

ONE BAY AREA GRANT FOR SAN FRANCISCO | CYCLE 1 CALL FOR PROJECTS



OBAG CYCLE 1 PROGRAM OF PROJECTS APPROVED

In June 2013, through [Resolution 13-63](#), the Transportation Authority Board adopted the OBAG 1 project list for San Francisco. Please visit our [OBAG Home](#) page for the latest update on the OBAG program and [OBAG Project Delivery page](#) for the Cycle 1 project updates.

Below is the Cycle 1 Call for Projects information for reference purposes.

OVERVIEW

San Francisco received \$38.8 million in OBAG funds for the four year programming cycle. In September 2012, the Transportation Authority Board approved an OBAG funding framework that set aside \$3.5 million for the Authority's Congestion Management Agency planning activities and dedicated the remaining \$35 million for OBAG projects. In September 2012, upon the Transportation Authority Board's adoption of a [Funding Framework, Schedule, Screening and Prioritization Criteria](#), the Transportation Authority released a call for projects. By the October 2012 deadline, received 12 applications totaling \$62.7 million in requested funds. In December 2012, the Transportation Authority Board approved the [initial pool of candidate projects](#) and advanced 10 projects to the second part of the OBAG call for projects. Between January and April 2013, project sponsors continued to develop projects on the initial pool of candidate projects list. In April 2013, project sponsors submitted updated [OBAG applications](#) for consideration by the Transportation Authority. The Transportation Authority Board adopted the final OBAG program of projects in [June 2013](#). In September of 2013, MTC approved the final list of projects for OBAG funding.

WHO WAS ELIGIBLE FOR FUNDS?

Since OBAG projects are federally funded, project sponsors needed to have a Master Agreement with Caltrans for federally-funded transportation projects to be eligible. This limited the pool of eligible agencies to the San Francisco Municipal Transportation Agency, the Department of Public Works, the Port of San Francisco, the Department of Public Health, the Transportation Authority, and regional transit operators (e.g., Bay Area Rapid Transit District; Caltrain; and the Golden Gate Bridge, Highway and Transportation District). Other public agencies could have applied as long as the project was fiscally sponsored and administered by an eligible agency.

WHAT KIND OF PROJECTS WERE ELIGIBLE?

While there were no specific funding amounts for specific program types, only projects that satisfied MTC's OBAG Guidelines were eligible for funding. The bullets below provide a high-level summary of the types of projects that were eligible for funding through each of the various OBAG programs:

Transportation for Livable Communities (TLC): The TLC program is intended to fund projects that support multimodal travel, more livable neighborhoods and the development of jobs and housing in existing town centers. Successful projects improve walking and bicycle access to public transit hubs and stations, major activity centers and neighborhood commercial districts as a way of fostering community vitality.

Safe Routes to School (SR2S): SR2S funds may be used for infrastructure projects like pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, transit station enhancements, and transit access improvement for school aged children. SR2S funds may also be used for non-infrastructure activities like public education and outreach on TDM activities and promotion of new and existing services is eligible.

Bicycle and Pedestrian Improvements (BPI): In the previous funding cycle, Cycle 1, pedestrian and bicycle projects were limited to streetscape projects in designated PDAs, Safe Routes to School projects, or bicycle projects located on the regional bicycle network. OBAG gave greater flexibility by allowing all bicycle and pedestrian projects to be funded either as stand-alone projects or as part of a larger project. Projects intended for safety, recreation, or basic repair and rehabilitation was eligible for BPI funds. Projects intended for purely education and outreach purposes were not eligible for the BPI program.

Local Streets & Roads Preservation (LS&R): The focus of the program is the preservation of local streets and roads on the federally-eligible system. Eligible projects included pavement rehabilitation on streets with Pavement Condition Index (PCI) score of 70 or below, preventive maintenance on streets with a PCI score of 70 or below, and non-pavement elements like rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians,

guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards.

OBAG funds could only be used for design engineering and/or construction (including procurement).

HOW WERE OBAG PROJECTS SELECTED?

Transportation Authority staff issued a two-part call for projects for OBAG funding. The first part of the call for projects established a larger pool of potential projects and the second part selected a smaller, final list of San Francisco OBAG projects.

