



RESOLUTION APPROVING PROGRAMMING OF \$20.793 MILLION IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO FOUR PROJECTS AND AMENDMENT OF THE PROP AA STRATEGIC PLAN

WHEREAS, In November 2015, through Resolution 4202, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 2 (OBAG 2) framework for programming the region's federal transportation funds in an effort integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, Congestion Management Agencies (CMAs) have flexibility to program OBAG 2 funds to a wide variety of project types ranging from transit expansion, reliability and access improvements to pedestrian and bicycle safety projects to street resurfacing to transportation demand management, provided that the recommendations comply with MTC's OBAG requirements; and

WHEREAS, As San Francisco's CMA, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of the OBAG 2 program; and

WHEREAS, MTC requires that \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects, which the Transportation Authority Board prioritized for non-infrastructure projects due to the relative difficulty in funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements; and

WHEREAS, On March 13, 2017, the Transportation Authority issued the OBAG 2 call for projects, and received eight applications requesting a total of \$87.06 million in OBAG 2 funds, more than double the funds available (Attachment 1); and

WHEREAS, Transportation Authority staff evaluated the applications using the Board-



adopted screening and prioritization criteria and follow-up communications with project sponsors and MTC and recommended fully funding two of the eight requests and partially funding another four requests, as detailed in Attachment 1 and summarized in Attachments 2 and 3; and

WHEREAS, On July 25, 2017, through Resolution 18-05, the Board approved OBAG 2 funding for three of six projects totaling \$21.493 million in OBAG 2 funding and deferred consideration of the following three projects totaling \$20.793 million in OBAG 2 funding to allow time for additional questions and follow up: the Better Market Street Project (\$15.98 million), the Safe Routes to School (SRTS) Non-Infrastructure Project (\$2.8 million), and the Embarcadero Station: New Northside Platform Elevator and Faregates Project (\$2.0 million); and

WHEREAS, Board members raised several topics related to SRTS, ranging from questioning the effectiveness of outreach and education to increase the share of kids walking and biking to school, to expressing a preference for capital investments to improve safety, to interest in other strategies such as school crossing guards; and

WHEREAS, Based on Commissioner interest in funding capital safety improvements around schools, Transportation Authority staff worked with the Department of Public Health (DPH) to reduce the staff recommendation for the SRTS Non-Infrastructure project by about 25%, from \$2.813 million to \$2.062 million to accommodate a new \$751,246 SRTS Capital Improvements placeholder; and

WHEREAS, Transportation Authority staff would work with the San Francisco Municipal Transportation Agency and DPH to identify a project or projects to be funded through the \$751,246 Capital Improvements placeholder through school audits, Vision Zero planning, or other processes and bring a recommendation back to the Board for approval prior to the OBAG 2 funds becoming available in 2020; and

WHEREAS, Attachment 4 provides project summaries for the four recommended projects



that are the subject of this resolution; and

WHEREAS, As a condition of receiving OBAG 2 funding, all project sponsors must provide quarterly project reports to assist with project delivery oversight, compliance with OBAG 2 timely-use-of-funds requirements, and periodic reporting to the Board, and further, for the SR2S Non-Infrastructure project progress reports shall include information on participation and project evaluation; and

WHEREAS, San Francisco Public Works must provide to the Board quarterly reports and semi-annual updates for the Better Market Street project, in particular addressing any changes in project schedule and cost; and

WHEREAS, The approval of \$6.939 million in OBAG 2 funds through Resolution 18-02 for construction of the Geary BRT Phase 1 project freed up \$2.065 million in Prop AA vehicle registration fee funds and \$4.874 million in Prop K sales tax funds from Phase 1 to help close the funding gap for the design phase of Geary BRT Phase 2; and

WHEREAS, Codifying this programming action requires an amendment to the 2014 Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds from the Muni Rapid Network placeholder in the 2012 Strategic Plan (intended for Geary BRT Phase 1) to Geary BRT Phase 2 in Fiscal Year 2018/19, as detailed in Attachment 5; now therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming the remaining \$20.793 million in San Francisco's OBAG 2 funds to four projects, as shown in Attachment 2; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop AA Strategic Plan, as detailed in Attachment 5; and be it further

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



Attachments (5):

1. OBAG 2 Projects Received and Detailed Staff Recommendations (revised)
2. OBAG 2 Program of Projects – Summary of SFCTA Recommendations (revised)
3. OBAG 2 Program of Projects – Map of Staff Recommendations
4. San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries
5. Prop AA Strategic Plan Amendment for Geary BRT Phase 2

Attachment 1.  
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects  
Projects Received and Detailed Staff Recommendation <sub>1</sub>

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
36.1	<b>Geary Bus Rapid Transit Phase 1</b> - Create dedicated bus-only lanes along the six-mile 38/38R route on Geary Street, O'Farrell Street, and Geary Boulevard from Market Street to 34th Avenue. Provide other pedestrian- and transit-supportive improvements such as bulb-outs, optimized stops with upgraded amenities, and signal improvements. This is for Phase 1 of the Bus Rapid Transit project.	SFMTA	Construction	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000	1, 2, 3, 5, and 6	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> Allows equivalent amount of Prop K/Prop AA funds to shift to Phase 2 of the project to advance design.
34.6	<b>Better Market Street</b> - Completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.	SFPW	Design and Construction	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000	3, 5, and 6	Recommend funding design phase only (\$42 million design cost) due to lack of full funding for construction. Project could seek construction funding through various discretionary sources including Regional Measure 3 (RM3) Core Capacity funds, consistent with San Francisco's proposed RM3 priorities.
33.5	<b>Peninsula Corridor Electrification Project</b> - Electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's commuter rail service by electrifying the Caltrain line from San Francisco to San Jose and replacing 75% of the diesel fleet with high performance electric train sets.	PCJPB	Construction	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736	6, 10	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> Requested OBAG 2 amount represents San Francisco's remaining commitment to the PCEP project. SFCTA, SFMTA, and the Mayor's Office will continue to identify funds to cover the gap.
27.8	<b>San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021)</b> - Implement an additional two years of the SRTS program that includes educational, encouragement, and evaluation activities and deliverables for school years 2019-2021 on behalf of the SRTS Partnership. The intent is to increase the percentage of students actively commuting to participating schools and improve safety of routes to schools. The scope currently includes comprehensive services at 35 elementary schools, special activities at 4 middle schools, and 2 high schools citywide, and technical assistance to any interested public school.	DPH	Construction (Non-Infrastructure)	\$ 3,879,016	\$ 3,879,016	\$ 2,062,018	all	The recommended award will continue the current program from 2019 to 2021 at a reduced level of services that would include 25 elementary schools, 2 middle schools, and one high school in order to accommodate the SRTS Capital Improvements project. Recommendation excludes proposed add-on tasks, such as a bicycle build program for students, which are ineligible for OBAG funds. \$1.81 million of recommended funding is from the required Safe Routes to School set-aside prioritized for non-infrastructure projects. 20 of the current 35 elementary schools currently participating in the program are in PDAs.

