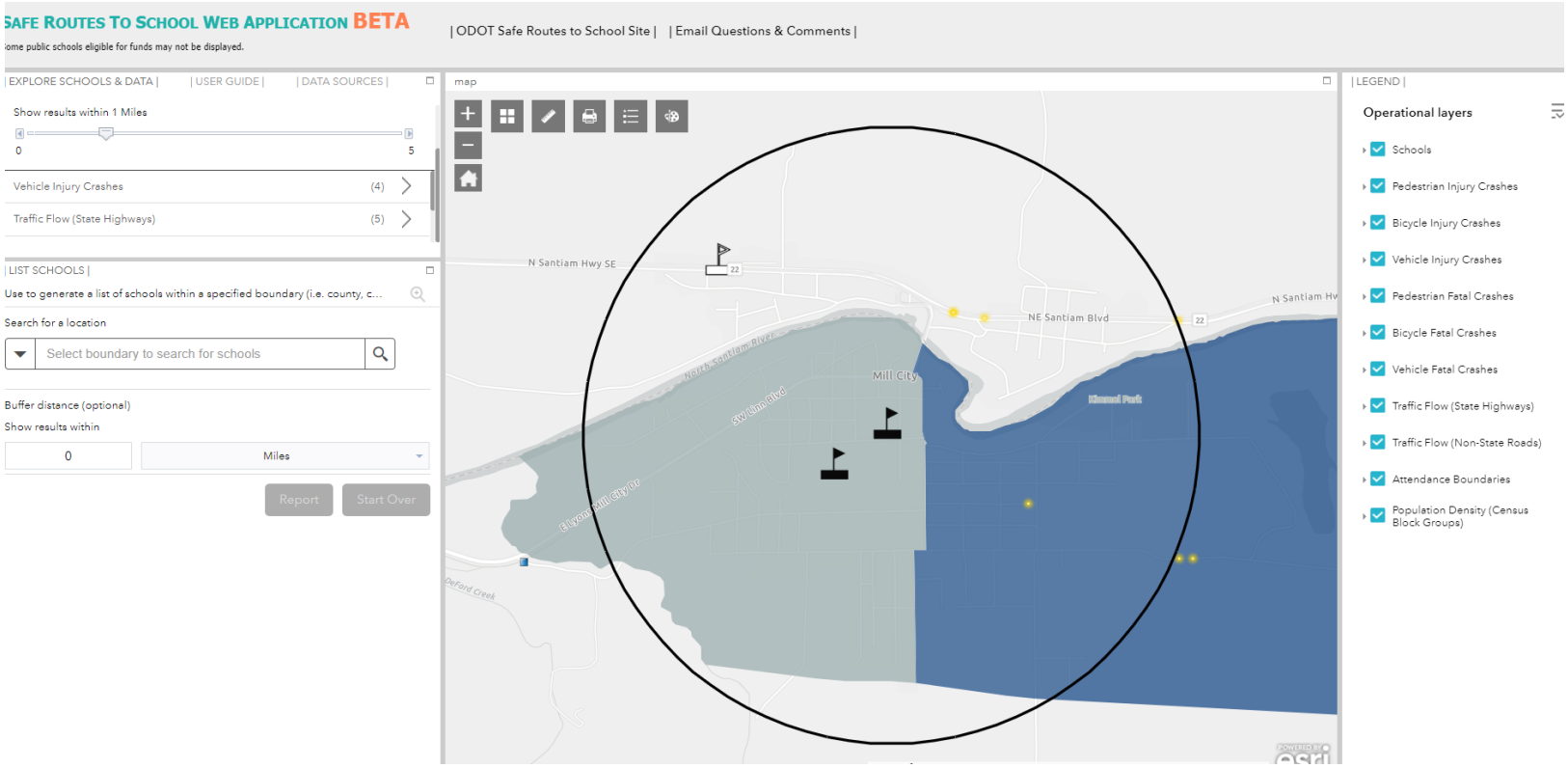
Affect ability of kids to walk and bike to school

