



RESOLUTION APPROVING A PORTION OF SAN FRANCISCO'S ONE BAY AREA GRANT PROGRAM CYCLE 2 PROGRAM OF PROJECTS

WHEREAS, In November 2015, through Resolution 4202, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 2 (OBAG 2) framework for programming the region's federal transportation funds in an effort integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, Congestion Management Agencies (CMAs) have flexibility to program OBAG 2 funds to a wide variety of project types ranging from transit expansion, reliability and access improvements to pedestrian and bicycle safety projects to street resurfacing to transportation demand management, provided that the recommendations comply with MTC's OBAG requirements; and

WHEREAS, One of MTC's key requirements is that at least 70% of OBAG 2 funds must be programmed to projects within or providing proximate access to Priority Development Areas (PDAs), which are areas San Francisco previously nominated to focus future growth in a transit-oriented manner (see Attachment 1); and

WHEREAS, As San Francisco's CMA, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of the OBAG 2 program; and

WHEREAS, MTC requires that \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects, which the Transportation Authority Board prioritized for non-infrastructure projects due to the relative difficulty in funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements; and

WHEREAS, On March 13, 2017, the Transportation Authority issued the OBAG 2 call for projects, and received eight applications requesting a total of \$87.06 million in OBAG 2 funds, more



than double the funds available (Attachment 2); and

WHEREAS, Transportation Authority staff evaluated the applications using the Board-adopted screening and prioritization criteria (Attachment 3) and follow-up communications with project sponsors and MTC and recommended fully funding two of the eight requests and partially funding another four requests, as detailed in Attachment 2 and summarized in Attachment 4; and

WHEREAS, The recommendation includes fully funding the requests for the Geary Rapid Transit Phase 1 Project (\$6.939 million) and the John Yehall Chin Elementary Safe Routes to School Project (\$3.366 million); and

WHEREAS, The recommendation to partially fund the request for the Better Market Street Project (\$15.98 million recommended versus \$37.12 million requested) would fully fund the design phase of the project but does not include funding for the construction phase which lacks a full funding plan at this time, making that phase ineligible for OBAG 2 funds; and

WHEREAS, The funding recommendation for the Peninsula Corridor Electrification Project (\$11.188 million) would count toward the City's remaining \$16.1 million commitment to the project, and the City will continue to identify funds to cover the gap; and

WHEREAS, The funding recommended for the SRTS Non-Infrastructure (2019-2021) Project (\$2.8 million recommended (of which \$1.797 million is the required SRTS set-aside) versus \$3.9 million requested) excludes about \$1.1 million in OBAG-ineligible scope elements; and

WHEREAS, The \$2.0 million recommended for the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator and Faregates Project (\$2.0 million recommended versus \$9.2 million requested), combined with another \$1 million in Prop K sales tax that we are recommending from the Prop K Facilities category, will be matched with BART funds to fully fund the project; and

WHEREAS, Transportation Authority and MTC staff determined that the Port of San



Francisco's Mission Bay Ferry Landing Project was ineligible to receive funding due to lack of a full funding plan for the construction phase for which OBAG 2 funds were requested; and

WHEREAS, Nearly 100% of the projects recommended for non-SRTS OBAG 2 funding are either within or provide proximate access to PDAs, defined as directly serving the PDA even if not fully contained within it (Attachment 5); and

WHEREAS, At its June 28, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its July 11, 2017 meeting, the Board severed the requests for the Better Market Street project and the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator and Faregates project to be considered separately after further information is provided; and

WHEREAS, At its July 25, 2017 meeting, the Board severed the request for the San Francisco Safe Routes to Schools (SRTS) Non-Infrastructure Project (2019-2021) to be considered separately after further information is provided; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves a portion of San Francisco's OBAG 2 Program of Projects totaling \$21,492,736, as shown in Attachment 4; 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 (5):

1. OBAG 2 Priority Development Area Map
2. OBAG 2 Projects Received and Detailed Staff Recommendations
3. OBAG 2 Screening and Prioritization Criteria
4. OBAG 2 Program of Projects – Summary of SFCTA Recommendations (R18-05)
5. OBAG 2 Program of Projects – Map of Staff Recommendations

