Item 12 Enclosure
CAC
September 27, 2022

OBAG Cycle 3
September 2022 Board Action
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1 Projects are sorted by evaluation score from highest ranked to lowest.

2 Acronyms: BART (Bay Area Rapid Transit District); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SF Port (Port of San Francisco)

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Project Information	
For sponsors submitting more than one application, please rank the application: Application 3__ of 3_ total applications submitted	
Project Name	Bayview Community Multimodal Corridor
Project Sponsor	SFMTA
Sponsor Single Point of Contact	Joel Goldberg 415-646-2520 Joel.goldberg@sfmta.com
Project Location	The Bayview Multimodal Community Corridor is located in southeastern San Francisco within the Bayview neighborhood, just east of 3rd Street, between Cargo Way and Carroll Avenue.
Supervisorial District(s)	District 10
Brief Project Description *for MyStreetSF (50 words max):*	The Bayview Community Multimodal Corridor project will improve pedestrian and bicycle safety and access by providing a comfortable multimodal route by implementing traffic calming measures and pedestrian improvements plus supportive programs delivered with community-based organizations.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	**Project Scope and Benefits** San Francisco's current active transportation network includes 3rd Street as the most direct route for north-south connectivity in the Bayview-Hunters Point neighborhood. However, 3rd Street is a high-stress environment for people walking and biking. It is not suitable as a bike facility or comfortable for walking due to high vehicle volumes (over 20,000 vehicles per day), high vehicle speeds (observed 30 mph), and streetcar vehicles, tracks, and transit boarding islands. Third Street is a critical transit and freight corridor and lacks adequate physical space to create separated bicycle facilities or to expand the pedestrian right of way. Instead, the Project creates a convenient, safer, lower stress environment for walking and bicycling by establishing a designated parallel route just east of 3rd Street in the Bayview neighborhood, leaving 3rd Street to the larger, heavier modes. The Project includes critical improvements and programs to optimize the alternative route for walking and biking and to equip the community to best use it. Although vehicle volumes are lower along the Project corridor than on 3rd Street, wide roadways through the residential neighborhoods encourage speeding and reckless driving. The lack of adequate accessible facilities at some intersections make it challenging for people with mobility impairments to travel. The wide streets are an artifact of industrial land uses and heavy-duty trucking that once dominated the area, and they are no longer appropriate for the current residential, community, and local business land uses. The Project uses traffic calming elements including bulb-outs, speed humps, and median islands to narrow roadways and slow vehicle traffic along and across the Project corridor. The Project applies raised crosswalks, raised intersections, and high visibility or decorative crosswalks to improve the safety and comfort of crossings on foot or by bicycle and address accessibility deficiencies. The Project creates a high-quality bike route through the remaining industrial area on the north end between Hudson Avenue and Cargo Way with a concrete separated protected bikeway, protected intersections, and separated bicycle phasing. On neighborhood streets between Carrol Avenue and Hudson Avenue, the Project includes wayfinding signs with unique multimodal corridor branding and placemaking features like decorative crosswalks to highlight the area's rich history and support community ownership of the Project. Education and encouragement programs like an Open Streets event and community walks and bike rides along the Project corridor support the community's understanding of and ability to take advantage of the Project.

	The Project provides an improved connection to important Bayview community destinations currently reached via 3rd Street, as well as additional destinations directly on the new route. With the new Project route, community residents have safer access to the same city and regional transit routes and downtown job center via bicycle or transit, as well as popular amenities on 3rd Street. Specific construction elements include: • 9 raised crosswalk • 3 raised intersections • >0.5 mile of protected bikeway • 3 protected intersections • 7 bulbouts, • 11 curb ramps • 125 feet of widened sidewalk • 13 speed humps/cushions • 2 transit boarding islands **Prioritization** The vision for the Project was developed through the Bayview CBTP, which included input from over 4,000 community residents across 56 community events and partnership with five paid community organizations between 2017 and 2020. Strong community involvement continued from CBTP development into Project development. The SFMTA met individually with 5 community organizations between March and April 2022 to present the Project elements and solicit input, including Bayview Citizens Advisory Committee (CAC), Shipyard CAC, Southeast Community Council, Southeast Community Facility Commission, and Bayview Hunters Point Parks Collaborative. The presentations provided an overview of local and citywide plans that guided the development of the Project; identified other local projects connected to this Project; communicated Project goals, design elements, and non-infrastructure components; discussed community desires for the Project and previously heard input from stakeholders; and documented Project timeline, budget for infrastructure and non-infrastructure elements, and next steps. The SFMTA also provided contact information to keep the organizations engaged in evolving the design to meet community needs and values. The SFMTA hosted a corridor walk audit with local community organizations and citywide walking and biking advocacy organizations in April 2022 to gather additional input on the Project route and elements. The audit began where the Project intersects 3rd Street, coinciding with a major transit stop on the Muni K-T streetcar line, which provided easy access to transit for the event. The walk audit had 24 attendees, including members of the Excelsior Action Group, Sunday Streets, Community Youth Center, African American Arts and Cultural District, Shipyard Trust, Livable City, and San Francisco Bike Coalition. After the walk audit, the SFMTA collected worksheets with attendee comments and combined those with staff's notes taken during the walk audit to document participant feedback. The SFMTA shared a feedback summary with all attendees to confirm the SFMTA captured the comments correctly, allow for additional comment, and further distribution to others who were not able to attend the event. The input informed the final adjustments made to the Project alignment and elements. The unique conditions of COVID-19 caused challenges that made it difficult to maintain the high level of community involvement. Community organizations faced staffing shortages, which reduced their capacity to contribute to the Project development process. Indoor spaces were no longer available or their capacity was significantly reduced for engagement events. The SFMTA overcame these challenges through the robust use of virtual meetings on platforms accessible to the

	community (largely Zoom). To ensure the SFMTA was compliant with current local health guidance, some events were postponed or conducted more than once to stagger attendance and reduce group size. The in-person, outdoor walk audit was held at a time when case counts in San Francisco were low and all community representatives felt comfortable attending. Project non-infrastructure elements are also developed in collaboration with the community. San Francisco Arts & Cultural District will develop and lead the Open Streets event in partnership with the SFMTA. With the City, they will equip other local organizations with resources and knowledge to help sustain the Open Streets program through training seminars, direct involvement in the design process, and mentorship. The SFMTA also partners with Bayview YMCA as a subgrantee on this Project to host regular education classes and group walks and rides. Bayview YMCA will develop the workshops, training programs, and community walk and ride events with City support.
Letters of support *List the entities providing letters of support and attach the letters.*	District 10 Supervisor Shamann Walton San Francisco African American Arts & Cultural District
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	San Francisco African American Arts & Cultural District – Ebon Glenn ebon@sfaaacd.org Bayview YMCA – Anastacia (Tacing) Parker aparker@ymcasf.org
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	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines):

Is the project an eligible project type?	***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
Complete Streets Checklist:	☒ Sponsor has submitted MTC's Complete Streets Checklist

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): Third Street is the main arterial in the Bayview Neighborhood. It is a high injury corridor, or one of the 13% of city streets where 75% of transportation related severe and fatal injuries occur and where the SFMTA targets Vision Zero investments to help save lives and reduce injuries. Third Street is heavily constrained by Muni's T-Third Metro rail line and high vehicle volumes. During past SFMTA planning efforts, Bayview residents communicated the need to improve safety and comfort for people walking and biking along, across and parallel to this corridor. The SFMTA proposes to develop the Bayview Community Multimodal Corridor safety project to improve pedestrian safety and access to community destinations on and immediately east of Third Street. The Project employs industry "recognized best" solutions in support of the following strategies: slowing vehicle speeds, enhancing safety, enhancing physical separation from vehicles, and lowering stress for walking and biking. Slowing Vehicle Speeds and Enhancing Safety Streets within the Project area were built wide to accommodate heavy vehicles serving industrial uses. Today, those wide roadways enable high speeds and other dangerous driver behaviors that increase the risk of collisions and create a high stress environment for walking and biking. Project traffic calming elements help slow vehicles to speeds closer to the Project area's posted 25 mph speed limit, consistent with citywide standards for neighborhood streets, and help improve driver yielding behavior. The Project employs traffic calming best practices recommended in the San Francisco Better Streets Plan and NACTO's Urban Street Design Guide. These include bulb-outs, narrowed lanes via median islands, raised crosswalks and intersections, decorative crosswalks, and speed humps and cushions. The Project also enhances safety through proven encouragement and education programs including an Open Streets event, Vision Zero outreach materials, and training workshops. Enhancing Physical Separation from Vehicles The northern, industrial end of the Project corridor with heavy truck traffic and few walking and biking destinations includes a concrete separated bikeway with bikeway striping and protection through the intersections to create physical separation for bicyclists and pedestrians from vehicular traffic. The design for this separated

	bikeway and protected intersections reflects the latest standards in safety and comfort based on NACTO and MUTCD, critical for creating space appropriate for all ages and abilities. Throughout the Project corridor, at intersections adjacent to key destinations, the Project expands space for pedestrians and provides further separation from vehicles through bulb-outs and sidewalk widenings. The existing on-street parking maintained throughout much of the Project on both sides of the street provides additional separation between pedestrians and vehicles. In collaboration with the community, the SFMTA has designed the Project corridor through the residential neighborhood to be a street shared by bicyclists and drivers. The Project's extensive traffic calming and speed management treatments successfully create a safer and lower-speed environment appropriate for the local community and roadway context on neighborhood streets with low vehicle volumes. Lowering Stress for Walking and Biking Walking or biking along 3rd Street currently is a high stress experience due to high vehicle speeds and volumes, high frequency transit with tracks, and limited space for people on foot or bicycle. Walking or biking along the residential streets to the east of 3rd Street currently offer limited reprieve with wide streets, limited definition of spaces for distinct user types, and poor yielding right of way at intersections. The Project creates a lower stress environment for people walking and biking by applying best practice traffic calming and speed reduction treatments including speed humps and cushions, bulb-outs, raised crosswalks, and raised intersections, as well as best practice separated bikeway design on the northern end of the Project corridor. Additionally, Non-infrastructure Project components like Vision Zero outreach and education are also targeted at drivers to reduce speeding on residential streets in the Project area.
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 supports the Plan Bay Area 2050 Strategies of "Build a Complete Streets Network" by making sidewalk improvements and constructing new bikeways, "Advance regional Vision Zero policy through street design and reduced speeds" by constructing traffic calming devices to reduce motor vehicle speeds, and "Support community led transportation enhancements in Equity Priority Communities" by advancing outcomes of the Bayview Community Based Transportation Plan.
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 x *San Francisco Transportation Plan* The project aligns with the Regional Vision Zero policy by providing traffic calming with the aim to reduce all collisions, and especially fatal and serious injury collisions by slowing motor vehicle travel speeds. Consistent with the Policy, the project prioritizes improvements benefiting vulnerable road users such as people walking and biking, and directly benefits the Bayview Neighborhood, an MTC Equity Priority Community.

	Furthermore, the Project aligns with the Equity Platform by building off years-long community engagement, including community partners in the design of the project, and creating programs to improve communication and engagement with the community, such as open streets events and culturally-sensitive bicycle education classes. The project aligns with the Regional Active Transportation Plan goals of Safety and Equity, as described above. It also builds off previous planning efforts, namely the Bayview CBTP and aligns with the Connections goal by providing safe and comfortable connections for people walking and biking to and from a wide range of community destinations in the Bayview neighborhood, as well as the MUNI T-Third light rail line. The T-Third line is a frequent transit route consistent with the Transit-Oriented Communities Policy and the project will directly improve access to it for people living east of Third street by providing traffic calming on streets connecting to Third Street. Finally, the project aligns with specific projects included for funding in the San Francisco Transportation Plan, namely "Walking and Traffic Calming," "Bicycling," and "Equity."
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) ☐ 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) *Please describe* ***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) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community The Project is located entirely within and built to serve the Bayview EPC. Bayview residents will have convenient access to the Project and serving nearby destinations. Residents walking will directly benefit from slower traffic speeds, enhanced crosswalks, two new bus boarding islands for enhanced transit access, and upgraded curb ramps where raised crosswalks and raised intersections are proposed. Residents biking will access the corridor directly or via connected bicycle facilities, using personal bikes or Baywheels bikeshare bikes located along

	the corridor, and they will benefit from slower traffic speeds and improved roadway crossings. The Project includes programs to provide community residents with not only physical but also emotional access to the Project. Community walks and rides and an Open Streets event will occur along the corridor to familiarize the community with the improvements, build connection to and ownership of the changes, encourage use of the new space, and celebrate the local culture. Train-the-trainer bicycle education programs and bicycle and pedestrian safety education workshops will be offered at destinations along the corridor, including Bayview YMCA, to instruct residents on how to use the Project enhancements. Community organizations will lead the workshops, trainings, Open Streets, and community bike rides and walks, resulting in workforce development opportunities for residents. Project programs will be easily accessible via the transit routes that run through Bayview (Muni's light rail KT line and bus routes T, K, 15, 19, 23, 24, 44, 54, and 91 OWL) and will be available in Spanish, Chinese, and English. The Project's improved walking and biking route is critical for residents in the neighborhoods surrounding the Project. The current burden of travel is high for the area's predominantly low-income, youth, and senior residents. According to 2019 Census data, 36% of persons in Bayview make less than 200% of the Federal poverty level, compared to 21% citywide. Compared to the City overall, the Bayview neighborhood has more persons under 18 (21% versus 13%) and slightly more persons over 65 (16% versus 15%). The Project falls within an Equity Priority Community, defined by the Metropolitan Transportation Commission as census tracts with a significant concentration of underserved populations, such as households with low incomes, people of color, seniors, people with limited English proficiency, and people who have disabilities. Residents who are unable to drive, cannot afford a vehicle, and have mobility impairments benefit most from the Project's safe and convenient walking and biking route. The Project programs address the need to equip community members with the education, training, and resources to travel via active modes, and Vision Zero safety programs promote safer travel. Bayview has a low bicycle and pedestrian commute mode share (1.6% and 3.3%, respectively, 2019 Census data). Through conversations with community members, this is attributed to a culture not currently aligned with walking and biking as viable forms of travel and deficiencies infrastructure that make active modes feel unsafe. The programs are intended to break down these barriers for community members to utilize the new Project route for walking and biking.
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance

	☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. Community input through the CBTP indicated residents' priorities to improve crosswalk safety, transit access, and pedestrian north-south access through Bayview. While the community wanted safer conditions for bicycling, their feedback indicated concerns about investment in significant bicycle infrastructure that they did not feel resonated with their community's needs. They desired a lighter touch in the residential areas, more focused on multimodal improvements that benefit people bicycling than on explicitly bicycle-oriented infrastructure. The Project's infrastructure and non-infrastructure elements are defined by this input. The Project is comprised of a multimodal corridor with infrastructure elements that slow vehicle speeds and enhance safety and access for pedestrians, while also creating a low-stress bicycle route. The infrastructure elements are supported by non-infrastructure community-led programming to provide access to and encourage walking and biking as travel options for community members. The Project directly responds to community feedback, building a Project that is created by and for the unique Bayview community and that is poised to improve walking and biking and overall quality of life. Feedback from the walk audit in April 2022 brought to the project additional local knowledge on how the community uses the streets today, resulting in further refinement to the Project route and elements. Examples include: (i) the Project route was shifted one block closer to 3rd Street to be in closer proximity to key destinations on 3rd Street; (ii) the Project was refined to include sidewalk widening to create additional public space that can be used for events and placemaking elements to help maintain and honor Bayview's rich history and culture; (iii) additional traffic calming was included in the Project around Bayview YMCA as a

	key community destination for youth and seniors; and (iv) the Project added visually distinctive route signs and decorative crosswalks to communicate the value of community culture. These Project adjustments support community use and ownership of the corridor, thereby increasing the likelihood of its use for safer and more convenient walking and bicycling. ☒ Project is consistent with an adopted local transportation plan. This project is consistent with planning documents for the Bayview including the 2010 Bayview Hunters Point Neighborhood Transportation Plan and the 2013 Bayview Hunters Point Mobility Study. More recently, the Bayview Community Based Transportation Plan identified specific improvements put forth with this project. This project is also consistent with the Hunters Point Shipyard and Candlestick Point redevelopment projects.
	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. The Project is a direct outcome of the Bayview Community Based Transportation Plan. Through developing the CBTP, the SFMTA engaged City agencies, residents, stakeholders, and community organizations to identify community-supported, implementable transportation improvements for Bayview. The CBTP generated a top ten list of ranked transportation priorities for Bayview, including improved transit service, addressing development impacts to parking and congestion, enhancing multimodal connectivity, and improving walking and biking conditions. Priorities were identified by geographic areas within Bayview, with projects planned to address those unique priorities. This Project falls in the northeast and southeast quadrants of Bayview, defined as east of 3rd St north and south of Palou Avenue. Improvements identified in the CBTP for the northeast focus on improving crosswalk safety and transit access for affordable housing residents in Hunters View, and improvements in the southeast focus on pedestrian safety and access along north-south corridors. Community engagement as part of the CBTP consisted of three phases. The first phase of outreach spanned July-October 2018, when the City engaged over 1,500 residents and attended 21 events. The team shared information and solicited input via priorities and participatory budgeting worksheets. Outreach during phase 2 spanned January-March 2019, when the SFMTA engaged over 1,100 residents and attended 20 events. The team solicited the community's preferences for quick build versus long-term projects and used an equity index - a map depicting concentrations of vulnerable groups within Bayview - to ensure the plan would provide the greatest benefit to Bayview's most vulnerable residents. The third outreach phase spanned May-August 2019, when the team engaged 1,275 residents and attended 23 events. In this phase, Project Champions helped craft eligible proposals for a public ballot, collect public ballots for Participatory Budgeting and collect Proposed Project worksheets, which yielded over 200 comments from residents.

	☒ Endorsements from Community-Based Organizations representing historically underserved and potentially impacted communities. Describe endorsement(s) by CBOs, neighborhood groups, and/or disadvantaged populations The Project is endorsed by a number of stakeholders, CBOs and neighborhood groups including the following: BMAGIC Bayview Opera House Ruth Williams Memorial Theatre Bayview Citizens Advisory Committee Shipyard Citizens Advisory Committee Southeast Community Facility Commission 3rd Street Youth Center & Clinic Walk SF Livable City Economic Development on Third Bayview Opera House Bayview El Centro 3rd St Youth Center & Clinic California State Senator Weiner California Assemblymember Matt Haney San Francisco Mayor London Breed SF Board of Supervisors President, Walton San Francisco Bicycle Coalition
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The project is completely within the City of San Francisco's public right-of-way and therefore does not require any encroachment permits. The project completed preliminary design and is ready for the environmental phase and subsequent detailed design. The project would likely receive a Categorical Exemption. The bulk of project outreach is complete but informing the public through detailed design and construction would continue through the project. 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. The Project does not touch Caltrans right-of-way. *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* The SFMTA has a Master Agreement with Caltrans. Federal Caltrans MA# 04-6328F15; State Caltrans MA# 0043S.
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 *and the ability to complete the project 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: The project is ready for environmental review, scheduled to take place once funds are programmed for design. Environmental review will conclude no later than Spring 2024. Detailed design would then commence for 14 months, leading to the construction phase. Construction would begin in Fall 2026, in advance of the obligation deadline. Ultimately, the project will complete closeout in Summer 2028. Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks: At this time, there are no known projects risks.
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.
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 *and is committed or programmed for the requested phase or phases.* *Notes on local match, optional* x *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☒ *Project is located on the Vision Zero High Injury Network.* *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how the project will improve or alleviate the issue.* Third Street, currently the primary north-south corridor for pedestrians and bicyclists in Bayview, is on San Francisco's Vision Zero High Injury Network - the 13% of streets that account for 75% of San Francisco's severe and fatal collisions – making it a citywide priority to reduce collisions. Third Street also has 62% of the pedestrian and bicycle collisions in the Project area, as shown in the attachments. Third Street is a major commercial strip and transit corridor, featuring the T Third Street light rail line. Its limited right of way, high potential for conflicts, and history of collisions demand the provision of an alternative corridor for walking and biking, especially for more vulnerable residents, like youth, older adults, and persons with disabilities. While many of the streets and intersections along the Project's alternative route do not have a reported history of collisions, they also have not historically seen high pedestrian and bicycle activity. Instead, providing traffic calming and multimodal safety treatments on these streets is an important aspect of providing a safe and comfortable parallel route to 3rd Street. Furthermore, traffic calming at intersections along the route and on cross streets provides benefits beyond the route itself, in slowing and managing the flow of vehicles around Bayview.

	Based on data from the City of San Francisco's Transbase database, on all streets and intersections within the Project area, 24% of collisions between 2015 and 2021 involved a pedestrian or bicyclist. This is a high rate compared to the low pedestrian and bicycle mode share in the community (3% and 1%, respectively). The Project directly addresses this by providing a safer route for pedestrians and bicyclists. The vehicle and pedestrian collision analysis shows that 75% of pedestrian collisions occurred at intersections, and 75% of those were while the pedestrian was in the crosswalk. The most common primary collision factor (PCF) violation in pedestrian collisions was the failure of a driver to yield right of way in a crosswalk (34%), followed by unsafe speed (12%). The Project provides intersection enhancement for pedestrians to improve visibility and reduce crossing distances, such as decorative crosswalks at 16 intersections, six new bulb-outs, and seven new median islands. The Project also provides treatments to slow vehicles using nine raised crosswalks, three raised intersections, and 13 speed humps. The non-infrastructure Project elements include an Open Streets event to reinforce the pedestrian and bicycle-oriented nature of the corridor, as well as Vision Zero education and outreach to encourage slow vehicle speeds and safe travel behaviors. The vehicle and bicycle collision analysis showed that 64% of bicycle collisions occurred at intersections and that the most common collision types were broadside and sideswipe collisions. The most common PCF violations in bicycle collisions were the failure for one or both parties to stop at a stop sign (23%), obey a red signal (9%), or respect the other party's right of way (9%). The Project provides traffic calming improvements to reduce speed and promote awareness at intersections, including 13 speed humps, nine raised crosswalks and three raised intersections, decorative crosswalks at 16 intersections, six new bulb-outs, and seven new median islands. The northernmost portion of the Project, on Mendell Street between Hudson Avenue and Cargo Way, features five blocks of concrete protected bikeway and three protected intersections to reduce conflicts between bicyclists and vehicles, especially sideswipe collisions. The Project includes branding and signs to remind drivers to watch for bicyclists along the route. The non-infrastructure Project elements promote safe bicycling and vehicle awareness of bicyclists with bicycle classes, community rides, and Vision Zero education and outreach to encourage all road users to practice safe behaviors. The non-infrastructure Project elements also foster a culture of active transportation in the Project area, destigmatizing walking, bicycling, and active transportation infrastructure through community-centered activities and outreach. These programs especially benefit those who rely on non-auto modes, such as youth, older adults, persons with disabilities, and lower income individuals.
Construction Coordination	There is pending construction work in the area including installation of new bulbouts but this work will be complete (Fall 2022) prior to funding sought in this application.
Improve Transit Reliability and Accessibility	The Project intersects or is in immediate proximity to transit routes that run through Bayview including Muni's light rail KT line and bus routes T, K, 15, 19, 23, 24, 44, 54, and 91 OWL. Additionally, the Bayview CBTP recommended a demand-responsive Bayview Hunters Point shuttle. Shuttle program planning is underway, and the shuttle is expected to operate from March 2023 to at least March 2026. The upcoming extensions of the Muni Metro T Third Line and Route 29, as well as a potential Caltrain infill station, are significant investments that also contribute to the transformative nature of the Project and the transit connections. Muni Metro T Third Line is the first fully accessible line in the Muni system and services Bayview along

	3rd Street. The Central Subway Project, expected to be available starting fall 2022, will extend the Line through South of Market, Union Square, and Chinatown neighborhoods, providing a direct rapid transit link between the Project area and Downtown. Route 29 Sunset is one of the longest bus routes in the Muni system, serving southern and western neighborhoods of San Francisco, including the Bayview. As part of the Muni Forward initiative to expand the Muni Rapid network, Route 29 will be transformed to improve service reliability, with direct and immediate benefit to users of the Project. Finally, the SFMTA is exploring options for a future Caltrain station in southeastern San Francisco as part of the Southeast Rail Station Study, and one potential location is sited in the Bayview. Caltrain is a regional rail line serving communities from San Francisco to San Jose. The Project provides a low-stress route to help residents access and benefit from these transit service enhancements.
Improve Access to schools, senior centers, and other community sites	The Project improves access by providing a safe, continuous corridor for walking and biking to key community destinations like education centers (City College of San Francisco, Leola Havard Early Education School), community institutions (Bayview Library, Bayview YMCA, Southeast Community Facility), recreation centers (Martin Luther King Jr Pool, Joseph Lee Recreation Center), health services (Third Street Youth Center & Clinic, Southeast Health Center), parks (Bayview Park, Youngblood-Coleman Park), grocery stores, and transit (T Third Street light rail and local bus routes). New bus boarding islands improve safe access to bus routes, and new connections to the citywide bicycle networks improve safe access to Downtown (via Cargo Way and Illinois Street at the northern end of the corridor). The Project enables those who rely on non-auto transportation, especially youth, older adults, persons with disabilities, and low-income individuals, to take more reliable and safer trips.
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* ☐ *Competes poorly for other discretionary fund sources___ (explain)* ☐ *Other___ (explain)*
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:

(Rounded to the nearest $1,000)

Total Grant Request	$ 5,000,000

Project Cost & Schedule:

(Rounded to the nearest $1,000)

Project Phases	**Total Cost**	**Secured Funds** (Programmed or allocated)		**Unsecured Funds** (Planned)		**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)	$300,000	$300,000	*Local Funds (Prop B, etc.)*	$	$	12/2023
Design Engineering (PS&E)	$1,650,000	$1,650,000	*Local Funds (Prop B, etc.)*	$	$	11/1/2024
Right-of-way	$	$	*Secured fund sources, notes*	$	$	Month/Year
Construction	$ 13,495,000	$8,495,000	*Prop AA, Competitive Grants (ATP, AHSC, etc.)*	$ 5,000,000	$	10/2026
Total	**15,445,000**	**$ 10,445,000**		**$5,000,000**	**$**	

Project Investment by Mode:

Mode	**Share of project investment**
Auto	%
Transit	5%
Bicycle/Pedestrian	95%
Other	%
Total	**100%**

Please also complete San Francisco's Supplemental schedule, cost, and funding tables.

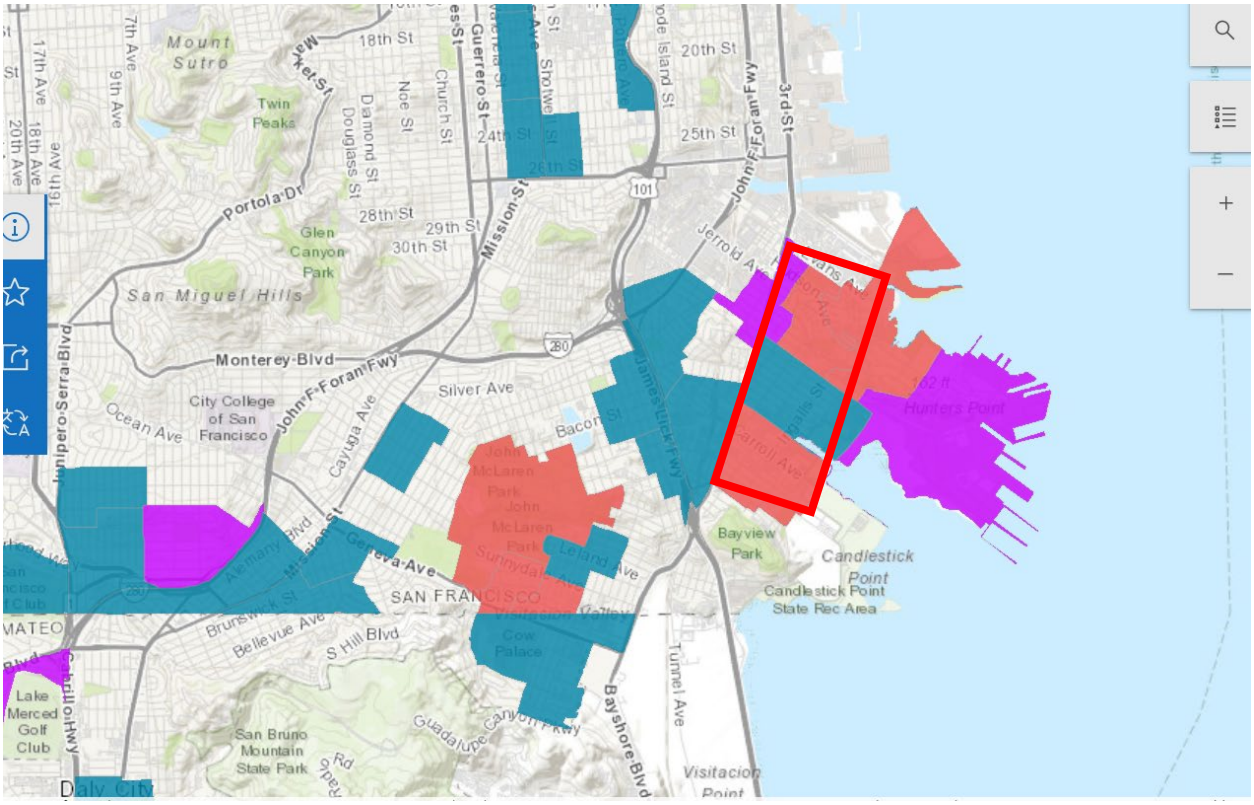
Source: SFMTA, 2022; CalEnviroScreen 4.0

Attachment B-1A

Bayview Multimodal Community Corridor
Project Boundaries, Access, and Destinations

Bayview Multimodal Community Corridor Project Area

MTC Equity Priority Communities Map



Project Name:	

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	80%	In-house	Jan	2010	Dec	2023
Environmental Studies (PA&ED)	10%	In-house	Jan	2024	Jun	2024
Design Engineering (PS&E)	30%	In-house	Nov	2024	Dec	2025
Right-of-way		n/a				
Advertise Construction	0%	N/A	Jul	2026	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Nov	2026	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Dec	2027

Project Name:	Bayview Multimodal Community Corridor

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$0					
Environmental Studies (PA&ED)	$300,000			$300,000	SFMTA	
Design Engineering (PS&E)	$1,650,000			$1,650,000	SFMTA	
Right-of-Way	$0					
Construction	$13,495,000	$5,000,000		$8,495,000	SFMTA	2027
TOTAL PROJECT COST	$15,445,000	$5,000,000	$0	$10,445,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		32%	0%	68%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$5,000,000	N/A	N/A	$5,000,000
Local Funds (Prop B ect.)		$1,950,000		$1,950,000
Competitve Grants (ATP, AHSC, ect)	$7,897,000			$7,897,000
Prop AA		$598,000		$598,000
TOTAL	**$12,897,000**	**$2,548,000**	**$0**	**$15,445,000**

Comments/Concerns

Project Name: Bayview Multimodal Corridor

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Qnty	Unit Cost	Totals	% of contract	SFMTA	SFPW
1. Contract						
Decorative Crosswalks at Intersection (4 legs)	22	$62,400	$1,372,800			
Raised Crosswalk	9	$150,000	$1,350,000			
Raised Intersection	3	$400,000	$1,200,000			
Protected Bikeway	100	$150	$15,000			
Concrete Separated Protected Bikeways	2780	$465	$1,292,700			
Protected intersection (unsignalized)	2	$250,000	$500,000			
Protected intersection (signalized)	1	$750,000	$750,000			
Signal Modification	1	$65,000	$65,000			
Wrap-around Bulbout	3	$200,000	$600,000			
Wrap-around Mini-bus Bulbout	2	$220,000	$440,000			
Wrap-around Bulbout - Complex	2	$275,000	$550,000			
ADA Curb Ramps	11	$12,650	$139,150			
Median Island	6	$30,000	$180,000			
Widened Sidewalk	125	$1,220	$152,500			
Transit Boarding Island	2	$80,000	$160,000			
Speed Hump or Cushion	13	$12,000	$156,000			
Traffic Striping	1	$145,000	$145,000			
Signs	40	$300	$12,000			
Subtotal			*$ 9,080,150*			
2. Construction Management/Support			$ 2,040,000	22%	$ 240,000	$ 800,000
3. Contingency			$ 1,517,423	17%	$ -	$ -
TOTAL CONSTRUCTION PHASE			**$ 12,637,573**		**$ 240,000**	**$ 800,000**

PROJECT BUDGET - NON-INFRASTRUCTURE

BUDGET SUMMARY

Agency	Task 1 - Project Initiation	Task 2 - Needs and Opportunity Assessment	Task 3 - Public Participation	Task 4 - Develop Recommendations	Task 5 - Project Management	Total
SFMTA	$ 4,464.10	$ 22,320.50	$ 40,176.90	$ 8,928.20	$ 13,392.30	**$ 89,282**
San Francisco African American Arts & Cultural District	$ 6,180.90	$ 30,904.50	$ 55,628.10	$ 12,361.80	$ 18,542.70	**$ 123,618**
Bayview YMCA	$ 10,998.20	$ 54,991.00	$ 98,983.80	$ 21,996.40	$ 32,994.60	**$ 219,964**
Consultant 1	$ 2,790.00	$ 13,950.00	$ 25,110.00	$ 5,580.00	$ 8,370.00	**$ 55,800**
Consultant 2	$ 7,952.65	$ 39,763.25	$ 71,573.85	$ 15,905.30	$ 23,857.95	**$ 159,053**
Other Direct Costs *	$ 10,485.50	$ 52,427.50	$ 94,369.50	$ 20,971.00	$ 31,456.50	**$ 209,710**
Total	**$ 42,871**	**$ 214,357**	**$ 385,842**	**$ 85,743**	**$ 128,614**	**$ 857,427**

* Direct Costs include mailing, reproduction costs room rental fees.

Project Information	
For sponsors submitting more than one application, please rank the application: Application ___ of ___ total applications submitted	
Project Name	Central Embarcadero Safety Project
Project Sponsor	SFMTA
Sponsor Single Point of Contact	Joel Goldberg 415-646-2520 Joel.Goldberg@sfmta.com
Project Location	The Embarcadero between Broadway and Bryant Street
Supervisorial District(s)	Districts 3, 6
Brief Project Description *for MyStreetSF (50 words max):*	The Project expands on recent quick-build safety measures along The Embarcadero, between Bryant Street and Broadway, on the Vision Zero High Injury Network. It includes curb, utility, and other changes to extend and improve the waterside protected bikeway; shorten and improve crosswalks; and add real-time messaging/wayfinding for parking and special events.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	The Central Embarcadero Safety Project capital phase (the project) is the top priority for the Embarcadero Enhancement Program, a multi-agency and nearly decade-long effort to identify and implement transportation safety improvements for all users along The Embarcadero - a busy multi-modal, multi-way arterial boulevard included on the San Francisco Vision Zero High-Injury Network (HIN). The project expands upon recent quick-build implementation of a two-way, protected (Class IV) waterside bikeway from Folsom Street to Broadway by extending the bikeway south two blocks to Bryant Street (where no quick-build opportunities exist). The project will also enhance the physical protection of the existing bikeway (between Mission to Broadway) and add sidewalk extensions, curb ramp upgrades, and other traffic-calming measures at six intersections for improved pedestrian safety and accessibility. The project would also restrict northbound left-turns at Folsom Street to facilitate the bikeway and improve Muni operational safety and reliability for light rail vehicles exiting and entering the Market Street subway portal. As part of a commitment to Complete Streets for all users and in response to recent lane reductions, the project will also design and construct a Changeable Message Sign (CMS) at approximately Washington Street to support real-time wayfinding, better parking information, and special event messaging through the city's existing CMS system. See separate Word document for additional project details and materials.

