



RESOLUTION APPROVING THE ONE BAY AREA GRANT PROGRAM CYCLE 2 SAN FRANCISCO CALL FOR PROJECTS FRAMEWORK

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 1 (OBAG 1) funding and policy framework for programming the region's federal transportation funds in an effort to integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, OBAG 1 accomplished this integration by rewarding jurisdictions that accepted housing allocations and that have historically produced housing, by promoting transportation investments in Priority Development Areas (PDAs) that are targeted for growth (Attachment 1), and by increasing programming flexibility of the OBAG County Program for Congestion Management Agencies (CMAs); and

WHEREAS, Provided that the CMAs comply with MTC's requirements, CMAs have flexibility to program funds to a wide variety of project types from transit capacity and enhancement projects to pedestrian and bicycle safety projects to street resurfacing, as well as for CMA planning activities; and

WHEREAS, In November 2015, through Resolution 4202, MTC adopted the One Bay Area Grant Cycle 2 (OBAG 2) framework, which was revised in July 2016 to distribute additional revenues and incorporate housing-related program elements; and

WHEREAS, OBAG 2 maintains largely the same framework and policies as OBAG 1, building on progress made by OBAG 1 by making some refinements that attempt to address the region's growing challenge with the lack of housing and affordable housing, in particular; and



WHEREAS, San Francisco's share of the OBAG 2 county program is \$44.186 million, which is available for programming over the next five fiscal years (2017/18 – 2021/22); and

WHEREAS, For OBAG 2, staff recommends assigning \$1.9 million for CMA planning activities, \$1.797 million for Safe Routes to School (MTC-guaranteed minimum) with priority to non-infrastructure projects, and the remaining \$40.489 million for a competitive call open to all OBAG-eligible projects (Attachment 2); and

WHEREAS, The proposed OBAG 2 screening and prioritization criteria (Attachment 3) include MTC's requirements as well as additional San Francisco-specific criteria as allowed by MTC's OBAG 2 guidelines; and

WHEREAS, San Francisco's OBAG2 call for projects will be conducted in accordance with MTC's guidelines and will follow the schedule in Attachment 4 in order to submit San Francisco's OBAG 2 priorities to MTC by its July 31, 2017 deadline; and

WHEREAS, At its January 25, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its February 14, 2017 meeting, the Plans and Programs Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the attached OBAG 2 San Francisco Call for Projects Framework, including Funding Approach, Screening and Prioritization Criteria, and Schedule and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties.



Attachments (4):

1. San Francisco Priority Development Areas
2. OBAG 2 Funding Approach
3. OBAG 2 Screening and Prioritization Criteria
4. OBAG 2 Call for Projects Schedule




The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of February, 2017, by the following votes:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Nays: (0)


Absent: Commissioner Tang (1)

 3-6-17

Aaron Peskin
Chair

Date

ATTEST:

