San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 8

DATE: April 20, 2022

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 05/10/22 Board Meeting: Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming $7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, $2,200,000 to the Transportation Authority for Congestion Management Agency Planning, and $52,855,600 to Projects to be Selected Through a Call for Projects

RECOMMENDATION ☐ Information ☒ Action

- Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 3 County Framework
- Recommend programming $7,082,400 of San Francisco's estimated share of OBAG Cycle funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School (SRTS) Non-Infrastructure Program, $2,200,000 to the Transportation Authority for Congestion Management Agency (CMA) Planning, and $52,855,600 to projects to be selected through a call for projects

☐ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

SUMMARY

The Metropolitan Transportation Commission's (MTC's) OBAG Cycle 3 program directs federal funding to projects and programs that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs and community amenities. Attachment 1 is a map of San Francisco's PDAs. Approximately $340 million in federal funds are available for the County Program to support a wide range of projects to fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion

Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG 3 County priorities and submitting them to MTC which will select projects from a regionwide candidate pool. MTC has requested that by September 30th, counties submit project lists totaling 120% of our nomination targets which are based on population and housing production. San Francisco's 120% target is 15.2% of the funds available regionwide or $62.1 million over four fiscal years (2022/23-2025/26). The recommended actions include a San Francisco OBAG 3 funding framework, including a funding distribution for our $62.1 million target (Attachment 2) and project screening and prioritization criteria (Attachment 3) for a $52.856 million competitive call for projects. We are also recommending $2.2 million to CMA planning activities similar to what was done in previous cycles and $7.082 million to the SRTS Non-Infrastructure Program (Attachment 3), which is supportive of MTC's active transportation goals and our past OBAG recommendations. MTC will then evaluate nominated projects and select the project priorities by January 2023.	

BACKGROUND

In May 2012, MTC adopted the inaugural OBAG Program (Cycle) 1 to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies 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), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. (see Attachment 1 for San Francisco's PDAs). In November 2015, MTC adopted the OBAG Cycle 2 framework, largely maintaining the same framework and policies as OBAG 1, with some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular. The San Francisco projects funded through OBAG 1 and OBAG 2 are shown Attachment 7.

In January 2022, MTC adopted the OBAG Cycle 3 framework. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area 2050, incorporate recent MTC policy initiatives, address federal planning and programming requirements,

advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

As the CMA for San Francisco, the Transportation Authority is responsible for managing San Francisco's OBAG 3 County Program.

DISCUSSION

San Francisco's OBAG 3 County Framework is comprised of a proposed funding distribution for the nomination target for our county share (Attachment 2) and Screening and Prioritization Criteria for the competitive call for projects portion of the program (Attachment 3). These are described below along with the recommended programming of $2,200,000 for CMA Planning and $7,082,400 for the SFMTA's Safe Routes to School (SRTS) Non-Infrastructure Program.

Nomination Target. As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). To ensure a sufficient pool of project nominations, MTC is soliciting nominations for 120% of the available funding capacity for the County Program. With a total of $340 million available for programming regionwide, the nomination target for the nine Bay Area counties totals $408 million. San Francisco's estimated share of the OBAG 3 County Program is 15.2% or $62.138 million for our 120% target and about $51.8 million at 100% of available programming over the next four fiscal years (2022/23-2025/26). Our proposed distribution of those funds is summarized in the table below and detailed in Attachment 2.

Table 1. San Francisco OBAG 3 County Program Funding Framework Distribution

CMA Planning	$2,200,000
SRTS Non-Infrastructure Program	$7,082,400
Competitive Call for Projects	$52,855,600
Total Project Nomination Target (120%)	**$62,138,000**

CMA Planning**.** CMAs are required to perform various planning, fund programming, monitoring, and outreach functions in compliance with regional, state, and federal requirements. As was done in prior OBAG cycles, MTC sets aside a minimum base amount of funds for CMAs' planning activities which is $3.624 million for San Francisco over the four-year OBAG 3 cycle and continues to allow CMAs to designate additional funding from their County Program to augment this funding for planning efforts. We recommend augmenting CMA planning funds by $2.2 million, or about 4% of the 100% target which is similar to

programming levels under OBAG 1 and OBAG 2. CMA planning efforts over the next four years include long range planning such as ConnectSF and the San Francisco Transportation Plan and follow-on studies, PDA planning, and Equity Priority Community planning, among others.

SFMTA's SRTS Non-Infrastructure Program. We recommend prioritizing San Francisco's SRTS Non-Infrastructure Program (e.g. education and outreach activities intended to encourage children and families to use sustainable travel modes to get to and from school) with $7,082,400 in OBAG 3 funds over the next four years, given the limited funding sources available for ongoing non-infrastructure programs (e.g. operating support). This OBAG funding would provide funding stability over the next four years as the SRTS program focuses on the core goals of improving safety near schools and increasing sustainable transportation modes. The SFMTA has committed to providing the required local matching funds of $229,400 from its operating budget for the first year of this OBAG cycle, with matching funds to be provided by the local half-cent sales tax in subsequent years. The proposed SR2S Non-Infrastructure Program scope, schedule, cost and funding plan are detailed in Attachment 4.

