



Memorandum

Date: 02.06.2017 **RE:** Plans and Programs Committee
February 14, 2017

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Breed, Safai, Sheehy and Peskin (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Through: Tilly Chang – Executive Director *TTC*

Subject: **ACTION** – Recommend Adoption of the One Bay Area Grant Program Cycle 2 San Francisco Call for Projects Framework

Summary

This is the second cycle of the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant program (OBAG 2) for which the Transportation Authority has \$44.2 million to program over the next five fiscal years (2017/18–2021/22). The OBAG program directs federal funding to projects and programs that integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy. About 45% of OBAG funds are directed to congestion management agencies (CMAs), such as the Transportation Authority. Provided that the CMAs comply with rather extensive OBAG requirements (such as requiring that at least 70% of San Francisco OBAG funds must be invested in our Priority Development Areas shown in Attachment 1), CMAs have flexibility to program funds to a wide variety of project types from transit capacity and enhancement projects to pedestrian and bicycle safety projects to street resurfacing. For San Francisco's \$44.2 million, we propose assigning \$1.9 million for CMA planning activities (consistent with Cycle 1, augmenting the base amount of CMA planning funds we receive from MTC), \$1.797 million for Safe Routes to School (MTC-guaranteed minimum) with priority to non-infrastructure projects (which have limited discretionary funding opportunities), and the remaining \$40.489 million for a competitive call open to all OBAG-eligible projects. In addition to MTC's required selection criteria, we propose retaining most of the Board-approved OBAG Cycle 1 criteria and adding new criteria that reflect the City's growing need to address core capacity and reliability improvements. Approval of the proposed approach will allow us to release the call for projects in early March 2017. The recommended project list would come back to the to the Board for approval in June, enabling us to submit with the list and related documentation to MTC by its July deadline.

BACKGROUND

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 1 (OBAG 1) funding and policy framework for programming the region's federal transportation funds. This was the first effort to better integrate the region's transportation program with California's climate law and Plan Bay Area (PBA), the Regional Transportation Plan/Sustainable Communities Strategy. OBAG 1 established funding commitments and policies for various regional and county programs to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs) (see Attachment 1) that are targeted for growth and

increased programming flexibility for local agencies. Through the OBAG 1 County Program, the Transportation Authority programmed \$38.8 million for CMA Planning activities and seven competitively selected projects reflecting a focus on complete streets and safety. The projects and their status are shown in Attachment 2.

In November 2015, MTC adopted the OBAG Cycle 2 (OBAG 2) framework, which was revised in July 2016 to distribute additional revenues and incorporate housing-related program elements. OBAG 2 maintains largely the same framework and policies as OBAG 1, building on progress made by OBAG 1 by making some refinements that attempt to address the region’s growing challenge with the lack of housing and affordable housing, in particular. For instance, compared to OBAG 1, the OBAG 2 County Program funding distribution formula places additional emphasis on housing production and the share of affordable housing and expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. MTC continues to require 70% of the OBAG 2 County Program funding be invested to projects in PDAs for urbanized counties like ours. San Francisco’s PDAs are shown in Attachment 1.

As the CMA for San Francisco, the Transportation Authority is responsible for managing San Francisco’s OBAG 2 County Program.

DISCUSSION

The purpose of this memorandum is to present our proposed approach San Francisco’s OBAG 2 call for projects and to seek a recommendation to approve the call for projects framework. The framework is comprised of a proposed funding distribution for the overall county share program, screening and prioritization criteria, and a call for projects schedule. MTC’s OBAG 2 guidelines lay out most of the project selection requirements, including screening and prioritization criteria, eligible project types and sponsors, and public outreach, all of which are intended to comply with federal requirements and meet the goals of OBAG.

Funds Available and Eligible Projects: San Francisco’s share of the OBAG2 county program is \$44.186 million which is available for programming over the next five fiscal years (Fiscal Year 2017/18–2021/22). Our proposed distribution of those funds is summarized in the table below.

Table 1.