- Support of the School District or School

Work with the school community to choose needed project

Letter of Support required

Proximity to School- with in 1 mile



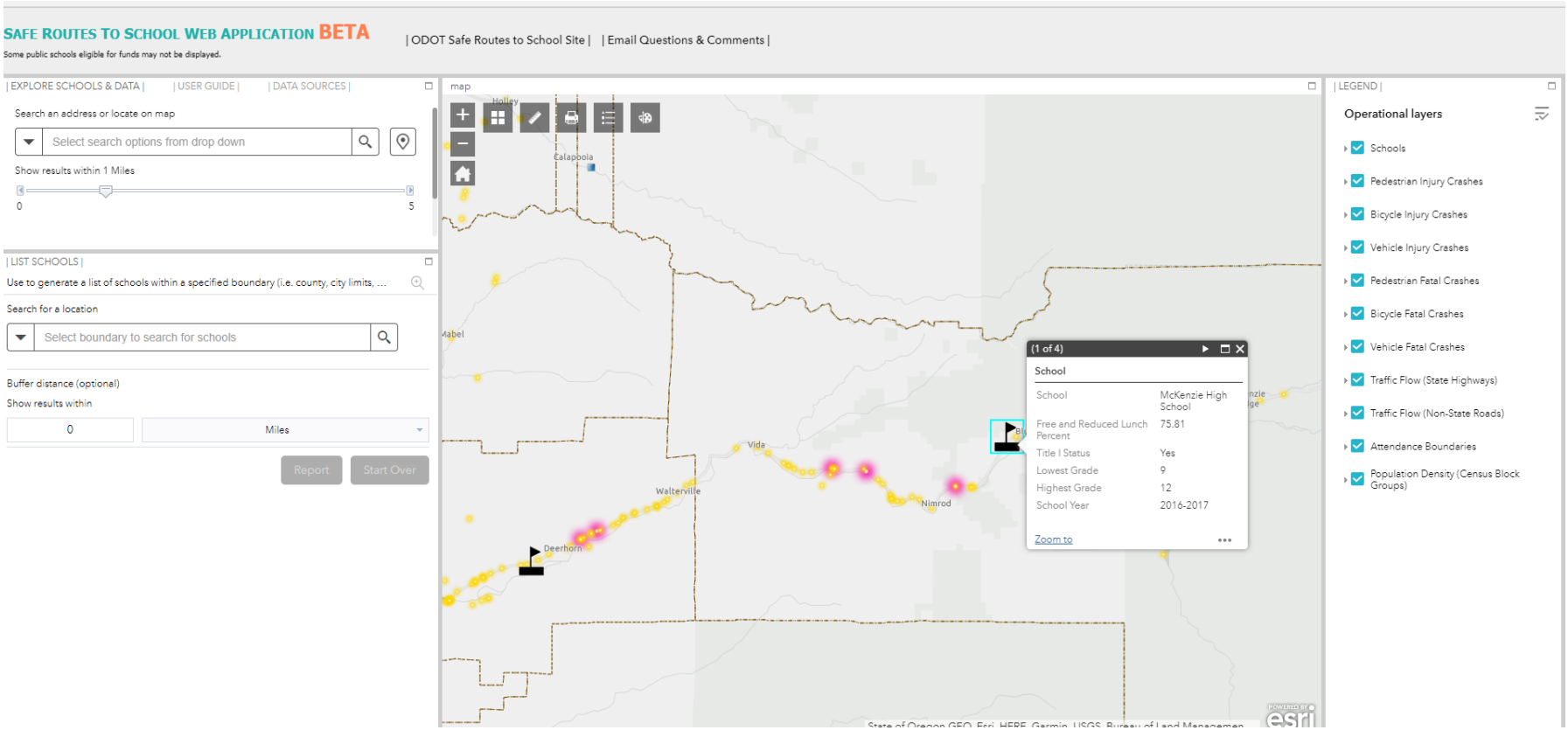
https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=33d00a3d7181433d85abfce78b8ae879

Meets Focus Area Criteria for this round: Title I school

"**Title I School**" refers to a school in which children from **low income families make up at least 40 percent of enrollment.**

Meets Focus Area Criteria for this round: Title I school

Map



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Safety- provide a safety benefit

Priority Safety Corridor

"**Priority Safety Corridor**" is a project in an area with **high-risk factors** that are known to impact safety.

