

## **One Bay Area Grant (OBAG) Cycle 4**

### **San Francisco Screening and Prioritization Criteria**

To develop a program of projects for San Francisco's OBAG 4 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 4 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 4 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 <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4740](#) Attachment A: OBAG 4 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 \(SFTP 2050 or the underway SFTP 2050+ update\)](#).
5. Project must demonstrate the ability to meet all OBAG 4 programming policy requirements described in MTC Resolution 4740, 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.

## Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.
2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

## **OBAG 4 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 4740 and Transportation Authority Board priorities, points will be awarded to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs). OBAG established a minimum requirement that 80% of OBAG funds in San Francisco be used on projects that are partially or entirely within a mile or less of a PDA or TOC. On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s).
2. Increase safety. Projects that address corridors on the High Injury Network or other locations with a known safety issue will be given 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.
3. 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.
4. Improve environmental sustainability. Projects that achieve one or more of the objectives below will be prioritized:
  - a. Reduce emissions by supporting mode shift to non-polluting or low-polluting modes, such as walking, bicycling, and transit; project sponsors must provide evidence and/or data to support the projected mode shift of the project.
  - b. Improve the resilience of transportation infrastructure to the effects of climate change, such as with physical protection from or adaptation to adverse climate impacts or redundant or relocated infrastructure.
  - c. Manage stormwater, such as by constructing bioswales or permeable ground surfaces.

5. Maintain transportation infrastructure in a state of good repair.
6. Demonstrate public support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the Transportation Authority. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.
7. Provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the Transportation Authority. 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.
8. Demonstrate project readiness and deliverability. 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 but not limited to project is ready to proceed in fiscal year of programming; adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. more detail and certainty will be expected for a project about to enter construction than for a project about to enter design); whether prior project phases are completed or when they are expected to be completed; and whether litigation, community opposition or other factors may significantly delay project.
9. 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 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).
10. 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.

11. 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.
12. 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.
13. Demonstrate higher fund leveraging. Priority will be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

### **Additional Considerations**

1. 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.
2. 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 nominate the most competitive list of San Francisco priority projects, we may not recommend projects strictly in score order if, for example, we, working with MTC, are unable to match the project to OBAG 4 fund sources eligibility (e.g. CMAQ vs. STP).