



Memorandum

Date: June 23, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 07/11/17 Board Meeting: Approval of San Francisco’s One Bay Area Grant Cycle 2 Program of Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve San Francisco’s One Bay Area Grant Cycle 2 (OBAG 2) Program of Projects</p> <p>SUMMARY</p> <p>Program \$42.286 million in San Francisco’s OBAG 2 county share for six projects:</p> <ul style="list-style-type: none"> ● Better Market Street (\$15.98 million) ● Peninsula Corridor Electrification Project (\$11.188 million) ● Geary Bus Rapid Transit Phase 1 (\$6.939 million) ● John Yehall Chin Elementary Safe Routes to School (\$3.366 million) ● San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) (\$2.813 million) ● Embarcadero Station: New Northside Platform Elevator and Faregates (\$2 million) <p>As San Francisco’s Congestion Management Agency (CMA), the Transportation Authority is responsible for issuing a call for projects and recommending programming of San Francisco’s county share of the OBAG 2 program, consistent with guidelines established by the Metropolitan Transportation Commission (MTC). MTC’s OBAG program directs federal funding to projects that integrate the region’s transportation program with California’s climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy. As shown in Attachment 3, we are recommending fully or partially funding six of eight requests that we received, asking for over \$87 million, more than double the funds available.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other:
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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 MTC’s OBAG

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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. One of the key requirements is that at least 70% of San Francisco's OBAG 2 funds must be spent within Priority Development Areas (PDAs), which are areas San Francisco previously nominated to focus future growth in a transit-oriented manner (see Attachment 1).

This is the second cycle of OBAG projects. The Transportation Authority approved OBAG Cycle 1 projects on June 25, 2013 through Resolution 13-63 and has subsequently approved a few amendments for projects that had trouble meeting federal timely use of funds requirements. Attachment 2 contains a map of OBAG 1 projects and a table showing project delivery status.

Available Funds.

Consistent with the Board-adopted OBAG 2 framework, we have a total of \$42,286,000 available for San Francisco's OBAG 2 call for projects. Of that amount, MTC requires that \$1,797,000 be reserved for Safe Routes to Schools (SRTS) projects, which the Transportation Authority 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.

San Francisco OBAG 2 County Program Funding (\$ millions)	
SRTS	\$1.797
Countywide OBAG 2	\$40.489
TOTAL	\$42.286

Prioritization Process.

On March 13, 2017, we issued the OBAG 2 call for projects. In response, we received eight project applications, requesting \$87,059,404, more than double the funds available, as shown in Attachment 3.

We evaluated the OBAG 2 applications using the Board-adopted screening and prioritization criteria (Attachment 4), and follow-up communications with sponsors and MTC. We first screened project submissions for eligibility and, upon consultation with MTC, confirmed that one project (the Port of San Francisco's Mission Bay Ferry Landing Project) was ineligible to receive funding due to lack of a funding plan for the construction phase, for which OBAG 2 funds were requested. Further, we also work with MTC and projects sponsors to identify ineligible scope elements for two projects (SF Public Works' Better Market Street and the Department of Public Health's SRTS Non-Infrastructure Project (2019-2021)) which was accounted for in our staff recommendation (see next section below).

We then evaluated the projects using the prioritization criteria detailed in Attachment 4. These include a number of location-specific prioritization criteria that reward projects in or near other geographic definitions (e.g., PDA, Communities of Concern) and project-specific criteria (e.g. project readiness, safety, community support, and the extent of transit core capacity and reliability improvements).

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Resulting project scores are shown in Attachment 5.

Staff Recommendations.

We are recommending fully funding three of the eight candidate projects and partially funding three additional projects, as detailed in Attachment 3 and summarized in Attachment 6. Our recommendation largely follows score order, funding the highest scoring projects first until available funds are exhausted.