Either the posted or 85th percentile speed is 40 miles per hour or greater or

Two or more of the following exist:

- speed limit **30 miles per hour** or greater;
- **more than 2 lanes** or a crossing distance greater than 30 feet;
- **12,000 or greater** annual average daily traffic;
- has a **demonstrated history of crashes** related to school traffic.

Safety- provide a safety benefit

Project Examples

Pedestrian	Install Continental Crosswalk Markings and Advance Pedestrian Warning Signs at Uncontrolled Locations	Install Curb Ramps and Extensions with a Marked Crosswalk and Pedestrian Warning Signs	Install Median Refuge Island	Install sidewalk	Install Raised Median with Marked Crosswalk
Pedestrian/Bicycle	Provide Intersection Illumination (Bike & Pedestrian)	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane		Install Advance Pedestrian or Bicycle Warning Signs	
Bicycle	Install Bike Box at Conflict Points		Install Cycle Tracks	Install Bike Lanes and buffered bike lanes	
Signal	Install Bike Signal	Install Pedestrian Signal	Install Urban Leading Pedestrian or Bicycle Interval at Signalized Intersection	Install Pedestrian Countdown Timer(s)	Install No Pedestrian Phase Feature with Flashing Yellow Arrow
Beacon	Install Rectangular Rapid Flashing Beacon with Median (3-Lane or More Roadway)	Install Pedestrian Hybrid Beacon	Install Rectangular Rapid Flashing Beacon without Median (3-Lane or More Roadway)		Install Rectangular Rapid Flashing Beacon (2-Lane Road)

Fit within a plan

Fit within a plan developed in pursuant to ORS 195.115. Plans may include SRTS Action Plan, TSP, or other locally adopted plan.

ORS 195.115: City and county governing bodies shall work with school district personnel to identify barriers and hazards to children walking or bicycling to and from school. The cities, counties and districts may develop a plan for the funding of improvements designed to reduce the barriers and hazards identified. [2001 c.940 §1]

Project Selection Steps

1) Criteria selection for project prioritization
2) Criteria review
3) Letter of intent and application process
4) Initial technical and priority criteria score
5) Committee workshop to rank projects
6) Final approval
7) Notification and contract signed

Application and LOI

LOI

- Confirms eligibility
- High level problem, solution, project descriptions
- Applicant and school info
- How much?

Application

- LOI info plus:
- Project and school specifics
- Safety information
- Cost estimate and timeline
- Match information
- Map, photos, and support letters
- Signature page

Project Selection Committee

SRTS Advisory Committee Over Both Programs

- Advisory to OTC and ODOT
- 10-15 members
- Representative Types
- Appointed by ODOT Director
- Project Criteria and Selection
- Consult with OTSC and OBPAC

Project Selection Evaluation for Program

High, Medium, Low Priorities	Determined each funding cycle by the SRAC
Targets for program	Balance of projects outside of MPO
	Balance of projects near Title I Schools

Priorities for This Cycle

High Priority	Title I Schools
	Safety Risk Factors
	Elementary/Middle schools
	Readiness
Medium Priorities	Proximity to School
	Mutual Benefit
Low Priorities	Connection to Education and Encouragement Programs

Project Delivery

High level guidance:

- Reimbursement grant
- Monthly progress reports
- Competed in 5 years
- Begin to expend funds ASAP, at least by 2 years
- Highly encouraged to incorporate encouragement programs
- Cost overruns are the responsibility of the applicant

Tips for Your Proposal

Submitting an application:

Unfunded projects may reapply

Applicants deliver projects

Letters of Support: Area Commissions on Transportation, community based organizations, etc