**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Projects Received and Detailed Staff Recommendation <sub>1</sub>**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
26.6	<b>John Yehall Chin Elementary Safe Routes to School</b> - Construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.	SFPW	Construction	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000	3	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> OBAG award would fully fund construction of this shovel-ready project that received Prop K and Active Transportation Program funds for the planning and design phases.
24.4	<b>Bayshore Multimodal Facility</b> - Complete environmental review and final design for a bi-county, Bayshore Multi-Modal Facility serving Caltrain, Muni, Samtrans, and future California High Speed Rail at the Bayshore Caltrain Station. Project would include an implementation plan for a complete street design, turnaround facility, and public space.	SF Planning	Environmental Review and Design	\$ 9,876,625	\$ 452,388	\$ -	10	We are not recommending OBAG 2 funding for this project, but note it is eligible for Prop K Bi-County funds if it moves forward. This avoids federalizing the project at this stage which is more efficient and mitigates delivery risk given strict federal requirements and SF Planning's lack of a funding agreement with Caltrans. This also allows us to help fully fund the BART elevator project below.
21.9	<b>Mission Bay Ferry Landing</b> - Construct a new ferry terminal in Mission Bay to provide a link between this Priority Development Area and the East and North Bays.	Port of SF	Construction	\$ 42,700,000	\$ 10,000,000	\$ -	6 and 10	Deemed ineligible due to lack of a full funding plan for requested phase. Prior phases are already under contract. Construction phase recommended as a San Francisco Regional Measure 3 priority.
17.4	<b>Embarcadero Station: New Northside Platform Elevator and Faregates</b> - Procure and install a new elevator on the east end of the station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	BART	Construction	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000	3, 6	\$2 million in OBAG 2 and \$1 M from the Prop K facilities funds designated for BART and/or from the "undesignated" line that BART/Caltrain/Muni can apply for will fully fund the project. BART will cover the difference with BART funds. Muni has no objection to the project.
n/a	<b>San Francisco Safe Routes to School (SRTS) Capital Improvements</b> - Placeholder for a project or projects that will improve safety walking and biking to schools.	TBD	Design and Construction	\$ 700,000	\$ -	\$ 751,246	all	Added in response to Board feedback requesting capital improvements to improve safety around schools. Specific improvements will be identified through walking audits, Vision Zero planning and design work, or other processes and subject to approval by the Board before OBAG funds can be accessed.
<b>TOTAL</b>				\$ 2,724,984,641	\$ 87,059,404	\$ 42,286,000		

<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>	<b>\$ 42,286,000</b>
--	----------------------

<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest.

**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Projects Received and Detailed Staff Recommendation <sub>1</sub>**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
-------------------------------	------------------------------------	-----------------------------	--------------------	--------------------	------------------	--------------------------------	-------------	-------

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), Port of San Francisco (SF Port), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Planning Department (SF Planning), San Francisco Public Works (SFPW), or To Be Determined (TBD).

**Attachment 2.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2)**  
**Summary of SFCTA Recommendations <sup>1,3</sup>**

Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project <sup>3</sup>	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1 <sup>3</sup>	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School <sup>3</sup>	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
DPH	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	Construction (Non-Infrastructure)	all	\$ 3,879,016	\$ 3,879,016	\$ 2,062,018
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TBD	San Francisco Safe Routes to School Capital Improvements	Design and Construction	all	\$ 751,246	\$ -	\$ 751,246

<b>TOTAL</b>		\$ 2,672,459,262	\$ 76,607,016	\$ 42,286,000
<b>Total Approved (Res. 18-05):</b>		\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
<b>Total Pending Approval</b>		\$ 623,350,262	\$ 50,202,016	\$ 20,793,264
<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>				<b>\$ 42,286,000</b>

<sup>1</sup> Projects are sorted by recommended OBAG 2 programming from highest to lowest.