San Francisco OBAG 2 County Program Funding Approach (millions \$)	
CMA planning augmentation	\$ 1.900
Safe Routes to School (SRTS)	\$ 1.797
Countywide OBAG 2	\$40.489
TOTAL	\$44.186

CMA Planning Augmentation: CMAs are required to perform various planning, funding programming, monitoring, and outreach functions in compliance with regional, state, and federal requirements. While CMAs’ responsibilities have increased to support the OBAG framework and the proliferation of different MTC funding programs and related requirements, state funds that used to supplement this type of the activities have been significantly reduced. As was done in OBAG 1, MTC sets aside a minimum base of funds for CMAs’ planning activities (\$3.997 million for San Francisco

over the five-year OBAG cycle) and continues to allow CMAs to designate additional funding from their County Program to augment their planning efforts. We recommend augmenting CMA planning funds by \$1.9 million, a level that is consistent with OBAG 1 and comparable to other urban counties, such as Alameda, San Mateo, and Santa Clara.

Safe Routes to School (SRTS): MTC has assigned the guaranteed funding amount for SRTS based on each county's total kindergarten through 12th grade enrollment. That amount for San Francisco is \$1.797 million (7.2% of the regional total using FY 2013-14 data as the base year). MTC allows funding both infrastructure projects and non-infrastructure programs (e.g. education and outreach). Given very limited funding sources for non-infrastructure programs, we recommend prioritizing non-infrastructure programs with this dedicated SRTS funding. This does not preclude SRTS infrastructure projects or non-infrastructure programs from competing for additional OBAG 2 funds.

Countywide OBAG 2: For the remaining \$40.489 million in County Program funds, we will select projects through a transparent and competitive process, as required by MTC. Eligible project types include but are not limited to transit expansion, reliability and access improvements; smart system management; transportation demand management (including education/outreach); safety and streetscape improvements; street resurfacing; SRTS; and PDA planning and implementation. The proposed screening and prioritization criteria described in the section below capture the particular emphasis we suggest for OBAG 2.

Screening and Prioritization Criteria: Attachment 2 describes our proposed screening and prioritization criteria. Most of these are required by the MTC guidelines. Elements that we have proposed to be added to the San Francisco call for projects are listed in italics. The proposed prioritization criteria retain most of the Board-approved criteria that we used for OBAG 1, such as the PDA focus requiring at least 70% of the funds to be invested in PDAs (net of the SRTS guaranteed minimum), multi-modal benefits, multiple project coordination, and safety. In particular, given the challenge of meeting the timely use of funds requirements as evidenced in OBAG 1, we will continue to give strong consideration to project readiness.

In addition, we propose adding new criteria that reflect the City's growing needs in core capacity and reliability improvements (e.g. Muni Metro, Transbay, Peninsula corridors), a need which was also identified in the San Francisco Transportation Plan and in Plan Bay Area.

Since we are also conducting calls for projects for two other funding programs (Prop AA Vehicle Registration Fee and Transportation for Clean Air County Program) in an overlapping timeframe, we will consider the amount and timing of funding availability of all three funding programs, as well as their specific requirements and purposes, in order to match projects with the most fitting funding sources as part of the application evaluation. We will also work with sponsors to identify and support Prop K allocations to provide all or a portion of the required local match. Other strategic considerations include upcoming funding opportunities through the MTC's anticipated Regional Measure 3 bridge toll revenue measure, MTC Climate Program, Air District's regional TFCA program and the California Air Resources Board's (CARB's) Cap and Trade program.

Call for Projects Schedule and Outreach: Following Board approval of the proposed framework, we anticipate releasing the call for projects on March 3. Attachment 3 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and recommending the project list to the CAC in May and to the Plans and Programs Committee and Board in June. This schedule would enable us to submit our OBAG 2 priorities and required project documentation to MTC by its July 31 deadline.

