



Memorandum

AGENDA ITEM 12

DATE: September 1, 2022
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 09/27/2022 Board Meeting: Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations

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| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations</p> <p>SUMMARY</p> <p>The Metropolitan Transportation Commission’s (MTC’s) OBAG 3 program directs federal funding to projects that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs and community amenities. About \$340 million is available for the OBAG 3 County Program to support a wide range of local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco’s OBAG 3 county priorities and submitting them to MTC which will select projects from a regionwide candidate pool. By September 30th, counties must submit project lists to MTC totaling 120% of our nomination targets which are based on population and housing production. San Francisco’s 120% target is \$62.1 million or 15.2% of the funds available regionwide over Fiscal Years (FYs) 2022/23-2025/26. In May 2022, the Board approved the San Francisco OBAG 3 funding framework, including a funding distribution for our \$62.1 million target (Table 1 below) and project screening and prioritization criteria (Attachment 2) for a \$52.856 million competitive call for projects. On May 12, 2022, we released the OBAG 3 call for projects and received nine applications for \$71.041 million (Attachment 3). We are recommending full or partial funding for eight</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____ |
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| requests, detailed in Attachment 4. MTC will evaluate nominated projects and select the project priorities by January 2023. | |
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FOLLOW-UP

Following discussion at the September 13 Board meeting, Transportation Authority staff worked closely with BART staff to revise the OBAG 3 project nominations to include \$4,945,396 to fully fund BART’s OBAG 3 request for Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Station, as described in the attached Detailed Staff Recommendation (Attachment 4). This revision addresses concerns expressed by Board members about the lack of OBAG investment on the Mission and Balboa Park station elevators and the perception that historically there has been an under-investment at these stations compared to the downtown BART stations. The revised recommendation reduces the amount of OBAG 3 funds for the Next Generation Fare Gates project by \$4,945,396 to fund Elevator Modernization Design. The OBAG 3 funds will allow BART to stay on schedule, with the elevator’s design phase starting in January 2025.

BART is adjusting the scope of the Next Generation Fare Gates application to request funding for five stations: Powell St, Civic Center/UN Plaza, 16th St Mission, 24th St Mission, and Balboa Park. BART will determine the order in which the Next Generation Fare Gates are rolled out at these stations to maximize efficiency and avoid potential cost and technical impacts. As a condition of this recommendation, Transportation Authority staff commit to working with BART to identify and apply for funding for the Next Generation Fare Gates at the remaining stations in San Francisco: Embarcadero, Montgomery St, and Glen Park. We are already advancing a grant application to the California Transportation Commission for a Local Partnership Program – Competitive grant for the project, with applications due on November 29, 2022.

The Transportation Authority appreciates the collaborative work with BART to restructure the OBAG 3 recommendations.

BACKGROUND

In May 2012, MTC adopted the inaugural OBAG Program (Cycle 1) to better integrate the region’s federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. See Attachment 1 for San Francisco’s PDAs. It also required jurisdictions to meet other requirements, such as adopting a complete streets policy, to receive funding.



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For the OBAG Cycle 3, a jurisdiction must have a state-approved Housing Element by December 31, 2023, as well as comply with other state housing requirements or MTC will redirect the funds to other jurisdictions or agencies. The San Francisco Planning Department is currently working to get San Francisco’s Housing Element approved and anticipates meeting the deadline. While MTC would be able to redirect OBAG funds from jurisdictions that are out of compliance to projects elsewhere, we anticipate that MTC staff would, like it has done during prior OBAG cycles, instead work with a jurisdiction and its CMA to ensure it is on a plan to comply in a timely fashion as a first step.

Attachment 6 lists the San Francisco projects funded through OBAG 1 and OBAG 2 along with their project status (e.g., completed or underway).

In January 2022, MTC adopted the OBAG Cycle 3 framework. The most significant difference with prior cycles is that CMAs no longer receive a set amount of OBAG funds to program; instead, CMAs will nominate projects and MTC will evaluate and select projects from a regionwide pool. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area, incorporate recent MTC policy initiatives, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

Project Nomination Target Set by MTC. As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). Based on this formula, San Francisco’s target share is 15.2%. To ensure a sufficient pool of project nominations, MTC has solicited nominations for 120% of the available funding capacity for each county’s OBAG 3 program. Of the \$340 million OBAG 3 County Program, San Francisco’s 120% target is \$62.138 million. For reference, our 100% target would be about \$51.7 million over the next four fiscal years (FYs 2022/23-2025/26).