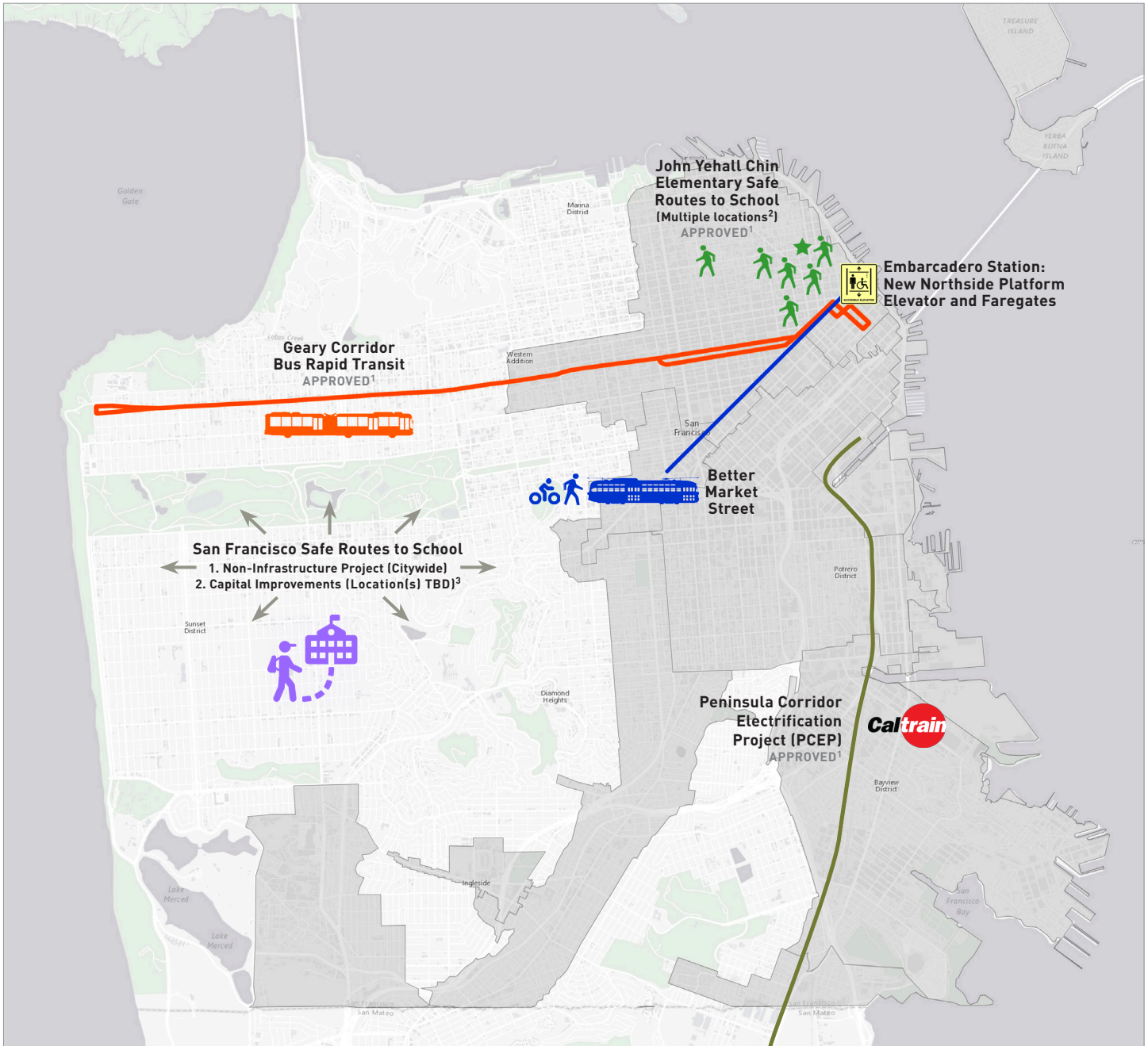
<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and To Be Determined (TBD).

<sup>3</sup> Shaded projects were approved through Resolution 18-05 on July 25, 2017.





# San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects—Recommended Projects



 Grey backgrounds denote Priority Development Areas (PDAs)

**NOTES:**

1. Projects approved on July 25, 2017 through Resolution 18-05.

2. John Yehall Chin Elementary (★) Safe Routes to School Intersection Improvement locations:

- Broadway and Cyrus Place
- Pacific and Stockton
- Kearny and Jackson
- Bush and Kearny
- Battery and Washington
- Battery and Pacific

3. Candidate projects to be identified through planned or future walking audits, Vision Zero-related planning, or other processes. Projects will go through Board approval process.

Attachment 4

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

# Better Market Street

**Sponsor:** San Francisco Public Works

**Recommended OBAG 2 Programming:** \$15,980,000

**Recommended Phase:** Design

**Districts:** 3, 5, and 6

**Scope:**

Completely reconstruct 2.2 miles of Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. The program will advance several key City policies: Transit First, Vision Zero, the SF Bicycle Plan, and the Better Streets Plan through a series of three interdependent project scopes:

1. Better Market Street Core Capacity Improvements. Increase transit capacity through improved efficiency for the 14 surface transit lines that converge on Market Street through upgrades such as: wider and longer transit boarding islands; red Muni-only lanes; new F-Line track loop; full repaving of the roadway; signal replacement; private vehicle restrictions; protected cycling facility along the length of the corridor; traction power upgrades including a new substation; and a new Overhead Contact System.
2. Better Market Street Streetscape Enhancements. Revitalize Market Street with major streetscape and safety improvements including: simplifying north side intersections to make it easier and safer to cross; sidewalk bulb-outs; crosswalk realignment and reconstruction; ensuring generous minimum sideway widths; replacing sidewalk bricks; modernizing wayfinding systems; planting new and replacement street trees; and installing streetscape improvements, furnishings, and public art.
3. Better Market Street State of Good Repair. Replace aging transit and utility infrastructure with in-kind facilities: streetcar tracks, sewer, water distribution infrastructure, streetlight conduit and wiring, and high-speed internet conduit.

Better Market Street is a joint project of SF Public Works, the San Francisco Municipal Transportation Agency, SF Public Utilities Commission, and the Department of Technology, with work on facilities owned by all four agencies. SF Public Works is leading the implementation and will coordinate the design drawings and bid the construction contracts. The project team also includes the Planning Department.