Letters of support *List the entities providing letters of support and attach the letters.*	Port of San Francisco District 3 Board of Supervisor's Office
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	Port of San Francisco, SF Public Works
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
Complete Streets Checklist:	☒ Sponsor has submitted MTC's Complete Streets Checklist

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): *Project substantially improves safety by reducing potential for serious injuries and fatalities along the Embarcadero High-Injury-Corridor with protected bikeway facilities and other traffic-calming/pedestrian safety measures. The project would substantially benefit future planned bikeway enhancements of the Bay Bridge West Span and Hwy 80 corridor, which will have a touchdown within several blocks of the waterfront that connect to the Embarcadero via the Folsom Street protected bikeway.*
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 the top priority for the Embarcadero Enhancement Program, which focuses on the following shared goals for SFMTA and the Port:* 1. *Build a safer and more sustainable waterfront transportation system for all users.* 2. *Improve connections between the waterfront, nearby neighborhoods, and the region.* 3. *Support the waterfront's unique role as a valued destination and workplace for locals, visitors, businesses, maritime, and industrial uses.* 4. *Invest strategically in the near-term (with a focus on safety) while continuing to coordinate longer-term mobility expansion, adaptation, and resiliency efforts.* *These program goals align to the Strategic Plans for both agencies and reflect a commitment to Plan Bay Area 2050 policies and strategies that promote safe and healthy streets, as well as the optimization of existing transportation facilities to support more sustainable and equitable mobility and land use development.*
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 ☒ *San Francisco Transportation Plan*

	Describe how the project aligns with the selected regional plans and/or policies: *The Central Embarcadero Safety Project is a showcase example of local and regional policy, reflected by the fact its early planning phase included a PDA planning grant as part of the overall OBAG program:* *1. PBA2050, 21-T09-060: The project is focused on one of the most prominent corridors of the San Francisco Vision Zero High Injury Network (HIN), the 13% of streets where 75% of injury collisions and fatalities occur. It focuses on proven measures such as a Class IV bikeway, sidewalk extensions, and traffic-calming to improve safety for all modes.* *2. PBA2050, 21-T08-061:The project is a substantial upgrade along what is perhaps the busiest segment of the San Francisco Bay Trail, improving linkages to the City's growing network of protected bike lanes and to numerous waterfront open spaces and recreational opportunities.* *3. The project enhances accessibility and 'last-mile' connections to multiple regional transit hubs/services including the Embarcadero BART station, WETA regional ferries, 4th/King Caltrain station, and Mun's frequent light rail network; as well as to new housing and job opportunities in the SOMA and Mission Bay neighborhoods and to iconic waterfront destinations like the Ferry Building and Exploratorium.*
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) ☐ 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) *Project is entirely within a TRA and includes direct connections to BART, WETA ferries, regional bus systems for Marin, Solano, and Santa Clara counties; Muni routes including high-frequency light rail, historic streetcar, and rapid bus lines. The project is also a critical step to further connecting Class IV bikeway connections toward the 4th/Caltrain station and is within a few blocks of the Salesforce Transbay Transit Center.* ***Priority Production Area (PPA)*** ☐ Supports the preservation of a PPA (see Growth Geographies map) *Please describe*
Equity Priority Communities	Indicate how the project invests in historically underserved communities, including *Plan Bay Area 2050* Equity Priority Communities (EPCs) *and the San Francisco supplemental EPC boundaries attached*:

Does the project invest in historically underserved communities?	☐ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☒ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *While the project is not located within the city's Chinatown, Fisherman's Wharf, and Treasure Island EPC areas, it directly improves safety and mobility choice for these communities' connections to the Embarcadero's central waterfront – and by extension to regional bus/ferry services, BART, Caltrain, and much of the high-frequency MUNI network along Market Street. It also promotes better (and less expensive) transportation options to these communities' small businesses – and to other waterfront/downtown job centers – for the many restaurant, hospitality, and other workers who commute from throughout the Bay Area.* *At a finer-grained level, the northern project terminus (Broadway) is one block from 130 units of recently constructed car-free affordable housing (88 Broadway), while the southern terminus (Bryant Street) is the location of an existing 'navigation center' for unsheltered residents and the future home of approximately 225 below market rate (BMR) apartments as part of a planned mixed-use development by the Port (on Seawall Lot 334 and Piers 30-32).*
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes

	-General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. *Since 2014, the Embarcadero Enhancement Program has engaged thousands of people through open houses, design showcases, online surveys, mailers, summary reports, stakeholder walks and 'ride-alongs', web/social media updates, and focused presentations to resident and merchant associations, city staff, and both the SFMTA Board of Directors and San Francisco Port Commission, among others. Participants have included stakeholders representing a variety of interests and relationships to the waterfront: residents, pedicab drivers, tour bus drivers, bicycle commuters, safety and disability advocates, commercial delivery companies, Embarcadero merchants and employees, neighboring business associations, and regional organizations/service providers including San Francisco SPUR, Metropolitan Transportation Commission (MTC), Bay Conservation and Development Commission (BCDC), the San Francisco Bay Area Water Emergency Transportation Authority (WETA), San Mateo County Transit District (SamTrans), Solano County Transit (SolTrans), and Golden Gate Transit.* *The SFMTA's most recent and focused public outreach for Central Embarcadero included direct virtual and in-person stakeholder engagement in 2021. Presentations to organized groups included the Northern Advisory Committee (NAC) and neighborhood associations, and the project prepared an online survey, interactive fact sheet, project website, mailer, and promotion on social media. The mailer describing the project and promoting the survey was sent to 17,300 addresses within one-half mile of the Embarcadero between Bay and Townsend streets. The team provided English, Spanish, Chinese, and Filipino versions of project collateral and the survey, which received over 1,400 responses – the majority from daily Embarcadero users. Results of the survey are listed in the SFMTA project website and through this link:* https://www.sfmta.com/project-updates/central-embarcadero-safety-project-survey-results-approval-dates

Central Embarcadero stakeholders engaged by the Project team in 2021 include:

- *Port of San Francisco Northern Advisory Committee (NAC)*
- *Hudson Properties, property managers for the Ferry Building*
- *Foodwise (formerly known as the Center for Urban Education about Sustainable Agriculture, or CUESA)*
- *San Francisco Bay Area Water Emergency Transportation Authority (WETA)*
- *Pacific Waterfront Partners (PWP)*
- *Barbary Coast Neighborhood Association (BCNA)*
- *San Francisco Downtown Community Benefit District (SFDCBD)*
- *Chinatown Transportation Research and Improvement Project (TRIP)*
- *San Mateo County Transit District (SamTrans)*
- *Solano County Transit (SolTrans)*
- *Walk San Francisco*
- *San Francisco Bicycle Coalition*
- *San Francisco Tour Guide Guild*
- *San Francisco Pedicab representatives*
- *SF Travel*
- *Waterbar / Epic Restaurants*
- *Fisherman's Wharf Restaurant Association*
- *Pier 39*

These efforts produced public feedback that was consistent with, but more detailed than, past EEP engagement efforts. They reinforced strong majority support for directing faster users off the promenade with a protected bikeway, and for a focus on pedestrian upgrades near the Ferry Building and at Washington St. They also revealed concerns with an initial proposal to reduce the number of turn lanes at Washington Street (since dropped) as well as other anxieties with the quick-build phase proposal to reduce the number of northbound travel lanes. This robust stakeholder feedback and support received led to the approval in August 2021 by the Port Commission of the Central Embarcadero quick-build phase construction and environmental review of the larger Central Embarcadero Safety Project.

To help guide implementation and evaluation of the Central Embarcadero quick-build and capital phases, the SFMTA developed an advisory group composed of key stakeholders (most listed above). The Embarcadero Enhancement Advisory Group (EEAC) held its first meeting in February 2022 and plans to conduct 2-3 additional meetings throughout the next year in order to review and solidify the Central Embarcadero Safety Project capital phase project elements. A final vote and approval from the Port Commission will be needed in order to begin construction of the project.

☒ Project is consistent with an adopted local transportation plan.

	The Embarcadero is on the city's official Bicycle Network and San Francisco Bay Trail. It is consistent with numerous Port plans and guidelines and is specifically called out in the most recent Waterfront Land Use Plan Update. Most substantially, the project is a direct outcome and highest priority from the SFMTA/Port Embarcadero Enhancement Program, which is a decades-long effort to improve the safety, comfort, accessibility, and economic vibrancy of the waterfront for years to come.
	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 Community-Based Organizations representing historically underserved and potentially impacted communities. *In addition to outreach described above, the project team specifically focused on engaging Chinatown community leaders through presentations and involvement from the Chinatown Transportation Research and Improvement Project (TRIP). TRIP functions as an advisory group to the Chinatown Community Development Center (CCDC) and was actively engaged in the review and formation of the Central Embarcadero Quick-Build phase. These efforts resulted in a formal letter of support from TRIP in 2021 in prepartion for presentation to the Port Commission:* *"I am writing to you on behalf of the Chinatown Transportation Research and Improvement Project (Chinatown TRIP) to share our support for the Embarcadero Enhancement Project led by SFMTA. We have met with the project team who have been very responsive to our suggestions and comments. Chinatown TRIP has been involved in Vision Zero projects in the past. We believe that the Embarcadero Enhancement Project will greatly improve pedestrian safety along the Embarcadero, a high injury corridor. We are also glad to hear that our suggestion for keeping double left turn lanes for Washington Street is being taken. Washington Street is a vital connection between the waterfront and Chinatown, especially now that the City is reopening. Thank you for your time and consideration. We hope to see this project be implemented."*
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The project's capital phase is currently at the 15% design milestone and was cleared for CEQA under the project's 'quick-build' phase approval by the SF Port Commission in August 2021. The project has already conducted the supplemental topographic survey and secured funds for the detailed design phase, which is set to begin in July 2022. The 35% design milestone is expected by winter 2022, with final design anticipated in early 2024. Construction is tentatively expected to start in fall 2024 and has an estimated construction duration of one year. In response to this grant request, the SFMTA has also begun scoping and drafting a of a Preliminary Environmental Study (PES) form for engaging Caltrans on the NEPA environmental review process, which will run concurrently with the detailed design phase. The project will utilize an ad-hoc advisory group composed of key Embarcadero stakeholders to review and finalize details for the capital phase bikeway extension, pedestrian safety measures, and new signage. Final approval from The SF Port Commission will be needed for NEPA clearance and start of construction. 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. *The project is not within Caltrans ROW but does require coordination with Caltrans to undergo NEPA environmental review due to federal funding requirements. Staff are preparing a Preliminary Environmental Summary (PES) form to submit to Caltrans in summer 2022 and expect to complete all additional required technical studies - and gain final NEPA approval - over the next 12-16 months with consultant support concurrent with the project's detailed design phase. Given that the entire project area has just undergone a substantial EIR evaluation process through the Port's Waterfront Land Use Plan updates, project staff have high confidence that any additional technical studies (for historic resources, archeology, etc.) can be completed efficiently and within the project's budget and schedule.* ***Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.*** *The SFMTA is eligible to receive federal transportation funding and has a Master Agreement with Caltrans.*
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 *and the ability to complete the project 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:* *As described above, the project is expected to be ready for construction in late 2024 and completed in 2025. Even with the potential for delays in both the design and*

	construction phases, this project can be delivered within all the deadlines set forth by OBAG 3 and MTC's project delivery expectations. Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks: *Project risks include loss of public support for the improvement, design schedule delays, and complications with the design scope due to unforeseen utility impacts and higher than expected costs. The project team has already considered and begun mitigating these risks in several ways:* • *Implementation of the quick-build phase included the most controversial elements of the overall project, such that the new proposed changes and bikeway extension have less sensitivity and much greater support among key stakeholders* • *The project has already secured supplemental survey, funding, and a Public Works design team for the detailed design phase – and has access to "as-built" drawings from the original Embarcadero boulevard construction – all of which should limit the potential for significant delays to the design schedule* • *The project's budget has been estimated based on recent comparative projects and includes appropriate contingency in case of cost overruns. The project is also scalable in that certain project elements can be reduced or removed from the scope if needed (for example, the Changeable Message Sign) to ensure that the core project elements are completed.*
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.
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 *and is committed or programmed for the requested phase or phases.* *Proposed budget includes a 15.8% local match for the construction phase (approved $1m in Prop AA)*
San Francisco Criteria	
Safety	x *Project is located on the Vision Zero High Injury Network.* *The project prioritizes safety along the Embarcadero's portion of the Vision Zero High-Injury Network (HIN), representing the 13% of city streets where 75% of the severe and fatal injuries occur. From 2015 to 2020, there were 174 reported severe injury collisions and two fatalities on the corridor (along with daily 'near misses' on the street and along the promenade). This project specifically targets the heart of*

	the waterfront (Central Embarcadero, from Broadway to Bryant Street) where the majority of the corridor's collisions occur and where demands on the promenade/Bay Trail are highest. *The addition of a two-way protected bikeway addresses a fundamental conflict along The Embarcadero: the mixing of fast-moving arterial traffic with more vulnerable people biking and scootering. The current bike lane is too scary for many people to use, forcing them to ride on the promenade (increasing conflicts with pedestrians and business activities) or not at all :* • *People biking and on scooters benefit from a dedicated facility that substantially reduces (if not eliminates) interactions with fast-moving traffic and extremely busy commercial and passenger loading zones* • *Pedestrians directly benefit from a bikeway that attracts faster users off the promenade and has proper controls for pedestrian crossings (bike signals, well-marked crosswalks, traffic calming where necessary). Key roadway crossings (such as Bryant, Folsom, and Washington Street) will also be shorter and easier.* *Additional measures, such as the northbound turn-restriction at Folsom Street, will improve transit safety and operations by removing conflicting turns across the railway at the portal entrance to/exit from the Market Street subway. Drivers benefit from new wayfinding signage and a more consistent roadway layout that results in fewer, less stressful bike encounters (especially when pulling to the curb for loading)*
Construction Coordination	*The project scope has been shaped by, and extensively coordinated with, related Embarcadero Enhancement Program projects and is a direct follow-up and extension to the recently completed Central Embarcadero quick-build phase between Mission and Broadway. The project has further coordinated and targeted its investment priorities within the context of more comprehensive planning and investment efforts including the Port's Waterfront Resiliency Program, planned future developments at various Port facilities (including Piers 30-32 and 38-40), and with major city projects like the Better Market Street Project and Harrison Streetscape Project. That said, the project is not expected to directly overlap with another large capital project during its construction.*
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* *The project greatly improves active transportation connections to regional transit services such as WETA ferries (at the Ferry Building terminal), Embarcadero BART (via the Market Street connection at the Ferry Building), regional bus stops on Embarcadero and Drumm near Washington Street (Golden Gate Transit, Soltrans,*

	Samtrans), and Caltrain (by extending the protected bikeway closer to 4th/King and enabling future bikeway extensions to Townsend via port development and a separate follow-up capital project). *The project will also improve Muni access and reliability/operational safety for the K and T light rail lines by restricting vehicular turns across the trackway at Folsom Street. This is important since the northbound left-turn requires a dedicated signal phase that stops transit and impedes access to/from the Market Street subway portal. By eliminating the turn the light rail will receive greater amounts of green time that will result in improved speed and reliability through this area.*
Improve Access to schools, senior centers, and other community sites	*A key objective and outcome for this project is the improved safety and comfort of the Embarcadero shared use promenade, I.e the San Francisco Bay Trail, which is a cherished asset and 'community site' for many people including nearby residents of SOMA, Chinatown, Fisherman's Wharf, and other adjacent neighborhoods. Destinations along the promenade and project area include Rincon Park, the Ferry Building, Sue Bierman Park, Harry Bridge's Plaza, Pier 7, and the Exploratorium (just outside the project's northern extent) among other important open spaces and community destinations.* *The project does not directly serve schools or senior centers.*
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* ☐ *Competes poorly for other discretionary fund sources___ (explain)* X *Other –* *Due to the failure of a proposed general obligation bond measure on the June 2022 ballot, the SFMTA's capital improvement program (CIP) has limited capacity to fully fund medium and larger-scale capital projects such as the Central Embarcadero Safety Project.*
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:

(Rounded to the nearest $1,000)

Total Grant Request	$6,320,000

Project Cost & Schedule:

(Rounded to the nearest $1,000)

Project Phases	Total Cost	Secured Funds (Programmed or allocated)		Unsecured Funds (Planned)		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	$1,000,000	$1,000,000	*PDA planning grant, FTA, Prop K, other local sources*	-	-	2013 - 2018
Environmental Studies (PA&ED)	$725,000	$725,000	Prop K & other local sources	-	-	2019 - 2022
Design Engineering (PS&E)	$1,650,000	$1,650,000	*TDA grant funds, other local sources (Prop B) (phase includes NEPA environmental review)*	-	$	7/2022 – 2/2024
Right-of-way	0	0	*N/A*	-	-	-
Construction	$7,320,000	$1,000,000	*Prop AA funding approved in 2022 for construction phase*	$6,320,000	-	6/2024 – 8/2025
Total	**$10,695,000**$	**$4,375,000**		**$6,320,000**	$	

Project Investment by Mode:

Mode	Share of project investment
Auto	11%
Transit	4%
Bicycle/Pedestrian	85%
Other	%
Total	**100%**

Please also complete San Francisco's Supplemental schedule, cost, and funding tables.

Project Name:	SFMTA Central Embarcadero Safety Project

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Both	Aug	2013	Dec	2018
Environmental Studies (PA&ED)	90%*	Both	Jan	2019	Feb	2022
Design Engineering (PS&E)	5%	In-House	Jun	2022	Jan	2024
Right-of-way	n/a					
Advertise Construction		N/A	Mar	2024	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Jun	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Dec	2025

*NEPA environmental review and final Port Commission approvals will be completed concurrent with the Design Engineering phase

Project Name: Central Embarcadero S	SFMTA Central Embarcadero Safety Project

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$1,000,000		$250,000	$750,000	Estimated actual expenditures	N/A
Environmental Studies (PA&ED)	$725,000		$725,000		Actual expenditures	N/A
Design Engineering (PS&E)	$1,650,000			$1,650,000	SFMTA/PW estimates	N/A
Right-of-Way	$0					N/A
Construction	$7,320,000	$6,320,000		$1,000,000	SFMTA estimate	FY24
TOTAL PROJECT COST	$10,695,000	$6,320,000	$975,000	$3,400,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		59%	9%	32%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
OBAG 3	$6,320,000	N/A	N/A	$6,320,000
Source 1 Prop AA		$1,000,000		$1,000,000
Source 2 Prop B			$1,488,277	$1,488,277
Source 3 TDA		$428,800	$482,923	$911,723
Source 4 Prop K		$250,000	$725,000	$975,000
TOTAL	**$6,320,000**	**$1,678,800**	**$2,696,200**	**$10,695,000**

Project Name: Central Embarcadero Safety Project

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFMTA	PW/PUC/Others	Contractor
1. Contract					
Extend bikeway, Folsom to Harrison	$ 400,000	9%			$ 400,000
Extend bikeway, Harrison to Bryant	$ 1,500,000	33%			$ 1,500,000
Sidewalk bulbouts & related utility relocations	$ 750,000	17%			$ 750,000
ADA curb ramps & other crossing upgrades	$ 300,000	7%			$ 300,000
Upgrade existing bikeway buffers to concrete	$ 300,000	7%			$ 300,000
Install Changeable Message Sign	$ 500,000	11%			$ 500,000
Mobilize/Demobilize/Staging	$ 100,000	2%			$ 100,000
Traffic Control	$ 200,000	4%			$ 200,000
Hauling & Disposal Allowance	$ 200,000	6%			$ 200,000
Misc. paving, restoration, utility adjustments	$ 250,000	6%			$ 250,000
Subtotal	*$ 4,500,000*				*$ 4,500,000*
2. Non-Contract Work (SFMTA paint/sign/signal shops, direct transit service and OCS support; PUC water adjustments)	$ 850,000		$ 600,000	$ 250,000	
3. Construction Management/Support	$ 1,200,000	27%	$ 100,000	$ 1,100,000	
4. Other Direct Costs	$ 200,000	4%	$ 150,000	$ 50,000	
5. Contingency	$ 570,000.00	13%			
TOTAL CONSTRUCTION PHASE	**$ 7,320,000**		**$ 850,000**	**$ 1,400,000**	**$ 4,500,000**

Central Embarcadero Safety Project – Detailed Project Description

Introduction

The demolition of the freeway and establishment of the Embarcadero boulevard and T-Third rail line -- together with strategic Port developments and the growth of the South of Market Street (SOMA), Mission Bay, and other surrounding neighborhoods -- have transformed the waterfront over the last few decades. Once a vehicle-dominated corridor primarily supporting maritime and industrial activities, The Embarcadero is now one of San Francisco's most iconic destinations and landmarks. It is a popular recreation route, a key transportation artery in San Francisco, and remains a thriving business corridor despite setbacks and changes brought by the pandemic. It's an international destination while also being a critical link in the regional transit system with connections to BART, Caltrain, Muni, and various ferry and commuter bus services. In 2019, over 300,000 people were estimated to being walking, biking, riding transit, or driving on The Embarcadero every day, making it one of the busiest multi-modal corridors in the Bay Area.

So many people use The Embarcadero that it can feel unsafe and uncomfortable, no matter how one chooses to get around. Much of The Embarcadero is on the city's Vision Zero High Injury Network (HIN), representing the 13% of city streets where 75% of severe and fatal injuries occur. From 2015 to 2020, there were 174 reported severe injury collisions and two fatalities on the corridor (along with daily 'near misses' on the street and along the promenade).

Project Background

To improve the safety and mobility for the millions of annual users who travel on San Francisco's waterfront, the SFMTA and Port of San Francisco have developed the Embarcadero Enhancement Program (EEP). The EEP supports ongoing planning, public outreach, inter-agency coordination, and capital investment to serve the multi-modal mobility, safety, and access needs along The Embarcadero between Fisherman's Wharf and the Giants ballpark – a length of over 2-miles.

Key shared goals for SFMTA and the Port on The Embarcadero:

1) Build a safer and more sustainable waterfront transportation system for all users.
2) Improve connections between the waterfront, nearby neighborhoods, and the region.
3) Support the waterfront's unique role as a valued destination and workplace for locals, visitors, businesses, maritime, and industrial uses.
4) Invest strategically in the near-term (with a focus on safety) while continuing to coordinate longer-term mobility expansion, adaptation, and resiliency efforts.

These program goals align to the Strategic Plans for both agencies and reflect a commitment to Plan Bay Area 2050 policies and strategies that promote safe and healthy streets, as well as the optimization of existing transportation facilities to support more sustainable and equitable mobility and land use development.

Most specifically, the EEP has focused on "completing" the corridor by establishing a separated and protected lane for bicycles and other wheeled devices - away from vehicular traffic and distinct from the shared use promenade pathway. Other design objectives include shorter, more accessible pedestrian crossings; better connections to the city-side bike network and regional transit services; reconfigured vehicle travel lanes that are safer and a better fit for the waterfront context; and more efficient passenger and commercial loading. Based on public commitments during the planning phase, the EEP assumes the need to retain two vehicle travel lanes in each direction and a wide, welcoming promenade along The Embarcadero. The program also does not consider major changes to the existing center railway that has Muni historic streetcar and modern light rail vehicle (LRV) services.

Phased, Incremental Approach

Due to the corridor's length and complexity, the EEP has divided the corridor into three segments (Northern, Southern, and Central) and developed a capital phasing plan that's focused on implementing cost-effective safety solutions over the next five years or so. This phased, incremental strategy is responsive to public demand for urgent actions to improve safety, as well as to the need to carefully consider the benefits, trade-offs, and timing of more substantial changes and investments to this dynamic corridor.

Northern Embarcadero, from Broadway to Fisherman's Wharf, has complex right-of-way challenges and very high conceptual cost estimate if a protected bikeway is to be added while maintaining two travel lanes in each direction. Additional quick-build changes may be implemented to address near-term safety 'hot spots' (such as at Alcatraz Landing), but the potential for more substantial mobility and streetscape investments will be studied as part of a comprehensive, longer-term Embarcadero master planning process through the Port's Waterfront Resiliency Program (WRP). Given that the Embarcadero transit way and roadway are vulnerable to significant seismic and flood risk - with real threats to the long-term viability of existing structures and utility systems along the corridor – new planning assumptions and mobility studies are expected to emerge through this effort.

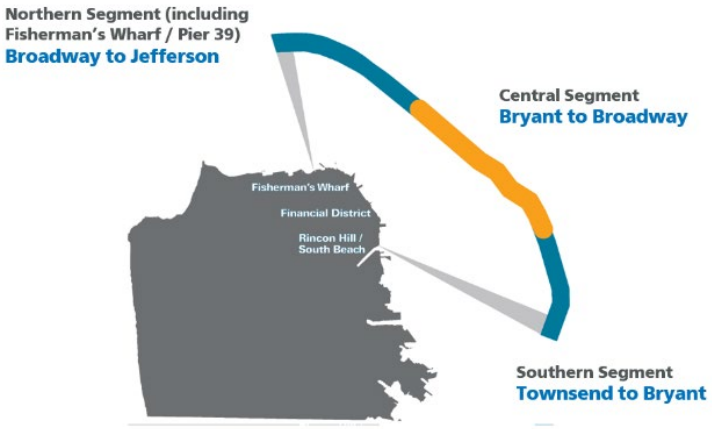


Figure 1. Geographic segments of the Embarcadero as defined by the EEP.

Southern Embarcadero, from the ballpark to Bryant Street, requires significant capital investment and potential changes to the existing promenade and center medians to facilitate a protected two-way bicycle facility that also maintains two northbound travel lanes; northbound left-turn restrictions at Townsend and/or Brannan streets are also likely needed. The SFMTA will conduct additional preliminary engineering in 2023/2024, and expects to advance a capital project in subsequent years in collaboration with the Port's Embarcadero master planning process and future development projects slated for Seawall Lot 334/Piers 30-32 and Piers 38-40. Compared to other segments, Southern Embarcadero is more seismically stable and less vulnerable to flooding with projected sea-level rise over the coming decades.

Central Embarcadero, from the Bryant Street to Broadway, is the busiest segment of the corridor where most injury collisions/fatalities occur and where there is the highest concentration of regional transit connections. Between 2016 and 2018, the program advanced 'early implementation' projects to establish better and more continuous (Class II) bike lanes, higher-visibility crosswalks, and additional safety messaging along the promenade. In 2020, the EEP implemented the first segment of two-way, waterside protected (Class IV) bikeway for two blocks between Folsom and Mission streets. This short segment established a 'showcase' bikeway for the larger corridor while also serving to connect the newly expanded ferry terminal with emerging protected bikeways along the Folsom and Howard corridors in SOMA. The project was made possible with removal of on-street parking for one block and a 3-to-2 vehicle lane reduction for the other.

Central Embarcadero Safety Project - Quick-Build Phase

In August 2021, the Port Commission approved a 'quick-build' phase for Central Embarcadero that included a 3-to-2 lane reduction for northbound traffic, a major extension of the two-way waterside Class IV bikeway, and comprehensive curb management changes between Mission Street and Broadway. Quick-build projects focus on relatively low cost and

potentially reversible treatments that do not require extensive engineering or utility coordination. With $1m in local funding, the Central Embarcadero Safety Project quick-build phase was substantially completed and open for use in February 2022, and will conclude this summer with the installation of new regulatory, wayfinding, and educational safety signage along the promenade to encourage maximal use of the new bikeway. Ongoing 'field testing' and evaluation of the quick-build changes may also help inform and finalize the detailed design and construction of the planned capital phase.

Central Embarcadero Safety Project – Capital Phase

Along with advancing the quick-build construction in August 2021, the Port Commission approved the California Environmental Quality Act (CEQA) determination (statutory exemption) for the full Central Embarcadero Safety Project concept plan between Broadway and Bryant Street. The Central Embarcadero Safety Project capital phase (the project) is now the top priority for the Embarcadero Enhancement Program, and includes more intensive upgrades that require additional engineering and excavation/utility coordination to be constructed.

The project expands upon recent quick-build improvements by extending the two-way, Class IV bikeway south two blocks to Bryant Street; enhancing the physical protection of the existing bikeway (from Mission to Broadway); adding sidewalk extensions and other traffic-calming measures for intersections and bikeway crossings; and upgrading curb ramps for improved accessibility.

The project would also restrict northbound left-turns at Folsom Street to facilitate the bikeway and improve Muni operational safety and reliability for light rail vehicles exiting and entering the Market Street subway portal. As part of a commitment to Complete Streets for all users and in response to recent lane reductions, the project will also design and construct a Changeable Message Sign (CMS) at approximately Washington Street to support real-time wayfinding, better parking information, and special event messaging through the city's existing CMS system.

The project's capital phase is currently at the 15% design milestone and initiating National Environmental Protection Act (NEPA) review with Caltrans concurrent with the OBAG Cycle 3 application for construction funding. Having conducted a topographic survey and secured funds for the detailed design phase in early 2022, the project is expected to reach 35% design by winter 2022 and final design by early 2024. Construction is tentatively expected to start in fall 2024 and has already secured $1m in local Proposition AA funding.

Public Outreach and Engagement

Since 2014, the Embarcadero Enhancement Program has engaged thousands of people through open houses, design showcases, online surveys, mailers, summary reports, stakeholder walks and 'ride-alongs', web/social media updates, and focused presentations to resident and merchant associations, city staff, and both the SFMTA Board of Directors and San Francisco Port Commission, among others. Participants have included stakeholders with a variety of interests and relationships to the waterfront: residents, pedicab drivers, tour bus drivers, bicycle commuters, safety and disability advocates, commercial delivery companies, Embarcadero merchants and employees, neighboring business associations, and regional organizations/service providers including San Francisco SPUR, Metropolitan Transportation Commission (MTC), Bay Conservation and Development Commission (BCDC), the San Francisco Bay Area Water Emergency Transportation Authority (WETA), San Mateo County Transit District (SamTrans), Solano County Transit (SolTrans), and Golden Gate Transit.

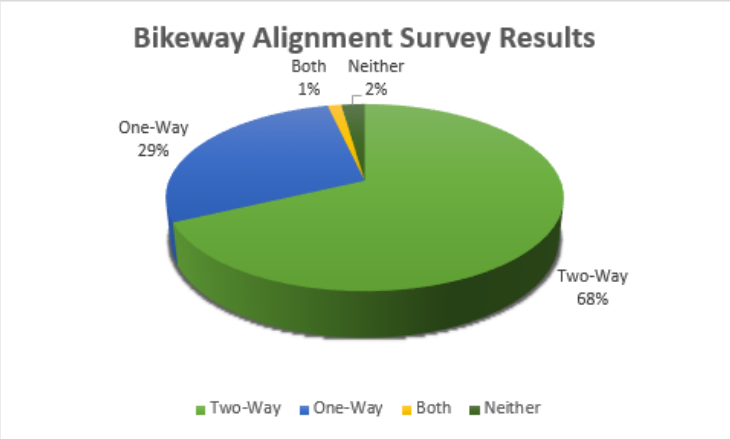


Figure 2. 2016 Bikeway Alignment Survey Results. The SFMTA and Port identified overwhelming support for a two-way, waterside protected bikeway concept along The Embarcadero as part of outreach efforts in 2014-2016 (including a survey with over 500 public responses).

Central Embarcadero-focused outreach

The SFMTA's most recent and focused public outreach for Central Embarcadero included direct virtual and in-person stakeholder engagement in 2021. Presentations to organized groups included the Northern Advisory Committee (NAC) and neighborhood associations, and the project prepared an online survey, interactive fact sheet, project website, mailer, and promotion on social media. The mailer describing the project and promoting the survey was sent to 17,300 addresses within one-half mile of the Embarcadero between Bay and Townsend streets. The team provided English, Spanish, Chinese, and Filipino versions of project collateral and the survey, which received over 1,400 responses – the majority from daily Embarcadero users. Results of the survey are listed in the SFMTA project website and through this link: https://www.sfmta.com/project-updates/central-embarcadero-safety-project-survey-results-approval-dates.

Central Embarcadero stakeholders engaged by the Project team in 2021 include:

- Port of San Francisco Northern Advisory Committee (NAC)
- Hudson Properties, property managers for the Ferry Building
- Foodwise (formerly known as the Center for Urban Education about Sustainable Agriculture, or CUESA)
- San Francisco Bay Area Water Emergency Transportation Authority (WETA)
- Pacific Waterfront Partners (PWP)
- Barbary Coast Neighborhood Association (BCNA)
- San Francisco Downtown Community Benefit District (SFDCBD)
- Chinatown Transportation Research and Improvement Project (TRIP)
- San Mateo County Transit District (SamTrans)
- Solano County Transit (SolTrans)
- Walk San Francisco
- San Francisco Bicycle Coalition
- San Francisco Tour Guide Guild
- San Francisco Pedicab representatives
- SF Travel
- Waterbar / Epic Restaurants
- Fisherman's Wharf Restaurant Association
- Pier 39

These efforts produced public feedback that was consistent with, but more detailed than, past EEP engagement efforts. They reinforced strong majority support for directing faster users off the promenade with a protected bikeway, and for a focus on pedestrian upgrades near the Ferry Building and at Washington St. They also revealed concerns with an initial proposal to reduce the number of turn lanes at Washington Street (since dropped) as well as other anxieties with the

quick-build phase proposal to reduce the number of northbound travel lanes. This robust stakeholder feedback and support received led to the approval in August 2021 by the Port Commission of the Central Embarcadero quick-build phase construction and environmental review of the larger Central Embarcadero Safety Project.

To help guide implementation and evaluation of the Central Embarcadero quick-build and capital phases, the SFMTA developed an advisory group composed of key stakeholders (most listed above). The Embarcadero Enhancement Advisory Group (EEAC) held its first meeting in February 2022 and plans to conduct 2-3 additional meetings throughout the next year in order to review and solidify the Central Embarcadero Safety Project capital phase project elements. A final vote and approval from the Port Commission will be needed to accept the NEPA environmental review findings and begin construction of the project.