Partial funding for the Better Market Street project (\$15.98 M vs. \$37.12 M requested) fully funds the design phase, but does not include funding for the construction phase which lacks a full funding plan at this time to qualify for OBAG 2 funds. The partial funding recommendation for the Safe Routes to School Non-Infrastructure Project (\$2.8 M vs. \$3.9 M requested) excludes OBAG-ineligible scope elements. The only diversion from score order in our recommendation is our recommendation to not fund the Bayshore Multimodal Facility and to instead direct the remaining funds to partially fund the Embarcadero Station: New Northside Platform Elevator and Faregates project (\$2.0 M vs. \$9.2 M). BART staff has indicated that with the recommended OBAG funds and another \$1 million in Prop K sales tax that we are recommending from the Prop K facilities category, BART will fully fund the project.

With respect to the Planning Department's Bayshore Multimodal Facility project, we recommend instead working the Planning Department and the SFMTA to fund the project (\$452,388 requested in OBAG fund for environmental review and design) from the Prop K Bi-County category 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 federal funding master agreement with Caltrans.

Attachment 7 includes a map showing projects recommended to receive OBAG 2 funding and their proximity to PDAs. Nearly 100% of our OBAG 2 projects are within or pass through PDAs, exceeding MTC's 70% requirement.

Attachment 8 contains project summaries showing additional scope, schedule, and funding plan detail for the projects recommended for funding.

Next Steps.

We are currently working with MTC and project sponsors to align the staff-recommended funding with the timing and type of federal money available across the 5-year OBAG 2 program. After the Transportation Authority Board acts to approve a program of projects, we will submit it to MTC by July 31, 2017 and its Commission will then act to approve it.

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its June 28, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Map of San Francisco PDAs

Attachment 2 – OBAG 1 Map and Project Updates

Attachment 3 – OBAG 2 Projects Received and Detailed Staff Recommendations

Attachment 4 - OBAG 2 Screening and Prioritization Criteria

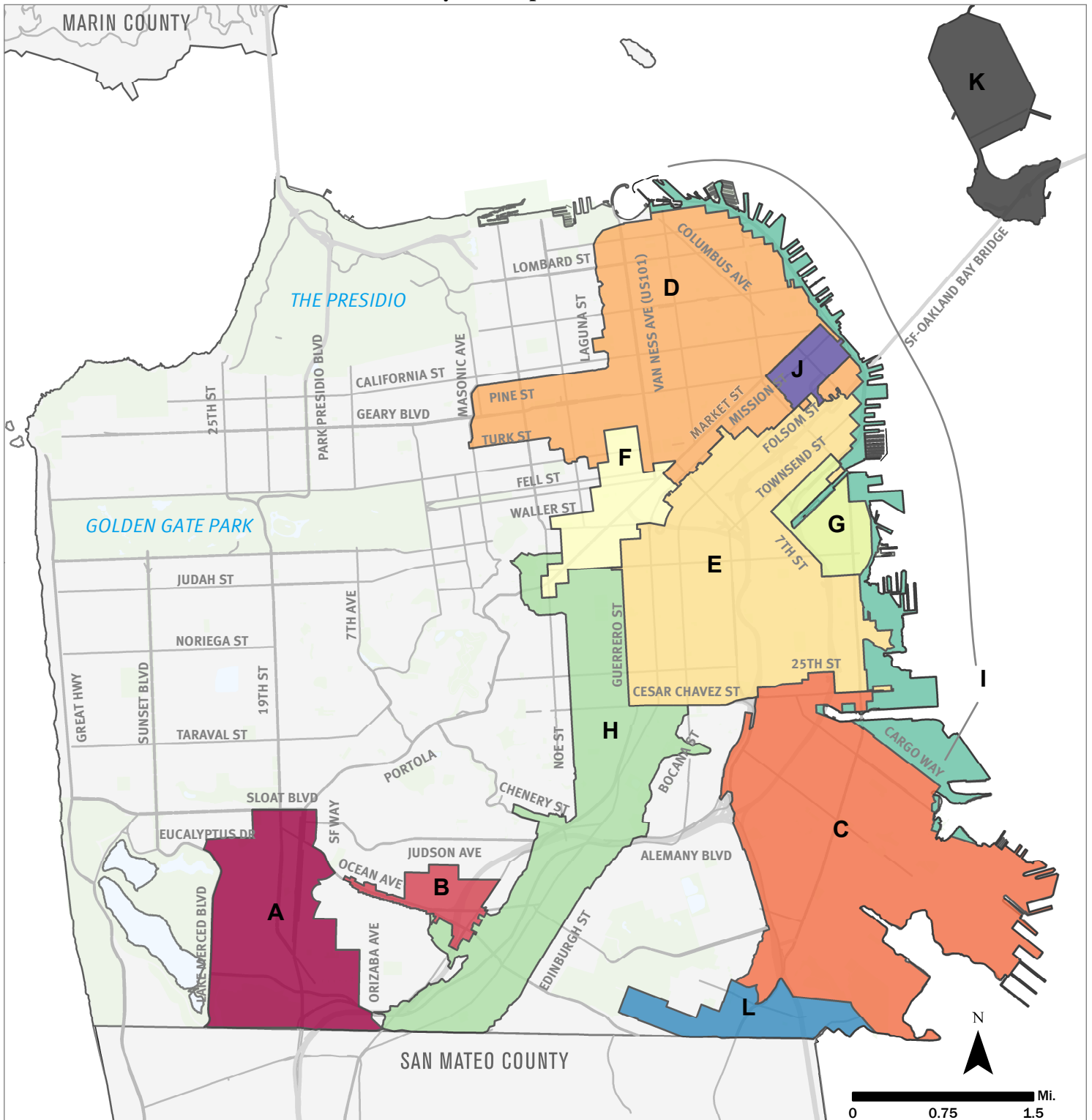
Attachment 5 – OBAG 2 Project Evaluation