Consistent with MTC's OBAG 2 guidelines, our public outreach will build on the City's recent coordinated efforts to identify its transportation priorities for the Plan Bay Area and new revenue measures, as well as project sponsors' public involvement activities to identify and refine their agency's priorities. In addition, for the OBAG 2 call for projects, our public outreach approach will include, but not be limited to the following:

- Public meetings of the Transportation Authority Board, the Plans and Programs Committee and CAC
- Proposed presentations and information sharing with the Pedestrian Safety Advisory Committee and Bicycle Advisory Committee (which will also satisfy OBAG 2 requirements to make Complete Streets Checklists for OBAG projects available to these groups prior to project selection)
- Stakeholder meetings
- Commissioner engagement, e.g. briefings, newsletters, coordination with project sponsors or constituents
- Outreach tools, e.g. OBAG 2 website (www.sfcta.org/obag2), email, social media
- Multilanguage translations of materials and meetings as appropriate and also when requested

Prerequisites to Accessing OBAG 2 Funds: To access OBAG 2 funds, a local jurisdiction must demonstrate that its general plan's housing and complete streets policies are aligned and up-to-date by making a revision to the circulation element in compliance with the 2008 Complete Streets Act and having the housing element adopted and certified by the California Department of Housing and Community Development for 2014-2011 RHNA by May 2015. San Francisco has already satisfied both requirements. MTC also requires that CMAs update the PDA Investment & Growth Strategy by May 1, 2017. We are already working with the San Francisco Planning Department to complete this task by the due date and anticipate bringing it to the Transportation Authority Board for approval in April.

ALTERNATIVES

1. Recommend adoption of the OBAG 2 San Francisco Call for Projects Framework, as requested.
2. Recommend adoption of the OBAG 2 San Francisco Call for Projects Framework, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its January 25, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The recommended action would have no impact on the adopted Fiscal Year 2016/17 budget.

RECOMMENDATION

Recommend adoption of the OBAG 2 San Francisco Call for Projects Framework.

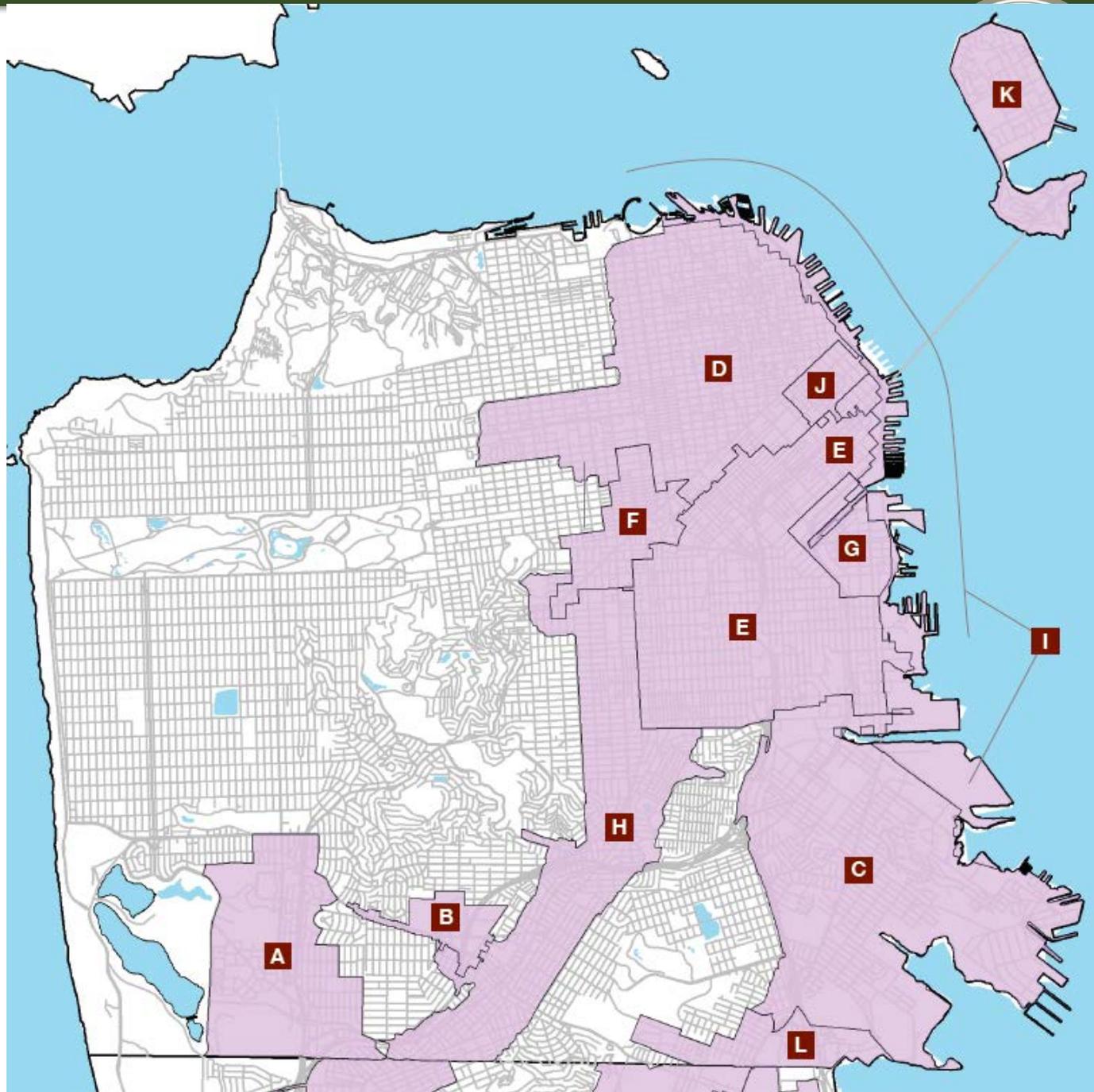
Attachments (4):