Figure 3. Incremental, phased approach (Example conditions at Folsom and Embarcadero)

Attachments:

1. Project area map with transit/transportation network context

2. Central Embarcadero Safety Project summary map
3. Two-way Class IV bikeway extension (illustrative section)

Central Embarcadero Safety Project

Summary Map

Two-way Class IV bikeway installed with quick-build treatments in 2020/2022

Future extension of Class IV bikeway planned with Port developments & Southern Embarcadero Safety Project (Bryant to Townsend)

80

Piers 30/32
Pier 26
Pier 28
Pier 38
Pier 40
Ballpark
Brannan Wharf Park
South Beach Park
Rincon Park
Ferry Terminal
Piers 3/5
Pier 1
Pier 7
Harry Bridges Plaza
Embarcadero Plaza
Sue Bierman Park
Bryant St
Harrison St
Folsom St
Howard St
Mission St
Market St
Steuart St
Spear St
Main St
Beale St
Fremont St
1st St
2nd St
3rd St
King St
Townsend St
Brannan St
Drumm St
Davis St
Front St
Battery St
Washington St
Clay St
Jackson St
Broadway

0 500 1000 feet (approx)

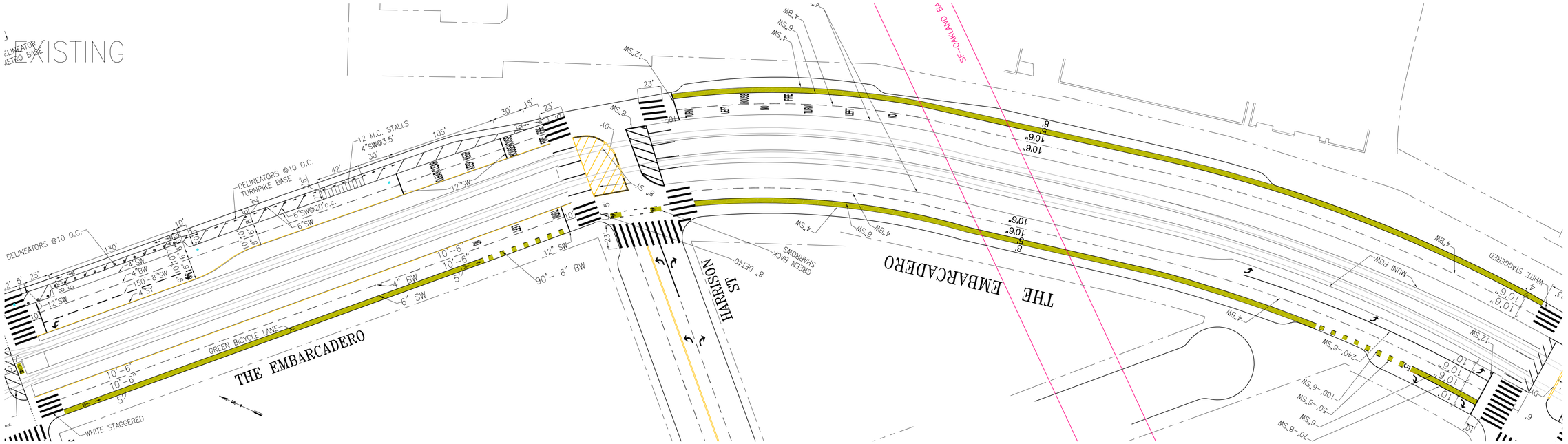
Created 6/25/22

LEGEND - Complete Street improvements

- Extension of Class IV two-way bikeway
- Enhanced buffer/loading aisles for existing quick-build bikeway
- Sidewalk bulbout and/or other substantial pedestrian upgrades
- Northbound turn restriction at Folsom (supports bikeway and light rail transit)
- Changeable message sign (CMS)

LEGEND - Other project changes / trade-offs

- Narrowed center median & palm tree removal / relocation
- Modified / narrowed promenade curb & furnishing zone
- New/modified loading & parking removal (up to 18 spaces pending further design)



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

DRAWN: X.XXXXXXXXXXXXX DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXX DATE: MM/DD/YY

APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 30'
SHEET/SHEETS: XX OF XX

EMBARCADERO ENHANCEMENT PROGRAM
CENTRAL EMBARCADERO SAFETY IMPROVEMENTS
FOLSOM STREET TO BRYANT STREET

PROPOSED PLANS
EXISTING VS PROPOSED PLANS

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:
DATE: --/--/--

Central Embarcadero Safety Project

Summary Map

Two-way Class IV bikeway installed with quick-build treatments in 2020/2022

Future extension of Class IV bikeway planned with Port developments & Southern Embarcadero Safety Project (Bryant to Townsend)

80

Piers 30/32
Pier 26
Pier 28
Pier 38
Pier 40
Ballpark
Brannan Wharf Park
South Beach Park
Rincon Park
Ferry Terminal
Piers 3/5
Pier 1
Pier 7
Harry Bridges Plaza
Embarcadero Plaza
Sue Bierman Park
Bryant St
Harrison St
Folsom St
Howard St
Mission St
Market St
Steuart St
Spear St
Main St
Beale St
Fremont St
1st St
2nd St
3rd St
King St
Townsend St
Brannan St
Drumm St
Davis St
Front St
Battery St
Washington St
Clay St
Jackson St
Broadway

0 500 1000 feet (approx)

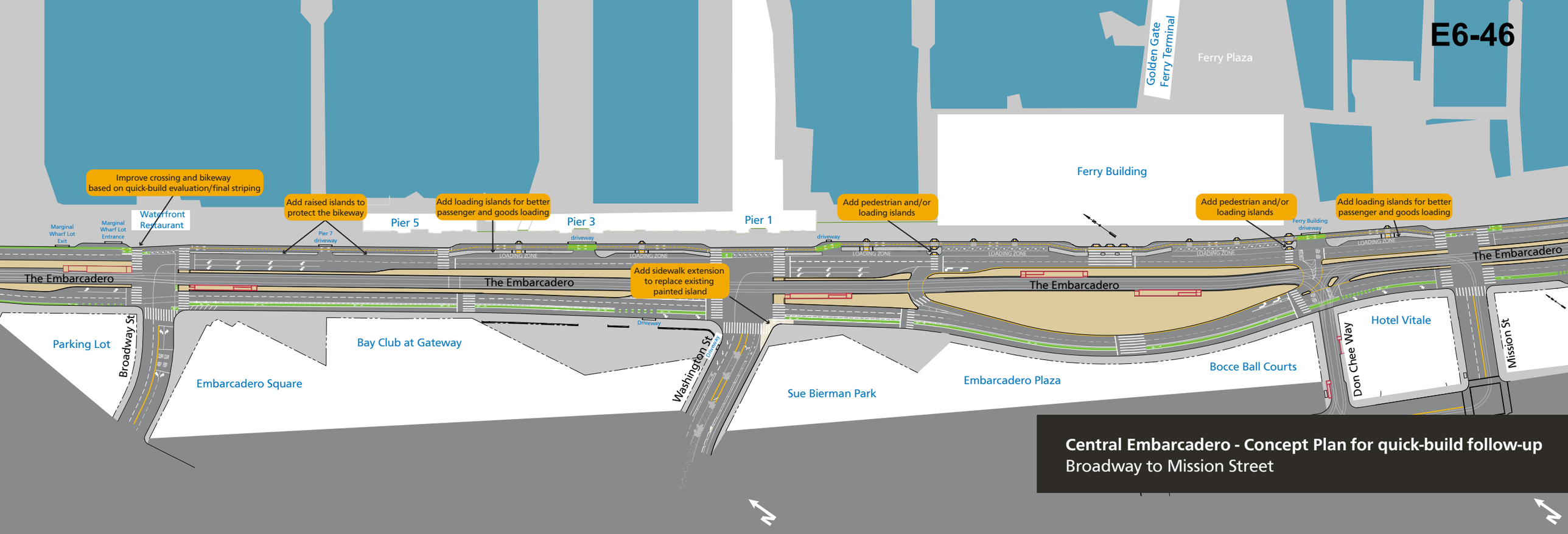
Created 6/25/22

LEGEND - Complete Street improvements

- Extension of Class IV two-way bikeway
- Enhanced buffer/loading aisles for existing quick-build bikeway
- Sidewalk bulbout and/or other substantial pedestrian upgrades
- Northbound turn restriction at Folsom (supports bikeway and light rail transit)
- Changeable message sign (CMS)

LEGEND - Other project changes / trade-offs

- Narrowed center median & palm tree removal / relocation
- Modified / narrowed promenade curb & furnishing zone
- New/modified loading & parking removal (up to 18 spaces pending further design)



Central Embarcadero - Concept Plan for quick-build follow-up
Broadway to Mission Street

Project Information	
For sponsors submitting more than one application, please rank the application: Application _1__ of __1__ total applications submitted	
Project Name	West Side Bridges Seismic Retrofit Project
Project Sponsor	San Francisco County Transportation Authority
Sponsor Single Point of Contact	Mike Tan (415) 522-4826 mike.tan@sfcta.org
Project Location	Yerba Buena Island, San Francisco
Supervisorial District(s)	District 6
Brief Project Description *for MyStreetSF (50 words max):*	The West Side Bridges Project will retrofit eight existing bridge structures along Treasure Island Road to meet current seismic standards. One of the structures will be retrofitted, while the remaining bridges will be replaced. These bridges are critical connections between Yerba Buena Island, Treasure Island, and the Bay Bridge.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	The West Side Bridges Seismic Retrofit Project is the final segment needed to complete the circulation on YBI and reconstruction/retrofit of the connections between YBI and the Bay Bridge (on and off ramps). The project closes a critical infrastructure gap and will improve mobility both locally on YBI/TI by facilitating a one-way, counterclockwise loop, with bike and pedestrian improvements and improve regional access to both San Francisco and the East Bay by public transit through the expanded bike/pedestrian trail. The improvements, including the transit-only westbound on-ramp to the Bay Bridge, will facilitate better transit mobility: • The existing San Francisco Muni 25 bus route will be expanded with more frequent headways and potential for increase in stops in the San Francisco area, via the dedicated transit-only on-ramp connection (of this project) from the West Side Bridges to the Bay Bridge; • Additionally, the retrofit facilitates the new transit service provided by Alameda-Contra Costa Transit District (AC Transit) that will provide electric powered bus service between Treasure Island and downtown Oakland. • This project will construct a new Class II bicycle lane along Treasure Island Road. These enhancements and added efficiencies to TI/YBI traffic circulation, bicycle/pedestrian improvements, and the dedicated bus on ramp to the Bay Bridge will all contribute to the success of the sustainability goals. The Project is consistent with the goals of the Bike East Bay organization and the San Francisco Bicycle Coalition as it provides a class II bike lane and facilitate the implementation of the San Francisco Bay Trail Plan. The San Francisco Bay Trail (Trail), a planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across the region's seven toll bridges, is planned to go through the Treasure Island Road corridor. Specifically, the planned Trail will be extended from the East Span of the Bay Bridge to the West Span of the Bay Bridge and to the ferry terminal on Treasure Island, which is currently being constructed as part of the master redevelopment of the islands. The West Side Bridges Seismic Retrofit Project benefits also emphasize: - Safety: The Project will increase safety by implementing the seismic retrofit strategy to remove/replace/retrofit seismically deficient bridges; - Economic Development: Redevelopment of YBI and TI is an unprecedented regional collaboration between the Transportation Authority, TIDA, TIMMA, City of

	San Francisco, the master developer (TICD), and AC Transit. Redevelopment and Project will create temporary and permanent jobs; - Mobility: The Project is one component of the extensive transportation system that is being constructed/implemented on YBI and TI to facilitate Redevelopment. Significant transportation system improvements include construction/reconstruction of all roads on YBI and TI, enhanced Muni bus service, bus service by AC Transit, ferry terminal and ferry service to/from San Francisco, and bike paths and network of pedestrian walkways and trails; - Equitable Access: The Project supports 8,000 units of new housing, 26% of which will be affordable units. Redevelopment of TI will decrease the share of lower income households' budgets spent on housing and transportation, increase share of affordable housing, and not increase share of households at risk of displacement. The larger Treasure Island Mobility Management Program, which is being implemented concurrently with the Project to support this growth, includes robust public transit services and transit affordability programs for the neighborhood's affordable housing residents; - Environment: The Project supports redevelopment of YBI and TI, addresses sea level rise and includes a target to reduce per-capita CO2 emissions by creating infrastructure to achieve 50% of all trips made by transit, which will reduce the VMT relative to remote housing development sites.
Letters of support *List the entities providing letters of support and attach the letters.*	There is support for this project from Senator Dianne Feinstein, Senator Alex Padilla, Assemblymember David Chiu, Assemblymember Phil Ting, Assemblymember Scott Wiener, Supervisor Rafael Mandelman, Supervisor Matt Haney, former Caltrans Director Toks Omishakin, Treasure Island Director Bob Beck, MTC's Alix Bockelman, One Treasure Island's Nella Goncalves, and Bike East Bay's Dave Campbell.
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	Bay Area Toll Authority – Peter Lee, plee@bayareametro.gov Treasure Island Development Authority – Liz Hirschhorn, liz.hirschhorn@sfgov.org San Francisco Municipal Transportation Agency - Mike Sallaberry, Mike.Sallaberry@sfmta.com Caltrans – Al Lee, al.b.lee@dot.ca.gov US Coast Guard – Greg Ressio, Gregory.N.Ressio@uscg.mil
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	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines):

Is the project an eligible project type?	***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
Complete Streets Checklist:	☒ Sponsor has submitted MTC's Complete Streets Checklist

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 West Side Bridges Seismic Retrofit Project will improve safety by seismically retrofitting the bridges and roadway to ensure continued operation; improving reliability of access to US Coast Guard facilities for homeland security; improving the lane dimensions to include a class II bikeway that will connect to the greater San Francisco Bay bike trail; and increasing the clearances of the eastbound Bay Bridge off-ramp to eliminate blockages of trucks. Safety - The 1989 Loma Prieta earthquake measured 6.9 on the moment magnitude scale. Loma Prieta destroyed hundreds of businesses, thousands of homes, caused $6 billion in property damage and killed 63 people. The earthquake was particularly damaging to Bay Area transportation, closing the San Francisco-Oakland Bay Bridge East Span for a month when a section of the upper deck collapsed. The Bay Bridge East Span was replaced with a new bridge but now the West Side Bridges is also in need of seismic retrofit. This Project has been designed following a "no-collapse" criteria for roadway bridge design, where the intent is to prevent loss of life, while recognizing that a structure can remain viable while portions are damaged. The Project will all but eliminate potential seismic collapse by changing support structures for the roadway from bridges to retaining walls that supports the island hillsides and allow at-grade roadway. The retaining walls will be anchored into stable rock (a combination of soldier pile supported ground anchor wall and piles supported by soil anchors), some 100 feet into the hillside, while the roadbed will be built upon a founded subbase. If the West Side Bridges project is not implemented, and the roadway became unavailable (due to a seismic collapse or other circumstance), the impact to Treasure and Yerba Buena island mobility would be drastic. All traffic attempting to exit Treasure Island would not have direct access to the eastbound Bay Bridge to Oakland and the East Bay and would need to detour to San Francisco via westbound Bay Bridge access. Those travelling to the east would have to detour within the City of San Francisco to access the eastbound Bay Bridge. The West Side Bridges Project connects to the Bay Bridge West Span. The eight bridges identified for the West Side Bridges Seismic Retrofit Project were built

between 1937 and 1964. A study by City and County of San Francisco in 2011 found the bridges to be seismically and operationally deficient. An example, "Bridge #2", the largest and longest of the existing bridge segments, is classified as both structurally deficient and functionally obsolete. The top of the deck/wearing surface is in poor condition with widespread transverse and map cracking, and random spalls with exposed reinforcing steel. The underside of the structural deck has numerous transverse cracks with efflorescence in all spans. The expansion joint seals have generally failed and are allowing water to flow through the joints onto the superstructure and substructure below. The paint system is failing with rust bleeding and surface corrosion on all structural steel bridge elements. One of the lower bracing connection brackets is heavily corroded with 50% section loss. A 2007 bridge inspection report recommended replacing the existing bridge based on additional seismic retrofitting in order to comply with standard "No-Collapse Criteria."

The project is at its core to establish resilience to the natural threat of earthquakes. The Bridge is located in Seismic Zone 4, the highest seismic activity classification as manifested by the 1906 San Francisco and the 1989 Loma Prieta Earthquakes. Without the project, the risk of significant damage or a complete collapse to any portion of bridge remains high. This vulnerability threatens the lives of all the visitors and residents of the islands, as well as the integrity of the US Coast Guard station on YBI. Without the project, a major earthquake could result in unrecoverable failure to Treasure Island Road, essentially cutting off access to and from the island. A failure of this magnitude would require a multi-year closure and extensive and costly repairs. When the project is completed and seven of the eight the bridges are replaced by at-grade roadway sections supported by retaining walls anchored into stable rock (the Build condition), a design level earthquake (which is a full magnitude higher than major earthquake) would still cause disruption, but that disruption would last a much shorter duration, on the order of weeks, or perhaps months, depending on the severity, rather than years.

Freight movement - Currently, the Eastbound I-80 off-ramp from the Bay Bridge to YBI includes a very sharp and narrow exit curve. Multiple times each month, large trucks get "stuck" in the exit curve, pinned between the concrete barriers and causing extensive time delays. These incidents cause several problems; off-ramp closure and traffic destined for YBI may be detoured across the Bay Bridge, through the toll plaza, and double back in the westbound direction. Additionally, one or two lanes of the eastbound Bay Bridge must be closed for up to several hours while a tow truck pulls the truck back onto the Bay Bridge. This is a safety concern, which could sometimes result in secondary accidents.

Economic Vitality - The West Side Bridges Seismic Retrofit Project is one of the final components of the Treasure Island and Yerba Buena Island Circulation Plan. When complete, the YBI and Treasure Island roadway network will be equipped for more frequent and new transit services. The future growth and development of the Treasure Island/Yerba Buena Development is anchored by transit and infrastructure investments to facilitate dense, walkable, mixed-use development. The entire redevelopment is framed around economic development, with the initial conversion from a prior Naval Station to a new sustainable neighborhood, complete with both market-rate and affordable housing, infrastructure improvements, and an array of new public benefits including parks and open space, neighborhood-serving retail,

	office space, a new school, a new combined Police/Fire Station, and community facilities such as a recreation center and urban farm collective. The governing document for the development is based on the agreement between the US Navy and the City called the Economic Development Conveyance Memorandum of Agreement (EDC MOA). The whole premise under the BRAC closure of the former naval base is economic development, and the requirements are reflected in various agreements between the developer and the city for jobs creation, including job training and hurdle assistance for local residents for both temporary construction and permanent jobs, community facilities, transportation improvements, open space, parks and recreation opportunities, housing, sustainability, and varied land uses. Environmental Sustainability - This West Side Bridges Seismic Retrofit Project provides mitigation against climate change; resiliency against seismic events and landslides; and reduction of pollutant runoff. The Treasure Island Transportation Improvement Plan (TITIP) seeks to have 50% of trips to/from the island via transit while having 100% of trips on the islands via transit, biking or walking. By creating a transit only ramp to the Bay Bridge and a class II bike facility for intra-island circulation, the Project will directly contribute to the goal of having the majority of trips be made by non-automobile modes. Both Muni and AC Transit are looking to increase service to/from the islands, which in turn will help support a shift to public transit in one of the most congested corridors in California. The new roadway drainage system has been designed to utilize biofiltration swales to naturally process stormwater runoff and trap oils reducing the spread of pollutants to the San Francisco Bay. Currently, roadway runoff drains directly into the Bay. Portions of the runoff from the biofiltration swales will also be conveyed to and treated in the centralized stormwater treatment ponds being created by the master developer of the islands. The stormwater treatment includes trash capture devices, and engineered filtration layers to allow some of the treated water to infiltrate and some conveyed to the Bay in newly constructed outfall pipes after treatment. San Francisco regulations follow the State and Regional Water Quality Control Board's requirements to capture and treat all stormwater within new construction projects that disturb more than 5,000 square feet.
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: Plan Bay Area 2050 prioritized housing as a strategy to meet the population growth of the Bay Area. The redevelopment of Treasure Island and Yerba Buena Island will add 8,000 units of new housing with approximately 26% of those housing expected to be affordable housing. This help meet Plan Bay Area's Housing Strategy H4 - Build adequate affordable housing to ensure homes for all and H5 - Integrate affordable housing into all major housing projects. The West Side Bridges Project will also help meet Plan Bay Area's Transportation Strategy T1 - Restore operate and maintain the existing system. The project will retrofit or replace the eight decaying bridge structures along Treasure Island Road to provide critical connection to the islands. The project also aligns with Transportation Strategy T2 - Support community-led transportation enhancements in Equity Priority Communities. Treasure Island is an Equity Priority Community and

	the West Side Bridges Project has the support of One Treasure Island, the job training organization. The project also aligns with Transportation Strategy T9 – Advance regional Vision Zero policy through street design and reduced speeds. The existing Treasure Island Road lacks adequate bike lanes and is a safety hazard for bicyclists. The West Side Bridges Project will install a Class II bike lane and facilitate a future Yerba Buena Island bike/ped path of the San Francisco Bay Trail. This help promote Transportation Strategy T8 - Build a Complete Streets network which has a goal to build 10,000 miles of bike lanes or multi-use paths. Lastly, the project will also install a dedicated transit lane on-ramp which enhances Transportation Strategy T10 - Enhance local transit frequency, capacity and reliability. This dedicated transit lane on-ramp will have access to the westbound I-80 freeway to San Francisco which will improve transit time.
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 ☒ *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: The West Side Bridges Project aligns with a number of regional and countywide plan since it is a key aspect of the redevelopment of Treasure Island and Yerba Buena Island. This redevelopment proactively incorporated regional goals to create a new community that brings the best planning idea including a transit hub that enables passengers to take ferries, buses, and bikes, multi-use paths to provide ample walking opportunities, dedicated transit lanes for buses, and a focus on equity since Treasure Island is also an Equity Priority Community.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 2050* Growth Geographies: ***Priority Development Area (PDA)*** ☒ Meets the uniform definition of a PDA-supportive project (within one mile or less of a PD boundary) The West Side Bridges Project will install a Class II bike lane that will enable bicyclists to reach Treasure Island and board ferries to downtown San Francisco's Ferry Building. ☐ 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)

	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) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities*
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743

	-Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. *CBTP or PB reference* ☒ Project is consistent with an adopted local transportation plan. Description of project consistency with local plan. The project is in the San Francisco Transportation Plan 2040. It is the third project of the I-80 Yerba Buena Island Interchange Improvement Project. The Class II bike lane is also part of the Treasure Island EIR.
	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 Community-Based Organizations representing historically underserved and potentially impacted communities. Describe endorsement(s) by CBOs, neighborhood groups, and/or disadvantaged populations One Treasure Island supports the West Side Bridges Project. One Treasure Island is a Treasure Island-based non-profit organization that is committed to fostering and stewarding an equitable, inclusive, and thriving community for all Treasure Island residents, employees, businesses, and visitors. The local organization is a key stakeholder and advocate for lower-income households and those who have experienced homelessness. One Treasure Island is an active partner to TIDA, SFCTA

	and also works with other stakeholders to provide job broker services, outreach to the existing residential community, and collaboration in community facilities planning and ensuring benefits reflect the need for equitable and affordable community amenities. One TI also serves as the Job Broker for the development project, and provides job sourcing, job training, and employment readiness assistance. One TI and its housing partners provide affordable housing and supportive services to residents in the program.
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The West Side Bridges Project is a shovel-ready project. The National Environmental Policy Act (NEPA) categorical exclusion was completed on December 31, 2020, and California Environmental Quality Act (CEQA) categorical exemption was completed on December 31, 2020. Right of way has been acquired and design has been completed. *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* SFCTA is eligible to receive federal transportation funds and has a Master Agreement with Caltrans for federal transportation funds with an expiration date of March 15, 2029.
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 *and the ability to complete the project 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:* The project is anticipated to start construction is early 2023. Construction will last 3 years until early 2026 Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:

	The Transportation Authority is seeking the balance of the funding necessary to have a fully funded project. Once the funding is secured, the construction contract will be awarded, and the project will immediately proceed to construction.
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.
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 *and is committed or programmed for the requested phase or phases.* The local match will be funded with SB 1 Local Partnership Program Formula, Bay Area Toll Authority (BATA) and Treasure Island Development Authority funding. ☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☐ *Project is located on the Vision Zero High Injury Network.* *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how the project will improve or alleviate the issue.* Treasure Island Road is not on the Vision Zero High Injury Network; however, the redevelopment of Treasure Island and Yerba Buena Island will build 8,000 new housing units and 20,000 new residents. Treasure Island Road currently lacks separate bicycle facilities and is a safety hazard for bicyclists. The project will construct a Class II bike lane to alleviate the condition.
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* *Southgate Road Realignment Project - Construction will be completed in September 2022. The project will construct a new eastbound off-ramp and realign Southgate Road to improve traffic circulation and truck movements.* *Hillcrest Road Widening Project – Design is scheduled to start in July 2022 and be completed in Summer 2024. Construction is scheduled to start in early 2025 and be completed in Spring 2027. This project will widen Hillcrest Road to meet San Francisco Public Works standards and will be coordinated with the Project.* *YBI Multi-use Path – This project will connect the Vista Point/Bike Landing on YBI to the Ferry Terminal on Treasure Island via Treasure Island and Hillcrest roads. The project will also provide a connection point for the MTC's Bay Skyway Project. The Environmental Phase is scheduled to start in July 2022 and be completed in December*

	2023. The Design Phase is scheduled to start in December 2023 and be completed in December 2025. The Construction Phase is currently not funded.
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* The project will install a dedicated transit lane on-ramp that will support the ability to significantly increase existing San Francisco Municipal Transportation Agency (SFMTA) Muni service to and from downtown San Francisco and will support high levels of service for the AC Transit to the East Bay and intra island shuttle service.
Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* Treasure Island Road performs as a main arterial and as an emergency route for the two islands. It allows passengers from San Francisco to reach One Treasure Island (job training program) and the Treasure Island administrative building 1 Avenue of the Palm.
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* ☐ *Competes poorly for other discretionary fund sources____ (explain)* ☐ *Other__*
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

NO SCALE

September 2020

Prepared By: WMH

Yerba Buena Island Westside Bridges Project

PROJECT LOCATION MAP

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:

(Rounded to the nearest $1,000)

Total Grant Request	$10,000,000

Project Cost & Schedule:

(Rounded to the nearest $1,000)

Project Phases	**Total Cost**	**Secured Funds** (Programmed or allocated)		**Unsecured Funds** (Planned)		**Schedule** (Start dates: Planned, Actual)
		Amount	**Fund Sources**	**OBAG 3 Grant Request**	**Remaining Funding Needed**	
Planning/ Conceptual	$	$	Fund source; notes	$	$	Fund source; notes.
Environmental Studies (PA&ED)	$	$	Fund source; notes	$	$	Fund source; notes.
Design Engineering (PS&E)	$ 8,007,000	$ 8,007,000	*Federal HBP Seismic Retrofit Fund, TIDA*	$	$	Completed
Right-of-way	$ 382,000	382,000	*Federal HBP Seismic Retrofit Fund, State Prob 1B*	$	$	Completed
Construction	$113,700,000	$81,940,000	*Federal HBP Seismic Retrofit, RAISE, State Prob 1B, BATA*	$ 10,000,000	$ 21,760,000	Start: early 2023
Total	**$ 121,089,000**	**$90,320,000**		**$ 10,000,000**	**$ 21,760,000**	

Project Investment by Mode:

Mode	Share of project investment
Auto	80%
Transit	10%
Bicycle/Pedestrian	10%
Other	%
Total	**100%**

Please also complete San Francisco's Supplemental schedule, cost, and funding tables.

Project Name:	West Side Bridges Seismic Retrofit Project

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Contracted				
Environmental Studies (PA&ED)	100%	Contracted	Jan	2011	Dec	2020
Design Engineering (PS&E)	100%	Contracted	Dec	2018	Feb	2022
Right-of-way	100%	Contracted	Jan	2017	Dec	2021
Advertise Construction	0%	N/A	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Feb	2023	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Feb	2026

Project Name:	West Side Bridges Seismic Retrofit Project

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$0					
Environmental Studies (PA&ED)	$0			$0		
Design Engineering (PS&E)	$8,007,000	$0		$8,007,000	Completed	
Right-of-Way	$382,000			$382,000	Completed	
Construction	$113,700,000	$10,000,000		$103,700,000	CMGC, ICE, EE	FY 22-23
TOTAL PROJECT COST	$122,089,000	$10,000,000	$0	$112,089,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		8%	0%	92%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$10,000,000	N/A	N/A	$10,000,000
Federal Highway Bridge Program			$54,840,000	$54,840,000
State Prop 1B Local Bridge Seismic			$7,100,000	$7,100,000
Federal RAISE grant			$18,000,000	$18,000,000
LPP	$4,060,000			$4,060,000
Bay Area Toll Authority			$2,000,000	$2,000,000
MTC/Bay Area Toll Authority	$5,300,000			$5,300,000
Treasure Island Development Authority	$3,800,000			$4,600,000
Caltrans or Prop K	$6,400,000			$5,600,000
Federal Earmark	$2,200,000			$2,200,000
Highway Bridge Program - PSE			$7,089,000	$7,089,000
TIDA - PSE			$918,000	$918,000
Highway Bridge Program - ROW			$338,185	$338,185
State Prop 1B - ROW			$43,815	$43,815
TOTAL	**$31,760,000**	**$0**	**$90,329,000**	**$122,089,000**

Comments/Concerns

LPP-SFCTA has programmed these funds. CTC programming and allocation Nov 22, submit materials to CTC by Oct 22. MTC/BATA: Staff has indicated its support for $5.3 million. Federal earmark: Recommended in Senate bill.

Project Name: West Side Bridges Seismic Retrofit Project

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	**Totals**	**% of phase**
1. Total Labor	$ -	#DIV/0!
2. Consultant	$ -	#DIV/0!
3. Other Direct Costs *	$ -	#DIV/0!
4. Contingency	$ -	0%
TOTAL PHASE	**$ 8,389,000**	

* e.g. PUC costs

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**Agency 1**	**Agency 2**	**Contractor**
1. Contract					
Bid Items	$ 86,434,254				$ -
Agency Furnished Material	$ 2,553,454				
Supplemental Work Items	$ 2,455,516				$ -
Subtotal	*$ 91,443,224*				*$ -*
2. Non-Contract Work			$ -	$ -	
3. Construction Management/Support	$ 11,845,876	13%	$ -	$ -	
4. Other Direct Costs *			$ -	$ -	
5. Contingency	$ 8,908,620	10%	$ -	$ -	
TOTAL CONSTRUCTION PHASE	**$ 112,197,720**		**$ -**	**$ -**	**$ -**

* e.g. PUC sewer inspection

SAMPLE PROJECT BUDGET - NON-INFRASTRUCTURE

BUDGET SUMMARY						
Agency	**Task 1 - Project Management**					**Total**
SFCTA	$ 410,280	$ -	$ -	$ -	$ -	**$ 410,280**
Consultant[1]	$ 1,092,000	$ -	$ -	$ -	$ -	**$ 1,092,000**
Other Direct Costs *	$ -	$ -	$ -	$ -	$ -	**$ -**
Total	**$ 1,502,280**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,502,280**

[1] Consultant will provide: List out the Consultant tasks here

* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY						
Agency 1	**Hours**	**Base Hourly Rate**	**Overhead Multiplier**	**Fully Burdened Hourly Cost**	**FTE**	**Total**
Assistant Engineer	1560	$ 98.00	2.69	$ 263.00	0	**$ 410,280**
Transportation Planner III		$ 74.00	2.69	$ 199.00	0	**$ -**
Associate Engineer		$ 58.00	2.69	$ 156.00	0	**$ -**
Contingency		$ 54.00	2.69	$ 145.00	0	**$ -**
Total	**1560**				**0.00**	**$ 410,280**

San Francisco One Bay Area Grant (OBAG 3) – County Program

San Francisco County Transportation Authority

Project Information	
For sponsors submitting more than one application, please rank the application: Application 1 of 3_ total applications submitted	
Project Name	29 Sunset Improvement Project
Project Sponsor	SFMTA
Sponsor Single Point of Contact	Joel Goldberg 415-646-2520 Joel.Goldberg@sfmta.com
Project Location	Muni 29 Sunset route between Junipero Serra Boulevard and Presidio terminal
Supervisorial District(s)	1, 2, 4, 7
Brief Project Description *for MyStreetSF (50 words max):*	The San Francisco Municipal Transportation Agency (SFMTA) 29 Sunset Improvement Project aims to improve the performance (travel time and reliability) of and passenger experience (including improved safety for pedestrians accessing the bus) on the Muni 29 Sunset bus route.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	Phase one of the project consists of Muni Forward transit-priority program improvements such as optimization of stop locations; improvements to stops, such as expanded waiting areas and, in some cases, transit bulbs; and implementation of transit signal priority. These elements would serve to reduce delays, thus reducing travel times and improving schedule reliability or on-time performance. The project also includes improvements to pedestrian safety. Public outreach has been and will remain a key component of precise scope definition.
Letters of support *List the entities providing letters of support and attach the letters.*	Letters received from Supervisors of D1, D4 & D7
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	San Francisco Public Works San Francisco Recreation & Parks
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	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines):

Is the project an eligible project type?	***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
Complete Streets Checklist:	☒ Sponsor has submitted MTC's Complete Streets Checklist

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): Project includes numerous pedestrian safety improvements as well as measures to reduce vehicular collisions. Project rebuilds boarding areas at numerous transit stops.
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: Project is consistent with Plan Bay Area strategies T2 (Support community-led transportation elements in EPC); T8 (Build a Complete Streets network); and T9 ((Advance regional Vision Zero policy through street design and reduced speeds). Project is consistent with Blueprint Strategy T10, RTPID 21-T10-068, Local Bus | Service Frequent Boost | SFMTA | Systemwide. Specifically, project is a Muni Forward transit priority project on one of the named routes (29 Sunset) and would support improved frequency.
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 x *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: Project is a transit priority project with pedestrian safety elements and improves service to equity communities.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) ☐ 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*

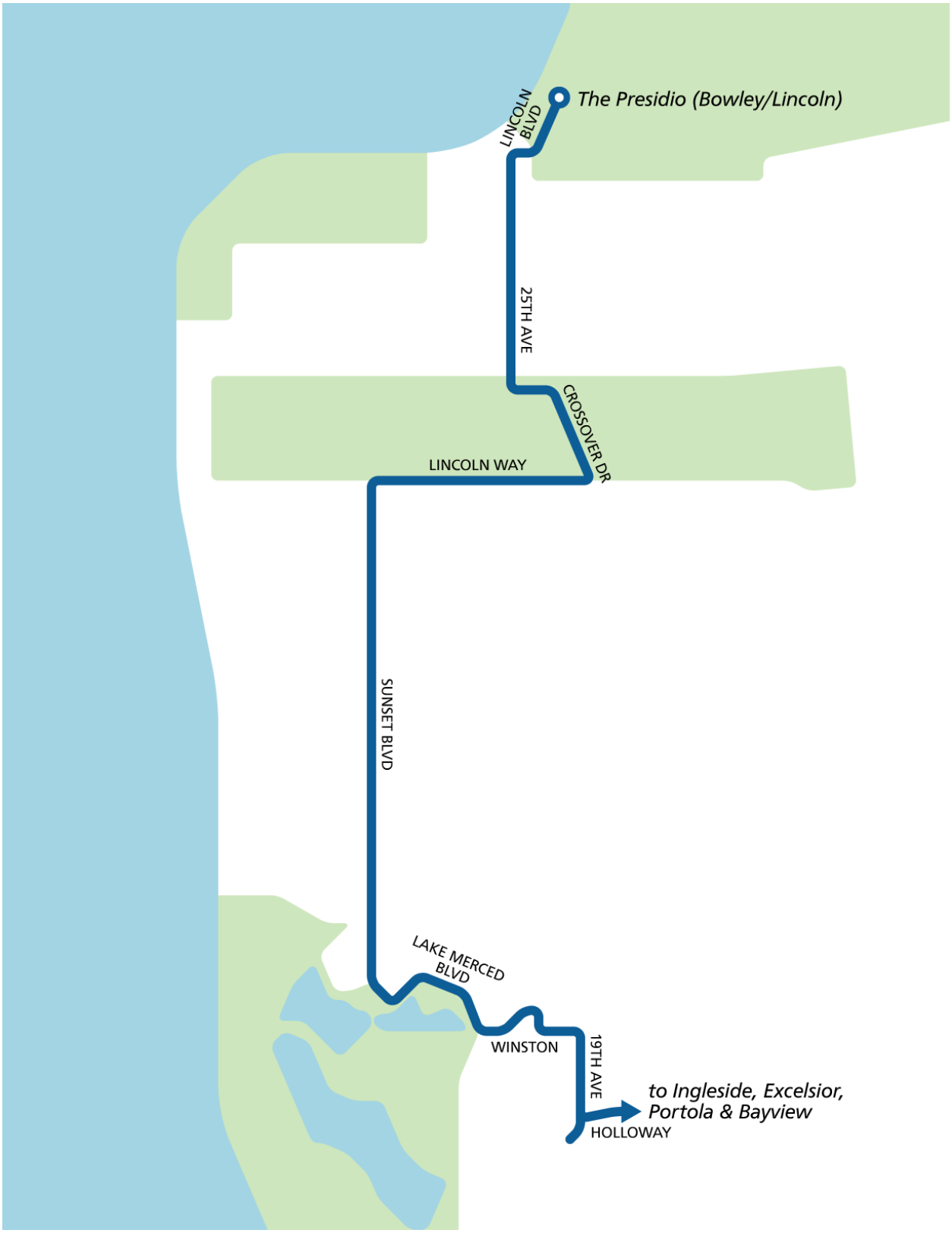
	Transit Rich Area (TRA) ☐ Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) *Please describe* ***Priority Production Area (PPA)*** ☐ Supports the preservation of a PPA (see Growth Geographies map) *Please describe*
Equity Priority Communities *Does the project invest in historically underserved communities?*	Indicate how the project invests in historically underserved communities, including *Plan Bay Area 2050* Equity Priority Communities (EPCs) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities* Project aims to improve performance of and passenger experience on Muni route serving numerous EPCs.
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus

	-Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. **Community survey and stakeholder meetings have found strong support for measures to reduce wait times, overcrowding and "pass-ups."** ☒ Project is consistent with an adopted local transportation plan. **The 29 Sunset project is a priority project identified in the Muni Forward Strategy (formerly Transit Effectiveness Project) which went through an exhaustive, citywide public outreach process between 2011 and 2013.** Description of project consistency with local plan. Reference any neighborhood transportation plan, corridor improvement study, station area plans, etc.