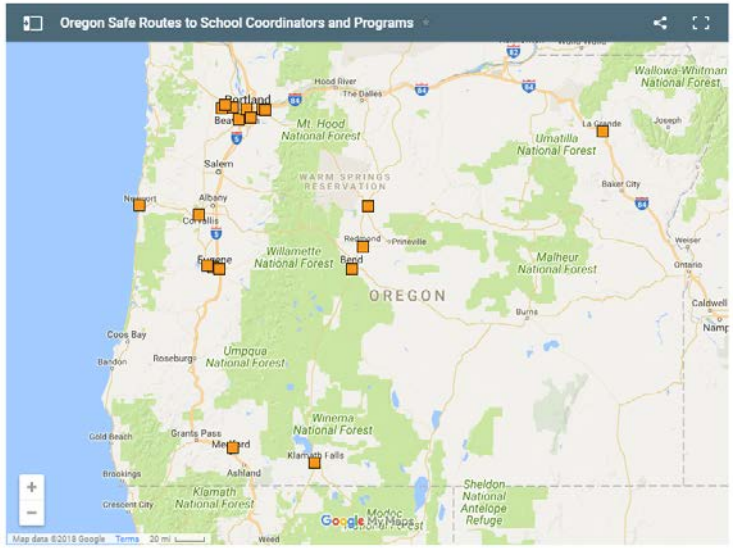
Use Safe Routes to School mapping site https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=33d00a3d7181433d85abfce78b8ae879

Meeting the local cash match requirement:

Oregon Transportation Infrastructure Bank
https://www.oregon.gov/ODOT/About/Pages/Financial-Information.aspx.

Define **a larger project** where funding for only a portion of the project is requested from the Safe Routes to School fund.

Additional resources:



Regional Traffic Safety Coordinator

- Region 1:
- Region 2: Nicole Charlson
- Region 3: Rosalee Senger
- Region 4: Chris Cheng
- Region 5: Billie-Jo Deal

Regional Active Transportation Liaisons

- Region 1: Basil Chistopher
- Region 2: Jenna Berman
- Region 3: Jenna Marmon
- Region 4: David Amiton
- Region 5: Teresa Penninger

Oregon's Safe Routes to School site: https://www.oregonsaferoutes.org/

Learn who your local SRTS Coordinator is!

Additional resources:

ODOT's Safe Routes to School Programs site:
https://www.oregon.gov/ODOT/Programs/Pa ges/SRTS.aspx

The history of Safe Routes to School Funding in the United States:
tps://www.saferoutespartnership.org/healthy-mmunities/101/history

Statewide Safe Routes to School Programs:
https://www.saferoutespartnership.org/state/bestpractices/stateprograms

Project Samples

Using an Existing Project as Match

Example details:

New Project: Adding sidewalks and rapid flashing beacon to a street in front of a Title I school. The school community identified these as barriers.

Existing Project: Bike lanes and a crossing are already being added as part of a local project. These pieces constitute the 20% match.

Project is eligible and competitive due to high school support, readiness, and safety.

Project is funded and built!