Attachment 6 – OBAG 2 Program of Projects – Summary of Staff Recommendations

Attachment 7 – OBAG 2 Program of Projects – Map of Staff Recommendations

Attachment 8 – OBAG 2 Project Summaries

**Attachment 1
San Francisco One Bay Area Grant Cycle 2
Priority Development Areas**



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

Source: The Association of Bay Area Governments (ABAG)

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Attachment 2
One Bay Area Grant Cycle 1 Project Updates (updated June 2017)

Project Name (Sponsor)	Description	Construction Start	Open for Use	Total Project Cost	OBAG Funds as Last Amended
Broadway Chinatown Streetscape Improvement (San Francisco Public Works (SFPW))	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including bulb-outs, special crosswalk paving, new medians, street trees, bus stop improvements, and repaving. Construction is 20% complete.	June 2016	August 2017	\$7,102,487	\$3,477,802 ^{1,2}
ER Taylor Elementary School Safe Routes to School (SFPW)	Design and construct four pedestrian bulb outs at the intersection of Bacon and Gottingen near ER Taylor Elementary School to improve pedestrian safety. The project is open for use.	June 2015	November 2015	\$604,573	\$400,115 ^{2,3}
Longfellow Elementary School Safe Routes to School (SFPW)	Design and construct pedestrian safety improvements at the intersections of Mission & Whittier, Mission & Whipple, and Mission & Lowell near Longfellow Elementary School. The project is open for use.	August 2015	March 2016	\$852,855	\$670,307
Mansell Corridor Improvement (San Francisco Municipal Transportation Agency (SFMTA))	Design and construct a complete streets project on Mansell Street from Visitacion Avenue to Brazil Street including reduction in number of vehicular lanes and creating a multiuse path for pedestrians and bicyclists. The project is open for use.	September 2015	January 2017	\$6,807,348	\$1,762,239
Masonic Avenue Complete Streets (SFMTA)	Construct complete streets improvements on Masonic Avenue from Fell to Geary, including reallocation of space to calm traffic, dedicated bicycle space (raised cycle track), and pedestrian enhancements. Construction is 27% complete.	June 2016	April 2018	\$22,785,900	\$0 ⁴
Second Street Streetscape Improvement (SFPW)	Design and construct a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle track, landscaping, and repaving. Design is complete. Construction contract was re-advertised in April 2017 due to higher-than-anticipated bids received in response to the original contract advertisement.	October 2017	October 2019	\$15,415,115	\$10,567,997 ³
Transbay Transit Center Bike and Pedestrian Improvements (Transbay Joint Powers Authority)	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including a pedestrian walkway, sidewalks, path-finding signage, real time passenger information, bike racks and channels, pedestrian lighting, and public art. OBAG work will be implemented as part of various construction contracts for the Transbay Transit Center project, which is anticipated to open for use in early 2018.	January 2017	December 2017	\$11,480,440	\$6,000,000
Light Rail Vehicle (LRV) Procurement (SFMTA)	Purchase 175 replacement LRVs and 25 expansion LRVs to help meet projected vehicle needs through 2020, including for the Central Subway. The first new train arrived in January 2017 ; 4 vehicles are currently in non-revenue service testing; revenue service expected to start in late summer 2017.	September 2014	Through 2020 (procurement)	\$175,000,000	\$10,227,540 ⁴