	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 Community-Based Organizations representing historically underserved and potentially impacted communities. *Describe endorsement(s) by CBOs, neighborhood groups, and/or disadvantaged populations*
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* **Project is currently in the planning and preliminary engineering phase. Conceptual designs for first phase are being finalized, outreach is ongoing, local approval of phase one will be sought in spring FFY22/23, and quick-build construction is planned for FFY22/23. Right-of-way impacts will be limited to construction of a limited number of corner bulb-outs at stops. Both CEQA and NEPA (Categorical Exemption, in both cases) documents are in development.** 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. **Route operates on short segments of State Route 1, but no changes are planned within Caltrans right-of-way.** *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* *Confirm eligibility and Master Agreement.* **Federal Caltrans MA#: 04-6328F15; State Caltrans MA#: 0043S**
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 *and the ability to complete the project 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: **Quick build construction is planned for FFY22/23. All construction would be completed within FFY26/27**. Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks: **SFMTA is still in the process of securing funding. Full award of the requested amount would result in the project being fully funded. The less funding awarded, the more difficult to complete the project as there are limited sources of funding.**
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.
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 *and is committed or programmed for the requested phase or phases.* *Notes on local match, optional* ☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☒ *Project is located on the Vision Zero High Injury Network.* *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how the project will improve or alleviate the issue.* **Project will include pedestrian safety improvements such as higher-visibility crosswalks, consolidation of transit stops at signalized intersections, and corner bulb-outs.**
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* **A portion of Phase One of the project will be implemented in coordination with repaving of Sunset Boulevard, led by San Francisco Public Works. This project is currently in design, will finish design at beginning of FFY22/23, start construction end of FFY22/23, and is estimated to finish by end of FFY24/25. The locations outside of Sunset Boulevard would be constructed through a separate construction contract focused on the capital improvements identified by the Project. All construction will be finished in FFY 26/27.**
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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. **Project is a Muni Forward project with various transit priority elements, as well as other elements to improve the passenger experience, such as: stop improvements; optimization of stop locations; and transit signal priority. The project is also being designed to enable introduction of Rapid service within the corridor.**
Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* **The 29 Sunset serves several dozen K-12 and post-secondary campuses, mostly notably San Francisco State University and the main campus of City College of San Francisco, along with several public and private high schools including Lowell High School, St. Ignatius High School, and Burton High School. The route also serves San Francisco's two largest public parks, Golden Gate Park and McLaren Park, as well as the Presidio.**
Limited Funding Options	*Project has limited other funding options due to:* x ***Ineligible for other fund sources or eligible for very few sources*** ☐ *Competes poorly for other discretionary fund sources___ (explain)* ***XOther____ (explain) With the failure of Prop A GO Bond measure, the SFMTA has fewer resources available to support its high-priority transit optimization projects.***
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*


The Presidio (Bowley/Lincoln)
LINCOLN BLVD
25TH AVE
CROSSOVER DR
LINCOLN WAY
SUNSET BLVD
LAKE MERCED BLVD
WINSTON
19TH AVE
HOLLOWAY
to Ingleside, Excelsior, Portola & Bayview

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:

(Rounded to the nearest $1,000)

Total Grant Request	$5,976,000

Project Cost & Schedule:

(Rounded to the nearest $1,000)

Project Phases	Total Cost	Secured Funds (Programmed or allocated)		Unsecured Funds (Planned)		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	104,000	104,000	*Prop B*	$	$	March FFY19/20: actual
Environmental Studies (PA&ED)	531,000	531,000	*Prop B*	$	$	March FFY19/20 actual
Design Engineering (PS&E)	1,276,000	1,276,000	*Prop AA, Prop B*	$	$	April FFY21/22: actual
Right-of-way	$	$	*Secured fund sources, notes*	$	$	Month/Year
Construction	11,750,000	5,774,000	*LCTOP and Prop B*	5,976,000		October FFY23/24: planned
Total	**13,661,000**	**7,686,000**		**5,976.000**	**0**	

*Revised estimate, 8/4/22

Project Investment by Mode:

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

Project Name:	29 Sunset Improvement Project - Phase 1

Project Delivery Milestones	Status	Work	Start Date		End Date		
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year	
Planning/Conceptual Engineering	75%%		Mar	2020	Mar	2023	FFY22/23
Environmental Studies (PA&ED)	75%%		Mar	2020	Mar	2023	FFY22/23
Design Engineering (PS&E)	15%%		Apr	2022	Jun	2024	FFY23/24
Right-of-way				N/A		N/A	
Advertise Construction		N/A	Jun	2023	N/A	N/A	FFY22/23*for 1st construction contract - Sunset Blvd
Start Construction (e.g. Award Contract)			Oct	2023	N/A	N/A	FFY23/24*for 1st construction contract - Sunset Blvd
Open for Use	N/A	N/A	N/A	N/A	Dec	2026	FFY26/27*for all construction

Project Name:	29 Sunset Improvement Project, Phase I

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$103,880			$103,880	SFMTA	
Environmental Studies (PA&ED)	$531,272			$531,272	SFMTA	
Design Engineering (PS&E)	$1,276,240			$1,276,240	SFMTA	
Right-of-Way	$0					
Construction	$11,750,000	$5,975,687		$5,774,313	SFMTA	FFY 22/23
TOTAL PROJECT COST	$13,661,392	$5,975,687	$0	$7,685,705		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		44%	0%	56%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$5,975,687	N/A	N/A	$5,975,687
Prop AA		$1,000,000		$1,000,000
LCTOP			$2,855,411	$2,855,411
other (AHSC)				$0
*Local funds (Prop B)(*see note)*		$1,354,093	$2,476,201	$3,830,294
TOTAL	**$5,975,687**	**$2,354,093**	**$5,331,612**	**$13,661,392**

***The Prop B amounts programmed and allocated for Phase I are equal to half what has been programmed and allocated for both Phase I an Phase 2.**

Comments/Concerns

Project Name: 29 Sunset Improvement Project, Phase I

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	1,650,000	-100%
2. Consultant	$	-	#DIV/0!
3. Other Direct Costs *	$	-	0%
4. Contingency	$	261,392	16%
TOTAL PHASE	**$**	**1,911,392**	

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY		
SFMTA	$	550,000
SFPW	$	1,000,000
Other	$	100,000
Contingency	$	261,392
Agency 5	$	-
TOTAL	**$**	**1,911,392**

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)										
Budget Line Item	**Totals**		**% of contract**	**SFPW**		**SFMTA**		**Contractor**		
1. Contract										
Sidewalk widenings (ped, tra	$	2,500,000						$	2,500,000	
Accessible stop improvemen	$	2,150,000						$	2,150,000	
Roadway improvements	$	350,000						$	350,000	
ITS network improvements	$	250,000						$	250,000	
Signal modifications	$	1,500,000						$	1,500,000	
Subtotal	*$*	*6,750,000*						*$*	*6,750,000*	
2. Non-Contract Work	$	750,000		$	-	$	750,000			
3. Construction Management/Support	$	2,700,000	40%	$	1,800,000	$	900,000			
4. Other Direct Costs *	$	337,500	5%	$	168,750	$	168,750			
5. Contingency	$	1,212,500	18%	$	606,250	$	606,250			
TOTAL CONSTRUCTION PHASE	**$**	**11,750,000**		**$**	**2,575,000**	**$**	**2,425,000**	**$**	**6,750,000**	

* e.g. PUC sewer inspection

Project Information	
For sponsors submitting more than one application, please rank the application: Application ___ of ___ total applications submitted	
Project Name	Elevator Modernization Project, Phase 1.3
Project Sponsor	Bay Area Rapid Transit District
Sponsor Single Point of Contact	Rob Jaques (510) 287-4746 Rob.jaques@bart.gov
Project Location	Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, Glen Park Stations
Supervisorial District(s)	3, 6, 8
Brief Project Description *for MyStreetSF (50 words max):*	The Project will modernize and renovate eight existing elevators at five San Francisco stations to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance customer experience. Seven of the eight elevators are shared for use between BART and Muni. The Project's scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. BART anticipates completing design by May of 2025 and starting construction by February of 2026. The San Francisco County Transportation Authority has partially funded the Project with $3,441,270 in Proposition AA funds, and $1,290,000 in Proposition K funds.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	Please see Attachment A.
Letters of support *List the entities providing letters of support and attach the letters.*	Yerba Buena Community Benefit District, Downtown San Francisco Community Benefit District, Senior Disability Action, please see Attachment B for a copy of the letters.
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	San Francisco Municipal Transportation Agency (SFMTA): John Becker, john.becker@sfmta.com; Roger Nguyen, roger.nguyen@sfmta.com; Peter Gabancho, peter.gabancho@sfmta.com; Kevin Day, kevin.day@sfmta.com; and Joel Goldberg, Joel.Goldberg@sfmta.com.

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
Complete Streets Checklist:	☐ Sponsor has submitted MTC's Complete Streets Checklist

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: The Project supports two federal performance measures – Safety and Infrastructure Condition. The Project improves safety of elevators as modernization elements will increase reliability with elements that reduce impact of vandalism on the elevators. For example, people have tampered with elevator knobs and buttons, reducing their effectiveness. The damaged parts are not reliable until they are replaced and passengers relying on elevators are unable to safely navigate the station(s). The Project work also includes replacing flooring and upgrading protective material at the sides of the elevators. The new floor will make the elevators easier to clean and the protective material will prevent liquid from flowing under the sub-floor as it damages elevator equipment and causes bad odor. The Project also helps to improve infrastructure condition as the work directly assists to maintain the condition of BART's assets in a state of good repair. Aside from mentioned Project elements, the Project will install a Remote Monitoring System that will minimize downtime for elevators. This system will provide elevator technicians, and transit customers, with real time information when an elevator unit has a problem.
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 aligns with Plan Bay Area 2050 Strategies and with the San Francisco Transportation Plan as the Project elements will: - Economic: be located in areas with projected greater densities, Priority Development Areas, and Transit-Rich Areas - Economic: connect community members to employment locations throughout San Francisco and the greater Bay Area, as BART provides direct access to five of the nine Bay Area counties - Transportation: restores and maintains transit infrastructure - Transportation: addresses local transportation access needs given the Project's location and use of elevators at downtown stations - Transportation: enhances transit capacity, accessibility, and reliability, and improves the quality of transit service - Transportation: helps to deliver equitable transportation services for customers whom rely on elevators to navigate through BART and Muni access points.

Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* plans and policies with which the project is aligned: ☐ Regional Safety/Vision Zero Policy ☐ Transit Oriented Communities Policy ☒ MTC's Equity Platform ☒ Blue Ribbon Transit Transformation Action Plan ☐ Regional Active Transportation Plan ☐ *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: The Project aligns with MTC's Equity Platform, the Regional Active Transportation Plan, and the Blue Ribbon Transit Transformation Action Plan, as the Project's work will: - Modernize elevators to preserve and improve access for people with disabilities, seniors, cyclists, families with strollers, and travelers with luggage. BART station elevators are some of the heaviest used in the industry and San Francisco elevators require more frequent corrective maintenance, making them unavailable for extended periods of time. - Support and expand ridership, reducing Vehicle Miles Traveled (VMT). If modernization is not funded, those who rely on elevators to access transit service may not make the trip or may choose to drive. Elevators that are modernized and renovated may also attract more riders, as customers who depend on the elevators will more easily rely on them being available for their transportation needs. - Support transit ridership for customers of diverse backgrounds. There are several housing developments near the downtown stations, and many of them are occupied by people who are of low income, people with disabilities, and seniors. BART serves as the primary mode of transportation for many of these community members given the location of the stations. BART service is also convenient to transfer to other modes of transportation as is Muni service, see Attachment A for Project Location and Equity Priority Communities Map showing Muni stops density. - Address transit needs for communities of diverse backgrounds, including communities of color and low-income communities, as is reflected in the project location map, see Attachment A, showing Project Location and Equity Priority Communities Map. - Reflects partnership and engagement with local organizations, such as non-profit organizations. BART and SFMTA are working with Urban Alchemy, a local non-profit organization, to provide Elevator Attendant Services at the four downtown stations, Embarcadero, Montgomery St., Powell St., and Civic Center/UN Plaza. The Elevator Attendant Program serves as a platform to ensure participation and employment of community members who face multiple barriers to gain employment due to their experience with the criminal justice system.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) The growth geographies feature set combines Priority Development Areas, Priority Production Areas, Transit Rich Areas (TRA), and High Resource Areas. The Project includes J. Church and Mission Corridor, Downtown/Van Ness/Northeast Neighborhoods, Transbay/Rincon Hill. ☐ 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) ***Priority Production Area (PPA)*** ☐ Supports the preservation of a PPA (see Growth Geographies map)
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) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) The Project will be in an area with a significant density of historically underserved communities, including ethnic and racial minorities, people who are of low income, people with disabilities, elderly, people whose household does not own a vehicle, single parent families, and people who are rent-burdened. The Project Location Map included in Attachment A provides a visual of combined MTC and SFCTA EPC measures. ☒ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* Please see Project Location Map in Attachment A. ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities*
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation

	-One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. BART has obtained community input through Customer Satisfaction Studies. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The studies involve surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator availability and reliability received low customer ratings, highlighting the need for elevator modernization. BART has also been obtaining on-going community input regarding elevators through the Elevator Attendant Program. This program, receiving Lifeline Transportation Program funds from the San Francisco County Transportation Authority, was first launched in April 2018 at the Powell St. and Civic Center stations, and expanded to Embarcadero and Montgomery St. stations in November 2019. The program provides elevator attendant services to address sanitation, safety, and security concerns inside station elevators. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and attempt to deter inappropriate behavior. After six months of the program being in place, community members expressed satisfaction. Community members' comments included "very good for people with disabilities," and "please keep this going. I feel so much safer." Elevator modernization work, along with continuation of Elevator Attendant Program services at the downtown stations, is vital to ensure elevators consistently remain safe, clean, and in working order for all BART/Muni patrons ☒ Project is consistent with an adopted local transportation plan. The Project is consistent with the Station Modernization Plans and Programs listed below. These are considered community-based plans and programs with significant

	input from riders and other stakeholders. Details on each of these are accessible on BART's webpage and can be accessed at the following link: https://www.bart.gov/about/planning/station - Powell St. Modernization Plan: https://www.bart.gov/about/planning/powell-street-station-modernization - San Francisco Stations Escalators and Entrances: https://www.bart.gov/about/planning/sfentrances - Station Experience Design: https://www.bart.gov/about/planning/station_experience_design_guidelines - Embarcadero and Montgomery Capacity and Modernization Plan: https://www.bart.gov/about/planning/embarcadero-montgomery_capacity_implementation_plan
	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 Community-Based Organizations representing historically underserved and potentially impacted communities. The Project received support from the Yerba Buena Community Benefit District, Downtown San Francisco Community Benefit District, Senior Disability Action, and BART Accessibility Task Force (BATF). Attachment B includes letters of support from the first three organizations listed. BART staff members obtained input from the BATF at the January 27, 2022 meeting. BATF members were in support of BART seeking additional funding for the Project.
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The project is ready to be delivered as is shown in the Project Schedule (spreadsheet) and Deliverability section below. The elevators listed in this application are located within BART right of way (stations) and no new permits or easements will be required. There are no known relocation or conflicts; however, BART will need to conduct additional review of the utilities (e.g. power), with the City and County of San Francisco, as there is a potential for increased load/demand with modernized equipment and related current code requirements. 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. N/A *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* Yes, the project is eligible to receive federal transportation funds and BART has a Master Agreement with Caltrans, with expiration date June 15, 2031.
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 *and the ability to complete the project 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:* The Project is currently in the Planning Phase. The Design Phase for all eight elevators is estimated to begin in February 2023 and be completed by May of 2025. The Construction Phase is estimated to begin by February 2026 and be completed by April 2029. BART has a long history of delivering on projects within the estimated timeline and meeting federal and state delivery requirements. BART does not anticipate any issues meeting the January 31, 2027 obligation deadline. *Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:* There are a few known risks to the project schedule. The risks include - Limited number of potential bidders, both locally and nationally, for elevator modernization work. This risk may influence the bid prices. To mitigate this risk, Project staff will work with BART's Office of Civil Rights overseeing contract compliance to support bidder and small business-related outreach and increase positive outcomes for bids. - Coordination with Paratransit Services. This is considered a risk because the availability of Paratransit Services in San Francisco, during the construction hours, may be limited. To mitigate this risk, the Engineering and Integration Engineering

	Project staff will need to closely coordinate with BART's Customer Access Department. - Increasing market cost due to inflation. Inflation may directly or indirectly impact construction cost due to supply chain and production disruptions, in addition to lower profit margins. To mitigate possible impact on the Project, BART will work with consultants to develop a bid package that reflects inflation related considerations.
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.
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 *and is committed or programmed for the requested phase or phases.* *Notes on local match, optional* ☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☐ *Project is located on the Vision Zero High Injury Network.* N/A *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how the project will improve or alleviate the issue.*
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* The Project will be coordinated with other projects taking place at the stations, or near the stations, in San Francisco. BART participates in and hosts quarterly and monthly meetings with various City and County of San Francisco stakeholders where construction projects are discussed. These meetings include the BART, San Francisco Public Works, and SFMTA Quarterly Coordination Meeting, and the BART-CCSF Market Street Monthly Meeting. Please see Attachment D for copies of the last meetings' minutes for reference. The Project will also coordinate with BART led projects, including the Traction Power Substation Replacement Project, Market Street Entrance Canopy Project, Escalator Replacement Project, and the Embarcadero Modernization Project.

Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* The Station Elevator Modernization Program (SEMP) was developed, in part, to address the growing needs of aging equipment and components that cause elevator failures and reduce the risk of lengthy elevator downtime. The SEMP Program aims to improve elevator safety, reliability, performance, aesthetics, comfort, efficiency, and sustainability. All elevator units in this funding request have been identified as part of the SEMP for modernization and are in the top quarter of prioritized elevators based on corrective maintenance events and failures tracked through BART's Enterprise Asset Management software. Elevators located at the San Francisco stations are an important component of the transit system, providing access to BART and Muni stations for passengers with physical disabilities or limited mobility, and for those who need assistance to transport luggage, strollers, or bikes. Elevators allow transit customers to move from street to concourse to platform levels without needing to use escalators or staircases, which can become unsafe when caring large objects up or down. Modernization and renovation actions are needed to keep these elevators running reliably for residents of San Francisco, larger Bay Area, and tourists whom rely on public transit.
Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* The San Francisco downtown and Glen Park stations are valuable amenities for the surrounding communities, providing rapid and reliable transit service to destinations throughout the San Francisco Bay Area. Each neighborhood served by the stations is host to an eclectic mix of restaurants, markets, performance spaces, shops, schools, community centers, and senior centers. Providing a high-quality alternative to driving to these sites improves access to them; therefore, public transit helps to improve physical and mental health outcomes for community members, encourages use of active modes of transportation, reduces stress given reduced time spent on hectic streets and highways, and helps the environment through reduced vehicle emissions. All these benefits enhance a community's mobility, identity, and quality of life.
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* ☒ *Competes poorly for other discretionary fund sources___ (explain)* The Project competes poorly for other discretionary fund sources as they tend to focus on capacity enhancing projects. ☐ *Other___ (explain)*

Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:
(Rounded to the nearest $1,000)

Total Grant Request	$**13,300**

Project Cost & Schedule:
(Rounded to the nearest $1,000)

Project Phases	**Total Cost**	**Secured Funds (Programmed or allocated)**		**Unsecured Funds (Planned)**		**Schedule** (Start dates: Planned, Actual)
		Amount	**Fund Sources**	**OBAG 3 Grant Request**	**Remaining Funding Needed**	
Planning/ Conceptual	$ 1,500	$ 1,500	BART funds	$	$	May 2021 to January 2023
Environmental Studies (PA&ED)	0	$	*Secured fund sources, notes*	$	$	Month/Year
Design Engineering (PS&E)	$ 5,400	$ 5,400	Prop K (Allocated), Prop AA (Programmed), SFMTA Joint Use Agreement (Allocated), FTA Section 5337 (Allocated)	$	$	February 2023 to May 2025
Right-of-way	$	$	*Secured fund sources, notes*	$	$	Month/Year
Construction	$ 36,000	$19,893	SFMTA Joint Use Agreement (Allocated), FTA Section 5337 (Allocated), BART Ops to Cap (Allocated)	$ 13,300	$ 2,807	February 2026 to April 2029
Total	**$42,900**	**$26,793**		**$ 13,300**	**$ 2,807**	

Project Investment by Mode:

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

Please also complete San Francisco's Supplemental schedule, cost, and funding tables.

Project Name:	Elevator Modernization Project, Phase 1.3

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	5%	Both	May	2021	Jan	2023
Environmental Studies (PA&ED)	N/A	N/A		N/A		N/A
Design Engineering (PS&E)	0%	Both	Feb	2023	May	2025
Right-of-way	N/A	N/A		N/A		N/A
Advertise Construction	0%	N/A	Jun	2025	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Feb	2026	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr	2029

Project Name:	Elevator Modernization Project, Phase 1.3

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$1,500,000			$1,500,000		
Environmental Studies (PA&ED)	$0					
Design Engineering (PS&E)	$5,400,000	$0	$1,290,000	$4,110,000	Estimated market value based on historical projects	
Right-of-Way	$0					
Construction	$36,000,000	$13,300,000		$22,700,000	Estimated market value based on historical and similar scoped projects with bids received	Spring 2023
TOTAL PROJECT COST	$42,900,000	$13,300,000	$1,290,000	$28,310,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		31%	3%	66%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$13,300,000	N/A	N/A	$13,300,000
Prop K		$1,290,000		$1,290,000
Prop AA		$3,441,270		$3,441,270
SFMTA - Joint Use Agreement	$8,615,562		$8,432,553	$17,048,115
FTA Section 5337			$2,812,745	$2,812,745
BART	$2,324,077		$2,683,793	$5,007,870
TOTAL	**$24,239,639**	**$4,731,270**	**$13,929,091**	**$42,900,000**

Comments/Concerns

*The Project Cost Estimate is based on current construction market conditions.
*Under the SFMTA/BART Joint Use Agreement, SFMTA is responsible for reimbursement to BART for half the cost of projects in shared use areas of the downtown stations: Embarcadero, Montgomery Street, Powell Street, and Civic Center.
*The FTA Section 5337 funds are for Elevator Modernization work throughout the BART District and system; the planned amount included in this funding request is based on up-to-date funding plans for related projects in other counties.

Project Name: Elevator Modernization Project, Phase 1.3

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	**Totals**	**% of phase**
1. Total Labor	$ 2,593,350	38%
2. Consultant	$ 3,991,650	58%
3. Other Direct Costs *	$ -	0%
4. Contingency	$ 315,000	5%
TOTAL PHASE	**$ 6,900,000**	

* e.g. PUC costs

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**Agency 1**	**Agency 2**	**Contractor**
1. Contract	$ 24,729,000	69%			
Budget Line Item/Contract	$ -				$ 21,019,650
Budget Line Item/Contingency	$ -				$ 3,709,350
Subtotal	*$ -*				*$ 24,729,000*
2. Non-Contract Work	$ -		$ -	$ -	
3. Construction Management/Support	$ 8,798,100	36%	$ -	$ -	
4. Other Direct Costs *	$ -	0%	$ -	$ -	
5. Contingency	$ 2,472,900.00	10%	$ -	$ -	
TOTAL CONSTRUCTION PHASE	**$ 36,000,000**		**$ -**	**$ -**	**$ 24,729,000**

* e.g. PUC sewer inspection

RESPONSE

Contingency	**Budget**	**Amount**	**Contingency % (by Phase)**	**Contingernncy % (By total Project Budget)**
Design	$ 6,900,000	$ 315,000	5%	1%
Construction	$ 36,000,000	$ 6,182,250	17%	14%
Total	$ 42,900,000	$ 6,497,250		15%

E6-93

Elevator Modernization, Phase 1.3
Attachment A

Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests $13,300,000 of OBAG 3 Program funds for construction of the Elevator Modernization Project Phase 1.3. This is a high impact Project that is expected to provide immediate tangible benefits to the public. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday (prior to the COVID-19 pandemic), see Attachment C. For nearly 50 years, BART has provided fast, reliable transportation to downtown San Francisco offices, shopping centers, tourist attractions, entertainment venues, universities and other destinations for Bay Area residents and visitors alike.

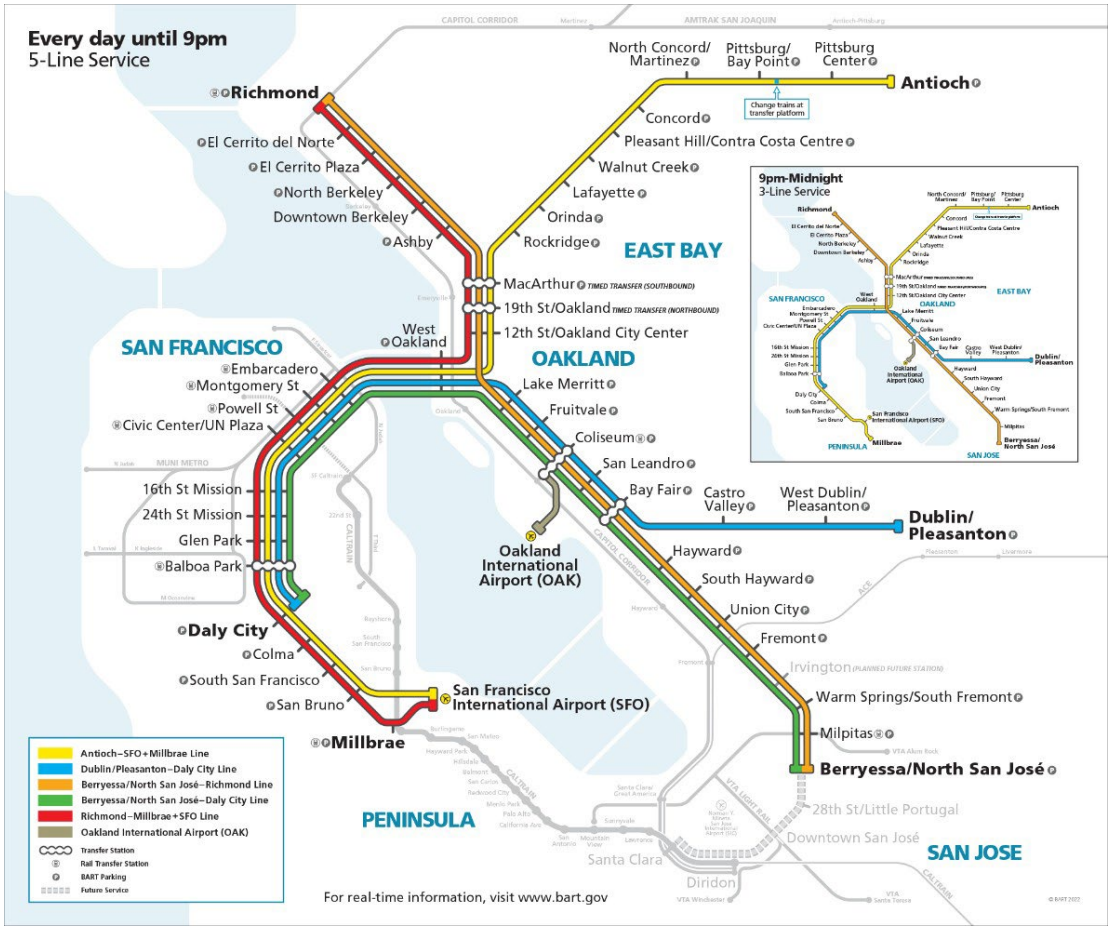


Figure 1, BART System Service Map 2022

This Project will modernize and renovate two types of elevators, traction and hydraulic, at five San Francisco stations along BART's M-Line: Embarcadero, Montgomery Street (Montgomery St.), Powell Street (Powell St.), Civic Center/UN Plaza, and Glen Park, see figure 2 for track lines.

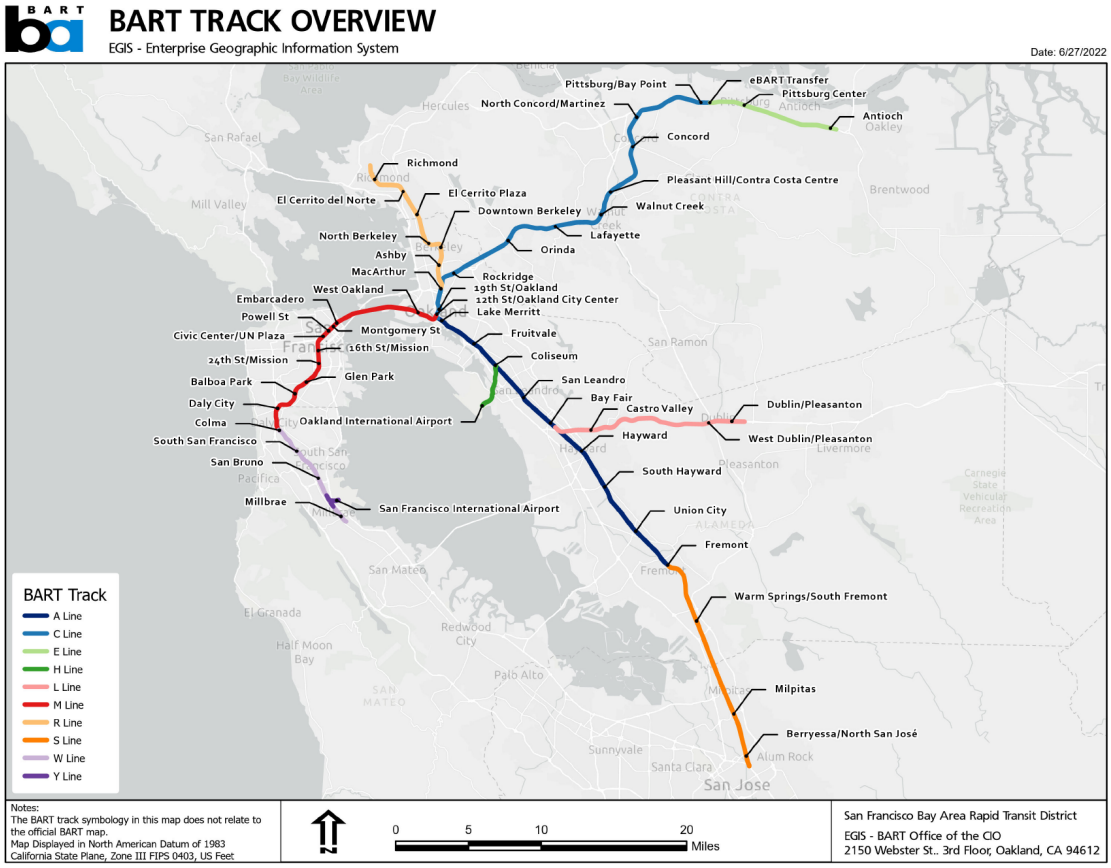


Figure 2, BART Track Lines Overview

Over the last several years, BART has been working to accomplish several critical elevator improvements. These improvements include replacing flooring in all passenger elevators throughout the system to make them safer and easier to clean, upgrading protective material at the sides of the elevators to prevent liquid from flowing under the sub-floor and damaging elevator equipment and causing odor, and replacing all elevator emergency call boxes. However, elevators located in high service areas are in dire need of modernization to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability. The Project work at the five stations will focus on street, concourse, and platform elevators. The work will be performed at the following locations, see table 1.

Station Name	BART Asset Reference	Type of Elevator
Embarcadero	M16-62	Hydraulic
Montgomery Street	M20-52	Hydraulic
Montgomery Street	M20-53	Traction
Powell Street	M30-54	Hydraulic
Powell Street	M30-55	Traction
Civic Center/UN Plaza	M40-56	Hydraulic
Civic Center/UN Plaza	M40-57	Traction
Glen Park	M70-37	Traction

Table 1, Project Location and Asset Reference

The Project is currently in the conceptual engineering development phase. The current phase includes field assessment details, code review of existing system with respect to current codes, high level cost estimate for construction along with construction schedule, based on review of internal and external potential impacts. The Project work will vary based on the type of the elevator, traction or hydraulic. Overall, the work at the elevators will include:

- Removing existing elevator equipment in the hoistway and machine room
- Cleaning and painting machine room and elevator cab
- Steam cleaning hoistway and pit floor, applying epoxy coatings to pit floor and cab floor
- Upgrading machine room and elevators' electrical, HVAC, and communication system
- Replacing guides, cab and hoistway doors panels, cab enclosures, door equipment, cab top equipment, and cab frame
- Installing new hoistway equipment including various switches and fascia
- Refurbishing buffers, pit channels, guide rails, and brackets
- Replacing controller

Scope of work specific to the traction elevators:

- Replacing traction machine, governor, safety, and ropes

Scope of work specific to the hydraulic power elevators:

- Replacing pump unit including tank, valves, motor, and pipes
- Replacing hydraulic ram and cylinder

The Project location includes all four downtown shared BART/Muni Stations and Glen Park Station. The downtown stations are some of the busiest stations of the BART system as they are in the heart of the City's shopping, hotel, restaurants, and employment areas. For example, the Powell St. Station is adjacent to the neighborhoods of Union Square, Tenderloin, Mid-Market and South of Market. The station is often the first destination of visitors from San Francisco International and Oakland International airports. Additionally, the Civic Center Station is in San Francisco's mid-market district, at the junction of Downtown, and South of Market neighborhoods. This station is a central, transit rich location that has seen significant development in the past few years, including multiple building renovations and a variety of software companies, including Twitter and Zendesk, establishing offices in the area. The five stations included in the Project's scope of work rank high in station activity, see table 2 below for a comparison of ridership activity between a segment of 2019 and 2022.

Average Weekday Station Activity (activity = entries + exists)		
Station	**May 2019**	**May 2022**
Embarcadero	90,300	25,100
Montgomery Street	88,600	20,500
Powell Street	54,600	19,400
Civic Center / UN Plaza	48,200	15,500
Glen Park	14,700	5,000

Table 2, Average Weekday Station Activity

Current Conditions

The project work will include a detailed assessment of the condition and needs of the current elevators. Current elevators undergo regular maintenance; however, the elevators are often vandalized, and parts are damaged. Elevator safety protocols and fail safes dictate that an elevator stop operation, in the event of a system safety device, is tripped to prevent serious failures to the elevator and keep the riding patrons safe. As a result, specific safety features such as a blocked door caused by vandalism can stop the elevator from operating, requiring the attention of a technician to inspect, validate, and reinstate the elevator for service. BART maintains a significant amount of on-hand elevator inventory of parts, but the agency experiences challenges to secure and repair parts. BART's elevators were made by four different manufactures, and some of them have gone out-of-business. Components and parts are also obsolete, requiring BART crews to search for suitable or compatible replacement parts. Major components such as elevator doors / door operators and hydraulic cylinders are built for a specific conveyance with precise technical specification. When these components fail, they are required to be removed, overhauled, and reinstalled. These repairs go beyond routine maintenance and are classified as extensive heavy repairs. Older equipment with a high degree of ridership, operational hours, and environmental abuse have exceeded their useful life, see figures 3 - 8.