Project Match Example #1

Match

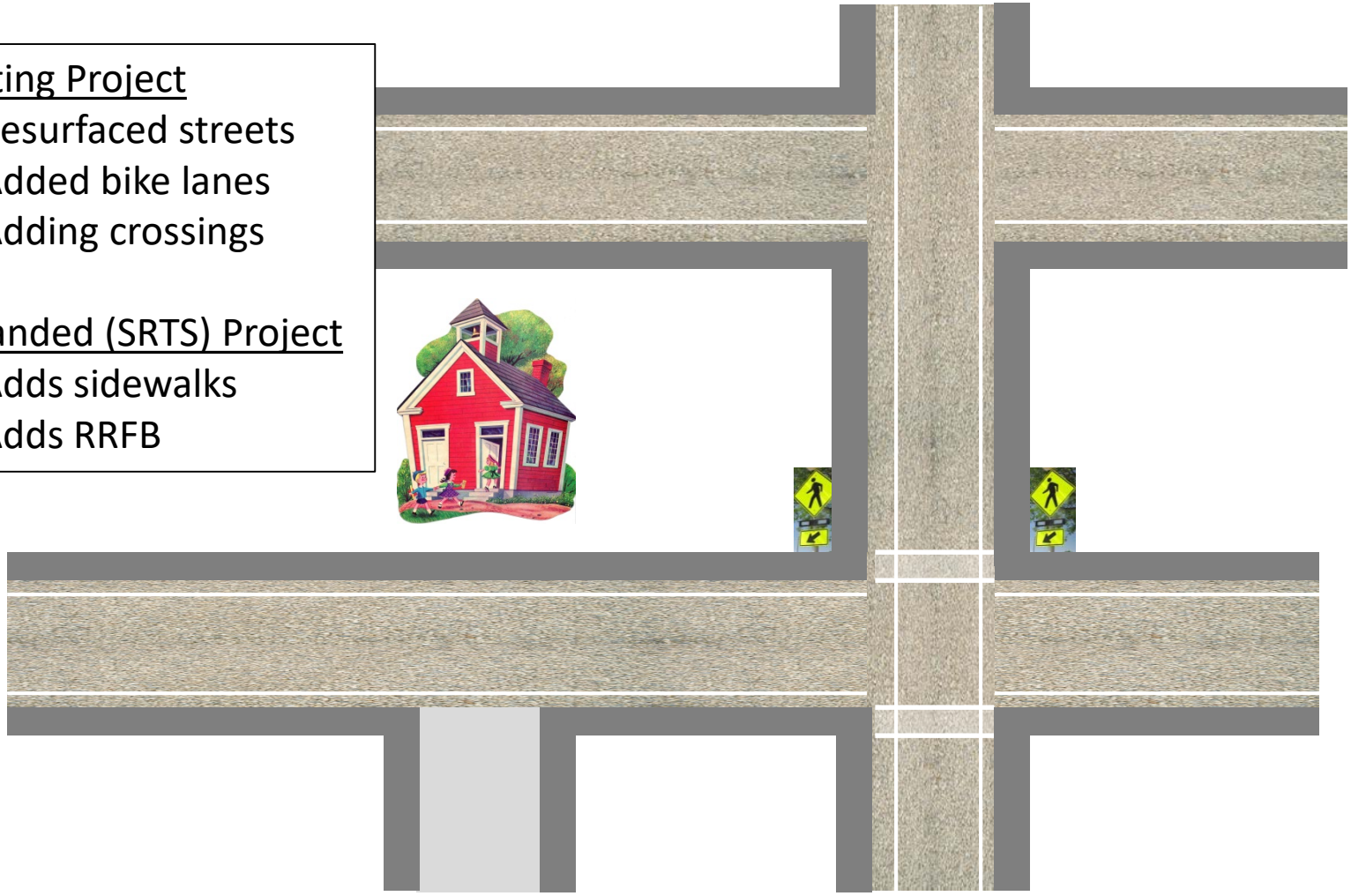
SRTS $

<u>Existing Project</u>

- Resurfaced streets
- Added bike lanes
- Adding crossings

<u>Expanded (SRTS) Project</u>

- Adds sidewalks
- Adds RRFB



Using Federal Funds as Match

Example details:

Project: Sidewalk infill and additional marked crossings project near Title I, identified by school community as a barrier

STIP project installs curb ramps (provides 20% match)

Project is federalized due to the match and must be delivered by a certified agency.

Project is eligible and selected due to safety risk factors, readiness, etc!