**Schedule:**

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	1/2011	6/2019
Environmental Studies (PA&ED)	1/2015	6/2019
Design Engineering (PS&E)	7/2019	6/2021
Construction	1/2022	12/2024

**Attachment 4**

**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries**

**Funding Plan (\$1,000):**

<b>Source</b>	<b>Status</b>	<b>PLAN</b>	<b>ENV</b>	<b>PS&amp;E</b>	<b>ROW</b>	<b>CON</b>	<b>Total by Fund Source</b>
OBAG 2	Planned			\$15,980		\$21,143	\$37,123
General Fund	Allocated	\$2,480	\$2,620				\$5,100
Octavia Land Sales	Allocated		\$3,050				\$3,050
Market Octavia Impact Fees	Allocated		\$1,000				\$1,000
Prop A GO Bond	Programmed	\$12,807	\$4,685	\$18,841		\$60,413	\$96,746
PUC	Planned			\$7,218		\$63,151	\$70,369
Prop B General Fund setaside	Programmed					\$10,055	\$10,055
FTA 5337 Fixed Guideway	Programmed					\$11,700	\$11,700
SFMTA 2021 Revenue Bond	Programmed					\$18,870	\$18,870
Prop K sales tax	Planned					\$1,250	\$1,250
SFMTA CIP	Planned					\$7,073	\$7,073
Senate Bill 1 (STIP/ATP)	Planned					\$50,000	\$50,000
Regional Measure 3	Planned					\$100,000	\$100,000
OBAG 3	Planned					\$16,000	\$16,000
TBD New revenues (e.g. vehicle license fee, bonds, sales tax)	Planned					\$76,000	\$76,000
FTA 5309	Planned					\$99,384	\$99,384
<b>Total by Phase</b>		<b>\$15,287</b>	<b>\$11,355</b>	<b>\$42,039</b>		<b>\$535,039</b>	<b>\$603,720</b>

# Embarcadero Station: New Northside Platform Elevator and Faregates

**Sponsor:** Bay Area Rapid Transit District

**Recommended OBAG 2 Programming:** \$2,000,000

**Recommended Phase:** Construction

**Districts:** 3 and 6

## Scope:

This project will purchase and install a new vertical elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni Station. A glass-enclosed cab and hoistway will provide visual transparency and accessible faregates will be added to accommodate wheelchairs. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.

## Schedule:

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	Jun 2016	Jan 2017
Design Engineering (PS&E)	Feb 2017	Mar 2018
Construction	Jul 2019	Jul 2021

## Funding Plan (\$1,000):

Source	Status <sup>2</sup>	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,000	\$2,000
BART Measure RR	Allocated			\$1,910		\$3,890	\$5,800
Prop K	Planned					\$1,000	\$1,000
BART Other Revenue	Planned					\$6,200	\$6,200
Total by Phase				\$1,910		\$13,090	\$15,000

Attachment 4

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

# Safe Routes to School Capital Improvements

**Sponsor:** To Be Determined

**Recommended OBAG 2 Programming:** \$751,246

**Recommended Phase:** Design and/or Construction

**Districts:** To Be Determined

**Scope:**

The Safe Routes to School (SRTS) Capital Improvements project will result in capital investments that make it safer to walk and bike to schools. The specific tasks and improvements will be identified through walking audits, Vision Zero planning and design work, and other planning processes. Specific project recommendations will be brought to the Transportation Authority Board for approval before funds are available in 2020.

**Schedule:**

Phase	Start	End
Design and/or Construction	Funds available in Fall 2020	tbd

**Funding Plan (\$1,000):**

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned	TBD					\$751,246
Required Local Match (source TBD)	Planned	TBD					at least \$97,332
Total by Phase							at least \$848,578

# Safe Routes to School Non-Infrastructure Project (2019-2021)

**Sponsor:** San Francisco Department of Public Health

**Recommended OBAG 2 Programming:** \$2,062,018

**Recommended Phase:** Construction (Non-Infrastructure)

**Districts:** citywide

## Scope:

The Safe Routes to School (SRTS) Non-Infrastructure Project will implement an additional two years (2019-2021) of the Department of Public Health's SRTS program that includes educational, encouragement, and evaluation activities. The program is currently funded through August 30, 2019. The intent is to increase the percentage of students actively commuting or commuting in non-single-family vehicles to participating schools, and to improve safety of walking and bicycling routes to schools. The scope includes comprehensive services at 25 elementary schools (down from the 35 elementary schools currently served, which are listed below by district), and special activities at two middle schools and one high school. Any interested public school in the City can receive technical assistance and resources, and can participate in events such as Walk and Roll to School Day and Bike and Roll to School Week.

Specific tasks to be accomplished through the grant include:

- Staff neighborhood SRTS task forces – Identify clusters of schools with common routes to school and connect parents and community members (with multi-lingual translation services) to perform walking audits for safety of existing infrastructure, identify needs, request improvements, and engage in ongoing planning processes
- Hold neighborhood skills building, encouragement, and outreach events to help reach parent/guardian champions, including weekend bike rodeos at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week
- Provide technical assistance and education to expand the Tenderloin's "Safe Passage" program into other disadvantaged communities where real and perceived violence prevents families from walking and biking to school
- Teach safe bike riding/street skills programs through 10-day Physical Education curricula in two middle schools and one high school
- Promote carpooling and/or ridesharing at five or more SF Unified School District (SFUSD) schools
- Support staff person at SFUSD to coordinate implementation of unfunded SF SRTS policies

The Department of Public Health will administer the grant and evaluate the effectiveness of the program, contracting with public agencies and non-profit organizations to implement the scope of work, including: SFUSD, SF Department of the Environment, the San Francisco Bicycle Coalition, Walk SF, Presidio YMCA, and Safe Passage.

**Attachment 4**

**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries**

**Participating Elementary Schools (current):**

The OBAG 2 SRTS Non-Infrastructure Project would reduce the number of participating schools from 35 to 25 starting in 2019 unless additional funding is identified to support it at current funding levels. Schools will be prioritized based on school performance, mode shift, safety concerns, and other factors.