1. San Francisco Priority Development Areas
2. OBAG Cycle 1 Project List
3. Draft OBAG 2 Screening and Prioritization Criteria
4. Draft OBAG 2 Call for Projects Schedule

Attachment 1.

SAN FRANCISCO PRIORITY DEVELOPMENT AREAS

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



**Attachment 2
One Bay Area Grant (OBAG) Cycle 1 Project List
January 2017**

Project Name (Sponsor)	Description	Construction Start	Open for Use	Total Project Cost	OBAG Funds as Last Amended
Broadway Chinatown Streetscape Improvement (San Francisco Public Works (SFPW))	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including bulb-outs, special crosswalk paving, new medians, street trees, bus stop improvements, and repaving. Construction is 5% complete.	June 2016	April 2017	\$7,102,487	\$3,477,802 ^{1,3}
ER Taylor Elementary School Safe Routes to School (SFPW)	Design and construct four pedestrian bulb outs at the intersection of Bacon and Gottingen near ER Taylor Elementary School to improve pedestrian safety. The project is open for use.	June 2015	November 2015	\$604,573	\$400,115 ^{3,4}
Longfellow Elementary School Safe Routes to School (SFPW)	Design and construct pedestrian safety improvements at the intersections of Mission & Whittier, Mission & Whipple, and Mission & Lowell near Longfellow Elementary School. The project is open for use.	August 2015	March 2016	\$852,855	\$670,307
Mansell Corridor Improvement (San Francisco Municipal Transportation Agency (SFMTA))	Design and construct of a complete streets project on Mansell Street from Visitacion Avenue to Brazil Street including reduction in number of vehicular lanes and creating a multiuse path for pedestrians and bicyclists. The project is open for use.	September 2015	January 2017	\$6,807,348	\$1,762,239
Masonic Avenue Complete Streets (SFMTA)	Construct complete streets improvements on Masonic Avenue from Fell to Geary, including reallocation of space to calm traffic, dedicated bicycle space (raised cycle track), and pedestrian enhancements. Construction is 23% complete.	February 2016	April 2018	\$22,785,900	\$0 ²
Second Street Streetscape Improvement (SFPW)	Design and construct of a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle track, landscaping, and repaving. Construction contract was advertised in December 2016.	May or June 2017	March 2019	\$15,415,115	\$10,567,997 ⁴
Transbay Transit Center Bike and Pedestrian Improvements (Transbay Joint Powers Authority)	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including a pedestrian walkway, sidewalks, path-finding signage, real time passenger information, bike racks and channels, pedestrian lighting, and public art. OBAG work will be implemented as part of various construction contracts for the Transbay Transit Center project.	January 2017	December 2017	\$11,480,440	\$6,000,000
Light Rail Vehicle (LRV) Procurement (SFMTA)	Purchase 175 replacement LRVs and 25 expansion LRVs to help meet projected vehicle needs through 2020, including for the Central Subway. Design is 95% complete. Production of the first new LRVs is underway.	September 2014 (procurement)	Through 2020	\$175,000,000	\$10,227,540 ²