Figure 3. Street elevator at Powell St. station, December 2021.

Figure 4. Street elevator at Civic Center station, December 2021.

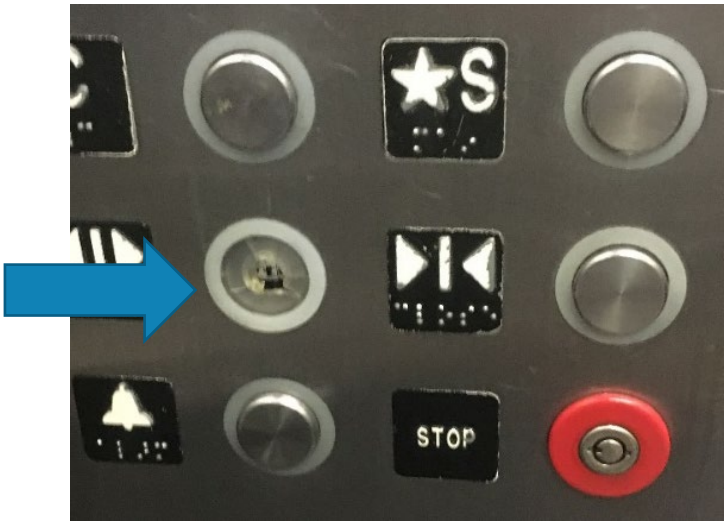


Figure 5. Vandalism to destination buttons at Powell St. station platform elevator, December 2021.

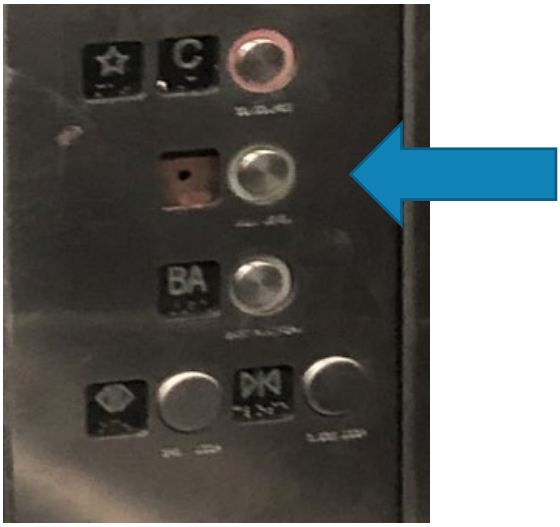


Figure 6. Vandalism to destination buttons at Civic Center Station street elevator, December 2021.

Figure 7. Door vandalism and deterioration of platform elevator at Powell St. station, December 2021.

Figure 8. Shattered window glass of platform elevator at Civic Center station, December 2021.

Increased Reliability

The project is anticipated to improve elevator reliability, as has been demonstrated at previous elevator modernization and renovation projects. As an example of how elevator modernization work can improve reliability, see figure 9, Modernization improvements at Pleasant Hill BART Station. The graph depicts cumulative unplanned service calls (an event in which the elevator requires a technician to be dispatched to inspect the unit due to an unplanned outage) from December of 2015 to June of 2021. From late 2015 to early 2018, there was an unplanned service call every 13 calendar days, forward to the post modernization period in early 2021 and that number had increase to a non-planned service call every 25 days; a significant increase in the days between events.

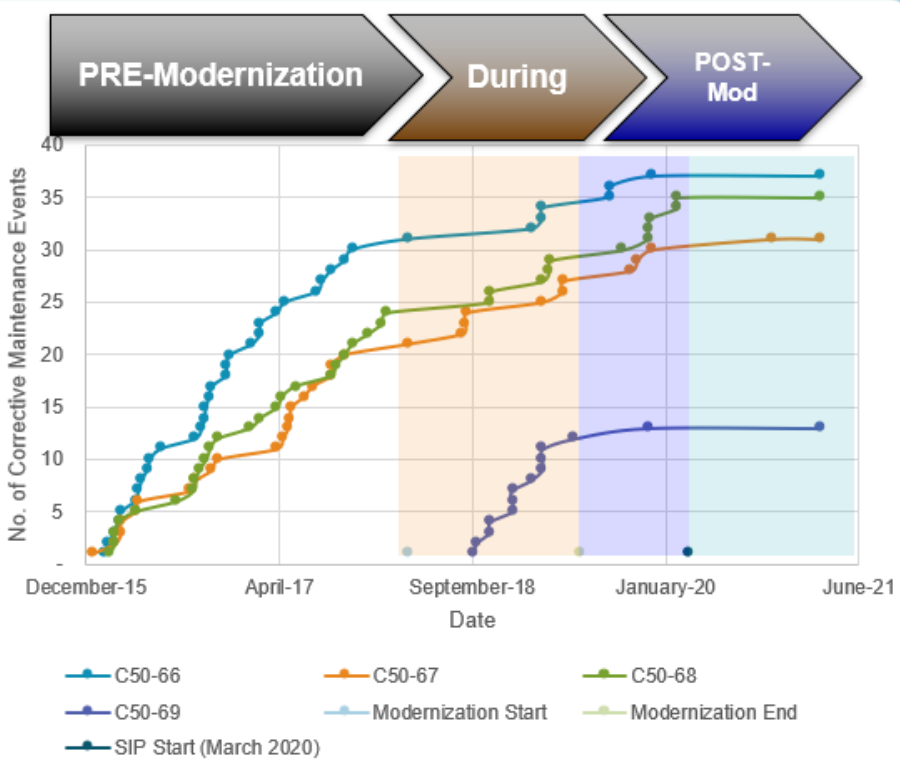


Figure 9, Modernization improvements at Pleasant Hill BART Station, Parking Garage, Unplanned Maintenance Visits

The project will increase the reliability of the elevators and improve the look and feel of the station and elevators. These improvements will improve customers' experience as they navigate the station to and/or from desired destinations. These improvements will be especially beneficial to community members with mobility limitations that rely on gaining access to the transportation system and traversing the station levels using an elevator.

Community Engagement

BART has engaged with community members and obtained input and support for the Elevator Modernization Project work through various forums:

- BART has obtained community input through Customer Satisfaction Studies. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The studies involve surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer

Satisfaction Study, elevator availability and reliability received low customer ratings,[1] highlighting the need for elevator modernization.

- BART has also been obtaining on-going community input regarding elevators through the Elevator Attendant Program. This program, receiving Lifeline Transportation Program funds from the San Francisco County Transportation Authority, was first launched in April 2018 at the Powell St. and Civic Center stations, and expanded to Embarcadero and Montgomery St. stations in November 2019. The program provides elevator attendant services to address sanitation, safety, and security concerns inside station elevators.[2] The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and attempt to deter inappropriate behavior. After six months of the program being in place, community members expressed satisfaction. Community members' comments included "very good for people with disabilities," and "please keep this going. I feel so much safer."[3] Elevator modernization work, along with continuation of Elevator Attendant Program services at the downtown stations, is vital to ensure elevators consistently remain safe, clean, and in working order for all BART/Muni patrons.

Project Prioritization

The elevators selected as a part of this Project have been prioritized based on data from BART's Asset Management software (Maximo) occurrence of unscheduled/unplanned elevator service interruptions, and on a joint engineering assessment that ranked 140 elevators systemwide for those with the highest needs. The project was also identified in BART's FY19 Short Range Transit Plan and Capital Improvement Plan.[4] The Elevator Modernization project was also listed, as the Elevator Modernization and Expansion Program, in BART's proposal for the San Francisco Sales Tax Expenditure Plan, administered by the San Francisco County Transportation Authority and scheduled to be presented to San Francisco voters in the November 2022 Consolidated General Election.

[1] San Francisco Bay Area Rapid Transit District, "2020 BART Customer Satisfaction Study," March 2021.

[2] "Elevator Status," San Francisco Bay Area Rapid Transit District, accessed January 4, 2022, https://www.bart.gov/stations/elevators.

[3] San Francisco Bay Area Rapid Transit District, "Elevator Attendant Program: Helping Riders, Helping the Community" flier. 2021.

[4] San Francisco Bay Area Rapid Transit District, "FY19 Short Range Transit Plan and Capital Improvement Program," October 2018, 65.

Equity Priority Communities

The Project provides a wide range of benefits, including improved accessibility, improved customer experience, and increased reliability, see figure 10 for information on Project locations and Equity Priority Communities.

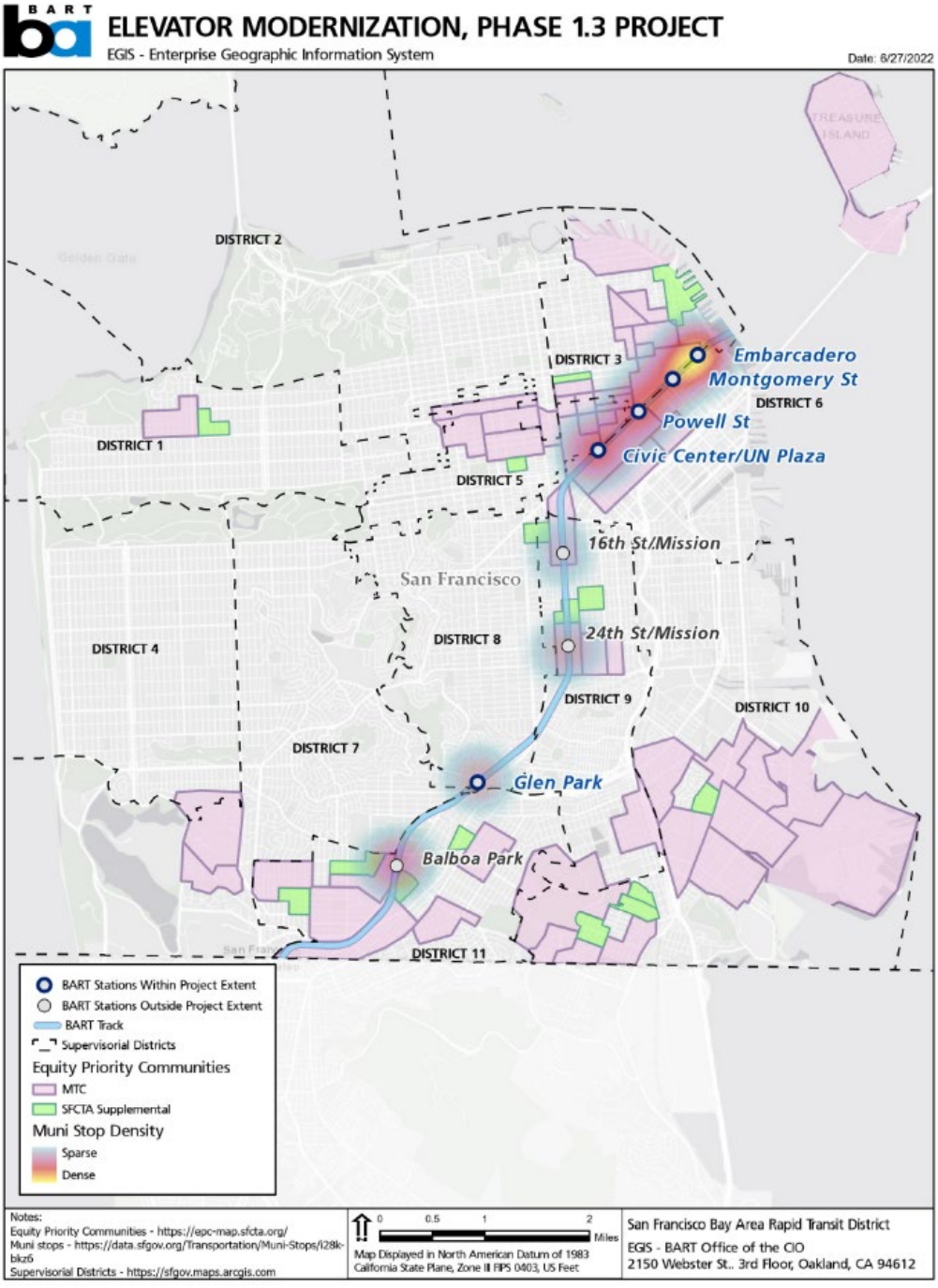


Figure 9, Project Locations and Equity Priority Communities

San Francisco One Bay Area Grant (OBAG 3) – County Program

San Francisco County Transportation Authority

Project Information	
For sponsors submitting more than one application, please rank the application: Application ___ of ___ total applications submitted	
Project Name	Elevator Modernization Project, 16th Street, 24th Street, and Balboa Park
Project Sponsor	Bay Area Rapid Transit District
Sponsor Single Point of Contact	Rob Jaques (510) 287-4746 Rob.jaques@bart.gov
Project Location	16th St. Mission, 24th St. Mission, and Balboa Park Stations
Supervisorial District(s)	9, 11
Brief Project Description *for MyStreetSF (50 words max):*	This funding request is for the Design Phase of the Project. The Project will modernize and renovate five elevators at three locations, 16th Street Mission, 24th Street Mission, and Balboa Park. The goal of the project is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance customer experience.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	See Attachment A.
Letters of support *List the entities providing letters of support and attach the letters.*	Yerba Buena Community Benefit District, Downtown San Francisco Community Benefit District, Senior Disability Action, please see Attachment B for copies of the letters.
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	San Francisco Municipal Transportation Agency (SFMTA): John Becker, john.becker@sfmta.com; Roger Nguyen, roger.nguyen@sfmta.com; Peter Gabancho, peter.gabancho@sfmta.com; Kevin Day, kevin.day@sfmta.com; and Joel Goldberg, Joel.Goldberg@sfmta.com
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	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines):

Is the project an eligible project type?	***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
Complete Streets Checklist:	☐ Sponsor has submitted MTC's Complete Streets Checklist

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 Project supports two federal performance measures – Safety and Infrastructure Condition. The Project improves safety of elevators as modernization elements will increase reliability with elements that reduce impact of vandalism on the elevators. For example, people have tampered with elevator knobs and buttons, reducing their effectiveness. The damaged parts are not reliable until they are replaced and passengers relying on elevators are unable to safely navigate the station(s). The Project work also includes replacing flooring and upgrading protective material at the sides of the elevators. The new floor will make the elevators easier to clean and the protective material will prevent liquid from flowing under the sub-floor as it damages elevator equipment and causes bad odor. The Project also helps to improve infrastructure condition as the work directly assists to maintain the condition of BART's assets in a state of good repair. Aside from mentioned Project elements, the Project will install a Remote Monitoring System that will minimize downtime for elevators. This system will provide elevator technicians, and transit customers, with real time information when an elevator unit has a problem.
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 aligns with Plan Bay Area 2050 Strategies and with the San Francisco Transportation Plan as the Project elements will: - Economic: be located in areas with projected greater densities, Priority Development Areas, and Transit-Rich Areas - Economic: connect community members to employment locations throughout San Francisco and the greater Bay Area, as BART provides direct access to five of the nine Bay Area counties - Transportation: restores and maintains transit infrastructure - Transportation: addresses local transportation access needs given the Project's location and use of elevators at downtown stations - Transportation: enhances transit capacity, accessibility, and reliability, and improves the quality of transit service - Transportation: helps to deliver equitable transportation services for customers whom rely on elevators to navigate through BART and Muni access points.
Regional Policy Alignment	Select the regional *and countywide* plans and policies with which the project is aligned:

How does the project align with other regional policies and plans?	☐ Regional Safety/Vision Zero Policy ☒ MTC's Equity Platform ☐ Regional Active Transportation Plan ☐ Transit Oriented Communities Policy ☒ Blue Ribbon Transit Transformation Action Plan ☐ *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: The Project aligns with MTC's Equity Platform, the Regional Active Transportation Plan, and the Blue Ribbon Transit Transformation Action Plan, as the Project's work will: - Modernize elevators to preserve and improve access for people with disabilities, seniors, cyclists, families with strollers, and travelers with luggage. BART station elevators are some of the heaviest used in the industry and San Francisco elevators require more frequent corrective maintenance, making them unavailable for extended periods of time. - Support and expand ridership, reducing Vehicle Miles Traveled (VMT). If modernization is not funded, those who rely on elevators to access transit service may not make the trip or may choose to drive. Elevators that are modernized and renovated may attract more riders, as customers who depend on the elevators will more easily rely on them being available for their transportation needs. - Support transit ridership for customers of diverse backgrounds. There are several housing developments near the San Francisco stations, and many of them are occupied by people who are of low income, people with disabilities, and seniors. BART serves as the primary mode of transportation for many of these community members given the location of the stations. BART service is also convenient to transfer to other modes of transportation as is Muni service, see Project Location and Equity Priority Communities map included in Attachment A. - Address transit needs for communities of diverse backgrounds, including communities of color and low-income communities, as is reflected in the above mentioned map.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) The growth geographies feature set combines Priority Development Areas, Priority Production Areas, Transit Rich Areas (TRA), and High Resource Areas. The Project includes J. Church and Mission Corridor and the Balboa Park and Southwest Corridors. ☐ 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) *Please describe*

	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) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) The Project will be in an area with a significant density of historically underserved communities, including ethnic and racial minorities, people who are of low income, people with disabilities, elderly, people whose household does not own a vehicle, single parent families, and people who are rent-burdened. The Project Location Map included in Attachment A provides a visual of combined MTC and SFCTA EPC measures. ☒ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities*
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus

	-Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. BART has obtained community input through Customer Satisfaction Studies. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The studies involve surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator availability and reliability received low customer ratings, highlighting the need for elevator modernization. ☒ Project is consistent with an adopted local transportation plan. Description of project consistency with local plan. *Reference any neighborhood transportation plan, corridor improvement study, station area plans, etc.* The Project is consistent with the Station Modernization Plans and Programs listed below. These are considered community-based plans and programs with significant input from riders and other stakeholders. Details on each of these are accessible on BART's webpage and can be accessed at this link: https://www.bart.gov/about/planning/station - San Francisco Stations Escalators and Entrances: https://www.bart.gov/about/planning/sfentrances - Station Experience Design: https://www.bart.gov/about/planning/station_experience_design_guidelines

	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 Community-Based Organizations representing historically underserved and potentially impacted communities. The Project received support from the Yerba Buena Community Benefit District, Downtown San Francisco Community Benefit District, Senior Disability Action, and BART Accessibility Task Force (BATF). Attachment B includes letters of support from the first three organizations listed. BART staff members obtained input from the BATF at the January 27, 2022 meeting. BATF members were in support of BART seeking additional funding for the Elevator Modernization Project in San Francisco.
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The project is ready to be delivered as is shown in the Project Schedule (spreadsheet) and Deliverability section below. The elevators listed in this application are located within BART right of way (stations) and no new permits or easements will be required. There are no known relocation or conflicts; however, BART will need to conduct additional review of the utilities (e.g. power), with the City and County of San Francisco, as there is a potential for increased load/demand with modernized equipment and related current code requirements. 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. N/A *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* Yes, the project is eligible to receive federal transportation funds and has a Master Agreement with Caltrans, with expiration date June 15, 2031.

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 *and the ability to complete the project 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:* The Project's timeline is as follows. The planning phase will take place from June 2024 to December 2025, design engineering phase from January 2025 to December 2026, and construction phase from November 2027 to December 2029. BART has no concerns in the Project's ability to meet the January 31, 2027 obligation deadline. *Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:* BART does not have any concerns to perform the design phase of this Project, the focus of this funding request. For the construction phase, the main anticipated issue (risk) that may affect the timely delivery of the project is limited contractors to perform the work. To mitigate this risk, as part of the planning and design phase, industry outreach will be conducted to determine the feasibility of the bid package and the interest levels of identified prospective bidders. The second anticipated risk is related to coordination with Paratransit Services. This is considered a risk because the availability of Paratransit Services in San Francisco, during the construction hours, may be limited. To mitigate this risk, the Engineering and Integration Engineering Project staff will need to closely coordinate with BART's Customer Access Department. The third anticipated risk is increased market cost due to inflation. Inflation may directly or indirectly impact construction cost due to supply chain and production disruptions, in addition to lower profit margins. To mitigate possible impact on the Project, BART will work with consultants to develop a bid package that reflects inflation related considerations.
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.
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 *and is committed or programmed for the requested phase or phases.* *Notes on local match, optional* ☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☐ *Project is located on the Vision Zero High Injury Network.* *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how*

	the project will improve or alleviate the issue.
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* The Project will be coordinated with other projects taking place at the stations, or near the stations, in San Francisco. BART participates in and hosts quarterly and monthly meetings with various City and County of San Francisco stakeholders where construction projects are discussed. These meetings include the BART, San Francisco Public Works, and SFMTA Quarterly Coordination Meeting. Please see Attachment B for a copy of the last meeting minutes for reference. The Project will also coordinate with BART led projects, including the Traction Power Substation Replacement Project and the Balboa Plaza Station Improvements Project.
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* The Station Elevator Modernization Program (SEMP) was developed, in part, to address the growing needs of aging equipment and components that cause elevator failures and reduce the risk of lengthy elevator downtime. The SEMP Program aims to improve elevator safety, reliability, performance, aesthetics, comfort, efficiency, and sustainability. All elevator units in this funding request have been identified as part of the SEMP for modernization and are in the top quarter of prioritized elevators based on corrective maintenance events and failures tracked through BART's Enterprise Asset Management software. Elevators located at the San Francisco stations are an important component of the transit system, providing access to BART and Muni stations for passengers with physical disabilities or limited mobility, and for those who need assistance to transport luggage, strollers, or bikes. Elevators allow transit customers to move from street to concourse to platform levels without needing to use escalators or staircases, which can become unsafe when caring large objects up or down. Modernization and renovation actions are needed to keep these elevators running reliably for residents of San Francisco, larger Bay Area, and tourists whom rely on public transit.
Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* The 16th Street Mission, 24th Street Mission, and the Balboa Park stations are valuable amenities for the surrounding communities, providing rapid and reliable transit service to destinations throughout the San Francisco Bay Area. The neighborhood served by the three stations is host to an eclectic mix of restaurants,

	markets, performance spaces, shops, schools, and senior centers. For example, the Balboa Park area features a public swimming pool, children's playground, baseball diamonds, tennis courts, and access to City College of San Francisco. Providing high quality alternatives to driving to these sites can improve health outcomes by encouraging use of active modes of transportation, reduce stress through reduced time sitting in traffic congestion, improve community through increased opportunities for interaction, and help the environment through reduced vehicle emissions. All these benefits enhance a community's mobility and quality of life.
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* ☐X *Competes poorly for other discretionary fund sources___ (explain)* The Project competes poorly for other discretionary fund sources as they tend to focus on capacity enhancing projects. ☐ *Other___ (explain)*
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:
(Rounded to the nearest $1,000)

Total Grant Request	$ 4,945

Project Cost & Schedule:
(Rounded to the nearest $1,000)

Project Phases	Total Cost	Secured Funds (Programmed or allocated)		Unsecured Funds (Planned)		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	$	$	*Secured fund sources, notes*	$	$	June 2024
Environmental Studies (PA&ED)	$	$	*Secured fund sources, notes*	$	$	Month/Year
Design Engineering (PS&E)	$ 5,586	$	*Secured fund sources, notes*	$ 4,945	$ 641	January 2025
Right-of-way	$	$	*Secured fund sources, notes*	$	$	Month/Year
Construction	$ 26,850	$	*Secured fund sources, notes*	$	$ 26,850	November 2027
Total	**$ 32,436**	$		**$ 4,945**	**$ 27,491**	

Project Investment by Mode:

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

Please also complete San Francisco's Supplemental schedule, cost, and funding tables.

Project Name:	Elevator Modernization at 16th Street Mission , 24th Street Mission, Balboa Park Station

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	Both	Jun	2024	Dec	2025
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	Contracted	Jan	2025	Dec	2026
Right-of-way						
Advertise Construction	0%	N/A	May	2027	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Nov	2027		
Open for Use	N/A	N/A	N/A	N/A	Dec	2029

Project Name:	Elevator Modernization at 16th Street Mission , 24th Street Mission, Balboa Park Station

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	$0					
Design Engineering (PS&E)	$5,586,125	$4,945,396		$640,729	Estimated market value based on historical projects	
Right-of-Way	$0					
Construction	$26,850,000			$26,850,000	Estimated market value based on historical and similar scoped projects with bids received	Mar-24
TOTAL PROJECT COST	$32,436,125	$4,945,396	$0	$27,490,729		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		15%	0%	85%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$4,945,396	N/A	N/A	$4,945,396
FTA Section 5337	$21,480,000			$21,480,000
BART	$6,010,729			$6,010,729
TOTAL	**$32,436,125**	**$0**	**$0**	**$32,436,125**

Comments/Concerns

- The Project Cost Estimate is based on current construction market conditions.
- Design Engineering phase includes Conceptual Engineering; it also includes BART internal cost and Design consultant cost.

Project Name: Elevator Modernization at 16th Street Mission , 24th Street Mission, Balboa Park Station

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN

Budget Line Item	Totals	% of phase
1. Total Labor	$ 2,007,500	36%
2. Consultant	$ 2,850,000	51%
3. Other Direct Costs *	$ -	0%
4. Contingency	$ 728,625	13%
TOTAL PHASE	**$ 5,586,125**	

* e.g. PUC costs

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

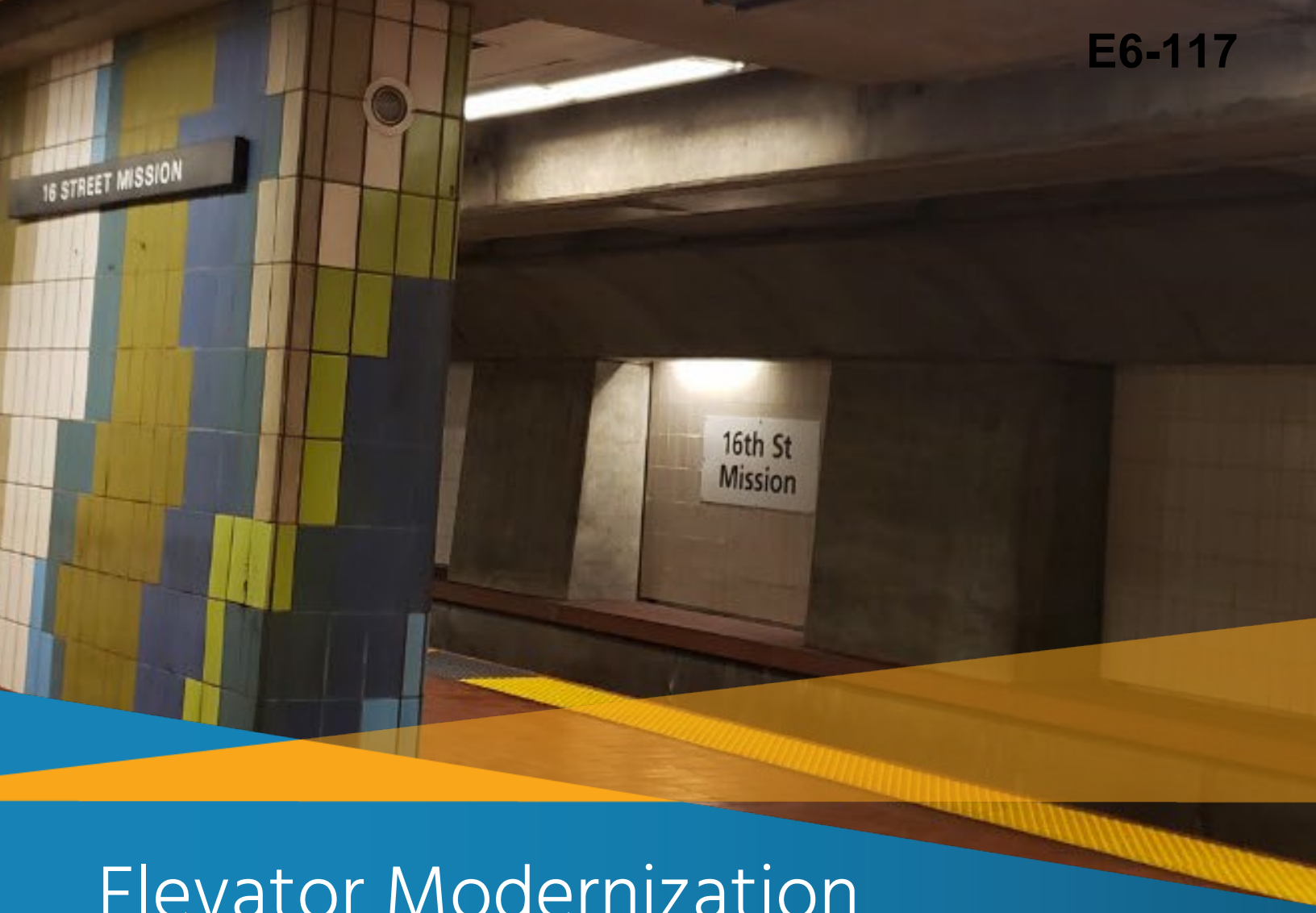
Budget Line Item	Totals	% of contract	Agency 1	Agency 2	Contractor
1. Contract	$ 17,500,000	65%			
Budget Line Item/Contract	$ -				$ 14,875,000
Budget Line Item/Contingen	$ -				$ 2,625,000
Subtotal	*$ -*				*$ 17,500,000*
2. Non-Contract Work	$ -		$ -	$ -	
3. Construction Management/Support	$ 7,600,000	43%	$ -	$ -	
4. Other Direct Costs *	$ -	0%	$ -	$ -	
5. Contingency	$ 1,750,000.00	10%	$ -	$ -	
TOTAL CONSTRUCTION PHASE	**$ 26,850,000**		**$ -**	**$ -**	**$ 17,500,000**

* e.g. PUC sewer inspection

RESPONSE

Contingency	Budget	Amount	Contingency % (by Phase)	Contingerncy % (By total Project Budget)
Design	$ 5,586,125	$ 728,625	13%	2%
Construction	$ 26,850,000	$ 4,375,000	16%	13%
Total	$ 32,436,125	$ 5,103,625		16%

E6-117



Elevator Modernization
Attachment A

Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests $4,945,396 of OBAG 3 Program funds for the design phase of the Elevator Modernization at 16th Street Mission, 24th Street Mission, and Balboa Park. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay, see figure 1. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday (prior to the COVID-19 pandemic), see Attachment C. For nearly 50 years, BART has provided fast, reliable transportation to San Francisco offices, shopping centers, tourist attractions, entertainment venues, universities and other destinations for Bay Area residents and visitors alike.

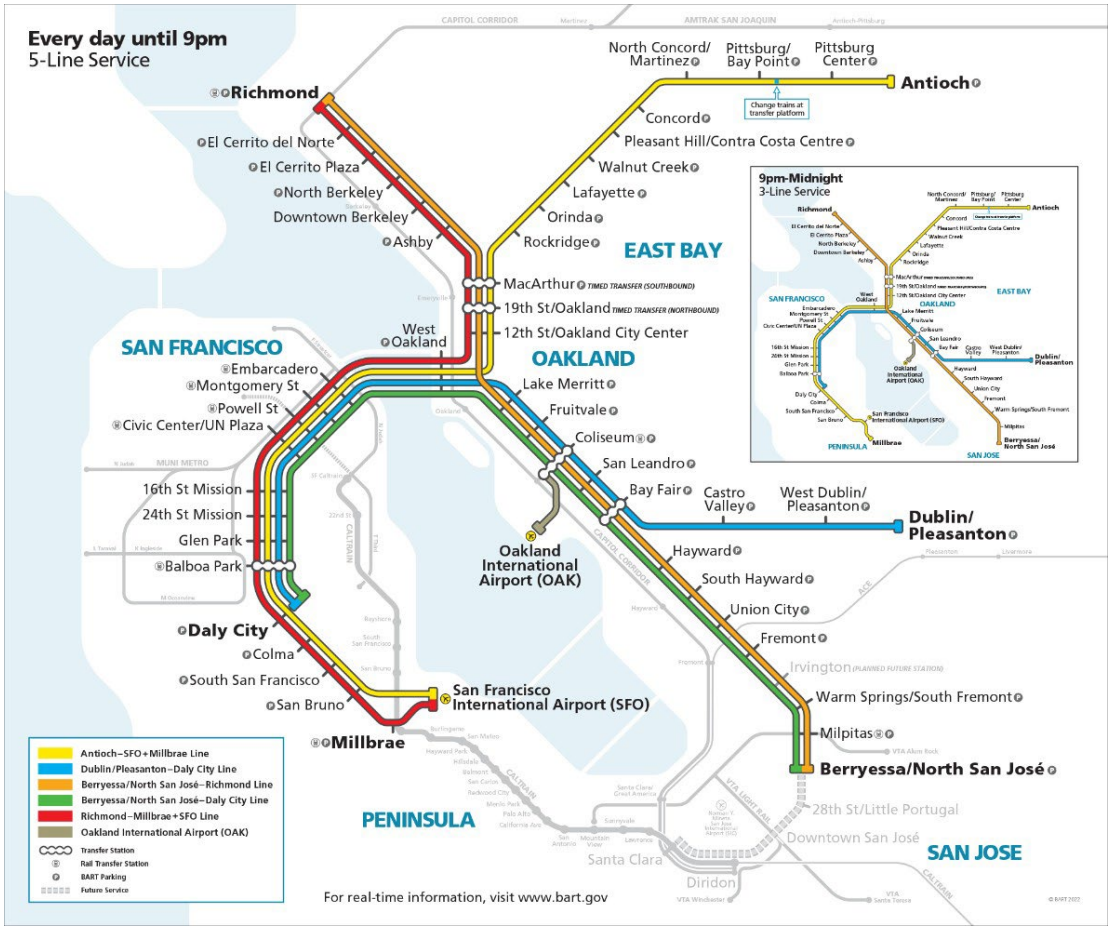


Figure 1, BART System Service Map 2022

The Project will modernize and renovate two types of elevators, traction and hydraulic, at three stations in San Francisco along BART's M-Line: 16th Street Mission, 24th Street Mission, and Balboa Park, see figure 2 for information on BART track lines.