San Francisco OBAG 3 Funding Framework. In May 2022, the Board adopted San Francisco’s OBAG 3 Funding Framework which includes screen and prioritization criteria to guide the project selection process for the call for projects, and the OBAG 3 funding distribution shown in Table 1 below.

| Table 1. San Francisco OBAG 3 Funding Framework Distribution | |
|---|---------------------|
| CMA Planning | \$2,200,000 |
| Safe Routes to School Non-Infrastructure Program | \$7,082,400 |
| Competitive Call for Projects (subject of this memorandum) | \$52,855,600 |
| Total Project Nomination Target (120%) | \$62,138,000 |



DISCUSSION

Consistent with the Board adopted OBAG 3 framework, on May 12, 2022, we issued a call for projects for \$52.855 million in OBAG 3 County Program funds. By the July 1, 2022 deadline we received nine applications from 4 different agencies requesting a total of \$71.041 million compared to our \$52.856 million target. Attachment 3 provides a summary of the project applications received including brief project descriptions and the amount of funds requested. The enclosure for this agenda item includes detailed scope, schedule, and funding plan information for all nine projects.

We first screened project submissions for eligibility and determined that all nine projects were eligible for OBAG 3 funding. Then we evaluated the applications by applying the Board adopted screening and prioritization criteria with points distributed as shown in Attachment 2.

Staff Recommendations. As detailed in Attachment 4, our recommendation is to nominate seven projects requesting a total of \$52.855 million in OBAG 3 funds. Our recommendation largely but not entirely follows score order. We are recommending nominating the five highest scoring projects for full funding, and recommending partial funding for two projects, taking into account sponsor priority order for applications and the ability to fully fund design for one more project further down on the ranked list with a minimal amount of OBAG funds (\$3 million). Our detailed recommendations are shown in Attachment 5 and on the map shown in Attachment 6. Highlights of our recommendations are briefly described below.

We recommend the full amount requested for the top five highest scoring projects, all of which requested funds for the construction phase include:

- SFMTA's Bayview Community Multimodal Corridor - \$5,000,000
- SFMTA's Central Embarcadero Safety – \$6,320,000
- SFCTA's West Side Bridges Seismic Retrofit - \$10,000,000
- SFMTA's 29 Sunset Improvement Project Phase 1 - \$5,976,000
- BART's Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) - \$13,300,000

We are not recommending nominating the next highest scoring project, BART's **Elevator Modernization Design for 16th Street Mission, 24th Street Mission**, so that we can recommend funding for BART's highest priority project, **Next Generation Fare Gates in San Francisco**. We recommend partial funding for the faregate project construction phase (\$9,259,600) to cover nearly the entire request (less \$93,547 that BART would need to identify) for faregates at all San Francisco stations except San Francisco International Airport. Our recommendation is conditioned upon no OBAG 3 funds being used for the San Francisco International Airport faregates (total cost of approximately \$3,146,853). We encourage BART to work with the airport to identify alternative sources of funding to cover that cost.

Finally, we recommend partial funding for the next highest scoring project, the Transportation Authority's **Yerba Buena Island Multi-Use Pathway**, specifically, \$3,000,000 to complete funding for the



project's design phase. The project application also included a requested \$2,000,000 contribution toward the project's construction phase.

Recommending partial funding for the aforementioned two projects uses up the remainder of our \$52,855,600 nomination target.

We are not recommending funding for the SF Port's **Embarcadero Resilience Master Plan**. OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in initial concepts. In addition, SF Port staff indicated that the scope can't be phased. We recognize the importance of this proposed planning project and will work with SF Port and project partners to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.

CAC Discussion. At the September 7, 2022 CAC meeting various CAC members had questions about why BART considered the faregates a higher priority than the elevator projects for OBAG 3 from the perspective of passenger benefits and how BART prioritized the particular San Francisco elevators to be modernized first. Also, CAC members were concerned about not funding for the Elevator Modernization Design for 16th Street Mission, 24th Street Mission project, noting that these stations served working class neighborhoods and wondering whether BART's prioritization process took this into consideration. BART's response, combined with additional information we received after the CAC meeting is highlighted below.