Prioritizing funding for the SRTS Non-Infrastructure Program now does not preclude SRTS *capital* projects from competing for OBAG 3 funds through the competitive call for projects.

Competitive Call for Projects**.** For the remaining $52.8 million in County Program nomination target funds, we will identify and select projects through a competitive and transparent process, as required by MTC.

San Francisco's OBAG3 Call for Projects. OBAG 3 provides a high degree of flexibility in terms of what types of projects can be funded, provided that for urbanized counties like San Francisco, at least 70% of the OBAG 3 County Program funding be invested in projects PDA supportive projects. Given the extent of PDA coverage in San Francisco (see Attachment 1), the latter is an easy condition to satisfy.

Eligible project types include but are not limited to transit expansion, reliability, and access improvements; safety, streetscape, and complete streets improvements; transportation demand management programs including education and outreach, and mobility hub planning and implementation; SRTS capital and non-infrastructure programs; and PDA planning and implementation.

Screening and Prioritization Criteria. MTC's OBAG 3 guidelines lay out extensive project selection requirements, including screening and prioritization criteria, eligible project types and sponsors, and public outreach, all of which that are intended to comply with federal requirements and m**eet the goals of OBAG.** MTC requires CMAs to use its established screening and prioritization criteria but allows us to add criteria to prioritize projects based on the needs within our county. The county nominated projects will go into the regionwide pool for evaluation and prioritization by MTC, which is different from prior cycles where MTC's role was more a concurrence role.

Attachment 3 includes the proposed project screening and prioritization criteria that we plan to use to determine San Francisco's OBAG 3 project nominations. Our evaluation criteria take into consideration the need to position projects to score well regionally, in line with MTC's evaluation of projects at the regional level. MTC's project evaluation includes up to 75 points for CMA prioritization, 15 points for regional impact, and 10 points for deliverability, and projects that are eligible for federal air quality improvement funds can receive up to 10 points.

The proposed San Francisco-specific prioritization criteria retain most of the Board-approved criteria used for OBAG Cycles 1 and 2, such as multi-modal benefits, multiple project coordination, and safety. We have also incorporated criteria used in other local calls for projects, such as Prop AA and the State Transit Assistance program. Given the challenge of meeting the timely use of funds requirements on these federal OBAG funds and MTC's emphasis on deliverability, we will give strong consideration to project readiness when selecting projects.

As administrator of a variety of fund sources, we also will consider the amount and timing of funding availability for other sources, 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.

Call for Projects Schedule. Following the Board's first approval of the proposed framework on May 10th, we will release the call for projects contingent upon final action of the Board on May 24th. Attachment 5 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and recommending the project list to the Community Advisory Committee (CAC) and Board in September in order to meet MTC's September 30 deadline.

Outreach Plan. Consistent with MTC's OBAG 3 guidelines, our public outreach will build on recent efforts to reauthorize Prop K and update the San Francisco Transportation Plan. Both efforts include outreach regarding priorities for transportation investments in San Francisco, with an emphasis on Equity Priority Communities (see Attachment 6 for map) and disadvantaged populations. Project sponsors' public involvement activities to identify and refine their agency's priorities will also be considered. In addition, for the OBAG 3 call for projects, our public outreach approach will include, but not be limited to the following:

- Public meetings of the Transportation Authority CAC and Board
- Proposed presentations and information sharing with the Bicycle Advisory Committee (which will also satisfy OBAG 3 requirements to make Complete Streets Checklists for OBAG projects available to Bicycle and Pedestrian Advisory Committees prior to project selection)
- Commissioner engagement (e.g. briefings), coordination with project sponsors, constituents and other stakeholders

- Outreach tools, e.g. OBAG 3 website (www.sfcta.org/obag3), email, social media
- Multilanguage translations of materials and meetings, as requested

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget; however, a portion of the proposed $2,200,000 in OBAG Cycle 3 CMA Planning funds are included in the proposed Fiscal Year 2022/23 budget and will be included in future budgets to cover the funding for those respective fiscal years, if approved by the Board.

