



RESOLUTION APPROVING PROGRAMMING OF \$17,980,000 IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO TWO 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, 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

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; and

WHEREAS, At its September 12, 2017 meeting, the Board severed the requests for the San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) and San Francisco Safe Routes to School Capital Improvements to be considered separately after further discussion; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming the remaining \$17,980,000 in San Francisco's OBAG 2 funds to two projects, as shown in Attachment 2 with scope, schedule and budget detail summarized in Attachment 4; 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



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 26th day of September, 2017, by the following votes:

**Ayes:** Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (9)

**Nays:** (0)

**Absent:** Commissioners Cohen and Sheehy (2)

Aaron Peskin 9/28/17  
Date

Aaron Peskin  
Chair

ATTEST: Tilly Chang 9/29/17  
Date

Tilly Chang  
Executive Director

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>
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<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
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<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	<del>San Francisco Safe Routes to School Non-Infrastructure Project (2019-2024) <sup>4</sup></del>	<del>Construction (Non-Infrastructure)</del>	<del>all</del>	<del>\$ 3,879,016</del>	<del>\$ 3,879,016</del>	<del>\$ 2,062,018</del>
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TBD	<del>San Francisco Safe Routes to School Capital Improvements <sup>4</sup></del>	<del>Design and Construction</del>	<del>all</del>	<del>\$ 751,246</del>	<del>\$</del>	<del>\$ 751,246</del>

<b>TOTAL</b>		\$ 2,667,829,000	\$ 72,728,000	\$ 39,472,736
<b>Total Approved (Res. 18-05):</b>		\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
<b>Total Pending Approval</b>		\$ 618,720,000	\$ 46,323,000	\$ 17,980,000
<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>				\$ 42,286,000
<b>TOTAL REMAINING</b>				\$ 2,813,264

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

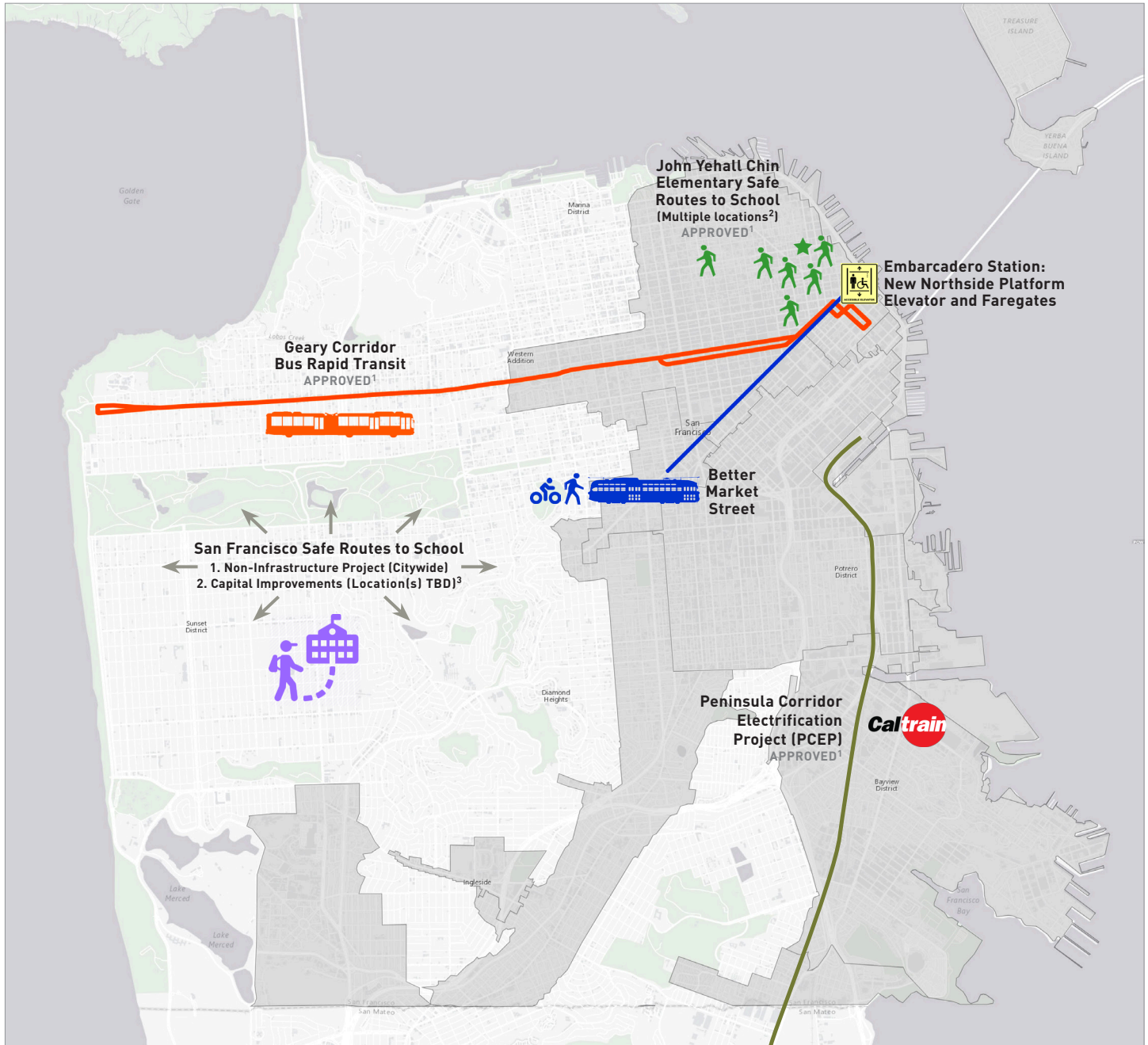
<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and To Be Determined (TBD).

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

<sup>4</sup> Strikethrough projects are deferred for further discussion.



# 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>

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

# 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				<b>\$1,910</b>		<b>\$13,090</b>	<b>\$15,000</b>