Project Match Example #2

Match

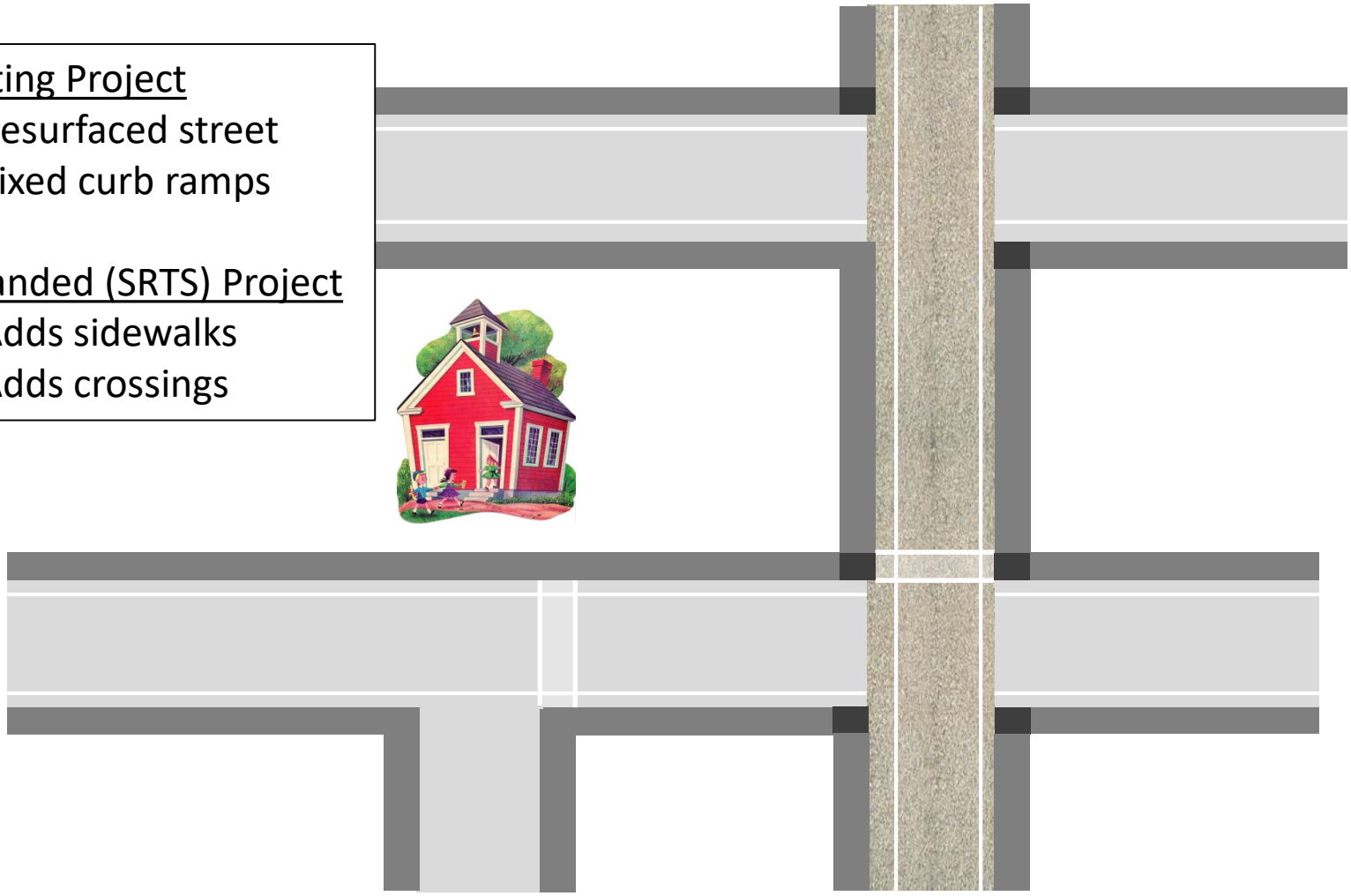
SRTS $

<u>Existing Project</u>

- Resurfaced street
- Fixed curb ramps

<u>Expanded (SRTS) Project</u>

- Adds sidewalks
- Adds crossings



Using ROW and Design as Match

Example details:

Project: New sidewalk built in front of Title I school, identified by school community as a barrier.

Agency purchased right of way in front of school and designed the project as part of preliminary engineering, meeting the 20% cash match requirement.

Project is eligible and selected due to safety risk factors, readiness, etc!