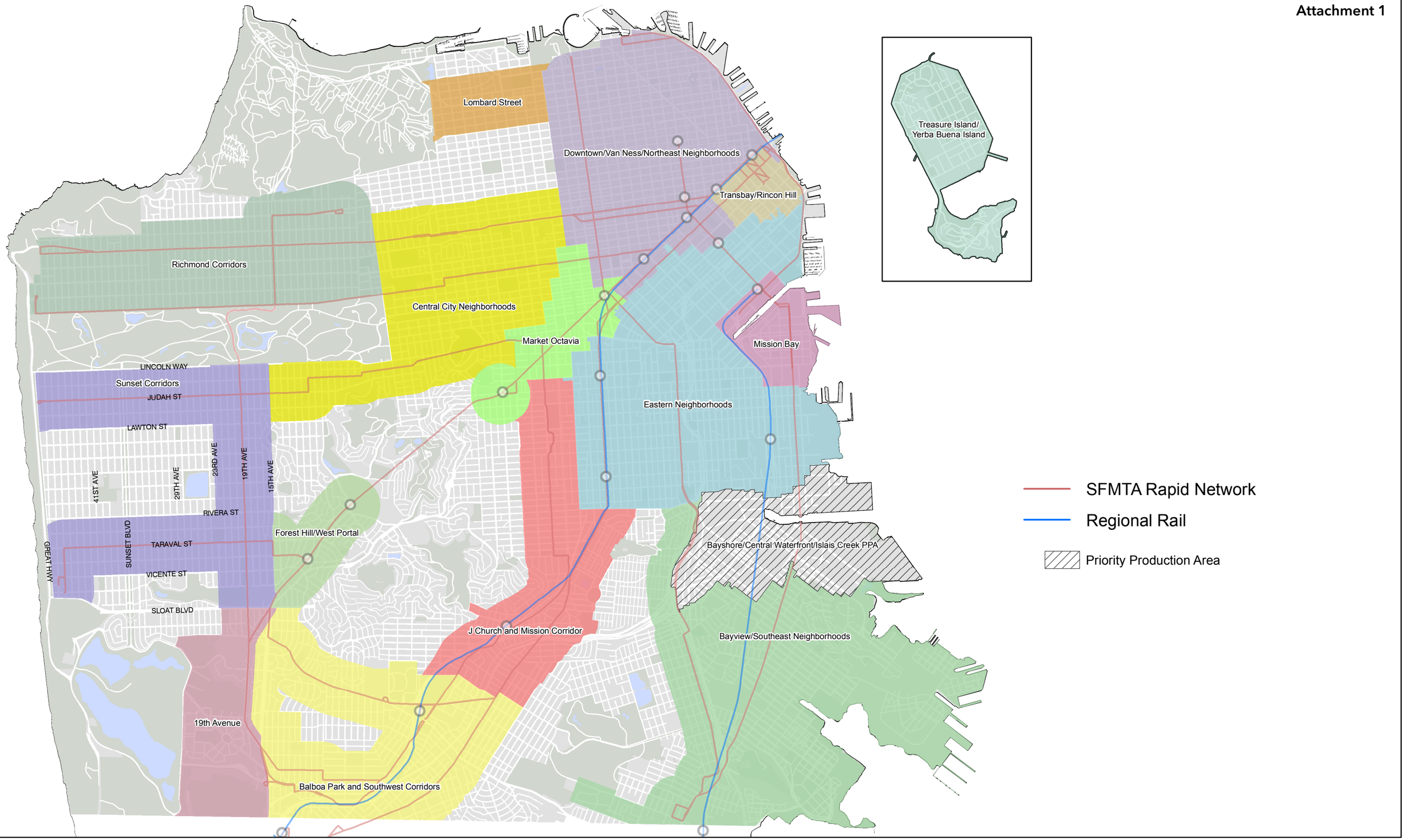
CAC POSITION

The CAC will consider this item at its April 27, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Map of Priority Development Areas
- Attachment 2 – Proposed OBAG 3 Funding Framework Distribution
- Attachment 3 – Screening and Prioritization Criteria
- Attachment 4 – Safe Routes to School Application
- Attachment 5 – Call for Projects Schedule
- Attachment 6 - Map of Equity Priority Communities
- Attachment 7 – OBAG Cycles 1 and 2 Project List

Attachment 1



Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO

Attachment 2
Proposed One Bay Area Grant Cycle 3 Funding Framework Distribution

Fiscal Year(s) of Programming	Sponsor[1]	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 3 Funds Proposed
FY22/23-FY25/26	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning including ConnectSF and the San Francisco Transportation Plan and follow-on studies, as well as near- to medium-term planning and studies to support Priority Development Area and Equity Priority Community planning. Additional efforts may include planning for regional express bus service, waterfront planning, and equity studies, among other efforts outlined in our Annual Work Program.	Planning	Citywide	N/A	$ 2,200,000
FY22/23-FY25/26	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program	This request would fund the SRTS non-infrastructure program from November 2022 through November 2026, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program supports the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. OBAG 3 funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming. We are prioritizing SRTS non-infrastructure program for OBAG 3 funds given that it lacks an ongoing dedicated funding source and there are limited discretionary funding opportunities for this ongoing program. We are recommending programming to the SRTS Non-Infrastructure program at this time to avoid any gaps in funding available to support the program after the current grant ends in November 2022.	Construction	Citywide	$ 8,000,000	$ 7,082,400
FY22/23-FY25/26	TBD	Open Call for Projects	The Transportation Authority will release a call for projects in May 2022 inviting eligible project sponsors to apply for OBAG 3 funds. We will evaluate and score the projects based on the Screening and Prioritization Criteria (Attachment x) to be adopted by the Transportation Authority Board and will present a list of recommended projects to the Board for approval in September 2022 before submitting to the Metropolitan Transportation Commission for final project selection.	TBD	TBD	TBD	$ 52,855,600
						Total	**$ 62,138,000**

Project Nomination Target - 120%[2]	$ 62,138,000
Project Nomination Target - 100%[2]	$ 51,680,000

[1] Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

[2] MTC has established a target funding amount for each county based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 15.2%, or approximately $51.7 million of the $340 million available regionwide. However, to ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of $340 million available for programming, the nomination target for the call for projects totals $408 million (120%) and San Francisco's targeted share of $408 million is approximately $62 million. MTC will award $340 million to projects selected from the larger nomination pool.