BART indicated that all three projects submitted for OBAG 3 are a high priority for the agency. BART staff evaluated the schedules for the three projects and how to best sequence them, they considered the ability to fully fund the project, and the likelihood of securing other funding sources. Based on these factors, the Next Generation Fare Gates application was prioritized first. The construction phase of the project could begin in January 2023, and the OBAG funds would leverage BART Measure RR and Federal Transit Administration funds to help complete the funding plan for the construction phase.

The Elevator Modernization Phase 1.3 at Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, and Glen Park stations is BART's second priority project. The OBAG funds would complete the project funding plan, which includes SFMTA funds (partially committed, the rest planned), BART funds, and Transportation Authority Prop K and Prop AA funds. BART anticipates design, which is already fully funded, will start in February 2023 and be completed by May 2025, with construction taking place February 2026 to April 2029.

According to BART staff, Elevator Modernization Design at 16th Street/Mission, 24th Street/Mission, and Balboa Park stations was prioritized third because it is in an early stage of project development. BART's application to the OBAG 3 program would fund design work for the elevators at these stations that would start in January 2025 and be completed by December 2026. Depending on funding availability, construction could start as soon as November of 2027 to December 2029.

Several CAC members inquired about why it takes so long (e.g. six years for Elevator Modernization Phase 1.3 project with 8 elevators) to design and modernize the existing elevators. In response, BART noted that there have been some challenges finding a design consultant with adequate expertise. On the construction side, BART staff noted there are a limited number of qualified bidders for BART to contract



with; a tight labor market, inflation pressures; continued supply chain constraints; and internal project management capacity considerations.

As noted in the CAC Position section below, the CAC adopted a motion of support for an amended staff recommendation that would require BART and Transportation Authority staff to report back regularly with updates on funding strategy and a schedule for the Elevator Modernization Design project for the Mission Street and Balboa Park stations, which our staffs are happy to do. There are various funding options for these elevators that would be available for a January 2025 planned start of design, including but not limited to Prop K and Prop AA or Measure L if that is approved by voters this November.

Next Steps. After the Board adopts the San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC by its September 30, 2022 deadline. MTC staff will conduct a regional evaluation and anticipates final project selection and Commission approval in January 2023.

FINANCIAL IMPACT

The recommended action would not have an impact on the Transportation Authority's adopted budget.

CAC POSITION

The CAC considered this item at its September 7, 2022 meeting and after a lengthy discussion (see highlights in the Discussion section), the CAC unanimously adopted a motion of support for the staff recommendation amended to require periodic updates on the funding strategy and schedule for BART's Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations, with the first two reports at the October and December 2022 [November 30th is the joint November/December CAC meeting], CAC meeting.