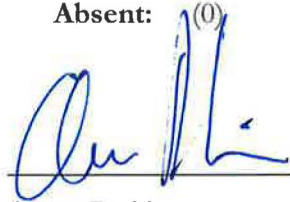


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of July, 2017, by the following votes:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

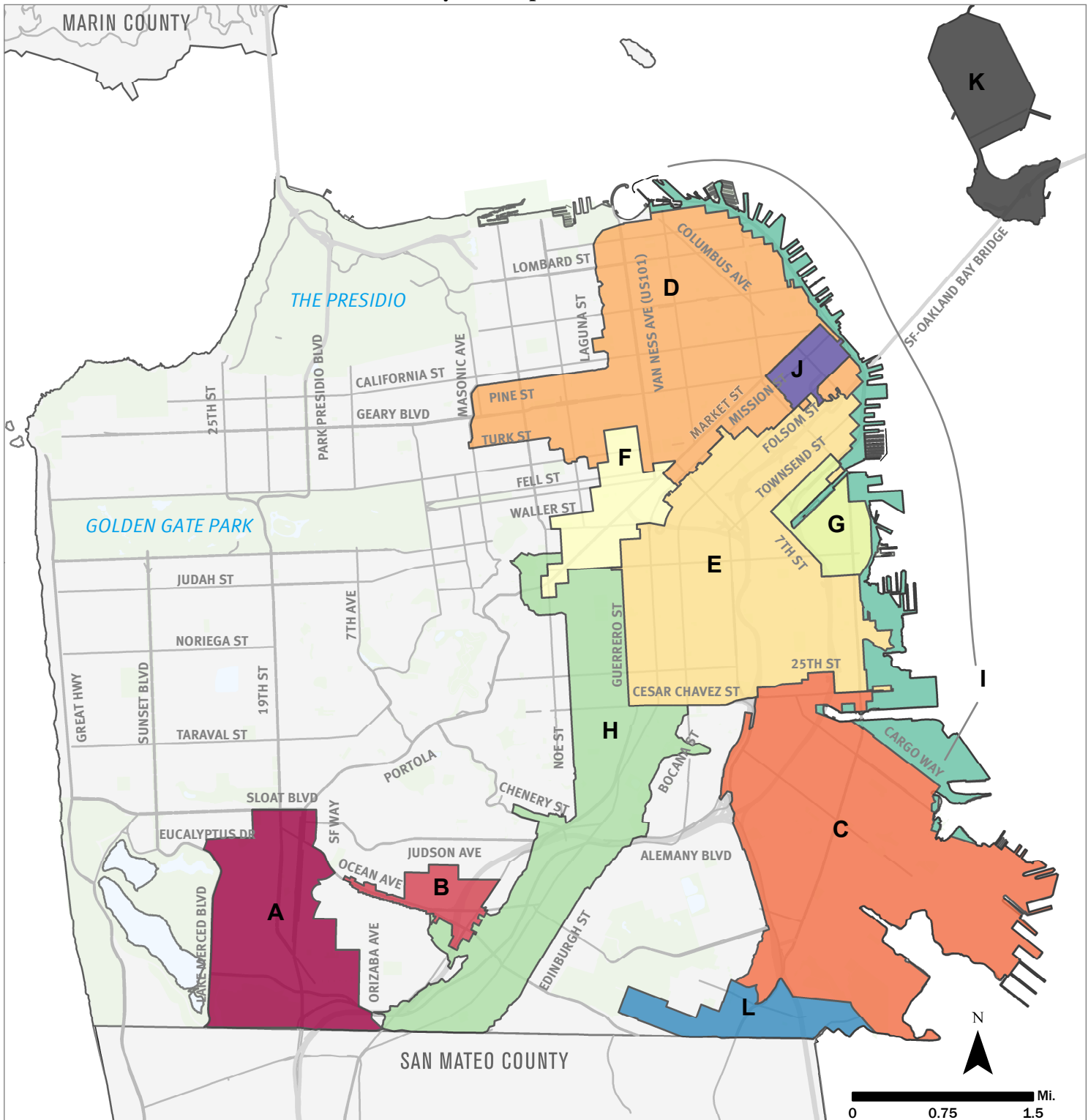
Nays: (0)