Attachment 3

One Bay Area Grant (OBAG) Cycle 3

Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (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 3 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 added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 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:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/ cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see MTC Resolution 4505 Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at https://www.planbayarea.org/ and the San Francisco Transportation Plan (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of $500,000 in OBAG funds.
7. 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.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 3 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 and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: https://mtc.ca.gov/planning/transportation/federal-performance-targets.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (*under development*), Transit Oriented Communities (TOC) policy update (*under development*), and the Blue Ribbon Transit Transformation Action Plan.
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue 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.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination**.** Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street 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).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Additional Considerations

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: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

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 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.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or of we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

San Francisco County Transportation Authority
One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Supervisorial District	Citywide

REQUEST

Brief Project Description

The San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure program supports the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles. Led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Unified School District (SFUSD), SF-SRTS will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

Detailed Scope, Project Benefits and Community Outreach

In order to support the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles, the One Bay Area Grant (OBAG) Cycle 3 funds are requested to fund the San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure Project for an additional four years (2022-2026). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and drawing on the expertise and experience of the San Francisco Department of Public Health (SFDPH) and the San Francisco Department of the Environment (SFE), the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities (see attached org chart).
An iteration of this program is currently funded through November 2022, and the proposed scope of work would build on the foundation of the current SF-SRTS non-infrastructure program which includes educational, encouragement, experiential, and evaluation activities. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, reduce city congestion and air pollution, and to inspire the next generations of walkers, bicyclists, and transit users.

Specific tasks to be accomplished through the OBAG Cycle 3 grant include:

- Identifying and implementing opportunities for in-school education related to transportation safety and choices
- Holding neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week

- Identifying clusters of schools with common routes to school and connecting parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Providing technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinating between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Comprehensive evaluation of program impacts on safety and mode-shift of children travelling to and from school.

To deliver the final scope of work for the program, the SRTS program will launch a competitive bid process to identify and secure the services of a contractor or contractors with expertise in culturally responsive, multi-lingual outreach, pedestrian safety, bicycle safety and education, transit use, and personal and environmental safety.

Participating Schools:
The OBAG 3 SRTS Non-Infrastructure Project will encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Only public non-charter schools are included in the program. Private schools who reach out to the Safe Routes to School Program will be supported with resources such as how-to guides. The program also runs and participates in citywide events that private school students can attend.

Roles and Responsibilities:
- SFMTA – Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD – Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- SFE – development and delivery of educational material on multi-modal transportation, in collaboration with SFMTA and SFUSD
- Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

Evaluating Program Metrics:
SFMTA employs a variety of metrics to track program impact and progress towards goals. The Safe Routes to School Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within ¼ mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

Project Location

Citywide

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority
One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Community Outreach will occur continuously throughout the project timeline.

Project coordination will occur with SFUSD, Vision Zero initiatives, and SFMTA school-focused teams and programs such as the Schools Engineering Program, crossing guards, and the Muni Transit Ambassadors Program.

San Francisco County Transportation Authority
One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
One Bay Area Grant (OBAG) Cycle 3	$7,082,400	$0	$0	$7,082,400
SFMTA Operating	$229,400	$0	$0	$229,400
TBD (e.g. new revenue measure)	$688,200	$0	$0	$688,200
Phases In Current Request Total:	$8,000,000	$0	$0	$8,000,000

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	$0	
Environmental Studies	$0	
Right of Way	$0	
Design Engineering	$0	
Construction	$8,000,000	Calculated based on salaries and expected level of effort.
Operations	$0	
Total:	$8,000,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

Safe Routes to School-San Francisco (SRTS-SF) Non-Infrastructure Project						
Budget Period: December 2022 - November 2026						
City Staff Positions	**Annual FTE**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total Budget**
SFMTA						
Planning Programs Manager (Mgr IV)	0.10	$44,630	$44,630	$44,630	$44,630	$178,520
SRTS Program Lead (Transportation Planner III)	1.00	$342,960	$342,960	$342,960	$342,960	$1,371,842
SRTS Program Support (Transportation Planner II)	0.50	$146,625	$146,625	$146,625	$146,625	$586,499
SFUSD						
SRTS Education Lead	1.00	$172,010	$172,010	$172,010	$172,010	$688,040
SFE						
Education Coordinator	0.50	$43,775	$43,775	$43,775	$43,775	$175,100
TOTAL PERSONNEL COSTS						**$ 3,000,000**
Consultants/Contractual Services						
Contractor and Subcontractor Services*		$1,130,000	$1,130,000	$1,130,000	$1,130,000	$4,520,000
Other Direct Costs**		$120,000	$120,000	$120,000	$120,000	$480,000
TOTAL CONSULTANT AND CONTRACTUAL SERVICES						**$ 5,000,000**
TOTAL BUDGET FOR 2022-26						**$ 8,000,000**

*Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting.

