

Ms. Perla Tabares Hantman, Chair

Co-Sponsors: Dr. Steve Gallon III, Vice Chair  
Dr. Dorothy Bendross-Mindingall  
Dr. Lawrence S. Feldman  
Dr. Martin Karp  
Ms. Maria Teresa Rojas

**SUBJECT: SCHOOL BOARD ENDORSEMENT OF ADDITIONAL SCHOOLS FOR SUBMITTAL UNDER THE SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT PROGRAM**

**COMMITTEE: FISCAL ACCOUNTABILITY AND GOVERNMENT RELATIONS**

**LINK TO STRATEGIC BLUEPRINT: SAFE, HEALTHY AND SUPPORTIVE LEARNING ENVIRONMENT**

The Federal Safe Routes to School Program (SRTS) was created in 2005 to enable and encourage children, including those with disabilities, to walk and bicycle to school, by making pedestrian routes safer and more appealing. SRTS also plays a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity. In 2012 the “Moving Ahead for Progress in the 21<sup>st</sup> Century” (MAP-21) Transportation Bill was enacted, which did not specifically earmark funding for SRTS, but instead included the SRTS Program along with a variety of other enhancement programs to compete for federal dollars under the Transportation Alternatives Program (TAP). The Florida Department of Transportation (FDOT) is processing all TAP grant applications at the local level.

The District’s goal is to provide SRTS improvements for all public schools. Since 2007, the School Board has endorsed and submitted 143 SRTS applications. Funds totaling over \$24 million have been awarded for necessary infrastructure improvements.

Due to limited funding, a prioritized list of remaining schools which have not yet participated in the program was developed in 2013. The prioritization study was headed by the Miami-Dade Transportation Planning Organization (TPO), in partnership with the District and the Public Schools Community Traffic Safety Team (CTST).

The school prioritization matrix was modeled on the “Safety-based Prioritization of Schools for SRTS Infrastructure Projects” developed by the National Center for Safe Routes to Schools, and includes pedestrian and bicyclist safety, traffic volume, and number of students currently walking and bicycling to school. In selecting schools, other factors are also considered such as recent pedestrian related incidents/concerns, and collaboration with municipalities to leverage available funds.

**Revised<sup>2</sup>**  
**H-6**

The following schools were identified as priority schools for the next SRTS application cycle. TPO general planning consultants will perform the requisite engineering studies.

- Booker T. Washington High School
- Hialeah Gardens High School
- Hialeah Gardens Middle School
- Miami Southridge Senior High School
- Homestead Middle School
- North Miami Beach Senior High School
- John F. Kennedy Middle School

An SRTS assessment of Horace Mann Middle School will also be conducted by the TPO general planning consultant for future consideration.

In addition, the City of Miami Beach will collaborate with the District, and its transportation partners, to develop SRTS Infrastructure Grant applications for the following schools located within their respective jurisdiction.

- Miami Beach South Pointe Elementary
  - Miami Beach Feinberg-Fisher K-8
  - North Beach Elementary
  - Biscayne Beach Elementary School
  - Miami Beach Nautilus Middle School
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All referenced applications will be submitted by the District as a co-applicant for consideration by FDOT for the 2020 TAP application cycle.

**ACTION PROPOSED BY CHAIR  
PERLA TABARES HANTMAN:**

That The School Board of Miami-Dade County, Florida, endorse additional schools for submittal under the Safe Routes to School infrastructure grant program sponsored by the U.S. Department of Transportation, and request the Superintendent to formalize the grant applications accordingly.