<u>District 1:</u> Alamo Argonne George Peabody Lafayette	<u>District 2:</u> Sherman	<u>District 3:</u> Gordon Lau Jean Parker John Yehall Chin Spring Valley
<u>District 4:</u> Dianne Feinstein Lawton RL Stevenson Sunset	<u>District 5:</u> Chinese Immersion at de Avila Grattan Rosa Parks	<u>District 6:</u> Bessie Carmichael
<u>District 7:</u> Commodore Sloat Sunnyside	<u>District 8:</u> Alvarado Fairmount Glen Park	<u>District 9:</u> Buena Vista Horace Mann Cesar Chavez ER Taylor Leonard Flynn Marshall Paul Revere
<u>District 10:</u> Bret Harte El Dorado GW Carver	<u>District 11:</u> Cleveland Longfellow Monroe SF Community	

**Schedule:**

<b>Phase</b>	<b>Start</b>	<b>End</b>
Construction (Non-Infrastructure)	9/1/19	8/31/21

**Funding Plan (\$1,000):**

<b>Source</b>	<b>Status</b>	<b>PLAN</b>	<b>ENV</b>	<b>PS&amp;E</b>	<b>ROW</b>	<b>CON</b>	<b>Total by Fund Source</b>
OBAG 2	Planned					\$2,062	\$2,062
In-Kind Match	Planned					\$267	\$267
Total by Phase						<b>\$2,329</b>	<b>\$2,329</b>

**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	Geary Corridor Bus Rapid Transit Phase 2 (Geary Boulevard Improvement Project)
<b>Implementing Agency:</b>	SFMTA
<b>Project Location:</b>	Geary Boulevard, Stanyan Street to 34th Avenue
<b>Supervisory District(s):</b>	1, 2
<b>Project Manager:</b>	Kannu Balan
<b>Phone Number:</b>	(415) 646-2761
<b>Email:</b>	<a href="mailto:Kannu.Balan@sfmta.com">Kannu.Balan@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	The second phase of the Geary Corridor Bus Rapid Transit Project, the Geary Boulevard Improvement Project, would create new dedicated bus-only lanes along the corridor primarily between Stanyan Street and 34th Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Geary BRT Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. Key BRT features include: dedicated bus lanes, transit signal priority, boarding improvements, consolidated bus stops, high-amenity stations, and pedestrian safety enhancements. Geary BRT is a signature project in the voter-approved Prop K Expenditure Plan. The implementation is planned to occur in two phases: Phase 1 / Geary Rapid improvements, including transit-only lanes, pedestrian and transit bulb-outs, signal modifications, and other improvements between Market Street and Stanyan Street; and Phase 2 / Geary Boulevard Improvement Project which includes pedestrian, transit, and streetscape improvements between Stanyan Street and 34th Avenue. SFMTA plans to pursue Small Starts program funding for Phase 2 of the Project.</p> <p>The scope of improvements in Phase 2 includes the center-running segment between Palm Avenue and approximately 27th Avenue, including the removal of the existing center median, and the construction of dual medians with boarding platforms for a center-running busway. This segment would also see significant pedestrian crossing safety improvements, signal upgrades, new street lighting, and other infrastructure improvements. Other parallel improvements also planned in Phase 2 include the relocation of the median near Masonic to provide adequate right-of-way to accommodate the addition of bike lanes, related utility and repaving projects, and the remaining improvements along the corridor identified as part of the Geary BRT project that are not included in the Phase 1 Near Term Improvements.</p> <p>SFMTA and SFCTA are already working with staff from San Francisco's Public Works Department and Public Utilities Commission to coordinate on the implementation of both the Phase 1 and Phase 2 work in many areas including landscaping, hardscaping, sewer and water systems, storm water drainage and more.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	The project team has met with over 65 community groups, held a series of open-house meetings, and gathered and responded to hundreds of public comments over the course of a multi-year environmental review process to collaborate and share ideas in the development of the project. The project's design, such as stop placement, bus stop treatments, and the center-running BRT design, have benefited significantly from the important input received from the community. As such, the design elements of the BRT project which emerged from this outreach process have helped gain community support. The project team will continue its outreach efforts through the Phase 2 design process.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFCTA: Colin Dentel-Post SFPW: Fernando Cisneros
<b>Type of Environmental Clearance Required:</b>	EIR (complete) and EIS (expected by end of 2017)



**Prop AA Vehicle Registration Fee  
Project Information Form**



Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	25%	In-house	Apr-Jun	2007	Apr-Jun	2018
Environmental Studies (PA&ED)	95%	SFCTA lead	Jul-Sep	2011	Oct-Dec	2017
Design Engineering (PS&E)	0%	TBD	Jul-Sep	2018	Apr-Jun	2019
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	N/A	Oct-Dec	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jul-Sep	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2020

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

Schedules for the design, advertising, and construction phases are per the Final EIS and EIR and are preliminary. Schedules will be confirmed during the CER phase based on funding and resources available and the amount of utility work needed in the Phase 2 portion of the corridor.



## Prop AA Vehicle Registration Fee Project Information Form

**Project Name:** Geary Corridor Bus Rapid Transit Phase 2 (Geary Boulevard Improvement Project)

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$0				See attached funding plan.
Right-of-way	\$0	N/A			
Construction	\$0				
<b>TOTAL PROJECT COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

Percent of Total

### PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)		\$2,064,919						\$2,064,919
Construction								\$0
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$2,064,919</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,064,919</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

### FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA				\$0
	See attached funding plan.			\$0
				\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Desired Prop AA Programming Year
Fiscal Year 2018/19

### Comments/Concerns

**Geary Bus Rapid Transit Funding Plan  
August 2017**

Near-Term Improvements <sup>1</sup>		Project Phases <sup>2</sup>					Total by Status	TOTAL
Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON		
Transit Performance Initiative - Investment	Federal, State	Allocated						
		Programmed				\$9,600,000	\$9,600,000	\$9,600,000
		Planned						
General Fund	Local	Allocated				\$360,300	\$360,300	
		Programmed						\$3,647,325
		Planned				\$3,287,025	\$3,287,025	
Prop A T2030 Bond Pedestrian Safety Improvements	Local	Allocated			\$1,606,500		\$1,606,500	
		Programmed				\$11,692,500	\$11,692,500	\$13,299,000
		Planned						
One Bay Area Grant Second Round (OBAG 2)	Federal, State	Allocated						
		Programmed				\$6,939,000	\$6,939,000	\$6,939,000
		Planned						
Prop AA Vehicle Registration Fee	Local	Allocated						
		Programmed				\$2,397,129	\$2,397,129	\$2,397,129
		Planned						
Prop K Sales Tax	Local	Allocated			\$1,978,946		\$1,978,946	
		Programmed						\$1,978,946
		Planned						
SFMTA Revenue Bond Series 2014	Local	Allocated				\$700,000	\$700,000	
		Programmed						\$700,000
		Planned						
SF PUC	Local	Allocated						
		Programmed						\$26,000,000
		Planned			\$2,600,000	\$23,400,000	\$26,000,000	
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated			\$94,600		\$94,600	
		Programmed						\$94,600
		Planned						
<b>Total Phase 1</b>	<b>Total Phase 1</b>	<b>Allocated</b>			<b>\$3,680,046</b>	<b>\$1,060,300</b>	<b>\$4,740,346</b>	
		<b>Programmed</b>				<b>\$30,628,629</b>	<b>\$30,628,629</b>	<b>\$64,656,000</b>
		<b>Planned</b>			<b>\$2,600,000</b>	<b>\$26,687,025</b>	<b>\$29,287,025</b>	
					<b>\$6,280,046</b>	<b>\$58,375,954</b>	<b>\$64,656,000</b>	