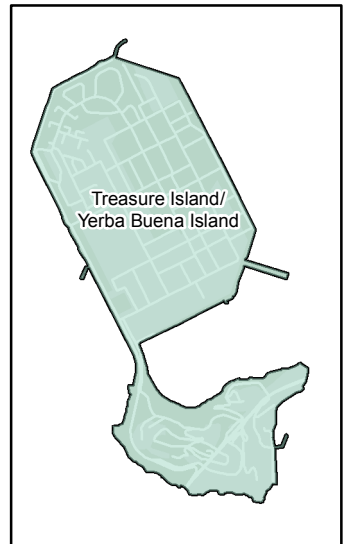
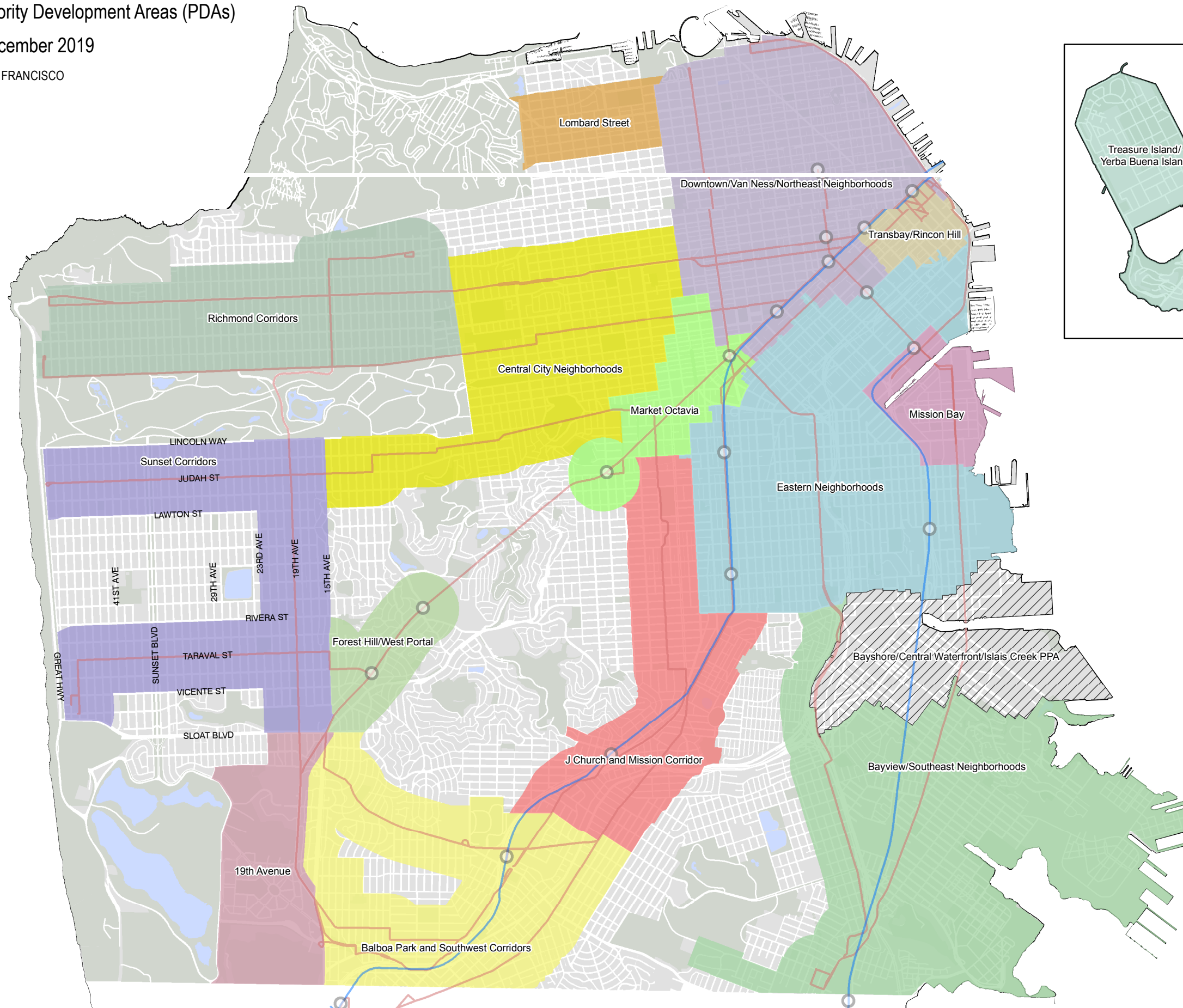
SUPPLEMENTAL MATERIALS

- Attachment 1 – Map of San Francisco PDAs
- Attachment 2 - Screening and Prioritization Criteria
- Attachment 3 – Summary of OBAG 3 Applications Received
- Attachment 4 – OBAG 3 Project Nominations – Detailed Staff Recommendations
- Attachment 5 – OBAG 3 Projects Nominations – Map of Staff Recommendations
- Attachment 6 – One Bay Area Grant Cycles 1 and 2: Funded Projects and Status
- Enclosure – OBAG 3 Applications (9)

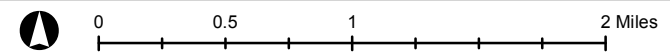
Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



- SFMTA Rapid Network
- Regional Rail
- Priority Production Area



Attachment 2.

One Bay Area Grant (OBAG) Cycle 3

San Francisco Screening and Prioritization Criteria

Adopted 05.24.2022

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

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

Attachment 2.