**Other Direct Costs covers procurement of services and materials needed for program activities and promotion. This includes but is not limited to printing, translation, incentives, safety aids such as helmets and reflectors, and items needed to maintain and transport a fleet of bicycles for skill-building classes.

San Francisco County Transportation Authority
One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	

		Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	11/30/2027
Phase:	Construction	**Fundshare:**	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
	$0	$1,770,600	$1,770,600	$1,770,600	$1,770,600	$7,082,400

Deliverables

1. Annually, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030.

San Francisco County Transportation Authority
One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Crysta Highfield	Joel C Goldberg
Title:	Transportation Planner II	Grants Procurement Manager
Phone:	(415) 646-2454	(415) 646-2520
Email:	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com

One Bay Area Grant (OBAG 3) – County & Local Program
Template Application Form (v1)

Project Information	
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Project Sponsor:	SFMTA
Sponsor Single Point of Contact:	Crysta Highfield
	415.646.2454
	Crysta.Highfield@sfmta.com
Project Location:	San Francisco - citywide
Brief Project Description:	The San Francisco Safe Routes to School Non-Infrastructure program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.
Program Eligibility	
Federal Fund Eligibility *Is the project eligible for federal transportation funds?*	Select the OBAG 3 federal fund source(s) for which the project is eligible: ☒ Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) ☐ Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet) *Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.*
Eligible Project Type *Is the project an eligible project type?*	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines): ***Growth Framework Implementation*** ☐ PDA Planning Grant ☐ Local Planning Grant (for other *Plan Bay Area 2050* Growth Geographies) ***Complete Streets & Community Choice*** ☐ Bicycle/Pedestrian Infrastructure ☐ Bicycle/Pedestrian Program ☒ Safe Routes to School (SRTS) Non-Infrastructure program ☐ SRTS Infrastructure ☐ Safety project ☐ Safety Planning efforts ☐ Complete Streets improvements ☐ Streetscape improvements ☐ Local Streets and Roads Preservation ☐ Rural Roadway Improvement ☐ Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC) ☐ CBTP/PB Project Implementation ***Climate, Conservation, & Resilience*** ☐ Transportation Demand Management (TDM) Program ☐ Mobility Hub ☐ Parking/Curb Management ☐ Car/Bike Share Capital ☐ Open Space Preservation and Enhancement ☐ Bicycle/Pedestrian Access to Open Space/Parkland ☐ Regional Advance Mitigation Planning (RAMP) ***Multimodal Systems Operations & Performance*** ☐ Transit Capital Improvement ☐ Transit Station Improvement ☐ Transit Transformation Action Plan Project Implementation ☐ Active Operational Management ☐ Mobility Management and coordination

Policy Alignment	
Federal Performance Goals *How does the project support federal performance measures?*	Select the federal performance measures that are supported by the project: ☒ Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. ☐ Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. ☐ Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. ☐ System Reliability: Improve the reliability of the Interstate system and NHS. ☐ Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. ☐ Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. Describe how the project supports the selected federal performance measure(s): The Safe Routes to School Program leads and supports volunteers in leading supervised group walks and bike rides, teaches bicycle and pedestrian skills, and encourages families to choose walking, bicycling, carpooling, and transit for trips to school.
Plan Bay Area 2050 Strategies *How does the project align with* Plan Bay Area 2050*?*	Describe how the project supports *Plan Bay Area 2050* Strategies and/or Implementation Plan: The project is consistent with PBA 2050, Chapter 4: Transportation, Strategies for Sustainable Connections to Opportunity, Goal #2. Create healthy and safe streets: On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional plans and policies with which the project is aligned: ☒ Regional Safety/Vision Zero Policy ☒ MTC's Equity Platform ☒ Regional Active Transportation Plan ☐ Transit Oriented Communities Policy ☐ Blue Ribbon Transit Transformation Action Plan Describe how the project aligns with the selected regional plans and/or policies: For Regional Safety/Vision Zero Policy, Safe Routes to Schools is specifically identified in MTC Resolution 4400 as an implementation strategy. For Equity Platform, the project is citywide and will include all of SF's Equity Priority Communities. For Regional Active Transportation Plan, the project will help create and maintain a safe environment for people walking, rolling and bike riding (i.e. what students do).
	Indicate the project's relationship to *Plan Bay Area 2050* Growth Geographies:

Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	***Priority Development Area (PDA)*** ☒ Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary) All of San Francisco is within one mile or less of a PDA boundary per PBA 2050 Priority Development Areas - One-Mile Buffer | PBA 2050 Priority Development Areas - One-Mile Buffer | Metropolitan Transportation Commission (ca.gov). **This project meets this goal.** ☐ Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation *Please describe* ☐ Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) *Locally-adopted PDA plan reference* ***Transit Rich Area (TRA)*** ☒ Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) **Approximately half of San Francisco is a Transit Rich Area. The SRTS non-infrastructure project is Citywide and covers the TRA. (A significant portion of the non-TRA areas are parks.** ***Priority Production Area (PPA)*** ☐ Supports the preservation of a PPA (see Growth Geographies map) *Please describe*
Equity Priority Communities *Does the project invest in historically underserved communities?*	Indicate how the project invests in historically underserved communities, including *Plan Bay Area 2050* Equity Priority Communities (EPCs): ☒ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community **The SFMTA SRTS-Non-Infrastructure project is citywide and will include all of SF's Equity Priority Communities.**
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is locate in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage. ☐ Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). *List of applicable policies* ☐ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). *List of applicable policies* ☐ Produce new housing at all income levels. *List of applicable policies*
Community Support	