**Geary Bus Rapid Transit Funding Plan  
August 2017**

Full BRT (Remainder of Project) <sup>1</sup>		Project Phases <sup>2</sup>					Total by Status	TOTAL
Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON		
FTA 5309 Small Starts <sup>4</sup>	Federal	Allocated						<b>\$100,000,000</b>
		Programmed						
		Planned				\$100,000,000	\$100,000,000	
Congestion Management Agency Planning Funds	Federal	Allocated		\$237,754			\$237,754	<b>\$237,754</b>
		Programmed						
		Planned						
Prop K Sales Tax	Local	Allocated	\$780,000	\$8,719,527	\$6,319,470		\$15,818,997	<b>\$48,845,602</b>
		Programmed			\$18,407,655	\$14,618,950	\$33,026,605	
		Planned						
Prop AA	Local	Allocated						<b>\$2,064,919</b>
		Programmed			\$2,064,919		\$2,064,919	
		Planned						
TBD <sup>5</sup>	TBD	Allocated						<b>\$84,195,725</b>
		Programmed						
		Planned			\$8,992,552	\$75,203,173	\$84,195,725	
<b>Total Phase 2</b>		<b>Allocated</b>	<b>\$780,000</b>	<b>\$8,957,281</b>	<b>\$6,319,470</b>		<b>\$16,056,751</b>	<b>\$235,344,000</b>
		<b>Programmed</b>			<b>\$20,472,574</b>	<b>\$14,618,950</b>	<b>\$35,091,524</b>	
		<b>Planned</b>			<b>\$8,992,552</b>	<b>\$175,203,173</b>	<b>\$184,195,725</b>	
			<b>\$780,000</b>	<b>\$8,957,281</b>	<b>\$35,784,596</b>	<b>\$189,822,123</b>	<b>\$235,344,000</b>	

<sup>1</sup> The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

<sup>2</sup> Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

<sup>3</sup> Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPUC - San Francisco Public Utilities Commission.

<sup>4</sup> The Geary BRT project team plans to apply for Small Starts funds in 2017. Small Starts projects must be seeking no more than \$100 million.

<sup>5</sup> Potential sources for the Full BRT package include MTC Transit Performance Initiative, OneBayArea Grant, cap and trade funds, Senate Bill 1 funded programs, new bridge tolls, other state or federal discretionary funds, or a new local revenue measure or measures (the San Francisco Transportation Task Force 2045 is updating the Transportation 2030 [T2030] Task Force recommendations). T2030 identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in its investment plan.

**Prop AA Strategic Plan  
Programming and Allocations  
Pending 9/26/2017**

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
--------------	-------	---------	------------------------	------------------------	------------------------	------------------------	------------------------	--------------

**Street Repair and Reconstruction**

Target Funds Available in Category			\$ 3,294,247	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 12,050,635
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 2,397,129					\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 2,397,129				\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
<b>Subtotal Programmed to Category (% all time)</b>	<b>47.4%</b>		<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ -</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 9,588,516</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ 897,118</b>	<b>\$ 689,086</b>	<b>\$ 2,878,183</b>	<b>\$ 2,670,151</b>	<b>\$ 2,462,119</b>	<b>\$ 2,462,119</b>

**Pedestrian Safety**

Target Funds Available in Category			\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 300,000					\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 700,000					\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 500,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 986,928				\$ 986,928
<b>Subtotal Programmed to Category (% all time)</b>	<b>26.3%</b>		<b>\$ 3,052,000</b>	<b>\$ 2,141,928</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,193,928</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ (1,637,510)</b>	<b>\$ (2,839,480)</b>	<b>\$ (1,899,521)</b>	<b>\$ (959,563)</b>	<b>\$ (19,604)</b>	<b>\$ (19,604)</b>

**Transit Reliability and Mobility Improvements**

Target Funds Available in Category			\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 3,503,099			\$ 3,503,099
Geary Bus Rapid Transit - Phase 2	Construction	SFMTA		\$ 2,064,919				\$ 2,064,919
<b>Subtotal Programmed to Category (% all time)</b>	<b>26.2%</b>		<b>\$ 2,465,316</b>	<b>\$ 2,064,919</b>	<b>\$ 3,503,099</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,033,334</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ (263,294)</b>	<b>\$ (864,922)</b>	<b>\$ (2,904,730)</b>	<b>\$ (1,441,440)</b>	<b>\$ 21,851</b>	<b>\$ 21,851</b>

<b>Total Available Funds</b>			<b>\$ 6,910,759</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 25,280,143</b>
<b>Total Programmed</b>			<b>\$ 7,914,445</b>	<b>\$ 6,603,976</b>	<b>\$ 3,503,099</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 22,815,778</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ (1,003,686)</b>	<b>\$ (3,015,316)</b>	<b>\$ (1,926,069)</b>	<b>\$ 269,148</b>	<b>\$ 2,464,365</b>	