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One Bay Area Grant Cycle 1 Project Updates (updated June 2017)

Lombard Street US-101 Corridor Improvement (SFPW)	Design and construct safety improvements along Lombard Street between Van Ness Avenue and Richardson Avenue, including curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks.	February 2018	October 2019	\$24,263,920	\$1,910,000 ¹
	Design is 95% complete. Due to a change in the Caltrans design standards midway through project design, SFPW has had to request a design variance from Caltrans, which is currently being negotiated and is anticipated to delay the start of project construction.				

Please visit www.sfcta.org/MyStreetsSF for more information.

Total OBAG: \$35,016,000

¹ \$1.91 million in OBAG funds programmed to the Broadway Chinatown Streetscape Improvement Project were swapped with SFMTA local revenue bond funds because the OBAG funds were unavailable when needed. In October 2015, the Transportation Authority Board reprogrammed the OBAG funds to SFPW's Lombard Street US-101 Corridor Improvement via 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW.

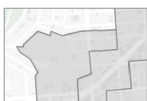
² On December 15, 2015, the Transportation Authority Board approved SFPW's request to reprogram \$67,265 cost savings from the recently completed ER Taylor SR2S to Chinatown Broadway, which has received a higher-than-anticipated bid to its original construction contract advertisement.

³ On June 28, 2016, the Transportation Authority Board approved SFPW's request to reprogram additional \$51,215 from the completed ER Taylor SR2S to Second Street to cover the cost of the pedestrian lighting, which has been added per the community's request.

⁴ In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.



San Francisco One Bay Area Grant Cycle 1 (OBAG 1) Approved Projects



Grey backgrounds denote Priority Development Areas (PDAs)

* Lombard Street US-101 Corridor Project was not in the original OBAG 1 project list. \$1.91 million in OBAG funds were reprogrammed to it from the Chinatown Broadway Phase IV Street Design project because the OBAG funds were unavailable when the Broadway project needed it.

** SFMTA LRV Procurement Project was not in the original OBAG 1 project list. In order to minimize risk of losing federal funds due to project delays, \$10.2 million in OBAG funds were reprogrammed from the Masonic Avenue project to the LRV Procurement project. SFMTA continues OBAG 1 reporting on both projects.

**Attachment 3.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Projects Received and Detailed Staff Recommendation ¹**

Evaluation Score ¹	Project Name and Brief Description	Sponsor Agency ²	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
36.1	Geary Bus Rapid Transit Phase 1 - 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	Allows equivalent amount of Prop K/Prop AA funds to shift to Phase 2 of the project to advance design.
34.6	Better Market Street - 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. See Attachment 8 for funding plan.
33.5	Peninsula Corridor Electrification Project - 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	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	San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021) - 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	\$ 2,813,264	all	The recommended award will continue the current program through 2021. Reduced recommendation eliminates 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 3.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Projects Received and Detailed Staff Recommendation ¹**

Evaluation Score ¹	Project Name and Brief Description	Sponsor Agency ²	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
26.6	John Yehall Chin Elementary Safe Routes to School - 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	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	Bayshore Multimodal Facility - 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	Mission Bay Ferry Landing - 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	Embarcadero Station: New Northside Platform Elevator and Faregates - 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.
TOTAL				\$ 2,724,284,641	\$ 87,059,404	\$ 42,286,000		

TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS	\$ 42,286,000
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¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), 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) and San Francisco Public Works (SFPW).

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San Francisco One Bay Area Grant (OBAG) 2 Screening and Prioritization Criteria (adopted 02.28.2017)

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.

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- *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 proposed housing development within a PDA with 75% or more affordable units.*
- **Located within Bay Area Air Quality Management District (Air District) Community Air Risk Evaluation (CARE) Community, or located near freight transport infrastructure:** Projects located in areas with highest exposure to particulate matter and toxic

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air contaminates 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.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate

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>).

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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 5.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Project Evaluation¹

Projects	Location-Specific Criteria					Project-Specific Criteria								Total (max 47)
	PDA (3 pts)	High- Impact Project Area (2 pts)	COC (3 pts)	BAAQMD CARE Community (2 pts)	PDA with affordable housing preservation and creation strategy (3 pts)	Project Readiness (10 pts)	Planning for Healthy Places (2 pts)	Safety (4 pts)	Multi- modal Benefits (3 pts)	Multiple Project Coordination (3 pts)	Community Support (3 pts)	Core Capacity (6 pts)	Alternate Funding Source (3 pts)	
Geary Bus Rapid Transit Phase 1	3.0	2.0	3.0	2.0	2.0	7.2	1.7	4.0	2.7	0.8	2.2	4.5	1.0	36.1
Better Market Street	3.0	2.0	3.0	2.0	3.0	5.0	1.8	4.0	2.8	1.0	2.0	4.0	1.0	34.6
Peninsula Corridor Electrification Project	3.0	2.0	2.0	2.0	2.0	9.0	1.0	0.0	1.0	1.0	3.0	6.0	1.5	33.5
San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	2.5	2.0	2.0	2.0	2.0	6.3	1.2	2.3	2.0	0.2	2.3	0.0	3.0	27.8
John Ychall Chin Elementary Safe Routes to School	2.0	1.5	2.0	2.0	2.0	8.3	1.0	4.0	0.3	0.0	2.3	0.0	1.2	26.6
Bayshore Multimodal Facility	3.0	2.0	2.0	2.0	0.5	5.7	1.3	0.7	3.0	1.0	1.5	1.0	0.7	24.4
Mission Bay Ferry Landing	2.5	2.0	0.0	2.0	0.0	3.7	1.0	0.0	2.3	1.0	2.3	3.8	1.3	21.9
Embarcadero Station: New Northside Platform Elevator and Faregates	2.0	2.0	0.0	2.0	0.0	6.7	0.0	0.0	1.0	0.0	1.0	2.0	0.7	17.4

Abbreviations include:

Priority Development Areas (PDA)

Community of Concern (COC)

Bay Area Air Quality Management District (BAAQMD)

Community Air Risk Evaluation (CARE)

¹ See Attachment 4 for Board-adopted prioritization criteria.

Attachment 6.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects
Summary of Staff Recommendations¹

Sponsor Agency ²	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	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1	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	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	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TOTAL				\$ 2,671,708,016	\$ 76,607,016	\$ 42,286,000