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

OBAG 3 Prioritization Criteria

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

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

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

Attachment 2.

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

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

Attachment 2.

Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

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

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

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

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

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

| Project # | Project Name and Brief Description | Sponsor Agency ² | District(s) | Requested Phase(s) | Total Project Cost | Requested OBAG 3 |
|-----------|---|-----------------------------|-------------|--------------------|--------------------|------------------|
| 1 | <p>Bayview Community Multimodal Corridor - This project would establish an alternative to 3rd Street for people walking and biking by creating a designated route just east of 3rd Street between Cargo Way and Carroll Avenue in the Bayview. The community identified the project as a high priority in the Bayview Community Based Transportation Plan (2020). It would provide safer access to transit, the downtown job center, and amenities on 3rd Street via bicycle, walking, or transit. In April 2022, the Transportation Authority Board programmed \$598,000 in Prop AA funds to the construction phase of this project. See page 16 of the enclosure for the proposed project route.</p> <p>The project addresses safety and accessibility needs on the wide roadways through the residential neighborhood and along the proposed project route by implementing traffic calming measures such as bulbouts, speed humps, median islands, raised crosswalks, raised intersections, and high visibility or decorative crosswalks. The scope also includes installing a concrete protected bikeway through the industrial area on the north end between Hudson Avenue and Cargo Way. SFMTA is also requesting funds (\$857,000) for non-infrastructure programs (e.g., community walk and ride events, training programs) to support the community's understanding of and ability to take advantage of the project. Construction is expected to begin in November 2026 and be complete by December 2027.</p> | SFMTA | 10 | Construction | \$ 15,445,000 | \$ 5,000,000 |
| 2 | <p>Central Embarcadero Safety - Requested funds would be used to construct safety measures along The Embarcadero between Bryant Street and Broadway, on the Vision Zero High Injury Network. In April 2022, the Board programmed \$1,000,000 in Prop AA funds to the project's construction phase. The Board previously allocated \$550,000 in Prop K funds for Project Approvals and Environmental Documentation.</p> <p>The Central Embarcadero Safety project would expand on quick-build measures by extending the protected bikeway from Folsom Street south two blocks to Bryant Street, enhancing the physical protection of the existing bikeway between Mission to Broadway, and adding 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 entering and exiting the Market Street subway portal. The project includes a Changeable Message Sign near Washington Street to support real-time wayfinding, better parking information, and special event messaging. Construction is expected to begin in summer 2024 and be completed by December 2025.</p> | SFMTA | 3, 6 | Construction | \$ 10,695,000 | \$ 6,320,000 |

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|-----------|---|-----------------------------|-------------|--------------------|--------------------|------------------|
| 3 | <p>West Side Bridges Seismic Retrofit - Funds would be used for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. These bridges are critical connections between Yerba Buena Island (YBI), Treasure Island, and the Bay Bridge. The project includes a transit-only westbound on-ramp to the Bay Bridge to accommodate expanded service for the Muni 25 bus route, and a new Class II bicycle lane along Treasure Island Road.</p> <p>The project is a component of the transportation system that SFCTA is implementing on behalf of the Treasure Island Development Authority to facilitate Treasure Island and Yerba Buena Island redevelopment. The area is of national significance due to the active U.S. Coast Guard facility on YBI, which requires unimpeded access for Homeland Security requirements. The project is shovel ready. Once funding is secured, construction could start in spring 2023 and be completed by February 2026.</p> | SFCTA | 6 | Construction | \$ 122,089,000 | \$ 10,000,000 |
| 4 | <p>29 Sunset Improvement Phase 1- The project would to improve the travel time, reliability, and passenger experience on the Muni 29 Sunset bus route, which extends from the Bayview District to the Presidio. This request is for Phase 1 which includes the western segment of the route, from Bowley Street and Lincoln Boulevard in the Presidio (District 2) to Junipero Serra Boulevard and Holloway Avenue (District 7) near San Francisco State University. In April 2022, the Transportation Authority Board programmed \$1,000,000 in Prop AA funds to the design phase of this project. Outreach is anticipated to start in November 2022.</p> <p>The project is part of the SFMTA's Muni Forward program and includes stop improvements, optimization of stop locations, and transit signal priority. It also includes scope elements to provide safe pedestrian access to the bus stops with higher-visibility crosswalks, transit stops at signalized intersections, corner bulb-outs, and larger boarding areas. Part of the construction would be done through a San Francisco Public Works paving project on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard, which is anticipated to start construction in summer 2023. The full scope of Phase 1 is expected to be open for use by December 2026.</p> | SFMTA | 1, 2, 4, 7 | Construction | \$ 13,661,000 | \$ 5,976,000 |