Community Support *Does the project have community support, particularly if it is located in a historically underserved community?*	Indicate if the project has demonstrated community support through one or more of the following: ☒ Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses. *Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program.* *- SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding the program.* *-SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School* *Comments received from participants in last year's programming include:* *"I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike & Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school" – Frank McCoppin Elementary School teacher* *"Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!" – Chinese Immersion School at DeAvila Elementary School Parent* *"When do we get to do this again?" - Presidio Middle School student* *Of elementary school teachers who reported their students' participation in Bike & Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation* ☒ Project is consistent with an adopted local transportation plan. *San Francisco Safe Routes to School is consistent with the goals of MTC's Regional Active Transportation plan by offering training, education, and encouragement to students and parents on safe ways to travel by foot and bicycle. It is consistent with Plan Bay Area 2050's transportation goals by promoting and supporting walking, biking, transit use, and carpooling as modes for school trips.*
	Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following: ☐ Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. *CBTP or PB reference* ☐ Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. *Description of CBO endorsement*

Deliverability & Readiness	
Project Readiness *Is the project ready to be delivered?*	Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required: **The project is ongoing and, as a non-infrastructure investment, is not a "project" from an environmental vantage (CEQA/NEPA).** If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. **This is a non-infrastructure project that does not directly touch on Caltrans rights of way.**
Deliverability *Are there any barriers to on-time delivery?*	Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline: **The project is ongoing and will obligate the funds as soon funds are programmed in the TIP.** Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks: **No known risks. Staffing is a post-pandemic issue for all agencies. Nonetheless, this program has experienced staff and management in place.**
Project Cost & Funding	
Grant Minimum *Does the project meet the minimum grant size requirements?*	☒ Project meets the minimum grant size requirements. Projects must be a minimum of $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). *Exception request to minimum grant size*
Local Match *Does the project meet local match requirements?*	☒ Project sponsor will provide a local match of at least 11.47% of the total project cost. *Notes on local match, optional*

Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	7,082,400

Project Cost & Schedule:

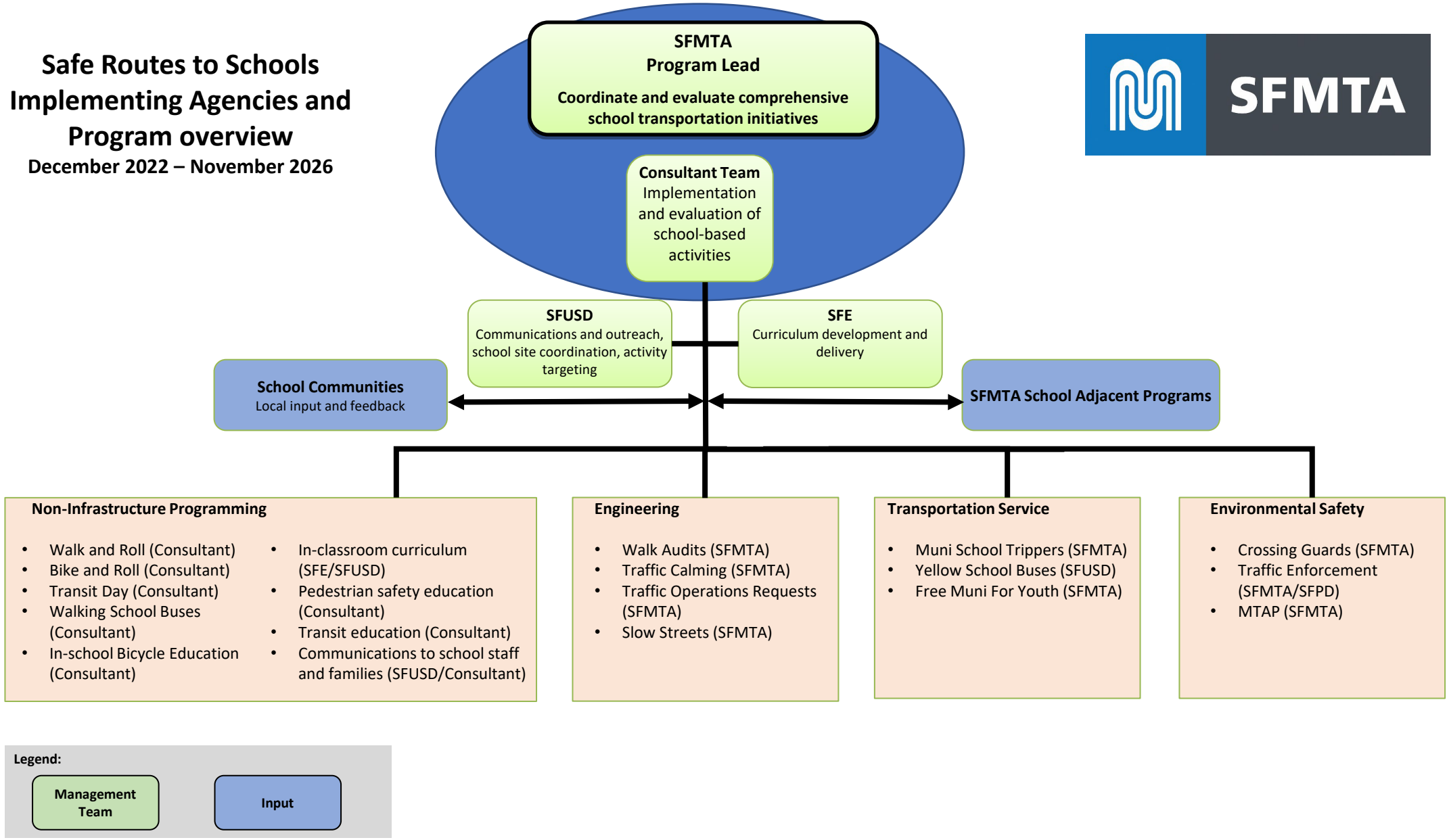
Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	$	$	*Secured fund sources, notes*	$	$	Month/Year
Environmental Studies (PA&ED)	$	$	*Secured fund sources, notes*	$	$	Month/Year
Design Engineering (PS&E)	$	$	*Secured fund sources, notes*	$	$	Month/Year
Right-of-way	$	$	*Secured fund sources, notes*	$	$	Month/Year
Construction **[Non-infrastructure project]**	$8,000,000	$917,600	*Each year the local match will be $229,400. SFMTA Operating will provide for Year 1 and the local transportation sales tax will cover Years 2-4.*	$7,082,400	$0	Dec 2022 – Nov 2026
Total	**$8,000,000**	**$ $917,600**		**$7,082,400**	**0**	