Project Match Example #3

Match

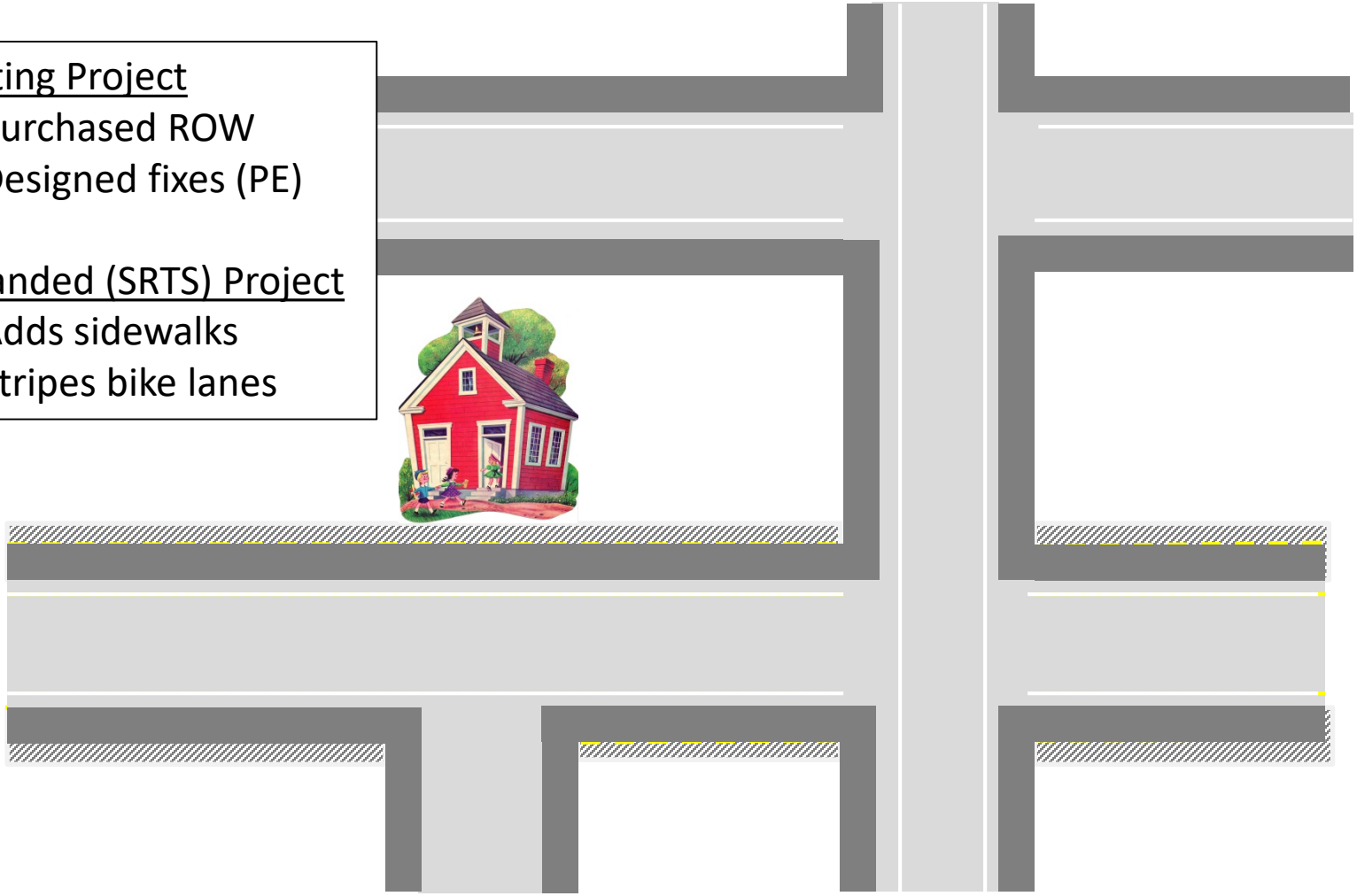
SRTS $

<u>Existing Project</u>

- Purchased ROW
- Designed fixes (PE)

<u>Expanded (SRTS) Project</u>

- Adds sidewalks
- Stripes bike lanes



Q and A

Contact:

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(503) 986-5805

Sign up for updates at:
https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx