



RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 3 (OBAG 3) PROJECT NOMINATIONS

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first cycle of the One Bay Area Grant Program (OBAG 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth (Attachment 1); and

WHEREAS, In January 2022, MTC adopted the OBAG Cycle 3 framework and made \$340 million in federal funds available regionwide in Fiscal Years 2022/23-2025/26 for the OBAG 3 County Program to support a wide range of projects and fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 3 County Program priorities and submitting them to MTC by September 30, 2022; and

WHEREAS, By January 2023, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 15.2% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations and San Francisco's estimated share of revenues is \$62.138 million for the 120% target; and

WHEREAS, In May 2022, the Transportation Authority Board adopted the OBAG 3 funding framework including a funding distribution for San Francisco's \$62.138 million target and project screening and prioritization criteria (Attachment 2), which included MTC's required



criteria in addition to San Francisco-specific criteria; and

WHEREAS, The OBAG 3 funding framework included the following funding distribution: \$2.2 million for CMA planning activities, and \$7.082 million to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program, and \$52.855 million for a competitive call open to all OBAG-eligible projects; and

WHEREAS, Consistent with the Board-adopted OBAG 3 framework, on May 12, 2022, Transportation Authority staff issued a call for projects and received nine applications from four different agencies requesting a total of \$71.041 million by the July 1, 2022 deadline as summarized in Attachment 3 and detailed in the enclosure to this resolution; and

WHEREAS, Transportation Authority staff first screened project submissions for eligibility then evaluated the applications by applying the Board-adopted screening and prioritization criteria; and

WHEREAS, The initial staff recommendation, which largely but not entirely followed score order, included nominating seven of the nine projects received requesting a total of \$52.855 million in OBAG 3 funds; and

WHEREAS, At its September 7, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation amended to include regular reports from BART and Transportation Authority staff on the funding strategy and timeline for BART's Elevator Modernization Design for 16th Street Mission, 24th Street Mission project, which was not included in the staff recommendation for OBAG 3 funds, but the CAC felt it was important to identify funding and advance the project; and

WHEREAS, At the September 13 Board meeting, after substantial discussion, the Board continued consideration of the OBAG 3 project nominations, directing Transportation Authority staff to work with BART staff to revise the OBAG 3 project nominations to reconsider how to fund BART's Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Stations project; and

WHEREAS, After working in collaboration with BART, the revised staff recommended



OBAG 3 project nominations, described in Attachment 4, 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 Stations, allowing BART to begin the elevator's design phase starting in January 2025 as proposed in BART's OBAG 3 application; and

WHEREAS, In order to stay within the MTC's established funding target for San Francisco's OBAG 3 nominations, the revised recommendation reduces the amount of OBAG 3 funds for the Next Generation Fare Gates project by \$4,945,396 to \$4,314,600; and

WHEREAS, The recommended lower OBAG 3 nomination for the Next Generation Fare Gates, if funded by MTC, would allow BART to install new fare gates at five of San Francisco's eight stations, specifically: Powell St, Civic Center/UN Plaza, 16th St Mission, 24th St Mission, and Balboa Park and BART is working to update its OBAG 3 to reflect the revised recommendation; and

WHEREAS, As a condition of this recommendation, Transportation Authority staff are directed to work with BART to identify funding for the Next Generation Fare Gates at the remaining stations in San Francisco: Embarcadero, Montgomery St, and Glen Park; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 3 Project Nominations totaling \$52,855,600 as shown in Attachment 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's project nominations and required supporting materials for the OBAG 3 County Program to the MTC by its September 30, 2022 deadline.

Attachments:

1. San Francisco Priority Development Areas
2. Screening and Prioritization Criteria
3. Summary of OBAG 3 Applications Received
4. OBAG 3 Project Nominations – Detailed Staff Recommendations
5. OBAG 3 Projects Nominations – Map of Staff Recommendations



**San Francisco
County Transportation
Authority**

BD092722

RESOLUTION NO. 23-10

Enclosure: OBAG 3 Applications (9)



**San Francisco
County Transportation
Authority**

BD092722

RESOLUTION NO. 23-10

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of September 2022, by the following votes:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Nays: (0)

Absent: Chan (1)

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Rafael Mandelman 10/3/2022
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Rafael Mandelman Date
 Chair

ATTEST:

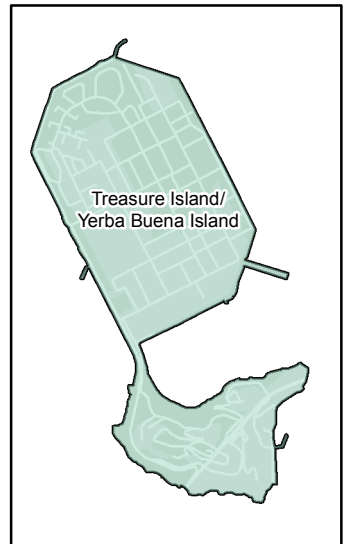
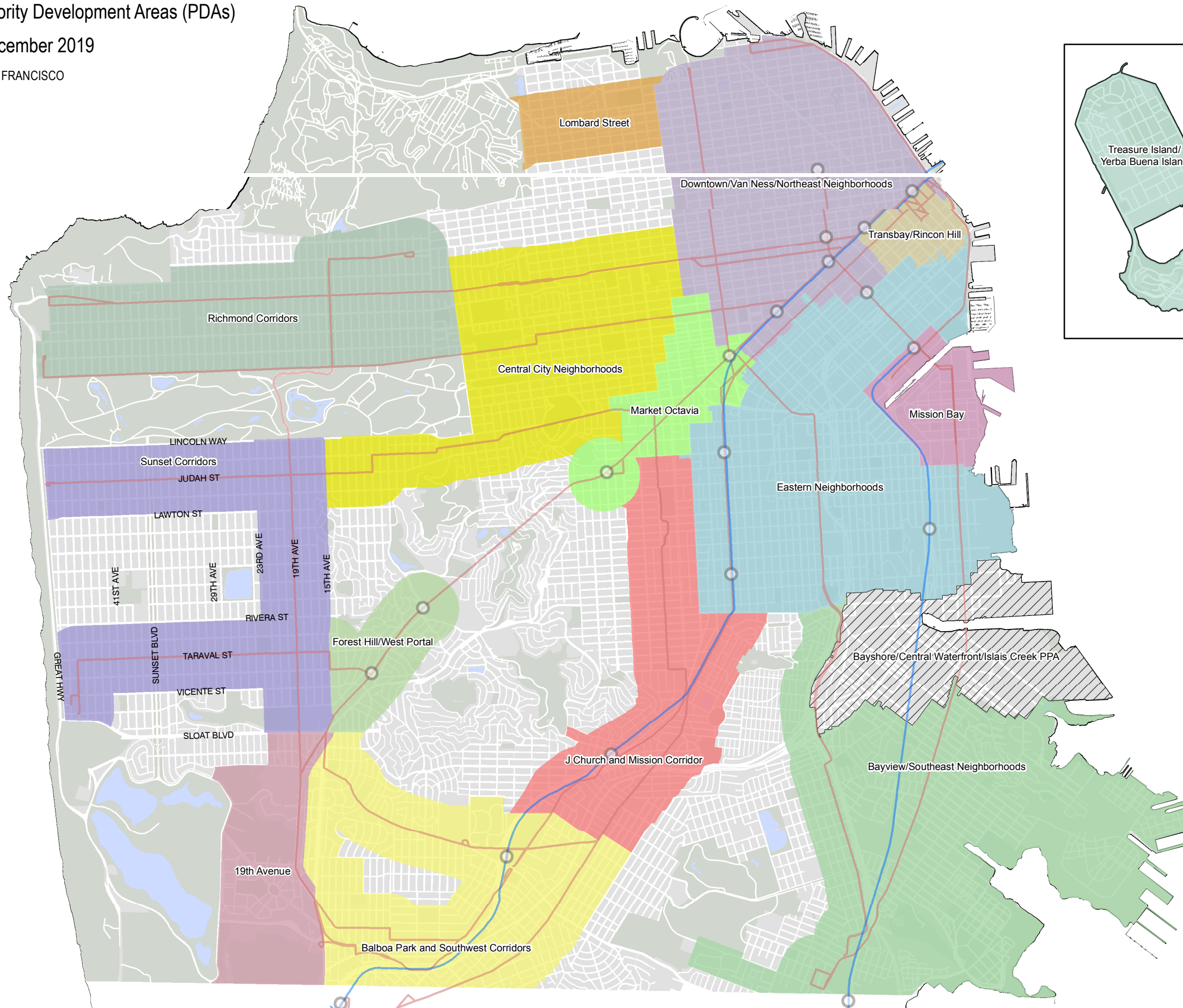
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Tilly Chang 10/3/2022
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Tilly Chang Date
 Executive Director

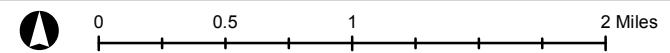
Priority Development Areas (PDAs)

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.

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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%.

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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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Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
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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San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
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Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
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

**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
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
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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.