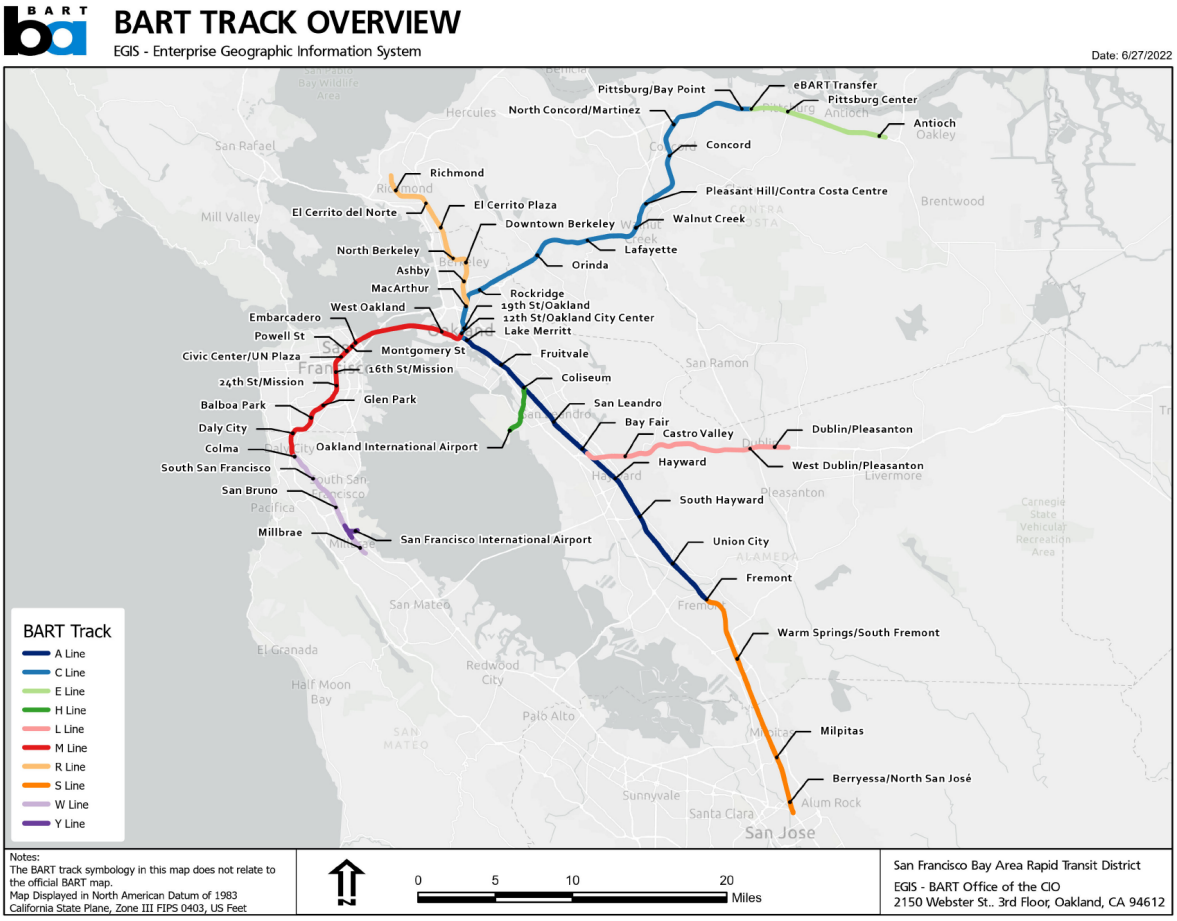


Figure 2, BART Track Lines Overview

Over the last several years, BART has been working to accomplish several critical elevator improvements. These improvements include replacing flooring in all passenger elevators throughout the system to make them safer and easier to clean, upgrading protective material at the sides of the elevators to prevent liquid from flowing under the sub-floor and damaging elevator equipment and causing odor, and replacing all elevator emergency call boxes. However, elevators located in high service areas are in dire need of modernization to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability.

The Project work will vary based on the type of the elevator, traction or hydraulic. Overall, the work will include:

- Removing existing elevator equipment in the hoistway and machine room
- Cleaning and painting machine room and elevator cab
- Steam cleaning hoistway and pit floor, applying epoxy coatings to pit floor and cab floor
- Upgrading machine room and elevators' electrical, HVAC, and communication system

- Replacing guides, cab and hoistway doors panels, cab enclosures, door equipment, cab top equipment, and cab frame
- Installing new hoistway equipment including various switches and fascia
- Refurbishing buffers, pit channels, guide rails, and brackets
- Replacing controller

Scope of work specific to the traction elevators:

- Replacing traction machine, governor, safety, and ropes

Scope of work specific to the hydraulic power elevators:

- Replacing pump unit including tank, valves, motor, and pipes
- Replacing hydraulic ram and cylinder

The Project location includes stations with high station activity compared to the rest of the BART system, see table 1 below for a comparison of ridership activity between a segment of 2019 and 2022.

Average Weekday Station Activity (activity = entries + exists)		
Station	**May 2019**	**May 2022**
16th Street Mission	25,400	9,500
24th Street Mission	24,400	9,200
Balboa Park	21,500	7,100

Table 1, Average Weekday Station Activity

Current Conditions

The Project work will include a detailed assessment of the condition and needs of the current elevators at 16th Street Mission, 24th Street Mission, and Balboa Park stations. Current elevators undergo regular maintenance; however, the elevators are often vandalized, and parts are damaged. Elevator safety protocols and fail safes dictate that an elevator stop operation, in the event of a system safety device, is tripped to prevent serious failures to the elevator and keep the riding patrons safe. As a result, specific safety features such as a blocked door caused by vandalism can stop the elevator from operating, requiring the attention of a technician to inspect, validate, and reinstate the elevator for service. BART maintains a significant amount of on-hand elevator inventory of parts, but the agency experiences challenges to secure and repair parts. BART's elevators were made by four different manufactures, and some of them have gone out-of-business. Components and parts are also obsolete, requiring BART crews to search for suitable or compatible replacement parts. Major components such as elevator doors / door operators and hydraulic cylinders are built for a specific conveyance with precise technical specification. When these components fail, they are required to be removed, overhauled, and reinstalled. These repairs go beyond routine maintenance and are classified as extensive heavy repairs.

Increased Reliability

The Project is anticipated to improve elevator reliability, as has been demonstrated at previous elevator modernization and renovation projects. As an example of how elevator modernization work can improve reliability, see figure 3, Modernization improvements at Pleasant Hill BART Station. The graph depicts cumulative unplanned service calls (an event in which the elevator requires a technician to be dispatched to inspect the unit due to an unplanned outage) from December of 2015 to June of 2021. From late 2015 to early 2018, there was an unplanned service call every 13 calendar days, forward to the post modernization period in early 2021 and that number had increase to a non-planned service call every 25 days; a significant increase in the days between events.

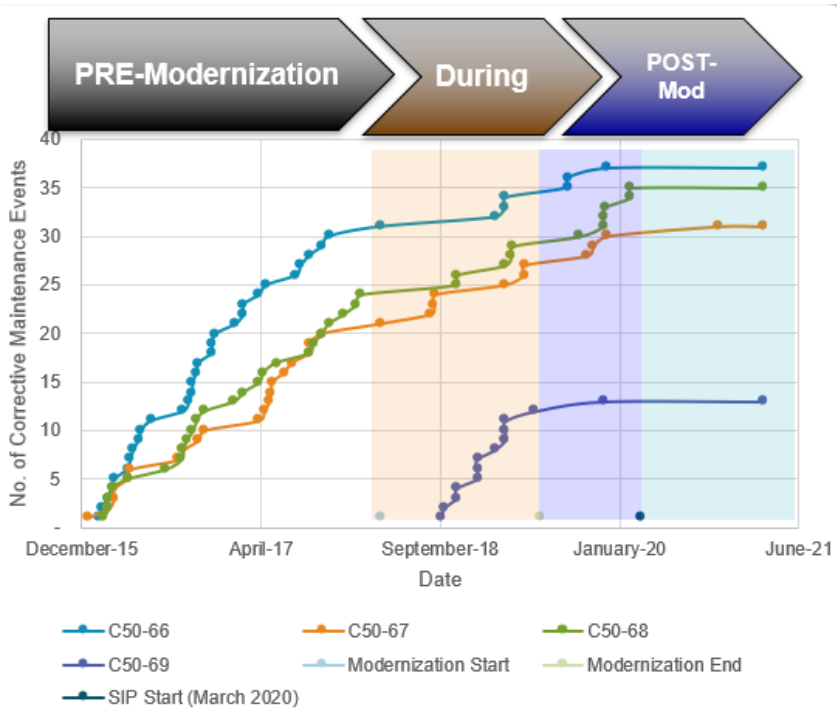


Figure 3, Modernization improvements at Pleasant Hill BART Station, Parking Garage, Unplanned Maintenance Visits

The project will increase the reliability of the elevators and improve the look and feel of the station and elevators. These improvements will improve customers' experience as they navigate the station to and/or from desired destinations. These improvements will be especially beneficial to community members with mobility limitations that rely on gaining access to the transportation system and traversing the station levels using an elevator.

Community Engagement

BART has obtained community input through Customer Satisfaction Studies. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator

availability and reliability received low customer ratings,[1] highlighting the need for elevator modernization.

Equity Priority Communities

The Project provides a wide range of benefits, including improved accessibility, improved customer experience, and increased reliability, see figure 4 for information on Project location and Equity Priority Communities.

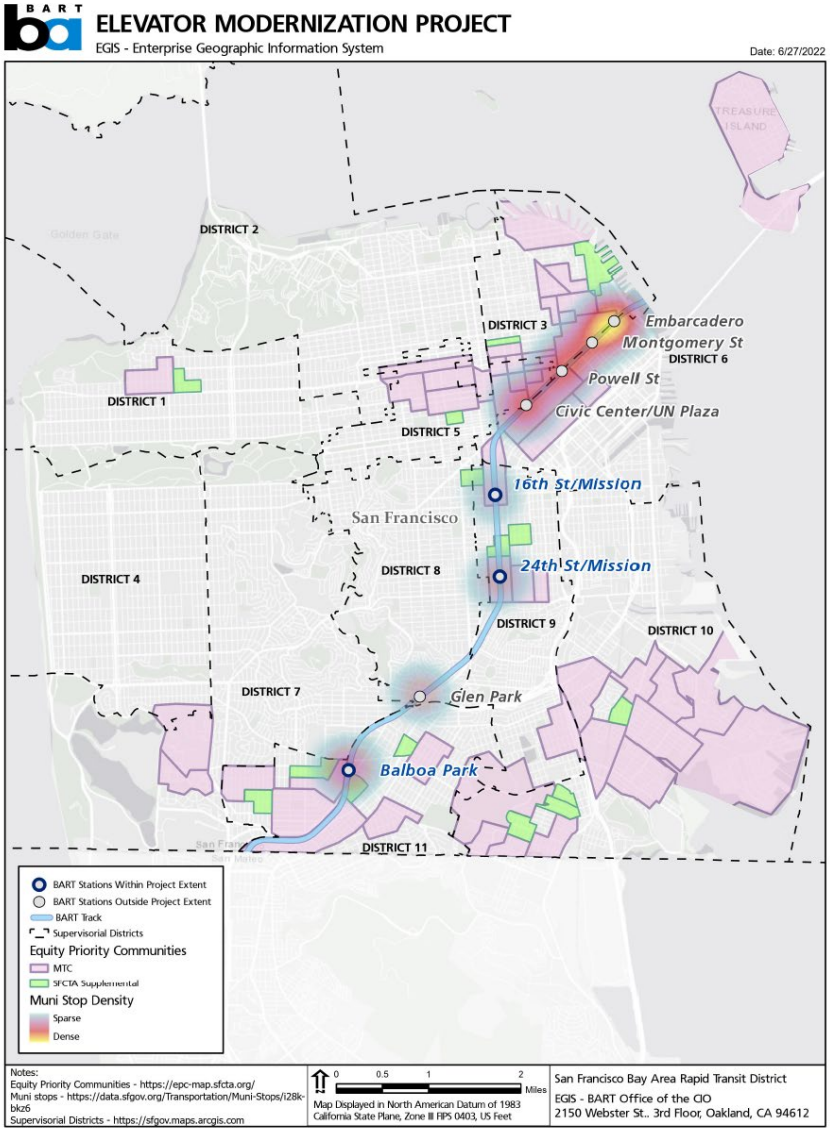


Figure 4, Project Location and Equity Priority Communities

[1] San Francisco Bay Area Rapid Transit District, "2020 BART Customer Satisfaction Study," March 2021.

Project Information	
For sponsors submitting more than one application, please rank the application: Application _1__ of __1__ total applications submitted	
Project Name	Yerba Buena Island Multi-use Pathway Project
Project Sponsor	San Francisco County Transportation Authority
Sponsor Single Point of Contact	Mike Tan (415) 522-4826 mike.tan@sfcta.org
Project Location	Yerba Buena Island, San Francisco
Supervisorial District(s)	District 6
Brief Project Description *for MyStreetSF (50 words max):*	Yerba Buena Island Multi-use Pathway Project will provide new pedestrian and bicycle facilities that extend from the existing Bay Bridge (SFOBB) East Span YBI bicycle landing to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span Bike/Ped facility that BATA/MTC is developing.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	The new 2.2-mile path along the eastern span of the San Francisco-Oakland Bay Bridge (SFOBB) allows bicyclists and pedestrians to access the Yerba Buena Island Vista Point from the cities of Oakland and Emeryville. In 2022, the Treasure Island Development Authority (TIDA), in coordination with the Water Emergency Transportation Authority (WETA), began operating ferry service at the southwest area of Treasure Island. The Yerba Buena Island Multiuse Pathway Project seeks to develop a safe and accessible bicycle and pedestrian connection where none exist now between Caltrans' completed SFOBB East Span bike landing on Yerba Buena Island and the ferry terminal via Hillcrest Road and Treasure Island Road. The current roadway alignments on Yerba Buena Island do not meet modern safety standards and lack separate and protected pathways for pedestrians and bicyclists, and do not contribute toward meeting the vision and goals for sustainable transportation choices. SFCTA has been coordinating extensively with agency stakeholders to prepare a comprehensive bicycle and pedestrian circulation plan for Yerba Buena and Treasure Islands. These stakeholders include the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), Metropolitan Transportation Commission (MTC)/Bay Area Toll Authority (BATA), TIDA, Treasure Island Community Development (TICD), Caltrans and the U.S. Coast Guard. BATA has developed conceptual plans for a pathway on the West Span of the Bay Bridge to downtown San Francisco, but completion of this Yerba Buena Island Multiuse Pathway project is needed to connect the two spans of the Bay Bridge. In addition, TICD is rebuilding the Treasure Island Road Causeway from the Macalla Road intersection to the planned ferry terminal which the YBI Multi-Use Pathway project will connect to. The Causeway will be constructed with dedicated pedestrian and bicycle facilities. Ultimately this Project would enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco which will reduce traffic congestion on the Bay Bridge and enhance pedestrian safety on Yerba Buena Island. It will also allow existing and future Yerba Buena Island and Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans to reach downtown San Francisco and Oakland.
Letters of support *List the entities providing letters of*	There is support for this project from San Francisco Bicycle Coalition, Bike East Bay, and the Treasure Island Development Authority.

support and attach the letters.	
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	Bay Area Toll Authority – Gavin Lohry, glohry@bayareametro.gov, Peter Lee, plee@bayareametro.gov Treasure Island Development Authority – Liz Hirschhorn, liz.hirschhorn@sfgov.org San Francisco Municipal Transportation Agency - Mike Sallaberry, Mike.Sallaberry@sfmta.com Caltrans, Al Lee, al.b.lee@dot.ca.gov US Coast Guard – Greg Ressio, Gregory.N.Ressio@uscg.mil
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
Complete Streets Checklist:	☒ Sponsor has submitted MTC's Complete Streets Checklist

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 increasing number of pedestrians and bicyclists crossing the Bay Bridge East Span from Oakland have a difficult time continuing their travel on Yerba Buena Island due to the lack of safe street features such as sidewalks and bike lane. The YBI Multi-use Pathway Project will install a Class I multiuse path on Hillcrest and Treasure Island roads for the pedestrians and bicyclists to reach Treasure Island where they can board ferries for downtown San Francisco. These bicycle rips will help reduce automobile emissions and reduce congestion on the Bay Bridge by encouraging people to take active transportation. Yerba Buena Island is currently under construction for new residential housing. The initial residents have moved to the islands. However, Treasure Island and Hillcrest roads do not meet San Francisco Public Works safety standards. This project will help prevent injuries in the future by proactively installing a protected multi-use path on these roads. Both Treasure Island and Yerba Buena Island are expected to have an additional 8,000 units of new housing in the future and 20,000 new residents.
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: Plan Bay Area 2050 prioritized housing as a strategy to meet the population growth of the Bay Area. The redevelopment of Treasure Island and Yerba Buena Island will add 8,000 units of new housing with approximately 26% of those housing expected to be affordable housing. This will meet Plan Bay Area's housing strategy H4 - build adequate affordable housing to ensure homes for all. The project also help transportation strategy T2 - support community-led transportation enhancements in Equity Priority Communities because Treasure Island is an Equity Priority Community. The YBI Multiuse Path Project will also meet Plan Bay Area's transportation strategy T8 - build a Complete Streets network by enhancing streets to promote walking, biking and other micro-mobility through new bike lanes or multi-use paths. The project will also support strategy T9 – advance regional Vision Zero policy through street design and reduced speeds. The project will also meet the Plan Bay Area's environmental strategy EN6 -

	Modernize and expand parks, trails and recreation facilities. The YBI multi-use path trails will provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy.
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 ☒ *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: The Yerba Buena Island Multi-use Pathway Project aligns with the San Francisco Bay Trail and MTC's plans to build a multi-use path on the Bay Bridge to downtown San Francisco. The project is also part of the San Francisco Bay Trail which is a planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across the region's seven toll bridges, is planned to go through the Treasure Island Road corridor. Specifically, the planned Trail will be extended from the East Span of the Bay Bridge to the West Span of the Bay Bridge and to the ferry terminal on Treasure Island. The redevelopment of Treasure Island and Yerba Buena Island incorporate regional goals to create a new transit oriented community that brings the best planning idea including a transit hub that enables passengers to take ferries, buses, and bikes; multi-use paths to provide ample walking opportunities; dedicated transit lanes for buses, and a focus on equity since Treasure Island is an Equity Priority Community.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 2050* Growth Geographies: ***Priority Development Area (PDA)*** ☒ Meets the uniform definition of a PDA-supportive project (within one mile or less of a PD boundary) ☐ 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) The project will enable bicyclists to reach Treasure Island and board ferries to downtown San Francisco's Ferry Building which is a TRA. ***Priority Production Area (PPA)*** ☐ Supports the preservation of a PPA (see Growth Geographies map) *Please describe*
Equity Priority Communities	Indicate how the project invests in historically underserved communities, including *Plan Bay Area 2050* Equity Priority Communities (EPCs) *and the San Francisco supplemental EPC boundaries attached*:

Does the project invest in historically underserved communities?	☒ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities*
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. A bike path along Treasure Island and Hillcrest roads is in the Treasure Island Redevelopment EIR which received feedback from community workshops. The EIR can be found at https://sftreasureisland.org/FinalEIR ☒ Project is consistent with an adopted local transportation plan. Description of project consistency with local plan. The project is part of the San Francisco Bay Trail and supports the completion of the SF Bay Trail.
	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 Community-Based Organizations representing historically underserved and potentially impacted communities. *Describe endorsement(s) by CBOs, neighborhood groups, and/or disadvantaged populations*
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The project completed a feasibility study and BATA completed PSR for the Bay Skyway project which includes YBI Multi-use Path. The YBI Multi-use Path is currently in environmental clearance phase and is expected to receive a Categorical Exemption. 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. The project is analyzing two alternatives. The first alternative is at grade on Hillcrest and Treasure Island roads which will not touch Caltrans right-of-way except for a vertical easement above the I-80 freeway. Caltrans approval for this alternative will require a Design Engineering and Evaluation Report. The second alternative will construct a bike/ped bridge above the I-80 freeway. This alignment was included in BATA's approved PSR. *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* SFCTA is eligible to receive federal transportation funds and has a Master Agreement with Caltrans for federal transportation funds with an expiration date of March 15, 2029.
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 *and the ability to complete the project 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:* The project is anticipated to receive environmental clearance by Summer 2023 and complete design by Summer 2025. Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks: Currently there are no barriers to on time delivery, with this request the project will be fully funded for design and SFCTA is pursuing remaining funding for construction phase.
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.

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 *and is committed or programmed for the requested phase or phases.* *Notes on local match, optional* ☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☐ *Project is located on the Vision Zero High Injury Network.* *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how the project will improve or alleviate the issue.* *The redevelopment of Treasure Island and Yerba Buena Island will build 8,000 new housing units for 20,000 new residents. Treasure Island and Hillcrest roads currently lacks pedestrian and bicyclist safety features such as sidewalks and bike lanes and is a safety hazard for pedestrians. The housing developer has completed the first residential complex on Yerba Buena Island and residents have already started moving to the island.*
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* *Southgate Road Realignment Project – currently in construction. The project will realign Southgate Road to improve traffic circulation and truck movements.* *West Side Bridges Project – construction is anticipated in 2023 – 2026. The project will retrofit or replace eight bridges on Treasure Island Road.* *Hillcrest Road Widening Project – construction is anticipated in 2025 – 2027. The project will widen Hillcrest Road to meet San Francisco Public Works standards.*
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* The project will enable pedestrian and bicyclists coming from Oakland and the East Bay to reach the Treasure Island Ferry Terminal which has ferry services to downtown San Francisco

Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* This project is located next to the Yerba Buena Island Vista Point which is a popular rest stop with bicyclists and pedestrians arriving from downtown Oakland and the East Bay. The project will also connect to the future Bay Skyway Project which will enable bicyclists to reach downtown San Francisco.
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* ☐ *Competes poorly for other discretionary fund sources____ (explain)* X *Other*__The project was anticipated to receive RM-3 funding but due RM-3 is currently unavailable.
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

NO SCALE

August 2020

Prepared By: WMH

Yerba Buena Island Multi-use Pathway Project

PROJECT LOCATION MAP

Attachment C

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:

(Rounded to the nearest $1,000)

Total Grant Request	$5,000,000

Project Cost & Schedule:

(Rounded to the nearest $1,000)

Project Phases	Total Cost	Secured Funds (Programmed or allocated)		Unsecured Funds (Planned)		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	$ 250,000	$ 250,000	*Prop K*	$	$	Completed
Environmental Studies (PA&ED)	$ 2,150,000	$ 2,150,000	*PCA, LPP, Local*	$	$	Start 6/22
Design Engineering (PS&E)	$ 6,800,000	$ 3,800,000	*ATP*	$ 3,000,000	$0	Start Summer 2023
Right-of-way	$0	0	*Secured fund sources, notes*	$	0	Month/Year
Construction	$ 70,000,000	$	*Secured fund sources, notes*	$ 2,000,000	$ 68,000,000	Start Summer 2025
Total	**79,200,000**	**6,200,000**		**5,000,000**	**68,000,000**	

Project Investment by Mode:

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

Project Name:	YBI Multi-use Path Project

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Contracted	Apr	2019	Jun	2020
Environmental Studies (PA&ED)	0%	Contracted	Jun	2022	Jul	2023
Design Engineering (PS&E)	0%	Contracted	Jul	2023	Jul	2025
Right-of-way	0%	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	N/A	Aug	2025	Nov	2025
Start Construction (e.g. Award Contract)	0%	Contracted	Dec	2025	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jun	2027

Project Name:	YBI Multi-use Path Project

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$250,000		$250,000			
Environmental Studies (PA&ED)	$2,150,000			$2,150,000	Feasibility Study	
Design Engineering (PS&E)	$6,800,000	$3,000,000		$3,800,000	Feasibility Study	FY 23-24
Right-of-Way	$0					
Construction	$70,000,000	$2,000,000		$68,000,000	Feasibility Study	FY 25-26
TOTAL PROJECT COST	$79,200,000	$5,000,000	$250,000	$73,950,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		6%	0%	93%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$5,000,000	N/A	N/A	$5,000,000
ATP			$3,800,000	$3,800,000
LPP			$1,000,000	$1,000,000
PCA			$1,000,000	$1,000,000
Prop K, Local			$400,000	$400,000
LPP	$24,000,000			$24,000,000
SCCP	$40,000,000			$40,000,000
Prop K, Local	$4,000,000			$4,000,000
TOTAL	**$73,000,000**	**$0**	**$6,200,000**	**$79,200,000**

Comments/Concerns

Project Name: YBI Multi-use Path Project

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN

Budget Line Item	Totals	% of phase
1. Total Labor	$ 476,000	7%
2. Consultant	$ 5,440,000	80%
3. Other Direct Costs *	$ 204,000	3%
4. Contingency	$ 680,000	10%
TOTAL PHASE	**$ 6,800,000**	

* e.g. PUC costs

TOTAL LABOR COST BY	
SFCTA	$ 476,000
TOTAL	$ 476,000

SAMPLE PROJECT BUDGET - DESIGN

BUDGET SUMMARY

Agency	Project Management	ROW Engineering	35% PSE	65% PSE	100% PSE	Total
SFCTA	$ 476,000	$ -	$ -	$ -	$ -	**$ 476,000**
Consultant[1]	$ 653,000	$ 217,000	$ 1,632,000	$ 1,632,000	$ 1,306,000	**$ 5,440,000**
Other Direct Costs *	$ -	$ -	$ -	$ -	$ 204,000	**$ 204,000**
Contingency					$ 680,000	**$ 680,000**
Total	**$ 1,129,000**	**$ 217,000**	**$ 1,632,000**	**$ 1,632,000**	**$ 2,190,000**	**$ 6,800,000**

* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Assistant Deputy Director	200	$ 98.00	2.69	$ 263.00	0	**$ 52,600**
Senior Engineer	1162	$ 74.00	2.69	$ 199.00	0	**$ 231,238**
Administrative Engineer	781	$ 58.00	2.69	$ 156.00	0	**$ 121,836**
Communications Manager	485	$ 54.00	2.69	$ 145.00	0	**$ 70,325**
Total	**2628**				**0.00**	**$ 476,000**

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	Contractor
1. Contract			
TI/Macall Roads - WSB	$ 8,800,000		$ 8,800,000
WSB - Hillcrest Road	$ 16,860,000		$ 16,860,000
Hillcrest Road - Vista Point	$ 26,890,000		$ 26,890,000
Subtotal	*$ 52,550,000*		*$ 52,550,000*
2. ROW/Utilities	$ 1,627,000	3%	$ 1,627,000
3. Construction Management/Support	$ 7,882,500	15%	$ 7,882,500
4. Other Direct Costs *	$ 1,576,500	3%	$ 1,576,500
5. Contingency	$ 6,364,000	12%	$ 6,364,000
TOTAL CONSTRUCTION PHASE	**$ 70,000,000**		**$ 70,000,000**

* e.g. PUC sewer inspection

Project Information	
For sponsors submitting more than one application, please rank the application: Application ___ of ___ total applications submitted	
Project Name	Next Generation Fare Gates in San Francisco, including International Airport
Project Sponsor	San Francisco Bay Area Rapid Transit District (BART)
Sponsor Single Point of Contact	Rob Jaques (510) 287-4746 Rob.jaques@bart.gov
Project Location	Embarcadero, Montgomery St., Powell St., Civil Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park, and San Francisco International Airport
Supervisorial District(s)	3, 7, 8, 9, 11
Brief Project Description *for MyStreetSF (50 words max):*	The Project will replace BART's 199 existing fare gates, which are nearing the end of their useful life, with new state-of-the-art swing-style faregates. The new faregates feature modular components, which can be swapped out when needing repair, reducing downtime, and improving maintainability. This will ensure that passenger throughput can be maintained, enhancing BART's station accessibility, especially in higher ridership stations.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	Please see Attachment A. Note: Transportation Authority staff is working with BART to update the application to reflect the proposed revised scope.
Letters of support *List the entities providing letters of support and attach the letters.*	San Francisco Travel Association and the Hotel Council of San Francisco, please see Attachment B for a copy of the letters.
Partner Agencies: *List partner agencies and staff contact names and email*	San Francisco Municipal Transportation Agency (SFMTA): John Becker, john.becker@sfmta.com; Roger Nguyen, roger.nguyen@sfmta.com
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
Complete Streets Checklist:	☐ Sponsor has submitted MTC's Complete Streets Checklist

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 Project supports two federal performance measures – Safety and Infrastructure Condition. The Project improves safety with newer and modern technology. The Next Generation Fare Gates (NGFGs) will be more reliable and efficient and will reduce the frequency of maintenance. The NGFGs will also be designed to provide safe access to the system for everyone, with increased attention to address the needs of people with mobility limitations, using improved detection technology to ensure they properly open and close and premature closing is reduced. Accessible NGFGs will meet American with Disabilities Act requirements. The Project will also help to improve infrastructure condition as the work directly assists to maintain the condition of BART's assets in a state of good repair.
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 aligns with Plan Bay Area 2050 Strategies and with the San Francisco Transportation Plan as the Project elements will: - Economic: be located in areas with projected greater densities, Priority Development Areas, and Transit-Rich Areas - Economic: connect community members to employment locations throughout San Francisco and the greater Bay Area, as BART provides direct access to five of the nine Bay Area counties - Transportation: restores and maintains transit infrastructure - Transportation: addresses local transportation access needs given the Project's location and use of fare gates at the downtown stations and the airport - Transportation: enhances transit capacity, accessibility, and reliability, and improves the quality of transit service - Transportation: helps to deliver equitable transportation services for customers to navigate through BART and Muni access points.

Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 ☐ *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: The Project aligns with MTC's Equity Platform, the Regional Active Transportation Plan, and the Blue Ribbon Transit Transformation Action Plan, as the Project's work will: - Modernize fare gates to preserve and improve access for all customers, including people with disabilities, seniors, cyclists, families with strollers, and travelers with luggage. - Support and expand ridership as modernized fare gates may attract more riders, as customers may feel more comfortable with accessing the transit system for their transportation needs. - Support transit ridership for customers of diverse backgrounds. There are several housing developments near the San Francisco stations, and many of them are occupied by people who are of low income, people with disabilities, and seniors. BART serves as the primary mode of transportation for many of these community members given the location of the stations. BART service is also convenient to transfer to other modes of transportation as is Muni service, see Attachment A for Project Location and Equity Priority Communities Map - which includes Muni stop density near the stations. - Address transit needs for communities of diverse backgrounds, including communities of color and low-income communities, as is reflected in the Project Location and Equity Priority Communities Map.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) The growth geographies feature set combines Priority Development Areas, Priority Production Areas, Transit Rich Areas, and High Resource Areas. The Project is located within J. Church and Mission Corridor, Downtown/Van Ness/Northeast Neighborhoods, and Transbay/Rincon Hill. ☐ 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)

	Priority Production Area (PPA) ☐ Supports the preservation of a PPA (see Growth Geographies map)
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) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) The Project's work will take place at various locations with significant densities of historically underserved communities, including ethnic and racial minorities, people who are of low income, people with disabilities, elderly, people whose household does not own a vehicle, single parent families, and people who are rent-burdened. The Project Location and Equity Priority Communities Map, included in Attachment A, provides a visual of combined MTC and San Francisco EPC measures. ☒ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* See Attachment A. ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities*
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation

	-One-to-One Replacement ☒ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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. In July of 2020, the NGFGs Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding an accessible fare gate prototype deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new accessible fare gate. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet." In March of 2022, BART NGFGs Project team presented an update to the BART Board of Directors. The BART Board is comprised of nine elected officials representing the BART Districts: Contra Costa County, Alameda County, and City and County of San Francisco. Each of the nine BART Board members represents a constituency with wide-ranging needs, as each county is composed of different populations, and access and use of transit significantly varies by city within each county. Therefore, BART Board Directors' input is representative of different segments of the San Francisco Bay Area community needs. For a copy of the presentation provided to the Board, please see Attachment E. Please see Attachment A for additional information on community feedback.

	☒ Project is consistent with an adopted local transportation plan. The Project is consistent with the Station Modernization Plans and Programs listed below. These are considered community-based plans and programs with significant input from riders and other stakeholders. Details on each of these are accessible on BART's webpage and can be accessed at this link: https://www.bart.gov/about/planning/station - Powell St. Modernization Plan: https://www.bart.gov/about/planning/powell-street-station-modernization - San Francisco Stations Escalators and Entrances: https://www.bart.gov/about/planning/sfentrances - Station Experience Design: https://www.bart.gov/about/planning/station_experience_design_guidelines - Embarcadero and Montgomery Capacity and Modernization Plan: https://www.bart.gov/about/planning/embarcadero-montgomery_capacity_implementation_plan
	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. ☒ Endorsements from Community-Based Organizations representing historically underserved and potentially impacted communities. The Project received support from the San Francisco Travel Association and the Hotel Council of San Francisco. The letters of support are included as Attachment B.
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The fare gates identified in this application exist within the BART Right of Way (Stations) and are within City and County of San Francisco. The project will replace the existing fare gates with new gates. Hence, there will not be Right-of-Way or environmental impact to the existing jurisdiction. In May of 2022, BART issued an RFP to contract with a vendor for the NGFGs. BART expects to award the contract by the fall of 2022 and to begin installing NGFGs by October of 2023. 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. *Caltrans approvals status and timeline* *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* BART is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. The Master Agreement will expire on June 15, 2031.
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 *and the ability to complete the project 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:* A Request for Proposals was advertised in May of 2022. BART will begin design support and installation of the NGFGs in 2023. Installation of the NGFGs is expected to be done by fall 2026. BART has a long history of delivering on projects within the estimated timeline and meeting federal and state delivery requirements. BART does not anticipate any issues meeting the January 31, 2027 obligation deadline. Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks: There are a few known risks to the Project schedule. These risks include equipment delays due to supply chain challenges and installation delays due to industry-wide staffing shortages.
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.

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 *and is committed or programmed for the requested phase or phases.* *Notes on local match, optional* ☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*
San Francisco Criteria	
Safety	☐ *Project is located on the Vision Zero High Injury Network.* *Define and provide data to support the safety issue that is being addressed on the Vision Zero High Injury Network, or other locations with a known safety issue, and how the project will improve or alleviate the issue.*
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* The Project will be coordinated with other projects taking place at the stations, or near the stations, in San Francisco. BART participates in and hosts quarterly and monthly meetings with various City and County of San Francisco stakeholders where construction projects are discussed. These meetings include the BART, San Francisco Public Works, and SFMTA Quarterly Coordination Meeting, and the BART-CCSF Market Street Monthly Meeting. Please see Attachment D for copies of the last two meeting minutes for reference. The Project will also coordinate with BART led projects, including the Traction Power Substation Replacement Project, Market Street Entrance Canopy Project, Escalator Replacement Project, and the Embarcadero Modernization Project. Additionally, the Project will also coordinate with MTC on the Clipper 2 integration.
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* Modern technology on the NGFGs will shorten the transfer time between the Muni and BART system. The NGFGs will also have upgraded features including shatter proof barriers and heavy-duty panels for better protection for internal components. These features will result in higher reliability and will minimize the frequency of maintenance. Please see Attachment A for a detailed description of the scope of work and benefits of installing NGFGs.

Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* The stations located in San Francisco and the San Francisco International Airport (SFO) station are valuable amenities for the San Francisco Bay Area, region, and nation. These stations provide rapid and reliable transit service to reach multiple destinations in the Bay Area and those accessible by SFO. Each Bay Area neighborhood served by these stations is host to an eclectic and unique mix of restaurants, markets, performance spaces, shops, schools, community centers, and/or senior centers. Providing a high-quality alternative to driving to these sites improves access to them; therefore, public transit helps to improve physical and mental health outcomes for community members, encourages use of active modes of transportation, reduces stress given reduced time spent on hectic streets and highways, and helps the environment through reduced vehicle emissions. All these benefits enhance mobility and quality of life for community members in
Limited Funding Options	*Project has limited other funding options due to:* ☐ *Ineligible for other fund sources or eligible for very few sources* *X Competes poorly for other discretionary fund sources___ (explain)* The Project competes poorly for other discretionary fund sources as they tend to focus on capacity enhancing projects. ☐ *Other___ (explain)*
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System. N/A* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____*

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:
(Rounded to the nearest $1,000)

Total Grant Request	$12,500

Project Cost & Schedule:
(Rounded to the nearest $1,000)

Project Phases	Total Cost	Secured Funds (Programmed or allocated)		Unsecured Funds (Planned)		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	$ 38	$ 38	Measure RR (programmed), FTA 5337 (programmed), BART Ops to Cap (programmed)	$	$	March 2018 to November 2022
Environmental Studies (PA&ED)	$	$	*Secured fund sources, notes*	$	$	Month/Year
Design Engineering (PS&E)	$	$	*Secured fund sources, notes*	$	$	December 2022 to January 2023
Right-of-way	$	$	*Secured fund sources, notes*	$	$	Month/Year
Construction (Installation)	$ 25,050	$ 6,407	Measure RR, FTA, BART	$ 12,500	$ 6,105	January 2023 to November 2026
Total	**$ 25,050**	**$ 6,445**		**$ 12,500**	**$ 6,105**	

Project Investment by Mode:

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

Please also complete San Francisco's Supplemental schedule, cost, and funding tables.