 3/7/17

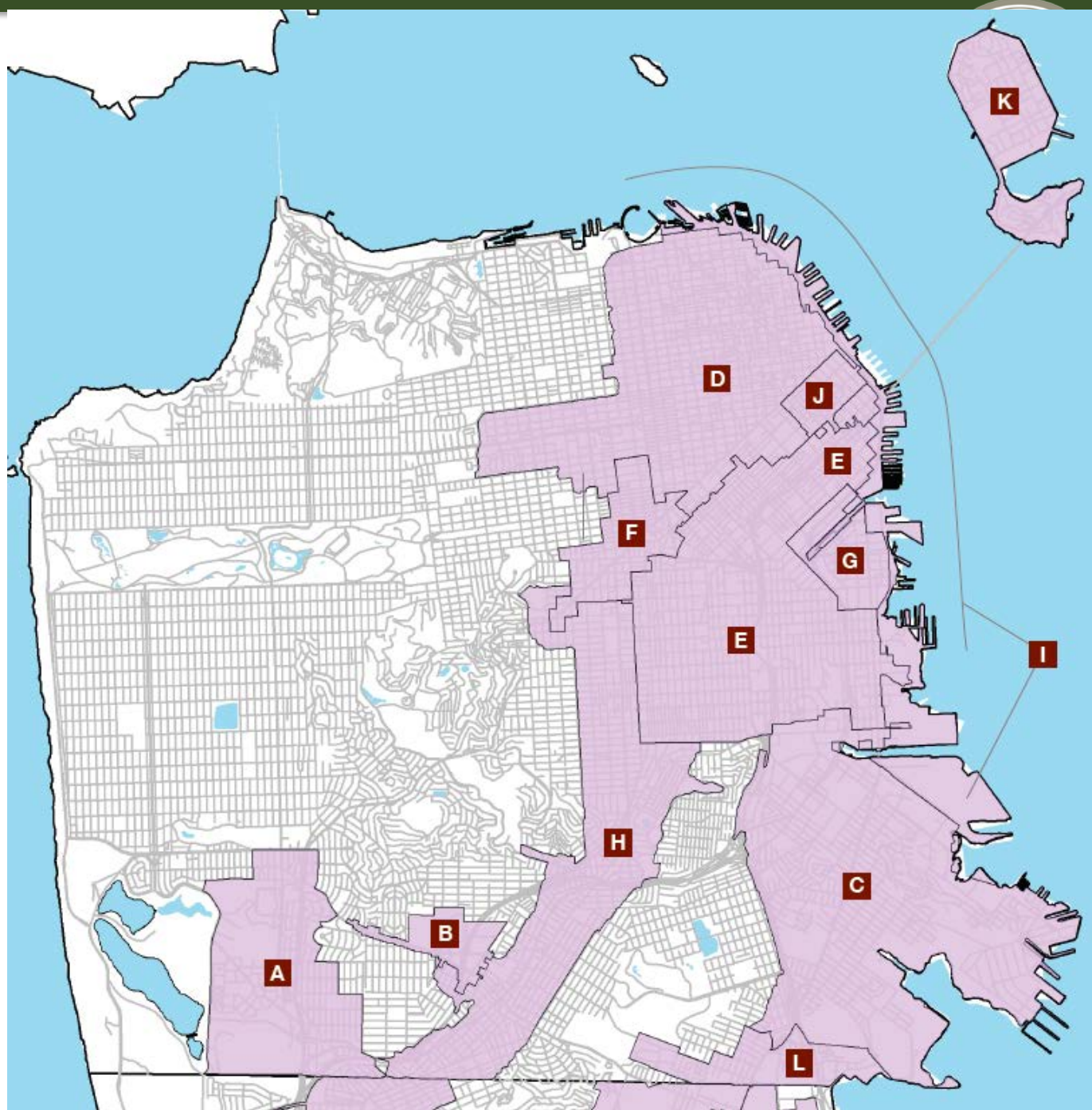
Tilly Chang
Executive Director

Date

Attachment 1.

SAN FRANCISCO PRIORITY DEVELOPMENT AREAS

- A. 19th Avenue
- B. Balboa Park
- C. Bayview/Hunters Point Shipyard/Candlestick Point
- D. Downtown-Van Ness-Geary
- E. Eastern Neighborhoods
- F. Market-Octavia/Upper Market
- G. Mission Bay
- H. Mission-San Jose Corridor
- I. Port of San Francisco
- J. Transit Center District
- K. Treasure Island and Yerba Buena Island
- L. San Francisco/San Mateo Bi-County Area



Attachment 2.

San Francisco OBAG 2 County Program Funding Approach (millions \$)	
CMA planning augmentation	\$ 1.900
Safe Routes to School (SRTS)	\$ 1.797
Countywide OBAG 2	\$40.489
TOTAL	\$44.186

Attachment 3.

One Bay Area Grant (OBAG) 2 Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 2 County Program, the 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 2 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 proposed to add a few additional criteria to better reflect the particular conditions and needs in our county (as indicated by *italicized text*).

OBAG 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, but are not limited to the following factors:

- Award of the OBAG 2 funds will result in a fully funded, stand-alone capital project, plan, or Safe Routes to School (SRTS) project.
- Project scope must be consistent with the intent of OBAG and its broad eligible uses.¹
- Project sponsor is eligible to receive federal transportation funds.
- Project sponsor is requesting a minimum of \$500,000 in OBAG funds.²
- Project is consistent with Plan Bay Area (the Bay Area's regional transportation plan) *and the San Francisco Transportation Plan*.
- 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. For non-infrastructure projects, the project sponsor may demonstrate funding federally ineligible activities with the local match.

Additional Screening Criteria for Street Resurfacing Projects:

- Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.
- Pavement rehabilitation projects must have a PCI score of 70 or below. Preventative maintenance projects must extend the useful life of the facility by at least 5 years.

Additional Screening Criteria for the SRTS Set-Aside:

¹ Eligible scopes of work include but are not limited to transit improvements, smart system management, transportation demand management, safety and streetscape improvements, street resurfacing, and PDA planning. Refer to MTC's OBAG 2 guidelines for a full list, and contact SFCTA staff with any questions about eligibility.

² SFCTA staff will consider projects requesting more than \$100,000 but less than \$500,000 on a case by case basis if the project is competitive and cannot easily be funded elsewhere, but sponsors must demonstrate an ability to comply with federal funding requirements.

Attachment 3.