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| 5 | <p>Elevator Modernization Phase 1.3 at Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park Stations - Construction funds are requested to modernize and renovate eight existing elevators at the four downtown San Francisco BART stations and Glen Park. Seven of the eight elevators are shared for use between BART and Muni. Muni is covering 50% of the cost of the joint use elevators, consistent with the Joint Maintenance Agreement. In spring 2022, the Transportation Authority Board allocated \$1,290,000 in Prop K funds for the design phase and programmed \$3,441,270 in Prop AA funds for construction of the elevators at Powell Street and Civic Center/UN Plaza Stations.</p> <p>The project's goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design is funded and slated to start in February 2023. Construction is planned for spring 2026 through spring 2029.</p> | BART | 3, 5, 6, 8 | Construction | \$ 42,900,000 | \$ 13,300,000 |
| 6 | <p>Elevator Modernization at 16th Street Mission, 24th Street Mission, and Balboa Park Stations - Design funds are requested to modernize and renovate five existing elevators at the 16th Street Mission, 24th Street Mission, and Balboa Park Stations. Similar to the Phase 1.3 project, the goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design would be done by late 2026, subject to funding availability. BART anticipates construction would start in late 2027 with all five elevators open for use by December 2029.</p> | BART | 9, 11 | Design | \$ 32,436,000 | \$ 4,945,000 |

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| Project # | Project Name and Brief Description | Sponsor Agency ² | District(s) | Requested Phase(s) | Total Project Cost | Requested OBAG 3 |
|-----------|---|-----------------------------|-------------------|-------------------------|--------------------|------------------|
| 7 | <p>Yerba Buena Island Multi-Use Pathway: Funds are requested for the design and construction phases of new pedestrian and bicycle facilities that extend from the bicycle landing on YBI from the eastern span of the Bay Bridge to the new Treasure Island Ferry Terminal. In October 2018, the Transportation Authority Board allocated \$250,000 in Prop K funds to the planning phase of the project. The \$3,000,000 requested for design will fully fund design. The \$2,000,000 requested for construction would be the first funds programmed to the \$70 million construction phase.</p> <p>This multi-use path would tie into the planned Bay Bridge western span bicycle and pedestrian facility that the Metropolitan Transportation Commission/Bay Area Toll Authority is developing. It will also allow existing and future YBI and Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the Bay Bridge east and west spans to reach downtown San Francisco and Oakland. Design would start in summer 2023, subject to funding availability. The project could start construction in late 2025 and be open for use by June 2027.</p> | SFCTA | 6 | Design and Construction | \$ 79,200,000 | \$ 5,000,000 |
| 8 | <p>Next Generation Fare Gates in San Francisco and San Francisco International Airport: Requested funds are for procurement and installation of new state-of-the-art swing-style faregates to replace the 199 existing faregates at the nine San Francisco BART stations: Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, Glen Park, Balboa Park, and San Francisco International Airport. The existing faregates have reached the end of their 20-year useful life and require ongoing maintenance to remain reliable and operational. The new off-the-shelf single swing barrier faregates feature modular components that can be switched out when needing repair, which reduces downtime and improves maintainability. BART could start installation as soon as early 2023 and complete work all stations by November 2026.</p> | BART | 3, 5, 6, 8, 9, 11 | Construction | \$ 25,050,000 | \$ 12,500,000 |

**Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹**

| Project # | Project Name and Brief Description | Sponsor Agency ² | District(s) | Requested Phase(s) | Total Project Cost | Requested OBAG 3 |
|---|--|-----------------------------|-------------|--------------------|--------------------|------------------|
| 9 | Embarcadero Resilience Master Plan - Requested funds would be used to complete technical studies and advance policy decisions to support multi-hazard risk reduction for the 3-mile Embarcadero corridor from Fisherman's Wharf to Mission Creek. The plan would also identify utility relocation/adaptation strategies, required drainage infrastructure such as stormwater and/or groundwater management systems, improvements to lifeline systems and critical facilities, and public realm schematic designs. The Master Plan effort would develop two to three schematic and conceptual multimodal corridor alternatives and public realm strategies for The Embarcadero roadway and promenade. SF Port would conduct public and decision-maker outreach and engagement and develop policy recommendations and an implementation framework (e.g. governance, high level funding strategy, sequencing and phasing plan). Partner agencies include SFMTA, San Francisco Public Utilities Commission, Planning Department, SFPW, and BART. The Port anticipates starting the project in fall 2023 and the completing the Plan by fall 2026. | SF Port | 3, 6 | Planning | \$ 9,050,000 | \$ 8,000,000 |
| TOTAL | | | | | \$ 350,526,000 | \$ 71,041,000 |
| San Francisco's OBAG 3 Project Nomination Target³ | | | | | | \$ 52,855,600 |

¹ Projects are sorted by evaluation score from highest ranked to lowest. See Attachment 2 for screening and prioritization criteria and Attachment 4 for the staff recommendation.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

³ The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.



OBAG 3 Call for Projects: Recommended Projects



- 29 Sunset Improvement Project Phase 1
- Bayview Community Multimodal Corridor
- Central Embarcadero Safety Project
- Elevator Modernization Project, Phase 1.3 at Embarcadero, Montgomery, Powell, Civic Center, and Glen Park stations
- Elevator Modernization Design at 16th St. Mission, 24th St. Mission, and Balboa Park stations
- Next Generation Fare Gates at Powell, Civic Center, 16th St. Mission, 24th St. Mission, and Balboa Park stations
- West Side Bridges Seismic Retrofit Project
- Yerba Buena Island Multi-use Pathway Project
- Supervisor District Boundaries
- 2021 Equity Priority Communities
- BART Station

Attachment 6.
One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

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

OBAG Cycle 2: Fiscal Years 17/18-21/22

| Sponsor* | Project Name | OBAG Funds | Total Project Cost |
|---------------------------------|--|----------------------|-------------------------|
| Cycle 2 Completed | | | |
| SFPW | John Yehall Chin Elementary Safe Routes to School ⁶ [fund exchange] | \$ - | \$ 4,200,000 |
| SFMTA | Geary Bus Rapid Transit Phase 1 | \$ 6,939,000 | \$ 64,656,000 |
| SFMTA | San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021 | \$ 2,813,264 | \$ 3,177,752 |
| Cycle 2 Work Progressing | | | |
| SFPW | Better Market Street Phase 1 ^{5,6} | \$ 3,366,000 | \$81,100,000 |
| SFMTA | Central Subway ⁵ | \$ 15,980,000 | \$1,931,000,000 |
| Caltrain | Peninsula Corridor Electrification Project | \$ 11,187,736 | \$2,443,000,000 |
| BART | Embarcadero Station: New Northside Platform Elevator and Faregates | \$ 2,000,000 | \$ 15,000,000 |
| Cycle 2 Total | | \$ 42,286,000 | \$ 4,542,133,752 |
| Grand Total | | \$ 77,301,735 | \$ 4,806,446,390 |

Attachment 6. One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

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

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

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project. Masonic Avenue was kept whole with SFMTA revenue bond funds. See Resolution 15-42 for more detail.

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

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

⁵ In order to minimize risk of losing federal funds due to project delays, in November 2018, the Transportation Authority Board approved an OBAG/Prop K fund exchange between Better Market Street and Central Subway, which helped reduce the Transportation Authority's remaining RIP commitment to Central Subway. See Resolution 19-22 for more detail.

⁶ On July 23, 2019, the Transportation Authority Board approved a fund exchange of \$3,366,000 in OBAG funds from John Yehall Chin to Better Market Street, with an equivalent amount of Prop K funds from Better Market Street. The fund exchange assisted with project delivery for John Yehall Chin which was behind schedule due to a prolonged process in obtaining right-of-way certification. See Resolution 20-02 for more detail.