Allocated	
Pending	

**Prop AA Strategic Plan  
Cash Flow**

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
<b>Street Repair and Reconstruction</b>								
<b>Target Funds Available in Category</b>			<b>\$ 3,294,247</b>	<b>\$ 2,189,097</b>	<b>\$ 2,189,097</b>	<b>\$ 2,189,097</b>	<b>\$ 2,189,097</b>	<b>\$ 12,050,635</b>
Gearry Boulevard Pavement Renovation	Construction	SFPW	\$ 479,426	\$ 958,852	\$ 958,852			\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 799,043	\$ 1,598,086			\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 1,198,565	\$ 1,198,565	\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
<b>Cash Flow Subtotal</b>			<b>\$ 479,426</b>	<b>\$ 1,757,895</b>	<b>\$ 2,556,938</b>	<b>\$ 1,198,565</b>	<b>\$ 3,595,694</b>	<b>\$ 9,588,516</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ 2,814,821</b>	<b>\$ 3,246,023</b>	<b>\$ 2,878,183</b>	<b>\$ 3,868,715</b>	<b>\$ 2,462,119</b>	<b>\$ 2,462,119</b>
<b>Pedestrian Safety</b>								
<b>Target Funds Available in Category</b>			<b>\$ 1,414,490</b>	<b>\$ 939,958</b>	<b>\$ 939,958</b>	<b>\$ 939,958</b>	<b>\$ 939,958</b>	<b>\$ 5,174,324</b>
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 500,000	\$ 1,050,000	\$ 502,000			\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 80,000	\$ 145,000	\$ 75,000			\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 175,000	\$ 475,000	\$ 50,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 327,500	\$ 327,500			\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 250,000	\$ 250,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 141,864	\$ 378,303	\$ 466,761		\$ 986,928
<b>Cash Flow Subtotal</b>			<b>\$ 755,000</b>	<b>\$ 2,389,364</b>	<b>\$ 1,582,803</b>	<b>\$ 466,761</b>	<b>\$ -</b>	<b>\$ 5,193,928</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ 659,490</b>	<b>\$ (789,916)</b>	<b>\$ (1,432,760)</b>	<b>\$ (959,563)</b>	<b>\$ (19,604)</b>	<b>\$ (19,604)</b>
<b>Transit Reliability and Mobility Improvements</b>								
<b>Target Funds Available in Category</b>			<b>\$ 2,202,022</b>	<b>\$ 1,463,291</b>	<b>\$ 1,463,291</b>	<b>\$ 1,463,291</b>	<b>\$ 1,463,291</b>	<b>\$ 8,055,185</b>
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 1,232,658	\$ 1,232,658				\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 3,503,099
Gearry Bus Rapid Transit - Phase 2	Construction	SFMTA		\$ 2,064,919				\$ 2,064,919
<b>Cash Flow Subtotal</b>			<b>\$ 1,232,658</b>	<b>\$ 3,297,577</b>	<b>\$ 600,000</b>	<b>\$ 1,650,000</b>	<b>\$ 1,253,099</b>	<b>\$ 8,033,334</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ 969,364</b>	<b>\$ (864,922)</b>	<b>\$ (1,631)</b>	<b>\$ (188,341)</b>	<b>\$ 21,851</b>	<b>\$ 21,851</b>
<b>Total Available Funds</b>			<b>\$ 6,910,759</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 25,280,143</b>
<b>Total Cashflow</b>			<b>\$ 2,467,084</b>	<b>\$ 7,444,836</b>	<b>\$ 4,739,741</b>	<b>\$ 3,315,326</b>	<b>\$ 4,848,793</b>	<b>\$ 22,815,778</b>
<b>Cumulative Remaining Capacity</b>			<b>\$ 4,443,675</b>	<b>\$ 1,591,185</b>	<b>\$ 1,443,791</b>	<b>\$ 2,720,811</b>	<b>\$ 2,464,365</b>	



# Memorandum

**Date:** September 7, 2017  
**To:** Transportation Authority Board  
**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming  
**Subject:** 09/12/17 Board Meeting: Approval of Programming \$20.793 Million in San Francisco’s One Bay Area Grant Cycle 2 Funds to Four Projects and Amendment of the Prop AA Strategic Plan

**RECOMMENDATION**    Information    Action

- Program remaining \$20.793 million in San Francisco’s One Bay Area Grant Cycle 2 (OBAG 2) county share to four projects:
  - Better Market Street (\$15.980 million)
  - San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021) (\$2.062 million)
  - Embarcadero Station: New Northside Platform Elevator and Faregates (\$2 million)
  - San Francisco SRTS Capital Improvements (\$751,246)
- Amend Prop AA Strategic Plan to reprogram \$2.065 million to the Geary Bus Rapid Transit (BRT) Phase 2 project in Fiscal Year 2018/19

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:

**SUMMARY**

At its July 25 meeting, the Board deferred taking action on \$20.793 million in San Francisco’s OBAG 2 funds which staff had recommended programming to three projects: Better Market Street, SRTS Non-Infrastructure Project, and Embarcadero Station: New Northside Platform Elevator and Faregates. Several commissioners expressed an interest in a SRTS strategy that included capital infrastructure in addition to education and outreach. As a result, we have revised the staff recommendation by reducing OBAG 2 programming for the SRTS Non-Infrastructure project and adding a new \$751,246 SRTS capital improvements placeholder that will fund a future project(s) identified through walking audits, Vision Zero planning, or other processes and approved by the Board before funds are available in 2020. We have worked with project sponsors to respond to Board questions raised about the other two projects through briefings, additional Board presentations and other communications with your offices. Lastly, as a follow up to the Board’s action programming \$6.939 million in OBAG 2 funds to Phase 1 of the Geary BRT project, we are recommending that the Board amend the Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds freed up from Phase 1 to Phase 2 of the project.

## DISCUSSION

### Background.

About 45% of OBAG 2 funds are directed to congestion management agencies (CMAs), including the Transportation Authority for San Francisco. Provided that the CMAs comply with the Metropolitan Transportation Commission's (MTC's) OBAG 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 to transportation demand management. MTC has established many requirements for the program, some meant to help ensure compliance with federal timely use of funds requirements to avoid loss of funds to the region and others to help achieve the program's objectives. For the OBAG 2 cycle, \$42.286 million is available for San Francisco's competitive call for projects. MTC requires that a minimum of \$1.797 million of that be reserved for SRTS projects, which the Board prioritized for non-infrastructure projects due to the relative difficulty of funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements.