Attachment 4.
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
 Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
85	SFMTA	Bayview Community Multitmodal Corridor	Construction	\$5,000,000	\$5,000,000	<p>This application stems from a robust community based planning process which identified community-supported, implementable transportation improvements. It also brings direct safety and accessibility benefits to an Equity Priority Community.</p> <p>SFMTA has a \$12,300,000 pending grant application to the Active Transportation Program (ATP). The California Transportation Commission is slated to approve grant awards in December 2022 (state program) and June 2023 (MTC program). The project would be fully funded with \$7,897,000 of the ATP request and \$5,000,000 in OBAG funds. If SFMTA obtains more than this amount of ATP funds, we reserve the right to reprogram a like amount of OBAG funds to another OBAG project based on our review of funding needs at that time, subject to approval by the Board and MTC.</p>
83	SFMTA	Central Embarcadero Safety	Construction	\$6,320,000	\$6,320,000	<p>This application is based on a robust outreach process that identified this project as the top priority for the Embarcadero Enhancement Program. Requested funds would complete the project's funding plan. Environmental review and design are underway.</p>

Attachment 4.
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
 Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
83	SFCTA	West Side Bridges Seismic Retrofit	Construction	\$10,000,000	\$10,000,000	<p>This is a shovel-ready project that is a critical piece of infrastructure for the Equity Priority Community on Treasure Island and Yerba Buena Island. OBAG would leverage significant federal, state, and regional funds.</p> <p>In early 2023, we may need to ask the Board to approve a fund exchange depending on timing of and availability of OBAG funds to help ensure the project can start construction in early spring 2023.</p>
81	SFMTA	29 Sunset Improvement Project Phase 1	Construction	\$5,976,000	\$5,976,000	<p>This project would improve transit reliability, pedestrian safety and access to many schools and parks including Golden Gate Park and McLaren Park, as well as the Presidio. It supports geographic equity spanning Districts 1, 2, 4 and 7. Requested funds would complete the project's funding plan.</p>

Attachment 4.
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
 Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
75	BART	Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park)	Construction	\$13,300,000	\$13,300,000	<p>This project has documented support from the disability community and improves accessibility to BART and Muni.</p> <p>BART and Muni equally share the cost for improving joint use elevators at downtown stations, per the BART/ SFMTA Joint Maintenance Agreement (JMA) for shared station facilities. The recommended OBAG programming would complete BART's 50% share of the project cost. SFMTA is responsible for its 50% share of the cost (\$17,048,115) per the JMA. SFMTA has requested that 50% of the recommended OBAG fund be credited towards SFMTA's share. We note that our proposed OBAG recommendations would fully fund all 3 applications that SFMTA submitted in response to the call for projects.</p>
74	BART	Elevator Modernization Design for 16th Street Mission, 24th Street Mission, and Balboa Park Stations	Design	\$4,945,000	\$4,945,000	<p>[Added to recommended nomination list 09.22.22]</p> <p>This project has documented support from the disability community and improves accessibility to BART and Muni. If the requested funds are secured, BART anticipates starting the design phase in January 2025.</p>

Attachment 4.
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
 Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
66	SFCTA	Yerba Buena Island Multi-Use Pathway	Design	\$5,000,000	\$3,000,000	<p>We are recommending \$3,000,000 in OBAG funds to fully fund the design phase of the project. OBAG funds would leverage an Active Transportation Program grant and position the project to be highly competitive for an SB 1 Solutions for Congested Corridors grant application that the Metropolitan Transportation Commission intends to submit and on which we are partnering for the construction phase. Environmental review has started.</p>
60	BART	Next Generation Fare Gates in San Francisco and San Francisco International Airport	Construction	\$12,500,000	\$4,314,600	<p>[Funding Decreased to Accommodate Elevator Design Project - 09.22.22] BART staff have proposed that, with the recommended amount of OBAG funds, BART would install Next Generation Fare Gates at five stations: Powell St, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, and Balboa Park. BART staff will sequence installation of fare gates at the five stations in a manner that is efficient and avoids potential cost and technical impacts.</p> <p>SFCTA staff will work with BART to identify funding for the remaining San Francisco stations: Embarcadero, Montgomery St, and Glen Park.</p>

Attachment 4.
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
 Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
53	SF Port	Embarcadero Resilience Master Plan	Planning	\$8,000,000	\$0	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 concepts. In addition, the scope can't be phased. SFCTA strongly supports this project and will work with SF Port to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.
TOTAL				\$71,041,000	\$52,855,600	

San Francisco's OBAG 3 Project Nomination Target³	\$52,855,600
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¹ Projects are sorted by evaluation score from highest ranked to lowest.

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