Absent: (0)

 7/26/17
Aaron Peskin Date
Chair

ATTEST:  8/1/17
Tilly Chang Date
Executive Director

**Attachment 1
San Francisco One Bay Area Grant Cycle 2
Priority Development Areas**



Priority Development Areas

- | | |
|---|---|
| A. 19th Avenue | G. Mission Bay |
| B. Balboa Park | H. Mission-San Jose Corridor |
| C. Bayview/Hunters Point Shipyard/Candlestick Point | I. Port of San Francisco |
| D. Downtown-Van Ness-Geary | J. Transit Center District |
| E. Eastern Neighborhoods | K. Treasure Island and Yerba Buena Island |
| F. Market-Octavia/Upper Market | L. San Francisco/San Mateo Bi-County Area |

Source: The Association of Bay Area Governments (ABAG)

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Attachment 2.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Projects Received and Detailed Staff Recommendation ¹

Evaluation Score ¹	Project Name and Brief Description	Sponsor Agency ²	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
36.1	Geary Bus Rapid Transit Phase 1 - Create dedicated bus-only lanes along the six-mile 38/38R route on Geary Street, O'Farrell Street, and Geary Boulevard from Market Street to 34th Avenue. Provide other pedestrian- and transit-supportive improvements such as bulb-outs, optimized stops with upgraded amenities, and signal improvements. This is for Phase 1 of the Bus Rapid Transit project.	SFMTA	Construction	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000	1, 2, 3, 5, and 6	Allows equivalent amount of Prop K/Prop AA funds to shift to Phase 2 of the project to advance design.
34.6	Better Market Street - Completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.	SFPW	Design and Construction	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000	3, 5, and 6	Recommend funding design phase only (\$42 million design cost) due to lack of full funding for construction. Project could seek construction funding through various discretionary sources including Regional Measure 3 (RM3) Core Capacity funds, consistent with San Francisco's proposed RM3 priorities. See Attachment 8 for funding plan.
33.5	Peninsula Corridor Electrification Project - Electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's commuter rail service by electrifying the Caltrain line from San Francisco to San Jose and replacing 75% of the diesel fleet with high performance electric train sets.	PCJPB	Construction	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736	6, 10	Requested OBAG 2 amount represents San Francisco's remaining commitment to the PCEP project. SFCTA, SFMTA, and the Mayor's Office will continue to identify funds to cover the gap.
27.8	San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021) - Implement an additional two years of the SRTS program that includes educational, encouragement, and evaluation activities and deliverables for school years 2019-2021 on behalf of the SRTS Partnership. The intent is to increase the percentage of students actively commuting to participating schools and improve safety of routes to schools. The scope currently includes comprehensive services at 35 elementary schools, special activities at 4 middle schools, and 2 high schools citywide, and technical assistance to any interested public school.	DPH	Construction (Non-Infrastructure)	\$ 3,879,016	\$ 3,879,016	\$ 2,813,264	all	The recommended award will continue the current program through 2021. Reduced recommendation eliminates proposed add-on tasks, such as a bicycle build program for students, which are ineligible for OBAG funds. \$1.797 million of recommended funding is from the required Safe Routes to School set-aside prioritized for non-infrastructure projects. 20 of the current 35 elementary schools currently participating in the program are in PDAs.

Attachment 2.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Projects Received and Detailed Staff Recommendation ¹