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	15%
Bicycle/Pedestrian	85%
Other	%
Total	**100%**

Safe Routes to Schools Implementing Agencies and Program overview

December 2022 – November 2026



San Francisco
County Transportation
Authority

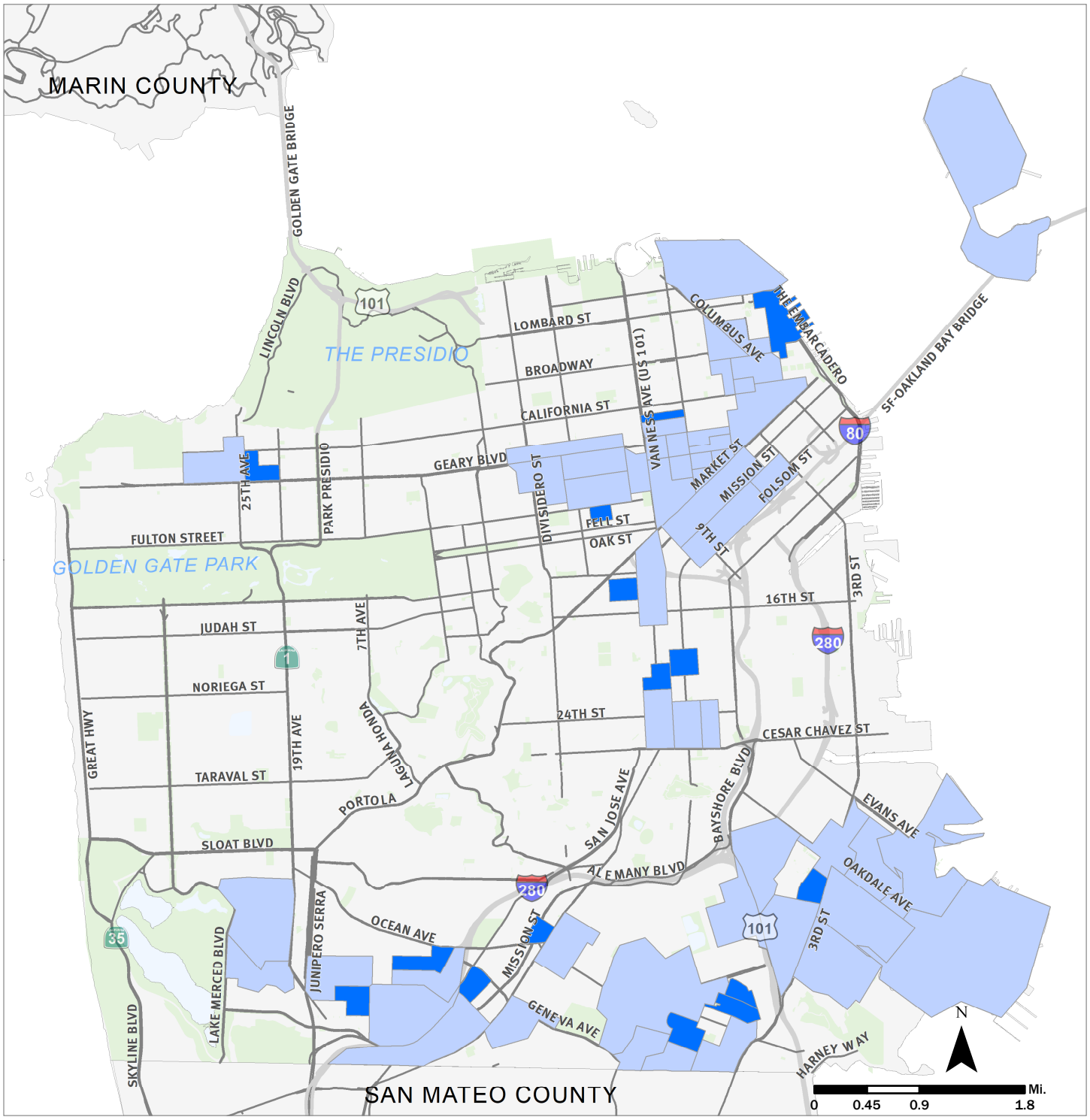
1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Attachment 5. San Francisco One Bay Area Grant (OBAG) Cycle 3 Call for Projects Schedule*