Project Name:	Next Generation Fare Gates for all SF Stations (Incl SFO)

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	In-house	Mar	2018	Nov	2022
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	N/A	N/A	N/A	N/A	N/A	N/A
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise RFI for Vendor	N/A	N/A	May	2022	N/A	N/A
Start Installation	0%	Both	Jan	2023	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Nov	2026

Project Name:	Next Generation Fare Gates for all SF Stations (Incl SFO)

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$38,000			$38,000	Measure RR, BART, FTA	
Environmental Studies (PA&ED)	$0					
Design Engineering (PS&E)	$0					
Right-of-Way	$0					
Construction	$25,012,000	$12,500,000		$12,512,000	Measure RR, BART, FTA	Jun-23
TOTAL PROJECT COST	$25,050,000	$12,500,000	$0	$12,550,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		50%	0%	50%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3	$12,500,000	N/A	N/A	$12,500,000
Measure RR			$3,000,000	$3,000,000
FTA Section 5337	$4,883,801		$2,756,199	$7,640,000
BART Fund	$1,220,950		$689,050	$1,910,000
TOTAL	**$18,604,751**	**$0**	**$6,445,249**	**$25,050,000**

Comments/Concerns

Project Name: Next Generation Fare Gates for all SF Stations (Incl SFO)

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	Agency 1	Contractor
1. Contract				
Budget Line Item/Task 1	$ 15,056,700			$ 15,056,700
Subtotal	*$ 15,056,700*			*$ 15,056,700*
2. Non-Contract Work	$ 1,800,000		$ 1,800,000	
3. Construction Management/Support	$ 5,688,300	38%	$ 2,844,150	$ 2,844,150
4. Contingency	$ 2,505,000.00	17%	$ -	
TOTAL CONSTRUCTION PHASE	**$ 25,050,000**		**$ 4,644,150**	**$ 17,900,850**

RESPONSE

Contingency	Budget	Amount	Contingency % (by Phase)	Contingency % (By total Project Budget)
Construction	$ 25,050,000	$ 2,505,000	10%	10%
Total	$ 25,050,000	$ 2,505,000		10%

E6-151

Next Generation Fare Gates
Attachment A

Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests $12,500,000 of OBAG 3 Program funds for the Next Generation Fare Gates (NGFGs) to be installed at all San Francisco stations and the San Francisco International Airport (SFO). The NGFGs Project is a BART District system-wide $90 million capital project to replace all 715 fare gates. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay, see figure 1. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday (prior to the COVID-19 pandemic), see Attachment C. For nearly 50 years, BART has provided fast, reliable transportation to downtown San Francisco offices, shopping centers, tourist attractions, entertainment venues, universities and other destinations for Bay Area residents and visitors alike.

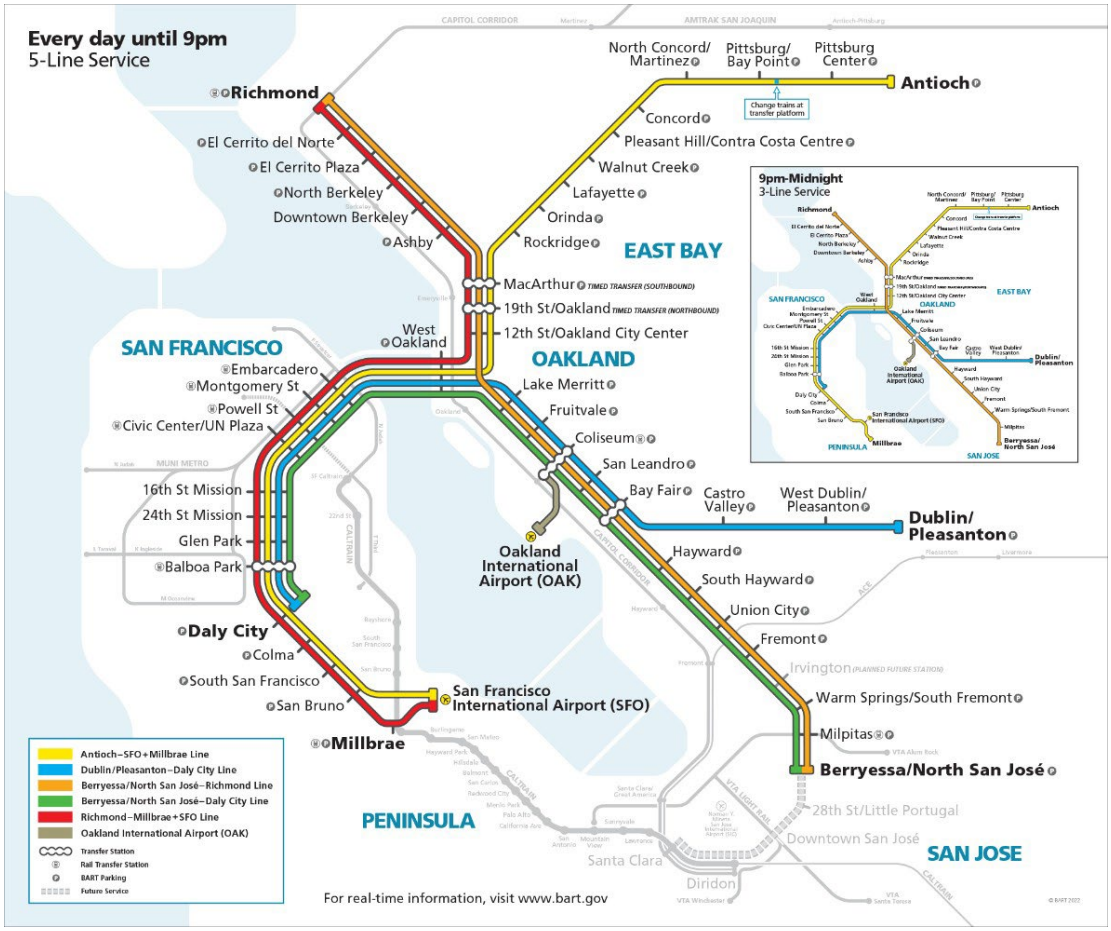


Figure 1, BART System Service Map 2022

BART recognizes that existing fare gates, system-wide, have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement, especially as BART continues efforts to modernize stations. New state-of-the-art NGFGs will reduce maintenance needs, cutting both costs and system downtime, and improving service to transit riders. This Project includes fare gates at the San Francisco and SFO stations along BART's M Line and Y Line. The Project work will take place at nine stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park, and SFO. These stations rank high in station activity (entries + exits), see figure 2 for information on BART track lines and table 1 for ridership activity details.

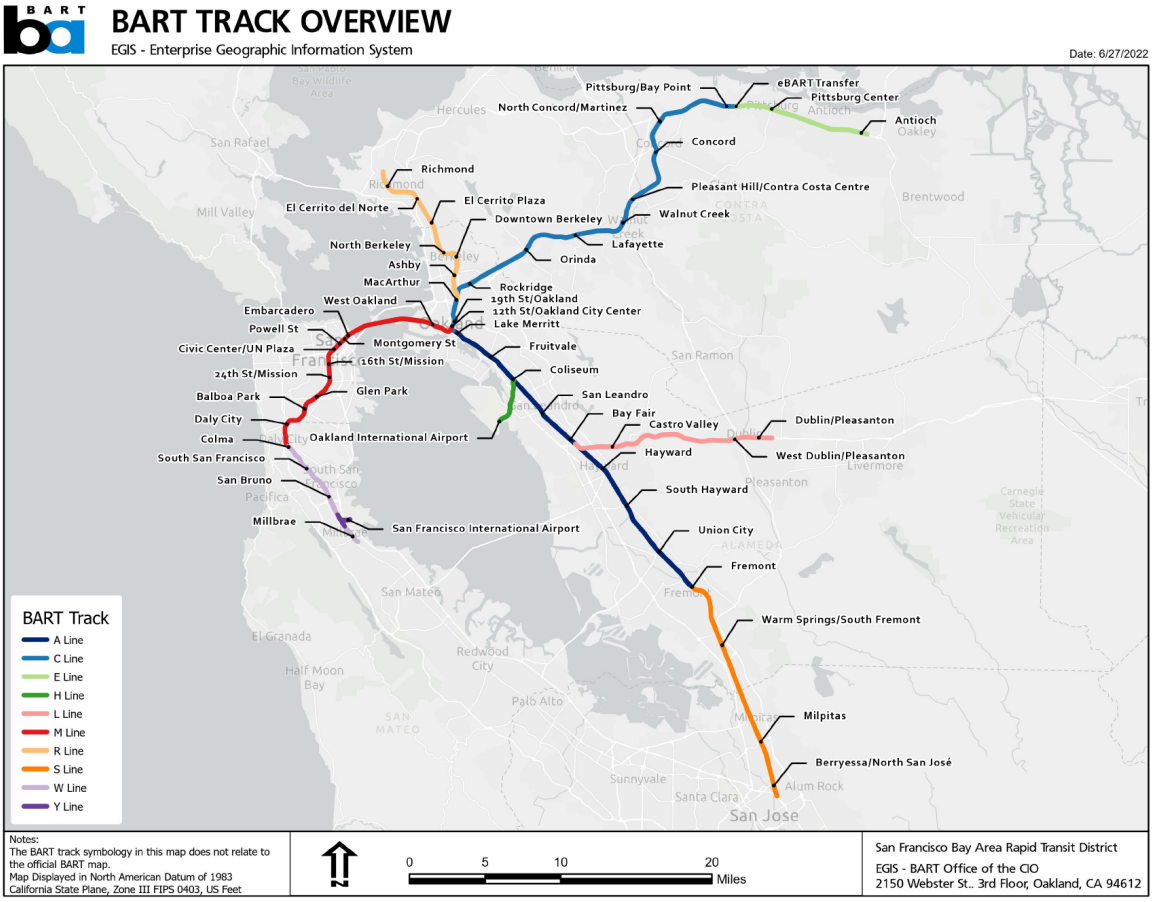


Figure 2, BART Track Lines Overview

Average Weekday Station Activity (activity = entries + exists)		
Station	**May 2019**	**May 2022**
Embarcadero	90,300	25,100
Montgomery Street	88,600	20,500
Powell Street	54,600	19,400
Civic Center / UN Plaza	48,200	15,500
16th St. Mission	25,400	9,500
24th St. Mission	24,400	9,200
Glen Park	14,700	5,000
Balboa Park	21,500	7,100
San Francisco International Airport	12,500	6,600

Table 1, Average Weekday Station Activity

The Project's scope of work includes modernization of all 199 NGFGs at the nine listed stations. The current fare gates have reached their end of useful life, as they are more than twenty years old, outdated, break down often, and require continued maintenance. In addition, spare parts for current fare gates are no longer in production. Current fare gates require recurrent maintenance to remain reliable and operational. BART's Maintenance and Engineering Department ensures fare gates are in optimum condition with its preventive maintenance practices. Currently, the fare gates undergo preventive maintenance every ten weeks. Corrective maintenance is also conducted when fare gates are underperforming. In order to minimize corrective maintenance, BART has been dedicating $120,000 annually to preventive maintenance tasks. However, BART regularly deploys technicians to address corrective maintenance tasks and ensure fare gates perform at their optimum capacity due to issues with the outdated fare gates. BART receives an average of 2,000 annual requests/tickets to address fare gate performance challenges systemwide. In San Francisco, annual corrective maintenance is most often required at Powell Street, described as M30 below, see table 2.

San Francisco Stations Annual Corrective Maintenance				
	2019	2020	2021	2022
M16	10	8	8	3
M20	9	6	1	0
M30	13	1	8	13
M40	4	0	4	5
M50	3	0	0	0
M60	2	1	2	0
M70	1	0	1	0
M80	1	1	0	0

Table 2, San Francisco Annual Corrective Maintenance

For the past few years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, the region's all-in-one transit fare payment card. In 2019, the BART Board of Directors voted unanimously to adopt a swing gate style design as the standard for new gates. The new design will offer BART more control over the replacement schedule, reducing engineering and deployment time. In total, design innovations are estimated to reduce the cost of the final design and installation from $150 to $90 million. See figure 3 for a representation of two test designs deployed at the Richmond station.

Figure 3, Double Stack Barrier and Dual Swing Barrier

BART's Fare Collection Engineering Department has developed innovative enhancements, retrofitted existing retractable fare gates to swing style fare gates, and implemented prototypes at various locations throughout the transit system, including the Richmond, Coliseum, Concord, Bay Fair, Montgomery Street, Balboa Park, Embarcadero, and El Cerrito Plaza stations. For each installation, BART made improvements based on information gathered from the previous installation. These prototyped fare gates have provided BART vital data for the Fare Collection Engineering Department to develop specific requirements and criteria for the final state-of-the art NGFGs. The design of current and new prototypes is shown in the Fare Gate Evolution, figure 4.

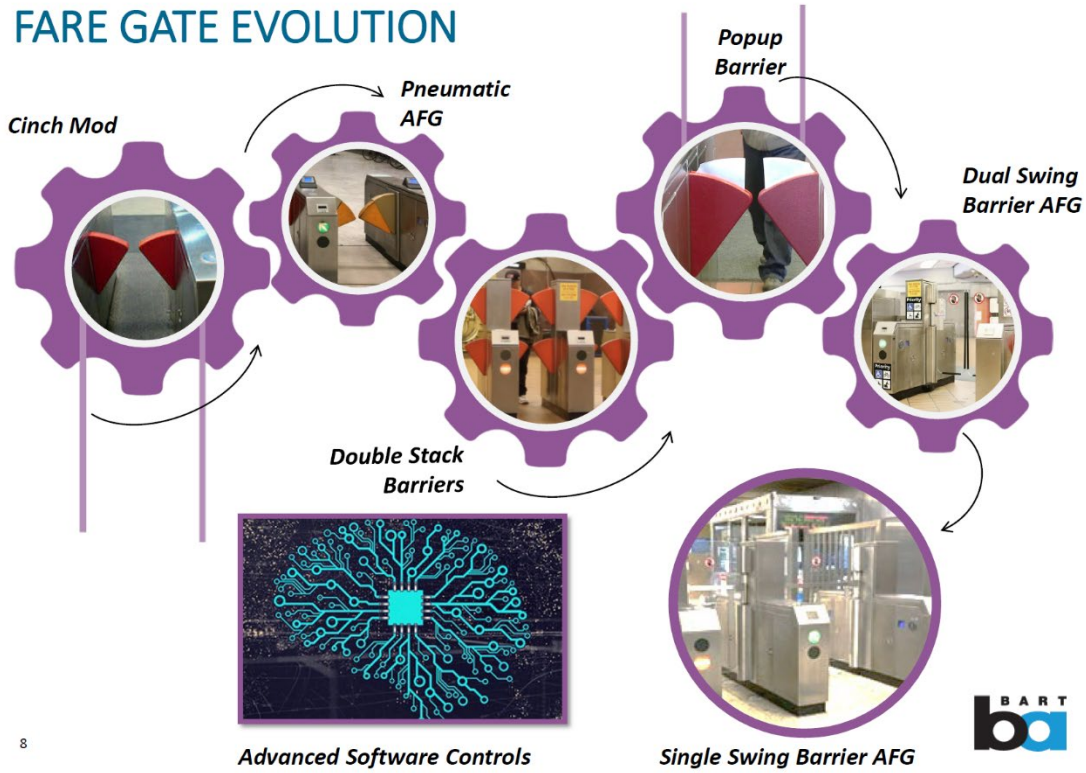


Figure 4, Fare Gate Evolution

With extensive knowledge of possible solutions, BART looked forward to launch and implement new technology systemwide. In September of 2020, BART released a Request for Expressions of Interest (RFEI) for parties interested in providing input on innovative solutions to assist BART to develop an approach for the NGFGs. The RFEI was an opportunity for interested stakeholders to share information, provide input, and discuss with BART potential alternatives, feasibility, and challenges. The RFEI provided details on BART's design ideas and implementation approach, see Attachment F for more details. Information gathered through the RFEI process provided BART information to assess alternative options and opportunities for improvements. With this knowledge, BART issued a Request for Proposals (RFP) in May of 2022. BART is expecting to award a contract to a supplier for the final NGFGs by fall of this year.

The final NGFGs, selected via the RFP, will be the supplier's "off-the -shelf" design, meeting BART's required technical specifications with minimal customization. The gates will be swing style, and the main actuation of the gates may change from pneumatic to electric. The electric style requires lower maintenance frequency and therefore are more cost effective. The new NGFGs will have improved sensors to optimally open and close the gate able to detect patrons, wheelchairs, children, luggage and bikes accurately. The installation/construction phase of the NGFGs will include: Systems Integration and Engineering, including back-office system integration, interfaces, and Clipper integration; Startup and Launch, including O&M training documentation, engineering training, installation training, and test

rollout; Program Management, including mobilization, demobilization, general conditions, and field office.

Engagement

BART has engaged with community members and obtained input and support for prototype fare gates through various forums:

- In July of 2020, the NGFGs Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding an accessible fare gate prototype deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new accessible fare gate. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet."

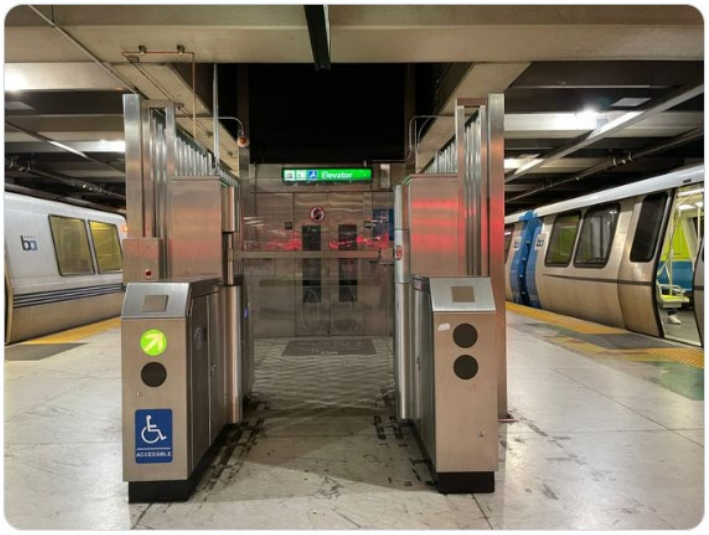
- In March of 2022, BART NGFGs Project team presented an update to the BART Board of Directors. The BART Board is comprised of nine elected officials representing the BART Districts: Contra Costa County, Alameda County, and City and County of San Francisco. Each of the nine BART Board members represents a constituency with wide-ranging needs, as each county is composed of different populations, and access and use of transit varies significantly by city within each county. Therefore, BART Board Directors' input is representative of different segments of the San Francisco Bay Area community needs. For a copy of the presentation provided to the Board, please see Attachment E.

- In February of 2022, Chris Pangilinan, Vice President of Paratransit at the Metropolitan Transportation Authority, New York, twitted the following about one of the NGFGs installed at the Embarcadero Station "A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min."

← Tweet

Chris Pangilinan
@cap_transport

A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min. That's the equivalent of living 1-2 stops closer to work. Bravo 👏🏽 @SFBART



12:31 PM · Feb 8, 2022 · Twitter Web App

56 Retweets **12** Quote Tweets **572** Likes

Equity Priority Communities

The Project will take place at all stations in San Francisco and the San Francisco International Airport. San Francisco stations and the airport provide services to diverse populations, including historically underserved communities. San Francisco stations are located in neighborhoods with significant density of Equity Priority Communities. The Project Location Map included below provides a visual representation of combined MTC and San Francisco EPC measures, see figure 5.

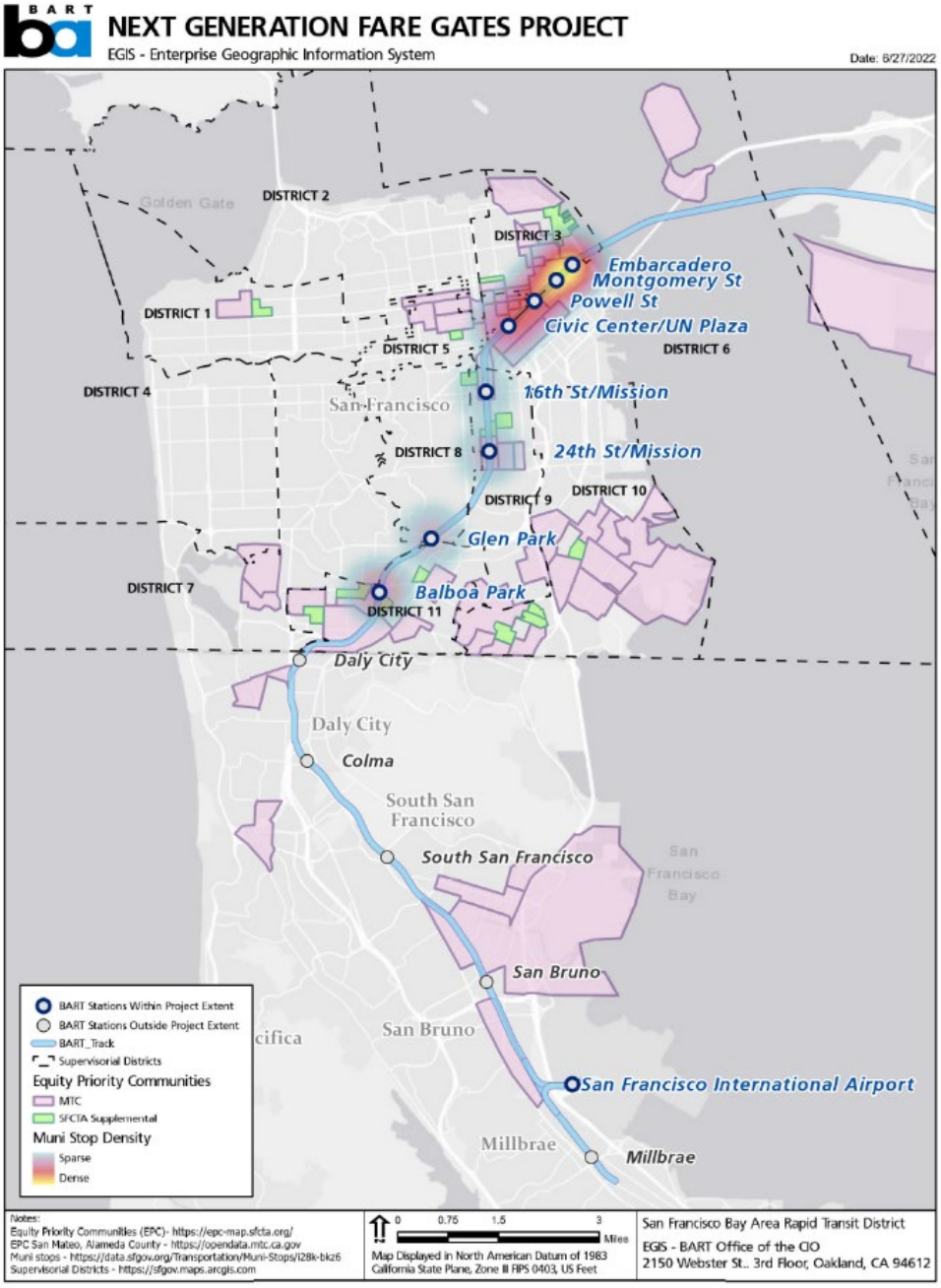


Figure 5, Project Location and Equity Priority Communities

Project Information	
For sponsors submitting more than one application, please rank the application: Application 1 of 1 total applications submitted	
Project Name	Embarcadero Resilience Master Plan
Project Sponsor	Port of San Francisco
Sponsor Single Point of Contact	Brad Benson 415-819-1759 brad.benson@sfport.com
Project Location	The Embarcadero, San Francisco, CA
Supervisorial District(s)	District 3 and District 6
Brief Project Description *for MyStreetSF (50 words max):*	The Port of San Francisco, SF Municipal Transportation Agency, SFPUC, Planning Department, Public Works, and BART will develop the Embarcadero Resilience Master Plan. The project will complete technical studies; develop viable alternatives to adapt to sea level rise; develop an implementation framework (governance, funding strategy, sequencing/phasing); and engage decision-makers and the public.
Detailed Scope (may attach Word document): *Describe the project scope and benefits and how the project was prioritized. Attach maps, photos, drawings; and other materials to support understanding of the project.*	Please see Attachment 1 – Scope of Work and Attachment 2 – Project Fact Sheet.
Letters of support *List the entities providing letters of support and attach the letters.*	**Please see Attachment 3 – Letters of Support. The following are included:** • **California Senator Scott Weiner** • **California Assemblymember Matt Haney** • **Supervisor Aaron Peskin** • **San Francisco Municipal Transportation Agency** • **San Francisco Public Works** • **Bay Area Rapid Transit (BART)** • **San Francisco Public Utilities Commission**
Partner Agencies: *List partner agencies and staff contact names and email addresses.*	**Partner Agency** / **Contact** San Francisco Municipal Transportation Agency (SFMTA) — Tim Doherty timothy.doherty@sfmta.com San Francisco Public Utilities Commission (SFPUC) — Greg Norby, Wastewater Enterprise gnorby@sfwater.org; Steve Robison, Infrastructure Management Bureau sdrobinson@sfwater.org

	Public Works	Albert Ko, City Engineer albert.j.ko@sfdpw.org
	BART	Tian Feng, District Architect tfeng@bart.gov

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)
The project is eligible under the surface block grant program, as follows:

1. Advances decisions to design and construction "protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)]."
    - Project includes studies and processes to make decisions about the design of an elevated shoreline and connected and reimagined Embarcadero corridor to protect the City and its critical assets from sea level rise and to increase the seismic resilience of the roadway and its assets. Transportation and mobility assets are a key driver in efforts to increase the resilience of the Embarcadero.
2. Advances decisions for "Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)]",
    - The Embarcadero is host to world-renowned tourist attractions, including Fisherman's Wharf and the Ferry Building. It is also the gateway to the City, providing access to the regional transportation and mobility hub centered around the Ferry Building, including Muni, BART, and WETA.
3. Includes advancing planning to develop "capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)],:
    - Develops alternatives and select an alternative for how an adapted Embarcadero would be reconfigured following construction to an elevated and fortified shoreline. Various concepts will be studied and evaluated that reconfigure the allocation of space within the Embarcadero to various transportation and mobility uses.
4. Includes consideration of "privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)]"
    - The study area includes critical Port assets such as the WETA terminal, Blue and Gold and Red and White regional ferries. These together provide substantial transportation benefit and serve as connecting nodes to regional transportation and mobility assets, including Muni, CalTrain 4th and King station, the Transbay Terminal, and BART.
5. Includes consideration of "maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)]",
    - The project will evaluate alternatives for preserving and enhancing the Embarcadero Promenade, which is a significant reach of the Bay Trail.

☐ 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): **See Attachment 4 for basis of eligibility descriptions** ***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
Complete Streets Checklist:	☒ Sponsor has submitted MTC's Complete Streets Checklist **See Attachment 4 – Embarcadero Resilience Master Plan Complete Streets Checklist**

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. Is this a CMAQ project? Describe how the project supports the selected federal performance measure(s): Safety: The study area is a High Injury network, due to conflicts among vehicular and non-vehicular uses, the high density of non-vehicular usage, and aged designs. The alternatives that will be developed under the master plan will incorporate best practices for safe multi-modal design, including protected bike lanes, enhanced Promenade design, drop-offs, bulb-outs, and considerations for consolidation of pier vehicular access routes. System reliability: The Embarcadero and its inter-dependent critical assets and systems are vulnerable to earthquakes and sea level rise. Without pre-earthquake intervention, the roadway and rail systems are projected to be impacted, resulting in significant service disruptions (See Attachment 2 for more detail). Further, key transportation assets are at risk of flooding due to sea level rise. The Folsom Portal, which is vulnerable to flooding today, serves as a key node in the Muni system and its outage will freeze service on multiple lines throughout the City. This project will advance the critical path planning necessary adapt these key assets in the face of sea level rise. Environmental Sustainability: Project alternatives are anticipated to concepts for mobility hubs, bicycling, walking, and transit and will strive to reduce greenhouse gas emissions, and adapt to climate change.
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: **See Attachment 5 – Table demonstrating consistency with Plan Bay Area 2050**
Regional Policy Alignment *How does the project align with other regional policies and plans?*	Select the regional *and countywide* 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 ☐ *San Francisco Transportation Plan* Describe how the project aligns with the selected regional plans and/or policies: As a planning project ultimately focused on protecting the viability of the corridor by increasing the resilience of the Embarcadero in the face of earthquakes and sea level rise,

	the effort will draw upon City and regional plans. The project will continue to ensure regional policy alignment through technical stakeholder engagement and public stakeholder engagement throughout the process.
Regional Growth Geographies *Does the project support PBA 2050 Growth Geographies?*	Indicate the project's relationship to *Plan Bay Area 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) ☐ 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) *Please describe* ***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) *and the San Francisco supplemental EPC boundaries attached*: ☒ Located within and supportive of an EPC (see Equity Priority Communities map) ☐ *Located within and supportive of a San Francisco supplemental EPC (see San Francisco Equity Priority Communities 2021 map attached)* ☐ Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community *Describe how the project supports and the specific benefits to EPCs and Disadvantaged Populations/historically underserved communities* One of the project's goals to "Advance community equity by improving inland neighborhood access to the city's waterfront, its critical transportation corridors and further connecting environmental justice communities to one of the cities' major open space networks." The northern end of the study area, Fisherman's Wharf is an equity priority community. This area is included in the study area given its vital transportation and mobility linkages to the Embarcadero corridor. Additionally, the study area is a vital regional transportation and mobility hub, linking equity priority communities such as Bayview Hunter's Point to San Francisco's job center and other regional transit assets including WETA, regional ferries, Muni and BART. See Attachment 7 - San Francisco Equity Priority Communities 2021. Adapting and fortifying the Embarcadero, and reimagining the configuration of spaces to transportation and mobility needs will protect and enhance this vital area. The project scope includes stakeholder engagement, with a focus on engaging equity

	priority communities. This stakeholder engagement builds upon the ongoing work of the City departments, including Port's Waterfront Resilience Program and the multi-department Islais Creek Mobility Adaptation Study. Please see the scope of work and its Appendix A for more detail on how the project will center on equity.
Local Housing Policies *Is the project located in a jurisdiction with policies that support affordable housing?*	Indicate if the project is located 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). -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance ☒ Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement ☐ Produce new housing at all income levels. -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
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.

A Community-Driven Resilience Program

Overview

Since 2017, the Port of San Francisco, through the Waterfront Resilience Program, has engaged with tens of thousands of people, including engaging community members at local events and Port-hosted meetings and walking tours, businesses and merchants, advisory committees, non-profit groups, youth, and others. Engagement has focused on sharing information about the multi-hazard earthquake and flood risks facing San Francisco's waterfront and gaining feedback about community priorities and concerns. It also has reflected and reported back to the public how their input has shaped the resilience work led by the Port.

Engagement has been led within the Islais Creek / Bayview, Mission Creek / Mission Bay, and Embarcadero sections of the waterfront within the Port's full 7.5-mile jurisdiction. Regular updates and notifications about upcoming outreach events are shared via a subscription list of over 3,800 recipients and the sfport.com/wrp website, which averages more than 1,200 views a month.

Community Feedback

Robust community engagement and outreach has greatly informed the development of the Waterfront Resilience Program (WRP), including affirming focus on life safety and emergency response. The Port has carried through the following key community insights into Program development, including the prioritization of adaptation strategies through evaluation criteria:

Principles

Community feedback strongly affirmed the Port's focus on life safety and emergency response. The Port heard great ideas for evolving how to understand and expand what it means to "inspire an adaptable waterfront," including:

- Connecting the city with the waterfront by providing public space and an accessible waterfront
- Protecting commercial centers that support jobs
- Protecting housing, including senior housing
- Protecting schools and youth facilities

WRP Goal Statement and Geographic Goals

Community feedback strongly affirmed the Port's draft goal statement and goals, and the public encouraged the Port to:

- Continue to be transparent and accountable
- Continue to engage communities
- Prioritize life safety and emergency response
- Prioritize sustainable and nature-based solution where possible
- Prioritize assets most loved by the community and most important to the city
- Prioritize projects that use tax dollars effectively and responsibly

WRP Evaluation Criteria

Community feedback strongly affirmed the Port's key focus on life safety and disaster response. The Port heard "put people first" loudly and clearly. The assets and services most prioritized: housing, disaster recovery facilities, utilities, and businesses. Community members shared a key focus on protecting transportation assets. Community members also expressed concerns on gentrification and displacement due to future flooding, further affirming the need for evaluation criteria specific to social cohesion, community resilience, and historic character.

Embarcadero Waterfront

Community engagement along the Embarcadero waterfront resulted in some key themes from community members, including:

- Key community-prioritized assets include: Muni Tunnel, Ferry Building, Exploratorium, and Fisherman's Wharf.
- The Port heard the importance of increased transportation options, open space and parks, and more family friendly activities.
- The Port also heard a desire to preserve and enhance jobs and diversity of jobs along the Embarcadero.
- The Embarcadero Promenade is viewed as a critical asset and there is a strong desire to preserve and enhance it.

Equity-Focused Community Engagement and Outreach

As part of the Port and City commitment to equity, community engagement and outreach strategies are intended to be responsive to the needs and priorities of San Francisco's waterfront communities and targeted community groups, including youth, seniors, and communities historically excluded from planning processes. Our engagement strategies are inclusive, culturally nuanced, and accessible in multiple languages, empowering communities, especially those who do not or have never participated in the public process, to participate fully and provide their input.

☒ Project is consistent with an adopted local transportation plan.
Description of project consistency with local plan.

This project contemplates earthquake and seismic hazards that are not currently addressed within any local plan. However, the planning criteria that will be used to frame the development of corridor multi-modal mobility alternatives will draw from adopted MTA plans. Through the policy and implementation framework task, we will identify areas where there may be policy conflicts and opportunities to enhance the function, safety, and quality of the corridor, while increasing seismic and SLR resilience.

	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 Community-Based Organizations representing historically underserved and potentially impacted communities. *We* have not yet had the opportunity to conduct outreach on this specific grant application to equity priority communities, however the Port's WRP stakeholder engagement has conducted and continues to conduct focused engagement to seek the input of EPCs. For example, the Port has done roadshows to community based organizations and this summer is launching a Focus Group effort to gain input on the "high level alternatives" being developed for Army Corps flood study. The stakeholder engagement task included in this proposal, will enable the Port and MTA to further engagement with EPCs.
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 status of the environmental phase, the current phase of the project, and outreach completed or underway.* The City and County of San Francisco is well-aligned for delivering this project. During the vulnerability and risk assessment phases, the departments collaborated City's Sea Level Rise Vulnerability and Consequences Assessment and the Port's Multi-Hazard Risk Assessment. The partner agencies have been working together collaboratively through the City's Sea Level Rise Flood Hazard Coordinating Committee to develop alternatives. Since the beginning of 2022, the SLRFHCC Adaptation "Champions" have been meeting weekly to develop draft adaptation strategies for inclusion in the USACE Flood Study. The Champions have been briefing up and engaging others within their agencies. The Champions have provided monthly updates to the Climate Deputies and quarterly updates to the Climate Directors. All partner agencies have provided input to the scope and budget. The partner agencies have collaborated in the development of this scope. The scope and schedule are informed by prior lessons learned, including the City's Ocean Beach Master Plan. 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. At this time, there are not anticipated CalTrans approvals required. The project team will engage CalTrans during the planning effort to keep them apprised of the planning progress and identify areas for potential further involvement. Examples may include adaptation of the offramps into the 4th and King area (280 touchdown) and conceptual

	engineering considerations for fortifying the seawall near the Bay Bridge footings. It is anticipated that CalTrans would be a close technical partner during the project's subsequent design phases. *Confirm that the sponsor is eligible to receive federal transportation funds and has a Master Agreement with Caltrans. Include the Master Agreement expiration date.* The Port and CalTrans have Agreement No. 04-6169R, which provides a mechanism for the Port to receive funds made available through federal transportation authorization bills. The Port has confirmed with CalTrans that the master agreement does not have an expiration date.
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 *and the ability to complete the project 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:* Project timeline: The project schedule is 3 years. We believe that this schedule provides sufficient time for completion of the technical studies and leaves sufficient space to conduct decision maker and stakeholder engagement. Ability to meet obligation deadline: The Port is able to meet the January 31, 2027 obligation deadline. The Port's desired schedule is a September 2023 start date, which will align with the tail end of the Army Corps Flood Study. The Port's WRP is now a mature program that has sufficient staffing, organization structure, program controls and implementation policies, and tools to deliver this scope. The Port, SFMTA, and other City departments have been closely collaborating on the studies leading to this grant application and have a robust structure in place to ensure ongoing coordination, co-solving, and engagement of leadership across the departments.

Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:

The following are identified risks and mitigation strategies.

Risk	Mitigation Strategy
Project outcomes are inequitable; failure to engage equity priority communities	Equitable engagement implemented throughout the project.
Community planning fatigue	Design meaningful targeted engagement.
Multiple departments and multiple levels of review	Routine engagement with decision makers through the existing Climate Deputies and Climate Directors forums. Build enough administrative drafts into the schedule and budget to accommodate review layers. Include scope that focuses on policies alongside technical issues.
Resilience actions are limited by existing policies	Include policy analysis within the study to identify necessary policy changes.
Cost overruns and schedule delays of work under this grant	Charter and develop realistic schedule at the outset, implement programmatic best practices for schedule and cost variance control.
Infrastructure owners are not involved in conceptual decisions, requiring a need to "go back to the drawing board"	Technical working group includes all City infrastructure owners. Private infrastructure owners will be included within the project's stakeholder outreach.
Level of detail to accomplish during the technical studies phase	Project commences with chartering and detailed work planning phase to advance multiple efforts in parallel and focus on highest priority questions to advance toward early projects.
Lack of existing condition data results in large cost uncertainties	Includes geotechnical borings to advance understanding and inform the development of conceptual design criteria.
Complex governance required for implementation; lack of implementation pathway	Continue to develop City alignment through the Sea Level Rise Flood Hazard Coordinating Committee, undertake study effort to advance governance and implementation framework.

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.

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 *and is committed or programmed for the requested phase or phases.*
Notes on local match, optional

☐ *(For capital projects) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.*

San Francisco Criteria

Safety	x *Project is located on the Vision Zero High Injury Network.* *The project prioritizes safety along the Embarcadero's portion of the Vision Zero High-Injury Network (HIN), representing the 13% of city streets where 75% of the severe and fatal injuries occur. From 2015 to 2020, there were 174 reported severe injury collisions and two fatalities on the corridor (along with daily 'near misses' on the street and along the promenade). This project specifically targets the heart of the waterfront (Central Embarcadero, from Broadway to Bryant Street) where the majority of the corridor's collisions occur and where demands on the promenade/Bay Trail are highest.* *The project will build upon the Central Embarcadero Safety project, which proposers the addition of a two-way protected bikeway addresses a fundamental conflict along The Embarcadero: the mixing of fast-moving arterial traffic with more vulnerable people biking and scootering. The current bike lane is too scary for many people to use, forcing them to ride on the promenade (increasing conflicts with pedestrians and business activities) or not at all :* • *People biking and on scooters benefit from a dedicated facility that substantially reduces (if not eliminates) interactions with fast-moving traffic and extremely busy commercial and passenger loading zones* • *Pedestrians directly benefit from a bikeway that attracts faster users off the promenade and has proper controls for pedestrian crossings (bike signals, well-marked crosswalks, traffic calming where necessary). Key roadway crossings (such as Bryant, Folsom, and Washington Street) will also be shorter and easier.*
Construction Coordination	*Identify if the project is or will be coordinated with other construction projects. Briefly describe the scope(s) of the other projects, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).* n/a – this is a planning effort for a mega-project, striving to achieve construction readiness by 2040 or sooner.
Improve Transit Reliability and Accessibility	*Describe how the project increases 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). Include whether the project supports 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.* *The project strives to advance planning efforts for an Embarcadero corridor that is resilient to earthquakes and sea level rise. The scope of work is focused on development and evaluating alternatives to reconfigure the Embarcadero multi-modal corridor in concert with elevating the shoreline to defend the City against the increasing risk of sea level rise.*

Improve Access to schools, senior centers, and other community sites	*Describe how the project improves access to schools, senior centers, and/or other community sites.* *Protection and enhancement of the Embarcadero corridor in the face of seismic and sea level rise hazards will maintain and improve its function as a key transportation and mobility corridor. Example facilities include the South Beach Harbor related facilities, which hosts a disabled veterans facility, the Ferry Building, which serves as a key community asset.*
Limited Funding Options	*Project has limited other funding options due to:* ☒ *Ineligible for other fund sources or eligible for very few sources* ☐ *Competes poorly for other discretionary fund sources___ (explain)* ☒ *Other___ (explain)* Existing sources of funding do not provide for large-scale, multi-hazard, multi-benefit planning efforts such as this. Many have very limited timeframes to do the work, which short-circuits equitable public engagement. Others have limited funded, which is insufficient given the size of the study area (3 ½ miles), the high degree of implementation complexity required to integrate decisions about inter-dependent infrastructure, and the scale of urban sea level rise adaptation that is contemplated by the effort. The Port and City continue to seek a range of funding sources to advance planning, design, construction, and operation.
Screening Criteria for Street Resurfacing Projects	☐ *Project selected based on the analysis results from San Francisco's certified Pavement Management System.* ☐*The project location's PCI is: _____.* ☐ *For preventive maintenance: Project is cost-effective and will extend the useful life of the facility by the following number of years: _____* *As a planning project, this criteria does not apply*

High-level MTC Project Cost & Funding Summary

OBAG 3 Grant Request:
(Rounded to the nearest $1,000)

Total Grant Request	$8,000.00

Project Cost & Schedule:
(Rounded to the nearest $1,000)

Project Phases	**Total Cost**	**Secured Funds** (Programmed or allocated)		**Unsecured Funds** (Planned)		**Schedule** (Start dates: Planned, Actual)
		Amount	**Fund Sources**	**OBAG 3 Grant Request**	**Remaining Funding Needed**	
Planning/ Conceptual	$9,050m	$ 1,050	*City and County of San Francisco Embarcadero Seawall Safety Bond*	$ 8,000	$	September 2023
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	$	$	*Secured fund sources, notes*	$	$	Month/Year
Total	**$ 9,050**	**$ 1,050**		**$ 8,000**	**$**	

Project Investment by Mode:

Mode	**Share of project investment**
Auto	33%
Transit	33%
Bicycle/Pedestrian	33%
Other	1%
Total	**100%**

See Attachment 6 – schedule and Attachment 7 – San Francisco Supplemental Budget Tables

Project Name:	Embarcadero Resilience Master Plan

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	Both	Sept	2023	Sept	2026
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	N/A	N/A	N/A	N/A	N/A	N/A
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	N/A	N/A	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract)	N/A	N/A	N/A	N/A	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	N/A	N/A

Project Name:	Embarcadero Resilience Master Plan

PROJECT COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 3**	**Prop K**	**Other**	**Source of Cost Estimate**	**Desired OBAG Programming FFY** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$9,050,000	$8,000,000		$1,050,000	Best professional judgement for planning studies	FFY23/24, 24/25, 25/26
Environmental Studies (PA&ED)	$0					
Design Engineering (PS&E)	$0					
Right-of-Way	$0					
Construction	$0					
TOTAL PROJECT COST	$9,050,000	$8,000,000	$0	$1,050,000		*Call for projects will program funds in FFYs 2022/23 - 2025/26.
Percent of Total		88.4%	0%	11.6%		

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 3		N/A	N/A	$0
Source 1				$0
Source 2				$0
TOTAL	**$0**	**$0**	**$0**	**$0**

Comments/Concerns

Project Budget Summary - see detailed build for labor by department

Project Name: Embarcadero Resilience Master Plan

PROJECT BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	**Totals**	**% of phase**
1. Total Labor	$ 3,736,720	41.3%
2. Consultant	$ 4,423,900	48.9%
3. Other Direct Costs *	$ 20,000	0.2%
4. Contingency	$ 869,380	9.6%
TOTAL PHASE	**$ 9,050,000**	

TOTAL LABOR COST BY	
POSF	$ 1,333,000
SFMTA	$ 1,489,000
SFPUC	$ 340,920
Public Works	$ 347,880
Planning	$ 225,920
TOTAL	**$ 3,736,720**

* ODCs are allocated for print collateral, facilities fees, poster boards, etc. in support of in-person stakeholder engagement

PROJECT BUDGET - NON-INFRASTRUCTURE

BUDGET SUMMARY

	Task 1 – Project Management	Task 2 – Technical Working Group and Decision-Maker Engagement	Task 3 – Stakeholder Engagement	Task 4 –Document / define existing mobility and infrastructure conditions and assets	Task 5 – Develop Transportation Analysis Tools, Scenarios, and Evaluation Criteria	Task 6 – Develop and Assess Initial Alternatives (Geometric Studies)	Task 7. Level of Service Goals	Task 8 – Corridor Schematic Design Alternatives	Task 9 – Policy Analysis and Implementation Framework	Task 10 –Embarcadero Resilience Master Plan Outline	Task 11 – Cost Benefit Analysis	Task 13 – Grant Close-out	Total
POSF	$ 243,000	$ 180,000	$ 100,000	$ 30,000	$ 97,000	$ 150,000	$ 80,000	$ 250,000	$ 125,000	$ 10,000	$ 46,000	$ 22,000	**$ 1,333,000**
SFMTA	$ 243,000	$ 180,000	$ 100,000	$ 60,000	$ 210,000	$ 150,000	$ 104,000	$ 250,000	$ 125,000	$ 10,000	$ 35,000	$ 22,000	**$ 1,489,000**
SFPUC	$ -	$ 25,920	$ -	$ 20,000	$ 30,000	$ 15,000	$ 25,000	$ 150,000	$ 40,000	$ -	$ 30,000	$ 5,000	**$ 340,920**
Public Works	$ -	$ 38,880	$ -	$ 35,000	$ 43,000	$ 75,000	$ 31,000	$ 100,000	$ 20,000	$ -	$ -	$ 5,000	**$ 347,880**
Planning	$ -	$ 25,920	$ -	$ 15,000	$ 30,000	$ 30,000	$ -	$ 80,000	$ 40,000	$ -	$ -	$ 5,000	**$ 225,920**
Consultant[1]	$ 319,400	$ 180,000	$ 947,000	$ 245,000	$ 265,000	$ 840,000	$ 210,000	$ 871,000	$ 100,000	$ 60,000	$ 384,000	$ 2,500	**$ 4,423,900**
Other Direct Costs *	$ -	$ -	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 20,000**
Contingency	$ 75,480	$ 80,000	$ 70,000	$ 30,000	$ 85,000	$ 200,000	$ 50,000	$ 170,000	$ 40,000	$ 20,000	$ 42,000	$ 6,900	**$ 869,380**
Total	**$ 880,880**	**$ 710,720**	**$ 1,237,000**	**$ 435,000**	**$ 760,000**	**$ 1,460,000**	**$ 500,000**	**$ 1,871,000**	**$ 490,000**	**$ 100,000**	**$ 537,000**	**$ 68,400**	**$ 9,050,000**

[1] Consultant will provide:
Transportation modeling, urban design, historic and cultural preservation, framework development, alternatives development, schematic design, cost estimating, cost-benefit analysis, structural/geotechnical engineering, staff augmentation

* ODCs are allocated for print collateral, facilities fees, poster boards, etc. in support of in-person stakeholder engagement

DETAILED LABOR COST ESTIMATE - BY AGENCY

	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Task 1 – Project Management	Task 2 – Technical Working Group and Decision-Maker Engagement	Task 3 – Stakeholder Engagement	Task 4 –Document / define existing mobility and infrastructure conditions and assets	Task 5 – Develop Transportation Analysis Tools, Scenarios, and Evaluation Criteria	Task 6 – Develop and Assess Initial Alternatives (Geometric Studies)	Task 7. Level of Service Goals	Task 8 – Corridor Schematic Design Alternatives	Task 9 – Policy Analysis and Implementation Framework	Task 10 –Embarcadero Resilience Master Plan Outline	Task 11 – Cost Benefit Analysis	Task 13 – Grant Close-out	Total Hours	FTE per year	Total
Port of San Francisco																		
Project Manager II (5504)	$ 96.01	1.40	$ 134.42	904	670			241	372	198	465	310	19	171	82	3,431	0.55	**$ 461,167**
Planner IV (5293)	$ 75.40	1.40	$ 105.56	1,151	853	947	142	306	474	253	592	395	24			5,136	0.82	**$ 542,167**
Planner III (5291)	$ 63.91	1.40	$ 89.48								698		28			726	0.12	**$ 65,000**
Associate Engineer (5207)	$ 71.85	1.40	$ 100.59				149	321	497	265	621	414	25	229		2,522	0.40	**$ 253,667**
Accountant IV (1657)	$ 68.06	1.40	$ 95.29												115	115	0.02	**$ 11,000**
Totals - POSF				**2,055**	**1,522**	**947**	**291**	**868**	**1,343**	**716**	**2,377**	**1,119**	**95**	**400**	**197**	**11,931**	**1.91**	**$ 1,333,000**
SFMTA																		
Project Manager II (5504)	$ 96.01	1.40	$ 134.42	1,808	670			312	279	258	465	232	19	130	164	4,337	0.69	**$ 582,917**
Transportation Planner III (5289)	$ 63.91	1.40	$ 89.48		1,006	1,118	335	469	419	387	698	349	28			4,810	0.77	**$ 430,417**
Associate Engineer (5207)	$ 71.85	1.40	$ 100.59				298	418	373	345	621	311	25	174		2,564	0.41	**$ 257,917**
Planner II/Planner II	$ 57.69	1.40	$ 80.76					520	464		774	387	31			2,176	0.35	**$ 175,750**
Public Information Officer (1314)	$ 57.69	1.40	$ 80.76					520								520	0.08	**$ 42,000**
Totals - SFMTA				**1,808**	**1,675**	**1,118**	**634**	**2,239**	**1,535**	**990**	**2,559**	**1,279**	**102**	**304**	**164**	**14,407**	**2.31**	**$ 1,489,000**
SFPUC																		
Project Manager II (5504)	$ 96.01	1.40	$ 134.42		96	0	74	112	56	62	372	149	0	223	37	1,181	0.19	**$ 158,793**
Engineer (5241)	$ 71.49	1.40	$ 100.08		129		100	150	75	83	500	200	0			1,237	0.20	**$ 123,793**
Associate Engineer (5207)	$ 71.85	1.40	$ 100.59							83	497		0			580	0.09	**$ 58,333**
Totals - SFPUC				**-**	**226**	**-**	**174**	**261**	**131**	**228**	**1,369**	**349**	**-**	**223**	**37**	**2,998**	**0.48**	**$ 340,920**
SF Planning																		
Planner IV (5293)	$ 75.78	1.40	$ 106.09		244	0		94	71	0	189	126	0	0	47	771	0.12	**$ 81,753**
Planner III (5291)	$ 63.91	1.40	$ 89.48				168	112	84	0	224	149	0			736	0.12	**$ 65,833**
Engineer/Architect/Landscape Architect Senior (5211)	$ 95.80	1.40	$ 134.12			0		75	112		298	99	0			584	0.09	**$ 78,333**
Totals - SF Planning				**-**	**244**	**-**	**168**	**281**	**266**	**-**	**710**	**374**	**-**	**-**	**47**	**2,090**	**0.34**	**$ 225,920**
Public Works																		
Engineer (5241)	$ 82.79	1.40	$ 115.90		335	0	302	186	324	267	431	86	0	0	43	1,975	0.32	**$ 228,880**
Associate Engineer (5207)	$ 71.85	1.40	$ 100.59					214	373		497	99	0			1,183	0.19	**$ 119,000**
Totals - SF Public Works				**-**	**335**	**-**	**302**	**399**	**696**	**267**	**928**	**186**	**-**	**-**	**43**	**3,158**	**0.51**	**$ 347,880**
Consultant																		
Project Manager	$ 110.00	3.00	$ 330.00	242	273		74	201	636	212	264	61	18	116	8	2,105	0.34	**$ 694,600**
Deputy Project Manager	$ 90.00	3.00	$ 270.00	296												296	0.05	**$ 79,850**
Transportation	$ 85.00	3.00	$ 255.00	313	353		480	260	824	275	1,366	78	118	151		4,217	0.68	**$ 1,075,400**
Civil	$ 85.00	3.00	$ 255.00				192	260	824		683	78	24			2,061	0.33	**$ 525,450**
Infrastructure engineering	$ 110.00	3.00	$ 330.00							212	132	61	18			423	0.07	**$ 139,550**
Landscape architecture/Urban Design/historic preservation	$ 85.00	3.00	$ 255.00	313			192	260	824		854	78	47			2,568	0.41	**$ 654,850**
Public engagement	$ 65.00	3.00	$ 195.00			4,856										4,856	0.78	**$ 947,000**
Engineering economics	$ 100.00	3.00	$ 300.00											1,024		1,024	0.16	**$ 307,200**
Totals - Consultant				**1,164**	**626**	**4,856**	**939**	**980**	**3,107**	**699**	**3,299**	**357**	**225**	**1,291**	**8**	**17,550**	**2.81**	**$ 4,423,900**

EMBARCADERO RESILIENCE MASTER PLAN PHASE 1

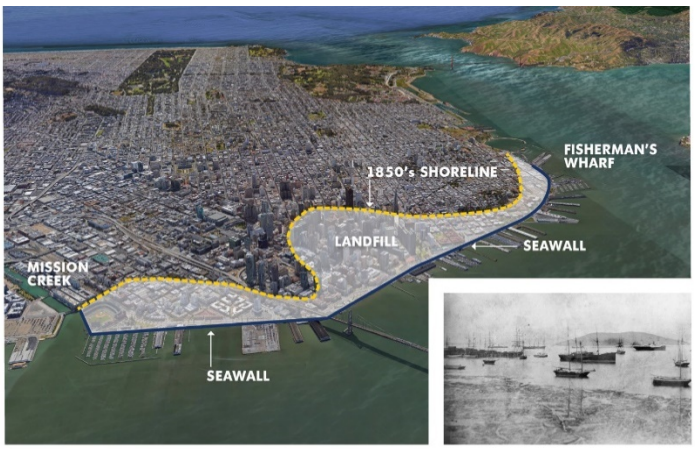
Overview

- **A vital transportation planning project:** the Embarcadero Resilience Master Plan is a next-generation planning project to reduce seismic and flood risk along the three-mile, multi-modal Embarcadero , from Fisherman's Wharf to Mission Creek in San Francisco, that serves as a regional transportation corridor.
- **Focused on earthquake safety strategies:** the Plan will examine bold strategies for seismic strengthening and redesign of vulnerable transit and multimodal transportation and utility infrastructure systems, and disaster response assets to facilitate federal, regional, and local post-earthquake response.
- **Connecting the City to the region:** Development of the Embarcadero Resilience Master Plan will build on several city and regional agency collaborations to inform the City's understanding of seismic and flood risk and the criticality of regionally significant Embarcadero infrastructure.

Vision

The Embarcadero Resilience Master Plan (the Plan) is a resilient transportation planning project to advance the goals of San Francisco's Hazard & Climate Resilience Plan Strategy, including reducing seismic and flood risk along the three-mile-long Embarcadero and creating a safe and reliable transportation corridor to improve transit, walking and biking conditions, and waterfront access for all Bay Area residents.

This portion of San Francisco's Waterfront is supported by the Embarcadero Seawall, one of the City's oldest pieces of infrastructure and the waterfront's backbone. The Seawall supports $100 billion in assets and annual economic activity, iconic landmarks, public parks, and local businesses. Pre-pandemic, over 24 million people visited the Embarcadero waterfront annually. Key Embarcadero lifeline utility networks and multimodal transportation assets include Emergency Firefighting Water System (EFWS), San Francisco Public Utilities Commission (SFPUC) wastewater systems, Bay Area Rapid Transit (BART), Muni Metro, regional freeways and ferries. This highly integrated, multi-modal regional transportation network found within the Embarcadero makes the corridor a workhorse for the Bay Area and an important hub to adapt for the future in ways that support the reduction of greenhouse gas emissions and improved accessibility for all.



(ABOVE): THE SEAWALL CREATED OVER 500 ACRES OF NEW LAND.
(RIGHT) THE SEAWALL TRANSFORMED WHAT WAS ONCE TIDAL MUDFLATS ALONG SAN FRANCISCO'S SHORELINE

The Embarcadero Resilience Master Plan Phase 1 is a joint effort between the Port of San Francisco, the San Francisco Public Utilities Commission (SFPUC), San Francisco Planning, San Francisco Municipal Transportation Agency (SFMTA), and Bay Area Rapid Transit (BART) and will:

- Provide opportunities to create **a visionary and connected, equitable, and resilient multi-modal corridor** that improves mobility, transit, waterfront, and open space access and economic opportunities for all.

- **Protect, enhance, and adapt critical infrastructure,** including important Port, City, and regional utility and transportation infrastructure that are critical to creating equitable, vibrant and connected neighborhoods.
- **Identify new infrastructure** such as stormwater and/or groundwater management systems that may be needed to meet level of service goals in the face of sea level rise hazards.
- Identify improvements to disaster response assets to facilitate **federal, state, regional, and local disaster response.**

Preparing for Embarcadero Resilience

Climate change and earthquake may transform the Bay Area in coming decades. The Plan is part of bold action during the next 30 years to ensure that natural beauty, like San Francisco's iconic waterfront, is protected from hazards and improves accessibility for all. It will examine strategies for seismic strengthening and redesign of vulnerable transit and multimodal transportation, utility infrastructure systems, and disaster response assets to facilitate federal, regional, and local post-earthquake response.

This Plan will speed recovery in San Francisco by positioning the City for quicker recovery through access to federal disaster funding assistance in the event of a major earthquake. This Plan would become an important implementation component of the City's Locally Preferred Plan under the U.S. Army Corps San Francisco Waterfront Coastal Flood Study.

THE UNITED STATES GEOLOGICAL SURVEY NOW ESTIMATES THAT THERE IS A 72% CHANCE OF A MAJOR EARTHQUAKE BETWEEN NOW AND 2043 WITH THE POTENTIAL TO SHAKE SAN FRANCISCO AT LEVELS NOT SEEN FOR OVER 110 YEARS.

Primary outcomes of the Embarcadero Resilience Master Plan are:

1. **Discipline Studies** – critical path studies for each City department
2. **Performance Standards** – seismic and flood performance standards for the Embarcadero corridor system
3. **Alternative Development** – identification of corridor alternatives and of the preferred configuration for the Embarcadero corridor to optimize safety, mobility, resilience, and access
4. **Public Engagement** – led throughout to gain input and inform the Master Plan for what a resilient Embarcadero corridor looks like via inclusive community engagement
5. **Implementation Framework** – Advance inter-department and inter-agency coordination on key policy issues and funding mechanisms to further the City's progress toward a resilient waterfront.

Building on Successful City and Regional Partnerships

The number of public utilities and services located within the Embarcadero corridor makes interagency coordination paramount to understanding the complexity and interconnectedness of the area. Development of the Embarcadero Resilience Master Plan will build on several city agency and department collaborations to inform the City's understanding of seismic and flood risk and the criticality of Embarcadero infrastructure for disaster response.

Recently completed interagency efforts and studies include:

- Lifelines Restoration Performance Project
- Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA)
- Sea Level Rise Vulnerability and Consequences Assessment
- Hazards and Climate Resilience Plan (formally the City's Local Hazard Mitigation Plan)
- Disaster Response Tabletop Exercise (DRX)
- BART Sea Level Rise Vulnerability Assessment funded by Caltrans

In addition, the U.S. Army Corps of Engineers (USACE) and the Port of SF (Port) have partnered to study flood risk along San Francisco's bayside shoreline. The USACE/Port Flood Study is a $16 million study to develop coastal flood risk reduction alternatives for 7½ miles of urban waterfront, including identification and environmental analysis of a preferred alternative. Coordinated with

this effort, the Port and other City agencies are currently developing waterfront adaptation alternative strategies for the 7.5 mile waterfront from Fisherman's Wharf to Heron's Head Park, inclusive of the Embarcadero corridor.

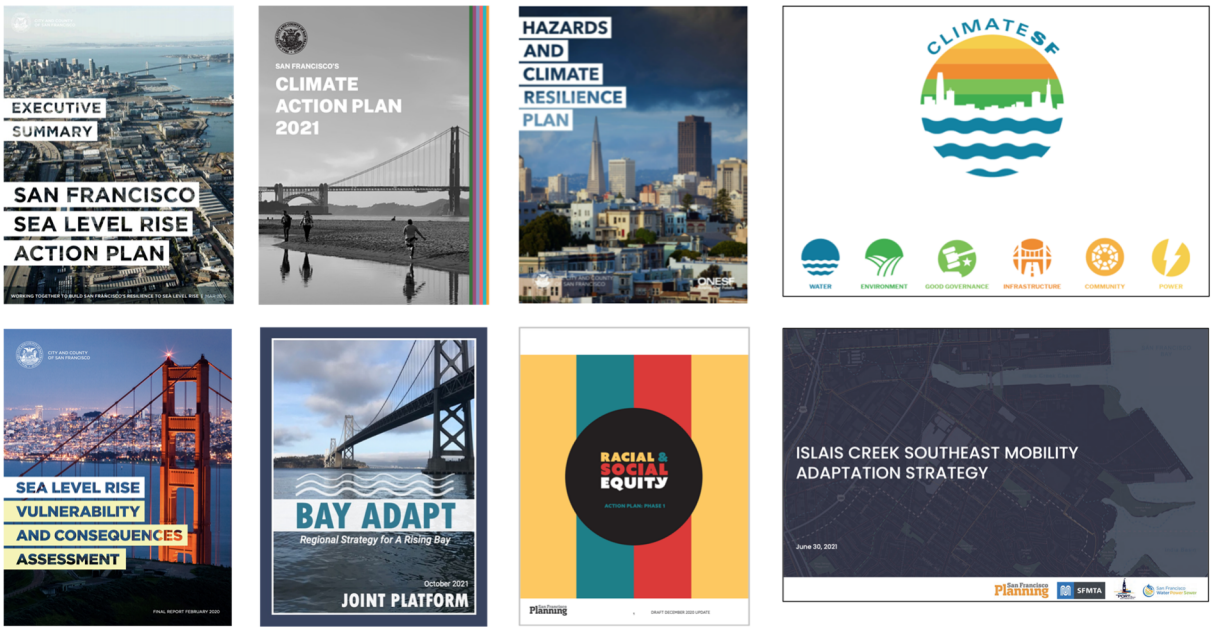
Based on public feedback and detailed evaluation of the Draft Strategies, the program team will evaluate and select a preferred plan by July 2023. The preferred plan will be developed to a greater level of design and engineering detail and will undergo environmental review (NEPA/CEQA) and USACE review and approvals by end of 2025. The Final Project will be presented to U.S. Congress for potential federal funding of up to 65% of the project cost.

The Embarcadero Resilience Master Plan will build on the selected preferred strategy to develop surface-level concepts for the Embarcadero corridor.

Demonstrated Capacity

Over the past several years San Francisco has demonstrated is capacity and necessary leadership to advance similarly complex initiatives and implement the projects identified by other master plans. Recent examples of the City's ability to collaboratively develop an actionable master plan include:

- Islais Creek Southeast Waterfront Mobility Adaptation Strategy
- Ocean Beach Master Plan and Ocean Beach Project
- San Francisco Municipal Transportation Agency Embarcadero Enhancements
- Port of San Francisco Waterfront Plan
- Blue Greenway
- U.S. Army Corps of Engineers San Francisco Waterfront Coastal Flood Study



San Francisco Sea Level Rise, Climate Resilience, and Racial and Society Equity Efforts

Project History

The Embarcadero Resilience Master Plan builds upon significant work undertaken by the City and County of San Francisco over the past four years. It recognizes the critical importance of multimodal transportation corridor which serves as a critical hub for federal, state, and local disaster response and recovery and that the complex interplay between seismic and sea level rise risks requires a multi-agency approach to creating a more resilient, equitable and connected waterfront.

Seismic and Flood Risks

The Port of San Francisco conducted a peer-reviewed Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA). The MHRA is planning-level assessment of earthquake and coastal flood risk to the Embarcadero Corridor including transit and utilities. The Embarcadero Seawall MHRA verified that the Embarcadero Corridor, including the seawall and inter-dependent critical systems are vulnerable to earthquake and sea level rise hazards.

Seismic Risks

Earthquake hazards including shaking and ground movements from lateral spreading and liquefaction were evaluated. The assessment evaluated infrastructure earthquake performance against four hazard levels ranging from likely to very rare (43-year, 100-year, 225-year, 975-year return period), and provided estimates of monetized physical damages and downtime/restoration for the roadway, utilities, and light rail. It identified lateral spreading of the Seawall as a key risk to transportation and utility infrastructure.

Damages from lateral spreading and differential settlement of weak soils in the Embarcadero under larger earthquake events are expected to frustrate post-disaster response. The MHRA projects moderate to severe earthquake damage to the Embarcadero Roadway for most of the area north of the Bay Bridge, with more extensive damage in the northbound lanes. The predicted damage of a 225-year earthquake to the light rail tracks indicates a minimum 1-to-2-year restoration period, highlighting the following areas of special concern:

- Embarcadero at Bay, Chestnut & Jackson where track transitions on/off the combined sewer system transport and storage box (E & F Lines)
- Ferry Building area including special trackwork at Don Chee Way & Mission (E & F Lines)
- Folsom St special trackwork (E, F, KT, N)
- Extended damages to The Embarcadero tracks would impact approximately 250,000 light rail service trips, having impacts throughout the entire transit system.

Flood Risks

The City's Sea Level Rise Vulnerability and Consequences Assessment identifies City-owned infrastructure within the Sea Level Rise Vulnerability Zone by sector (Transportation, Water, Wastewater, Power, Public Safety, Open Space, and Port), describes each asset's vulnerability, and identifies consequences for people, the economy, and the environment. The Assessment also describes neighborhood-by-neighborhood profiles to characterize sea level vulnerability by neighborhood, including a chapter dedicated to the district.

At approximately 1 foot of sea level rise, anticipated to occur between 2035 and 2045, the Embarcadero roadway and surrounding buildings near the foot of Market Street will be substantially inundated during the 1% annual chance coastal event. This would result in damages and disruption and severe impacts to BART and Muni riders, which could take more than one year to fully repair. (The Baseline year for sea level rise projections noted here is 2000.) Flood disruption is anticipated to cause lost wages, disruption of transportation services to equity priorities communities. The transit infrastructure that operates in this part of the city and region is also critical for the region's diverse communities that use the transit network to access jobs, schools, healthcare and to visit the waterfront.

ClimateSF

ClimateSF is a comprehensive, multi-agency effort to guide San Francisco's climate resilience effort, led by the Mayor's Office and the Office of Resilience and Capital Planning, Planning Department, SF Environment, Port, and San Francisco Public Utilities Commission (SFPUC). In addition to the core agencies leading ClimateSF, it brings together partner agencies and agency directors, including the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Health, San Francisco Public Works (SFPW) and Recreation and Parks Department who provide services that could be critically impacted by climate change. ClimateSF seeks to provide good governance through the coordination of the Hazards and Climate Resilience Plan, Port of San Francisco Waterfront Resilience Program, Climate Action Plan, updates to the Safety and Resilience Element of the San Francisco General Plan. ClimateSF champions are working to develop a unified City vision on climate to promote an equitable, safe, and healthy city for generations to come.

Seawall Safety Bond

The City, acting through the Port of San Francisco, launched the San Francisco Seawall Earthquake Safety and Disaster Prevention Program (Seawall Program), to improve earthquake safety and performance of the Embarcadero Seawall, provide near-term flood protection improvements, and plan for long-term resilience and sea level rise adaptation along the northern stretch of the City's waterfront. Thanks to San Francisco voters, a $42Seawall 5 million General Obligation Bond for the Program passed with 82% of the vote in the November 2018 election.

Sea Level Rise Vulnerability and Consequences Assessment (2020)

The City's Sea Level Rise Vulnerability and Consequences Assessment identifies City-owned infrastructure within the Sea Level Rise Vulnerability Zone by sector (Transportation, Water, Wastewater, Power, Public Safety, Open Space, and Port), describes each asset's vulnerability, and identifies consequences for people, the economy, and the environment. The Assessment also describes neighborhood-by-neighborhood profiles to characterize sea level vulnerability by neighborhood, including a chapter dedicated to the district.

Port Waterfront Resilience Program

The Port of San Francisco's treasured waterfront is vulnerable to hazards, including urgent seismic risk and increasing flood risks from sea level rise. To protect this resource - from the iconic landmarks, cultural and art destinations, and beautiful open spaces connected to the San Francisco Bay, to the diverse maritime industries and businesses, and key emergency, transportation and utility infrastructure - for future generations, the Port has established the Waterfront Resilience Program (WRP). The Program works to ensure the waterfront, and its critical regional and citywide assets, are resilient to hazards - and increasingly accessible to everyone it serves.

Since 2017, the Port of San Francisco's Waterfront Resilience Program has connected with tens of thousands of community members. Through the Program, the Port continues to collaborate with local, regional, and federal partners on resilience efforts. Over the next year, City departments will develop waterfront-wide adaptation strategies, a locally preferred plan, and a tentatively selected plan through a robust multi-stakeholder process in coordination with the U.S. Army Corps of Engineers San Francisco Coastal Waterfront Flood Study. This process will establish a preferred line of defense and adaptation strategies for key assets. The proposed Islais Creek Resilient Streets, Rail & Infrastructure Master Plan would build off this work.

USACE San Francisco Coastal Waterfront Flood Study (present through mid-2023)

Through the Waterfront Resilience Program (WRP), the Port has entered a partnership with the United States Army Corps of Engineers (USACE) to develop a general investigation and come up with a preferred coastal flood defense plan for current and future coastal flooding. The study will identify a Locally Preferred Plan (LPP) and USACE Tentatively Selected Plan (TSP) to carry through detailed design, engineering, and environmental review by July 2023. The LPP and TSP will establish lines of defense to defend against sea level rise and coastal flooding, but will not develop specific measures, site plans, or conceptual engineering for transportation systems in adaptation areas. The Embarcadero Resilience Master Plan presents an opportunity to build on this work to develop surface-level concepts for the Embarcadero corridor.

The Next Step – Advancing Toward Comprehensive Climate-Ready Master Plan for the Embarcadero

The Embarcadero Master Plan Phase 1 will build on previous resilience and transportation efforts for the Embarcadero Corridor to establish detailed level of service performance flood and seismic performance standards and alternatives strategies for surface-level corridor design to create a safe, reliable, and resilient Embarcadero that enhances waterfront mobility and access. Using future funding sources, these alternatives will be revised into one preferred alternative through a robust public engagement process. The preferred alternative will then be taken through design and construction.

Agency Alignment

Regional Coordination

Prioritization & Phasing Tools

Achieve Multi-Benefit Solutions

Engage Inward

Lead with Vision

Deep Community Engagement

Deliver community benefits while protecting jobs

Environmental Justice and Social Equity as Drivers

Engage Outward