Evaluation Score ¹	Project Name and Brief Description	Sponsor Agency ²	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
26.6	John Yehall Chin Elementary Safe Routes to School - Construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.	SFPW	Construction	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000	3	OBAG award would fully fund construction of this shovel-ready project that received Prop K and Active Transportation Program funds for the planning and design phases.
24.4	Bayshore Multimodal Facility - Complete environmental review and final design for a bi-county, Bayshore Multi-Modal Facility serving Caltrain, Muni, Samtrans, and future California High Speed Rail at the Bayshore Caltrain Station. Project would include an implementation plan for a complete street design, turnaround facility, and public space.	SF Planning	Environmental Review and Design	\$ 9,876,625	\$ 452,388	\$ -	10	We are not recommending OBAG 2 funding for this project, but note it is eligible for Prop K Bi-County funds if it moves forward. This avoids federalizing the project at this stage which is more efficient and mitigates delivery risk given strict federal requirements and SF Planning's lack of a funding agreement with Caltrans. This also allows us to help fully fund the BART elevator project below.
21.9	Mission Bay Ferry Landing - Construct a new ferry terminal in Mission Bay to provide a link between this Priority Development Area and the East and North Bays.	Port of SF	Construction	\$ 42,700,000	\$ 10,000,000	\$ -	6 and 10	Deemed ineligible due to lack of a full funding plan for requested phase. Prior phases are already under contract. Construction phase recommended as a San Francisco Regional Measure 3 priority.
17.4	Embarcadero Station: New Northside Platform Elevator and Faregates - Procure and install a new elevator on the east end of the station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	BART	Construction	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000	3, 6	\$2 million in OBAG 2 and \$1 M from the Prop K facilities funds designated for BART and/or from the "undesignated" line that BART/Caltrain/Muni can apply for will fully fund the project. BART will cover the difference with BART funds. Muni has no objection to the project.
TOTAL				\$ 2,724,284,641	\$ 87,059,404	\$ 42,286,000		

TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS	\$ 42,286,000
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¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), Port of San Francisco (SF Port), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Planning Department (SF Planning) and San Francisco Public Works (SFPW).

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San Francisco One Bay Area Grant (OBAG) 2 Screening and Prioritization Criteria (Resolution 17-29, adopted 02.28.2017)

To develop a program of projects for San Francisco's OBAG 2 County Program, the Transportation Authority will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 2 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have proposed to add a few additional criteria to better reflect the particular conditions and needs in our county (as indicated by *italicized text*).

OBAG SCREENING CRITERIA

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include, but are not limited to the following factors:

- Award of the OBAG 2 funds will result in a fully funded, stand-alone capital project, plan, or Safe Routes to School (SRTS) project.
- Project scope must be consistent with the intent of OBAG and its broad eligible uses.¹
- Project sponsor is eligible to receive federal transportation funds.
- Project sponsor is requesting a minimum of \$500,000 in OBAG funds.²
- Project is consistent with Plan Bay Area (the Bay Area's regional transportation plan) *and the San Francisco Transportation Plan.*
- Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded. For non-infrastructure projects, the project sponsor may demonstrate funding federally ineligible activities with the local match.

Additional Screening Criteria for Street Resurfacing Projects:

- Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.
- Pavement rehabilitation projects must have a PCI score of 70 or below. Preventative maintenance projects must extend the useful life of the facility by at least 5 years.

Additional Screening Criteria for the SRTS Set-Aside:

¹ Eligible scopes of work include but are not limited to transit improvements, smart system management, transportation demand management, safety and streetscape improvements, street resurfacing, and PDA planning. Refer to MTC's OBAG 2 guidelines for a full list, and contact SFCTA staff with any questions about eligibility.

² SFCTA staff will consider projects requesting more than \$100,000 but less than \$500,000 on a case by case basis if the project is competitive and cannot easily be funded elsewhere, but sponsors must demonstrate an ability to comply with federal funding requirements.

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- *Non-infrastructure projects (e.g. education and outreach) will be prioritized given that they have limited discretionary funding opportunities.*
- *Projects must be coordinated with San Francisco SRTS Coalition (Coalition), i.e., either having been prioritized by the Coalition or having a letter of support signed by all of the Coalition member agencies.*

OBAG PRIORITIZATION CRITERIA

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance, to enable matching of recommended projects with eligibility requirements of available fund sources, and if necessary, to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Location-Specific Criteria