On July 25, 2017, through Resolution 18-05, the Board approved OBAG 2 funding for three projects totaling \$21.493 million, including: Geary Bus Rapid Transit (BRT) Phase 1 (\$6.939 million), John Yehall Chin Elementary Safe Routes to School (\$3.366 million), and Peninsula Corridor Electrification Project (\$11.188 million). The Board deferred taking action on the remaining \$20.793 million in San Francisco's OBAG 2 funds which staff had recommended programming to three projects to allow for additional questions and follow up, specifically:

- **Better Market Street:** Commissioner Kim requested an update on the project scope, schedule, timeline, expenditures to date, etc. Staff at San Francisco Public Works (SFPW) and the San Francisco Municipal Transportation Agency (SFMTA) presented additional information about the project at the July 25 Board meeting.
- **Embarcadero Station: New Northside Platform Elevator and Faregates:** Commissioner Kim requested additional information on how the elevator at the Embarcadero Station had been prioritized over those at the other Market Street stations and asked for information on Bay Area Rapid Transit District's (BART's) overall approach to addressing elevator needs, noting the important accessibility role played by this infrastructure. BART staff subsequently indicated that the prioritization had to do with project readiness, levels of platform crowding, relatively small station size, and higher level of multi-modal connectivity at the station. BART is also currently undertaking a broader assessment of each District elevator's overall condition, function, and capacity. We worked with BART to provide the aforementioned information to Commissioner Kim and have requested a draft of the elevator assessment report when it is ready, which is anticipated to be this fall.
- **SRTS Non-Infrastructure:** Several Commissioners raised a number of topics related to SRTS ranging from questioning the effectiveness of outreach and education to increase the share of kids walking and biking to school, expressing a preference for capital investments to improve safety, to interest in other strategies such as school crossing guards. Agency staff have presented on the non-infrastructure program at the Board. We have invited the Department of Public Health (DPH), the SFMTA, and San Francisco Unified School District staff to attend the September 12 Board meeting to respond to questions related to the aforementioned topics, including the crossing guard program.

### Staff Recommendation for Remaining OBAG 2 Funds.



## Agenda Item 7

A summary of the revised staff recommendation for San Francisco's OBAG 2 program of projects is provided in Attachment 1. A full list of projects considered in the call for projects and the detailed staff recommendation is in Attachment 2.

Based on Commissioner feedback and the information received from project sponsors, we are not recommending changes to amount of OBAG 2 funds to program to the Better Market Street (\$15.980 million for design) and the Embarcadero Station: New Northside Platform Elevator and Faregates (\$2.0 million for construction) projects. Since the June CAC meeting, SFPW, SFMTA, the Planning Department and Public Utilities Commission have been working together to identify a phased approach to the Better Market Street project that would allow early segments, likely focused on mid-Market and Civic Center, to begin construction as early as 2019 using local funding. OBAG funds would be used to design later segments of the project. SFPW is currently working to update the project cost, schedule, and funding plan for the phased approach by the end of September. One development, for instance, is that one of SFMTA's traction power substation will be removed from the overall Better Market Street scope of work, reducing the project cost by approximately \$100 million.

We have been working with DPH and the SFMTA in response to Commissioner feedback on SRTS. DPH has identified a roughly 25% reduction in OBAG 2 programming for the SRTS Non-Infrastructure project, from \$2.813 million to \$2.062 million. This would allow DPH to continue the current program from 2019 to 2021, but would reduce the number of participating elementary schools from 35 to 25 starting in 2019 unless additional funding is identified to support it at current funding levels. Similarly, middle schools would be reduced from four to two and only a single high school would participate. Schools will be prioritized based on school performance, mode shift, safety concerns, and other factors.

Using the freed up funds, we are recommending a new \$751,246 SRTS Capital Improvements placeholder for capital investments that improve safety walking and biking to school. We will work with the SFMTA and DPH to identify a project or projects through school audits, Vision Zero planning, or other processes over the next year or so and bring a recommendation back to the Board for approval prior to the OBAG funds becoming available in 2020.

Attachment 3 includes a map showing projects the proposed OBAG 2 program of projects, including those already approved and those that are the subject of this agenda item. Attachment 4 contains project summaries with additional scope, schedule, and funding plan detail for the projects recommended for funding as part of this action.

### **Prop AA Strategic Plan Amendment Recommendation.**

Last month, the Board approved \$6.939 million in OBAG 2 funds for the construction phase of Geary BRT Phase 1. This funding has freed up \$2.065 million in Prop AA vehicle registration fee funds and \$4.874 million in Prop K sales tax funds from Phase 1 to help close the funding gap for the design phase of Geary BRT Phase 2. We are recommending a corresponding amendment to the 2017 Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds from the Muni Rapid Network placeholder in the 2012 Strategic Plan to Geary BRT Phase 2 in Fiscal Year 2018/19. The Prop K funds are already programmed to the Geary BRT project with flexibility to direct to either phase and do not require any action at this time. See Attachments 5 and 6 for details.

### **Next Steps.**

We previously sought MTC approval to submit a portion of our OBAG 2 programming recommendations to MTC after its July 31, 2017 deadline. Following Board approval of the remaining OBAG 2 programming, we will work with project sponsors to submit the required documents to

## Agenda Item 7

MTC. We expect that these projects will be approved at a separate meeting than the rest of the Bay Area OBAG 2 programming, but that it will not impact when the projects can access funds.

### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted Fiscal Year 2017/18 budget associated with the recommended action.

### **CAC POSITION**

The CAC did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – OBAG 2 Program of Projects – Summary of Revised Staff Recommendations

Attachment 2 – OBAG 2 Projects Received and Detailed Staff Recommendations

Attachment 3 – OBAG 2 Program of Projects – Map of Approved Projects and Staff Recommendations

Attachment 4 – OBAG 2 Project Summaries for Recommended Projects

Attachment 5 – Prop AA Strategic Plan

Attachment 6 – Geary BRT Funding Plan