Part One: The first call for projects was issued on September 25, 2012. The purpose of the first call for projects was to identify candidate projects and to develop a prioritized pool or list of OBAG projects for approval by the Transportation Authority Board in fall 2012. All eligible public agencies were able to submit projects applications. Transportation Authority staff reviewed the applications based on [screening and prioritization criteria](#) (PDF). The Transportation Authority Board adopted an initial OBAG project list in December 2012. Following establishment of this initial project list was a 3-month period during which project sponsors further developed their projects, which included conducting public outreach, further engineering and developing more detailed cost estimates.

Part Two: Updated project applications were due to the Authority by April 29, 2013. All projects sponsors were required to submit updated applications for the initial pool of projects that reflect revised scope, schedule, and budget detail. Transportation Authority staff reevaluated the project applications based on screening and prioritization criteria. The second round allowed for adjustments in cost and scope. It also allowed for revisions to funding plans if costs had changed compared to the original estimates.

On June 25, 2013, the Transportation Authority Board adopted the final list of OBAG projects for submittal to MTC by its June 30, 2013 deadline. In September of 2013, MTC approved the final list of OBAG projects for funding. See below for the related memos, resolutions, and presentations.

- [MTC Resolution 4035](#) (revised with the final programming) (PDF)
- [June 25, 2013 SFCTA Resolution 13-63](#) (PDF)
- [June 18, 2013 Plans and Programs Committee memo](#) (PDF) [presentation](#) (PDF)
- [May 22, 2013 CAC memo](#) (PDF) [presentation](#) (PDF)
- [March 19, 2013 Plans and Programs Committee memo - info](#) (PDF) [presentation](#) (PDF)
- [February 27, 2013 CAC memo - info](#) (PDF) [presentation](#) (PDF)
- [December 11, 2013 SFCTA Resolution 13-25](#) (PDF)
- [December 5, 2012 CAC memo](#) (PDF) [enclosure](#) (PDF) [presentation](#) (PDF)
- [December 4, 2012 Plans and Programs Committee memo](#) (PDF) [enclosure](#) (PDF) [presentation](#) (PDF)
- [September 25, 2011 SFCTA Resolution 13-11](#) (PDF)
- [September 18, 2012 Plans and Programs Committee memo](#) (PDF) [presentation](#) (PDF)
- [September 12, 2012 CAC memo](#) (PDF)
- [July 17, 2012 Plans and Programs Committee memo - info](#) (PDF) [presentation](#) (PDF)
- [June 19, 2012 Plans and Programs Committee memo - info](#) (PDF)

- [May 23, 2012 CAC memo - info](#) (PDF)

CALL FOR PROJECTS: GUIDANCE, APPLICATION MATERIALS, AND RESOURCES

- [Call for Projects with All Attachments](#) (PDF)
- [Call for Projects Guidance Memo](#), includes Screening and Prioritization Criteria (PDF)
- [MTC OBAG Guidance: Resolution 4035](#) (PDF)
- [Priority Development Area Map](#) (PDF) ([ABAG's PDA Page](#) - link updated)
- [OBAG Application](#) (Word doc)

Other Resources:

Links below provide information to complete the application.

- High Priority Location
 - [Priority Development Area Map](#) (PDF) ([ABAG's PDA Page](#) - link updated)
 - [Community of Concern Map](#) (PDF) ([MTC interactive map](#))
 - [Air District CARE Community Map](#) (PDF) ([Air District CARE Program](#) and [CARE Community Methodology](#))
 - [High Impact Area Map](#) (PDF)
- Complete Streets and Safety
 - [Key Walking Streets Map](#) (PDF)
 - [Pedestrian High-Injury Corridor Map](#) (PDF)
 - [Methodology and Score](#) (PDF)
[For locations outside of high injury corridors, use Department of Public Health's [interactive map](#) to find the injury data, and record the total number of injuries, as well as the number of severe injuries/fatalities, in the application]
 - [Better Street Plan Street Typology Map](#)
 - [Bicycle Route Network Map](#) (PDF)
 - For number of bicycle collisions at all intersections, [contact SFCTA staff](#).
 - [Muni Transit Route Map](#)
 - [Muni Rapid Network Map](#) (PNG)
- Historic Preservation
 - [Historic Conservation Districts Map](#) (PDF)
 - [Historic Districts Map](#) (PDF)
 - [Landmark List](#) (PDF) ([Planning Department Historic Preservation](#))

FOR MORE INFORMATION

For more information or assistance with this call for projects, please email obag@sfcta.org, or contact Amber Crabbe, SFCTA Public Policy Manager, at 415.522.4801 or via [email](#) or Aprile Smith, Senior Transportation Planner, at (415) 522-4837 or via [email](#).