- **Located within or provides “proximate access” to Priority Development Area (PDA):** OBAG establishes a minimum requirement that 70% of all OBAG funds be used on projects that are located within or provide proximate access to a PDA. Projects that are geographically outside of a PDA, but are determined to be eligible by the Transportation Authority because they provide proximate access to a PDA, must be mapped and given policy justifications for why and how they support a given PDA. The Transportation Authority will also consider consistency with the Transportation Investment Growth Strategy and/or PDA plans.
- **Located within High Impact Project Areas:** Factors used to determine High Impact Project Areas include:
 - PDAs taking on significant housing growth in Plan Bay Area, including Regional Housing Needs Allocation, as well as housing production, especially those that are adding a large number of very low, low, and moderate income housing units.
 - Dense job centers in proximity to housing and transit (both currently and as projected in Plan Bay Area), especially where supported by reduced parking requirements and Travel Demand Management programs
 - Improved transportation choices for all income levels in proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.), to reduce vehicle miles travelled
- **Located within a Community of Concern (COC):** Projects located within a COC, as defined by MTC, Congestion Management Agencies, or Community Based Transportation Plans will be given higher priority. *Projects identified in Muni’s Equity Strategy will be given priority.*
- **Located within PDAs with affordable housing preservation and creation strategies:** Projects located within PDAs with affordable housing preservation and creation strategies and community stabilization strategies will be given priority. *Technically, San Francisco is already compliant with MTC’s criterion which is meant to apply at the jurisdiction level. Nonetheless, in order to meet the spirit of this criterion and after consulting with the Planning Department, we will give priority to projects located near a proposed housing development within a PDA with 75% or more affordable units.*
- **Located within Bay Area Air Quality Management District (Air District) Community Air Risk Evaluation (CARE) Community, or located near freight transport infrastructure:** Projects located in areas with highest exposure to particulate matter and toxic

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air contaminates that employ best management practices to mitigate exposure, will receive a higher priority.³

Other Criteria

- **Project Readiness:** Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority.
- **Planning for Healthy Places:** Projects that implement best practices identified in Air District Planning for Healthy Places guidelines will receive higher priority.⁴
- **Safety:** *Projects that address high injury corridors or other locations consistent with the City's Vision Zero policy will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.*
- **Multi-modal Benefits:** *Projects that directly benefit multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists) will be prioritized.*
- **Multiple Project Coordination:** *Projects that are coordinated with non-OBAG funded, but related improvements, such as making multi-modal improvements on a street or road that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).*
- **Community Support:** *Projects with clear and diverse community support will receive a higher priority. This can be shown through letters of support, specific reference to adopted plans that were developed through a community-based planning process (e.g. community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement plan), or community meetings regarding the project. SR2S infrastructure projects that come from documented walking audits with school officials and community members also will be prioritized.*
- **Core Capacity:** *Projects that increase capacity and reliability needs such as those identified in MTC's Bay Area Core Capacity Transit Study will receive a higher priority. Core corridors include the Muni Metro and Rapid Network, Transbay and Peninsula travel corridors. Includes transit capacity and travel demand management to increase person throughput and transit reliability in freeway corridors.*
- **Alternate Funding Source:** *This factor will be considered to prioritize projects with limited alternate funding sources.*
- **Project Sponsor Priority:** *For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.*

Geographic Equity: *This factor will be applied program-wide.*

As is customary, the Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate

³ Information regarding Air District CARE Communities can be found online (<http://www.baaqmd.gov/plans-and-climate/community-air-risk-evaluation-care-program>).

⁴ Information regarding Air District Planning for Healthy Places can be found online (<http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>).

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with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

Attachment 4.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Summary of SFCTA Recommendations (Resolution 18-05)¹

Sponsor Agency ²	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street ³	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1	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	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
DPH	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) ³	Construction (Non-Infrastructure)	all	\$ 3,879,016	\$ 3,879,016	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform-Elevator and Faregates ³	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TOTAL				\$ 2,671,708,016	\$ 76,607,016	\$ 42,286,000
Total Approved (Res. 18-05):				\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS						\$ 42,286,000