May 10, 2022	Transportation Authority issues OBAG 3 Call for Projects (Preliminary Board approval of OBAG 3 County Framework anticipated May 10, 2022 and final approval anticipated May 24, 2022)
May 19, 2022 10:30 a.m.	Transportation Authority Technical Working Group Meeting Workshop for potential applicants
July 1, 2022 **by 5 p.m.**	**Applications due to the Transportation Authority**
August 18, 2022	Transportation Authority Technical Working Group Meeting Review draft OBAG 3 staff recommendations
September 7, 2022	Transportation Authority Community Advisory Committee – ACTION OBAG 3 Program of Projects
September 13, 2022	Transportation Authority Board – PRELIMINARY ACTION OBAG 3 Program of Projects
September 27, 2022	Transportation Authority Board – FINAL ACTION OBAG 3 Program of Projects
September 30, 2022	Transportation Authority submits OBAG 3 Program of Projects to Metropolitan Transportation Commission for consideration
January 2023	Metropolitan Transportation Commission programs OBAG 3 funds

*Transportation Authority Board and Community Advisory Committee meeting dates and materials are subject to change. Please visit http://www.sfcta.org/meetings for the most up to date information.

Attachment 6



San Francisco Equity Priority Communities 2021

MTC 2021 Equity Priority Communities^

SFCTA 2021 supplemental Equity Priority Communities boundaries*

Parks and Open Space

San Francisco County Transportation Authority

*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Communities definition and contiguous with MTC identified census tracts are included.
^Equity Priority Communities were formerly called Communities of Concern

Attachment 7.
One Bay Area Grant Cycles 1 and 2 Funded Projects

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 1 Completed			
SFPW	Chinatown Broadway Streetscape Improvement[1,3]	$ 3,477,537	$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School[3,4]	$ 400,115	$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	$ 670,307	$ 852,855
SFPW	Second Street Streetscape Improvement[4]	$ 10,567,997	$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement[2]	$ 10,227,540	$ 175,000,000
SFMTA	Lombard Street US-101 Corridor[1]	$ 1,910,000	$ 24,263,920
SFMTA	Mansell Corridor Improvement	$ 1,762,239	$ 6,807,348
SFMTA	Masonic Avenue Complete Streets[2]	$ -	$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	$ 6,000,000	$ 11,480,440
	Cycle 1 Total	**$ 35,015,735**	**$ 264,312,638**

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 2 Completed			
SFPW	John Yehall Chin Elementary Safe Routes to School[6]	$ -	$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	$ 6,939,000	$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021	$ 2,813,264	$ 3,177,752
Cycle 2 Work Progressing			
SFPW	Better Market Street[5,6]	$ 3,366,000	$ 603,720,000
SFMTA	Central Subway[5]	$ 15,980,000	$ 1,578,300,000
Caltrain	Peninsula Corridor Electrification Project	$ 11,187,736	$ 1,980,253,000
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	$ 2,000,000	$ 25,537,000
	Cycle 2 Total	**$ 42,286,000**	**$ 4,259,843,752**
	Grand Total	**$ 77,301,735**	**$ 4,524,156,390**

Attachment 7.
One Bay Area Grant Cycles 1 and 2 Funded Projects

*Project Sponsor acronyms include: San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

1 As part of OBAG 1, MTC assigned $1.91 million in STIP Transportation Enhancement funds to SFPW's Chinatown Broadway IV streetscape project. However, the STIP funds were unavailable when needed so the funds were swapped with SFMTA local revenue bond funds. In October 2015, the Transportation Authority Board reprogrammed the funds to SFPW's Lombard Street US-101 Corridor Improvement via the 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW Resolution 16-19.

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 SF Public Works' request to reprogram $67,265 cost savings from the recently completed ER Taylor SR2S to Chinatown Broadway, which received a higher-than-anticipated bid to its original construction contract advertisement.

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

5 On November 27, 2018, the Transportation Authority Board approved a Prop K fund exchange with Better Market Street to help backfill the Central Subway RIP commitment. See Resolution 19-22 for more detail.

6 On July 23, 2019, the Transportation Authority Board approved a Prop K/OBAG fund exchange between Better Market Street and John Yehall Chin to assist with project delivery. See Resolution 20-02 for more detail.