Attachment 2
One Bay Area Grant (OBAG) Cycle 1 Project List
January 2017

Project Name (Sponsor)	Description	Construction Start	Open for Use	Total Project Cost	OBAG Funds as Last Amended
Lombard Street US-101 Corridor Improvement (SFPW)	Design and construct safety improvements along Lombard Street between Van Ness Avenue and Richardson Avenue, including curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks. Design is 75% complete.	November 2017	February 2019	\$17,465,000	\$1,910,000 ¹

Total OBAG: \$35,016,000

¹ \$1.91 million in OBAG funds were swapped with SFMTA local revenue bond funds because the OBAG funds were unavailable when needed. In October 2015, the Transportation Authority Board reprogrammed the OBAG funds to SFPW's Lombard Street US-101 Corridor Improvement via 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW.

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.

³ On December 15, 2015, the Transportation Authority Board approved SFPW's request to reprogram \$67,265 cost savings from the recently completed ER Taylor SR2S to Chinatown Broadway, which has received a higher-than-anticipated bid to its original construction contract advertisement.

⁴ On June 28, 2016, the Transportation Authority Board approved SFPW's request to reprogram additional \$51,215 from the completed ER Taylor SR2S to Second Street to cover the cost of the pedestrian lighting, which has been added per the community's request.

Attachment 3.

One Bay Area Grant (OBAG) 2 Draft San Francisco Screening and Prioritization Criteria

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.

Attachment 3.

- *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 housing development within a PDA with 75% or more affordable units.*
- **Located within Bay Area Air Quality Management District (Air District) Community**

Attachment 3.

Air Risk Evaluation (CARE) Community, or located near freight transport infrastructure: Projects located in areas with highest exposure to particulate matter and toxic air contaminants 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.

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>).

Attachment 3.

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

**One Bay Area Grant Cycle 2 (OBAG 2)
Draft San Francisco Call for Projects Schedule¹
Updated: January 11, 2017**

January 25, 2017	Citizens Advisory Committee Meeting - ACTION OBAG 2 framework (e.g. approach, schedule, prioritization criteria)
February 14, 2017	Plans and Programs Committee Meeting - ACTION OBAG 2 framework (e.g. approach, schedule, prioritization criteria)
February 28, 2017	Transportation Authority Board Meeting - ACTION OBAG 2 framework (e.g. approach, schedule, prioritization criteria)
March 3, 2017	Transportation Authority Releases OBAG 2 Call for Projects
March 16, 2017	Project Sponsors Call for Projects Workshop 10:30 a.m. at Transportation Authority's offices, 1455 Market St, Floor 22 (immediately following Technical Working Group Meeting)
April 21, 2017	OBAG 2 Applications Due to the Transportation Authority
May 24, 2017	Citizens Advisory Committee Meeting – ACTION OBAG 2 project list
June 20, 2017	Plans and Programs Committee Meeting – ACTION OBAG 2 project list
June 27, 2017	Transportation Authority Board Meeting – ACTION OBAG 2 project list
July 31, 2017	OBAG 2 Recommendations Due to MTC
August 31, 2017	Resolution of Local Support and Transportation Improvement Program (TIP) entry due to MTC

*Meeting dates and times are subject to change. Please check Transportation Authority's website for most up-to-date schedule (www.sfcta.org/agendas).