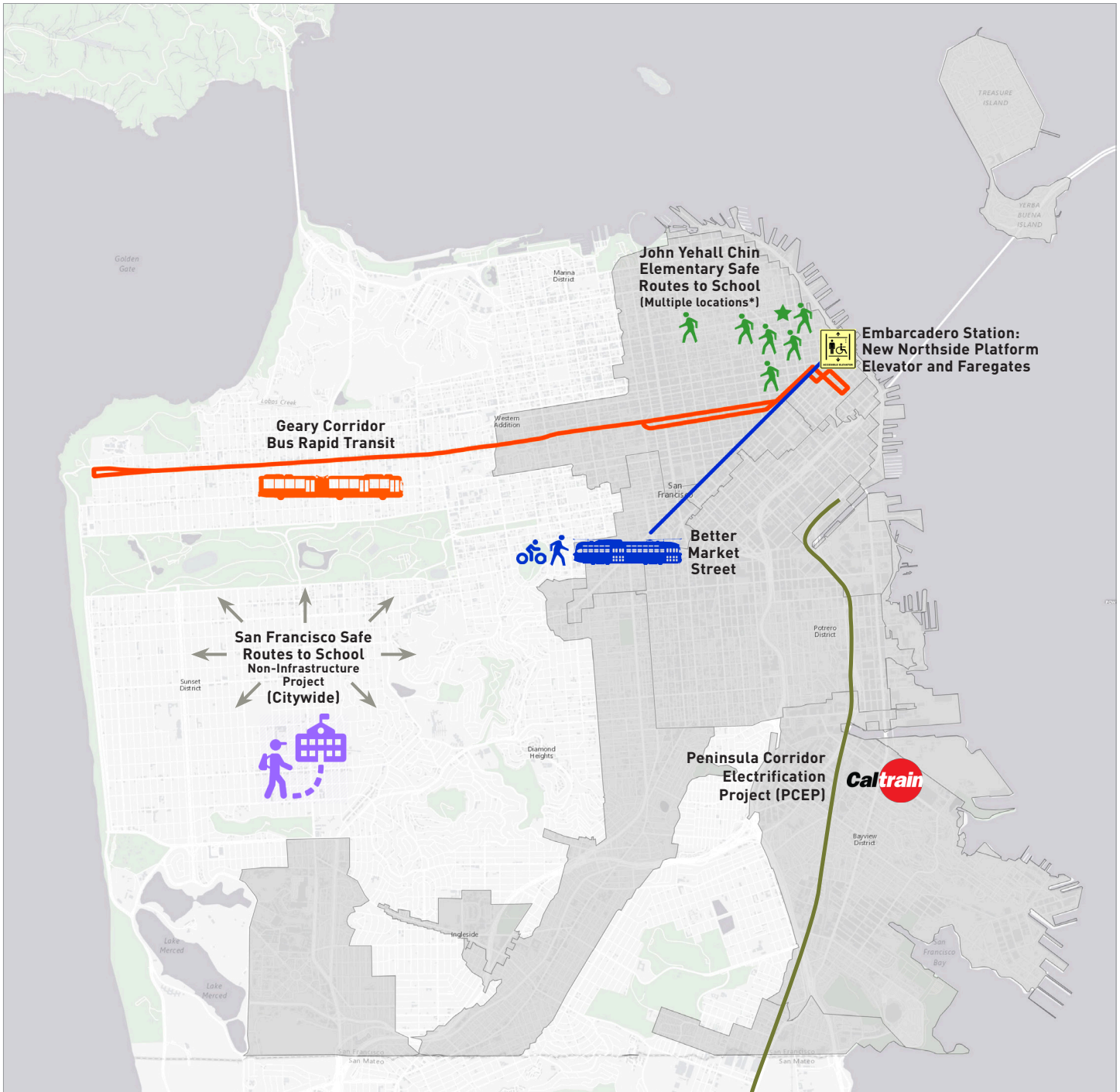
¹ Projects are sorted by recommended OBAG 2 programming from highest to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

³ Action on these projects was continued pending further information and discussion.



San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects—Recommended Projects



 Grey backgrounds denote Priority Development Areas (PDAs)

- * John Yehall Chin Elementary (★) Safe Routes to School Intersection Improvement locations:
- Broadway and Cyrus Place
 - Pacific and Stockton
 - Kearny and Jackson
 - Bush and Kearny
 - Battery and Washington
 - Battery and Pacific