- *Non-infrastructure projects (e.g. education and outreach) will be prioritized given that they have limited discretionary funding opportunities.*
- *Projects must be coordinated with San Francisco SRTS Coalition (Coalition), i.e., either having been prioritized by the Coalition or having a letter of support signed by all of the Coalition member agencies.*

OBAG 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, to enable matching of recommended projects with eligibility requirements of available fund sources, and if necessary, to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Location-Specific Criteria

- **Located within or provides “proximate access” to Priority Development Area (PDA):** OBAG establishes a minimum requirement that 70% of all OBAG funds be used on projects that are located within or provide proximate access to a PDA. Projects that are geographically outside of a PDA, but are determined to be eligible by the Transportation Authority because they provide proximate access to a PDA, must be mapped and given policy justifications for why and how they support a given PDA. The Transportation Authority will also consider consistency with the Transportation Investment Growth Strategy and/or PDA plans.
- **Located within High Impact Project Areas:** Factors used to determine High Impact Project Areas include:
 - PDAs taking on significant housing growth in Plan Bay Area, including Regional Housing Needs Allocation, as well as housing production, especially those that are adding a large number of very low, low, and moderate income housing units.
 - Dense job centers in proximity to housing and transit (both currently and as projected in Plan Bay Area), especially where supported by reduced parking requirements and Travel Demand Management programs
 - Improved transportation choices for all income levels in proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.), to reduce vehicle miles travelled
- **Located within a Community of Concern (COC):** Projects located within a COC, as defined by MTC, Congestion Management Agencies, or Community Based Transportation Plans will be given higher priority. *Projects identified in Muni’s Equity Strategy will be given priority.*
- **Located within PDAs with affordable housing preservation and creation strategies:** Projects located within PDAs with affordable housing preservation and creation strategies and community stabilization strategies will be given priority. *Technically, San Francisco is already compliant with MTC’s criterion which is meant to apply at the jurisdiction level. Nonetheless, in order to meet the spirit of this criterion and after consulting with the Planning Department, we will give priority to projects located near a housing development within a PDA with 75% or more affordable units.*
- **Located within Bay Area Air Quality Management District (Air District) Community**

Attachment 3.

Air Risk Evaluation (CARE) Community, or located near freight transport infrastructure: Projects located in areas with highest exposure to particulate matter and toxic air contaminants that employ best management practices to mitigate exposure, will receive a higher priority.³

Other Criteria

- **Project Readiness:** Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority.
- **Planning for Healthy Places:** Projects that implement best practices identified in Air District Planning for Healthy Places guidelines will receive higher priority.⁴
- **Safety:** *Projects that address high injury corridors or other locations consistent with the City's Vision Zero policy 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.*
- **Multi-modal Benefits:** *Projects that directly benefit multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists) will be prioritized.*
- **Multiple Project Coordination:** *Projects that are coordinated with non-OBAG funded, but related improvements, such as making multi-modal improvements on a street or road 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).*
- **Community Support:** *Projects with clear and diverse community support will receive a higher priority. This can be shown through letters of support, specific reference to adopted plans that were developed through a community-based planning process (e.g. community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement plan), or community meetings regarding the project. SR2S infrastructure projects that come from documented walking audits with school officials and community members also will be prioritized.*
- **Core Capacity:** *Projects that increase capacity and reliability needs such as those identified in MTC's Bay Area Core Capacity Transit Study will receive a higher priority. Core corridors include the Muni Metro and Rapid Network, Transbay and Peninsula travel corridors. Includes transit capacity and travel demand management to increase person throughput and transit reliability in freeway corridors.*
- **Alternate Funding Source:** *This factor will be considered to prioritize projects with limited alternate funding sources.*
- **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: *This factor will be applied program-wide.*

As is customary, 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.

³ Information regarding Air District CARE Communities can be found online (<http://www.baaqmd.gov/plans-and-climate/community-air-risk-evaluation-care-program>).

⁴ Information regarding Air District Planning for Healthy Places can be found online (<http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>).

Attachment 3.

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.

Attachment 4.

**One Bay Area Grant Cycle 2 (OBAG 2)
Draft San Francisco Call for Projects Schedule¹
Updated: January 11, 2017**

January 25, 2017	Citizens Advisory Committee Meeting - ACTION OBAG 2 framework (e.g. approach, schedule, prioritization criteria)
February 14, 2017	Plans and Programs Committee Meeting - ACTION OBAG 2 framework (e.g. approach, schedule, prioritization criteria)
February 28, 2017	Transportation Authority Board Meeting - ACTION OBAG 2 framework (e.g. approach, schedule, prioritization criteria)
March 3, 2017	Transportation Authority Releases OBAG 2 Call for Projects
March 16, 2017	Project Sponsors Call for Projects Workshop 10:30 a.m. at Transportation Authority's offices, 1455 Market St, Floor 22 (immediately following Technical Working Group Meeting)
April 21, 2017	OBAG 2 Applications Due to the Transportation Authority
May 24, 2017	Citizens Advisory Committee Meeting – ACTION OBAG 2 project list
June 20, 2017	Plans and Programs Committee Meeting – ACTION OBAG 2 project list
June 27, 2017	Transportation Authority Board Meeting – ACTION OBAG 2 project list
July 31, 2017	OBAG 2 Recommendations Due to MTC
August 31, 2017	Resolution of Local Support and Transportation Improvement Program (TIP) entry due to MTC

*Meeting dates and times are subject to change. Please check Transportation Authority's website for most up-to-date schedule (www.sfcta.org/agendas).