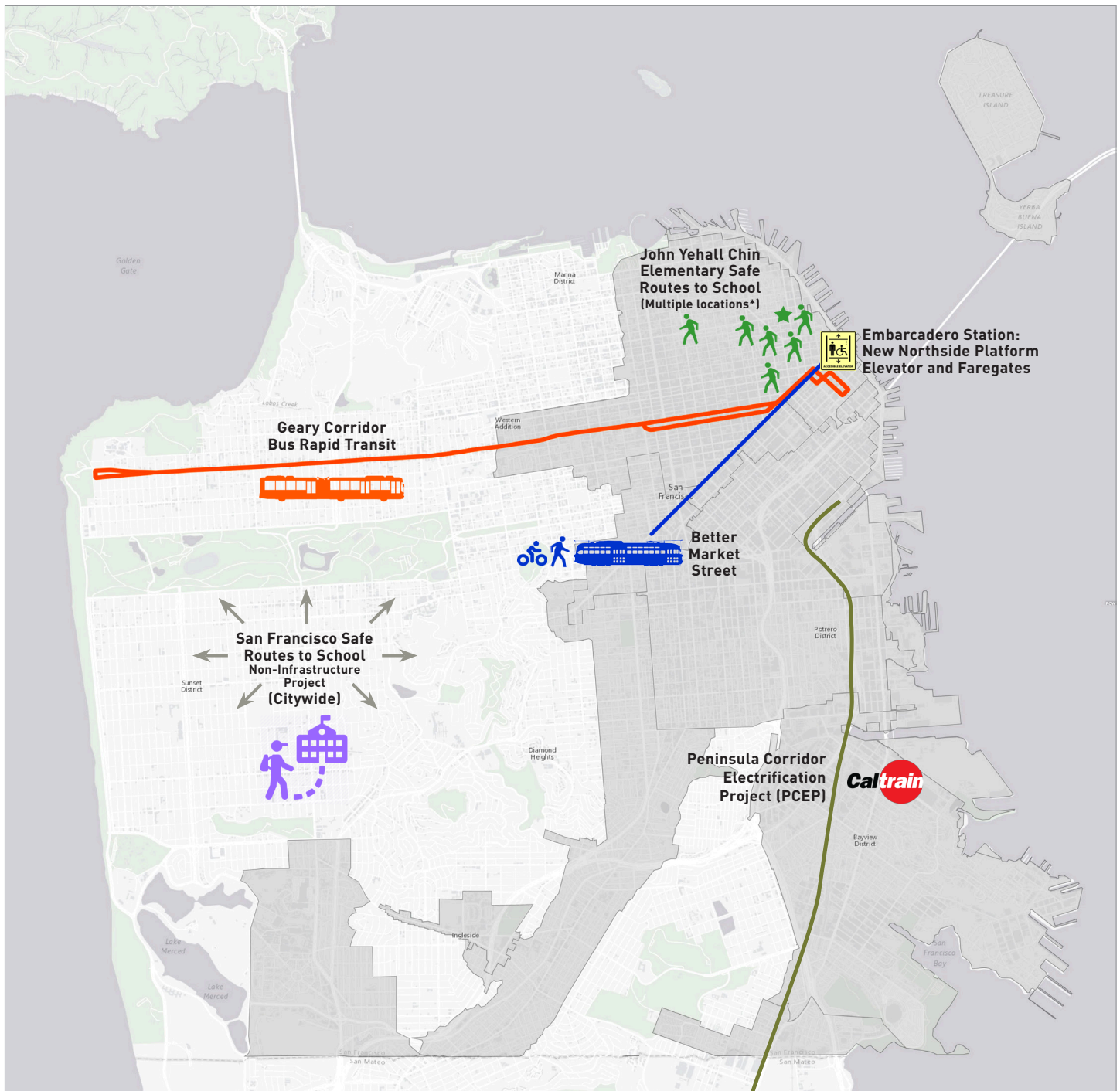
TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS	\$ 42,286,000
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¹ Projects are sorted by recommended OBAG 2 programming from highest to lowest.

² 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), and San Francisco Public Works (SFPW).



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



 Grey backgrounds denote Priority Development Areas (PDAs)

- * 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

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 8

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

Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
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
Total by Phase		\$15,287	\$11,355	\$42,039		\$535,039	\$603,720

Attachment 8

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

Peninsula Corridor Electrification Project

Sponsor: Peninsula Corridor Joint Powers Board (PCJPB)

Recommended OBAG 2 Programming: \$11,187,736

Recommended Phase: Construction

Districts: 6 and 10

Scope:

The Peninsula Corridor Electrification Project (PCEP) will electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's commuter rail service.

The PCEP includes two components: infrastructure and rolling stock. The infrastructure component includes installation of an Overhead Contact System over the rail system beginning at the 4th and King Caltrain Station in San Francisco and ending at Tamien Station in San Jose to provide power to the electric rolling stock, allowing the system to accommodate high speed rail service in the future. The rolling stock component includes the design and procurement of 98 high-performance Electric Multiple Units (EMUs) to replace approximately 75% of the existing diesel rolling stock. EMUs, which are much lighter than the diesel trains, can accelerate and decelerate faster than diesel trains, providing the flexibility to increase the frequency of service without adding travel time and/or reduce the overall travel time from one end of the corridor to the other. This important improvement allows for increased capacity on the corridor and makes it possible for Caltrain to serve more customers at more stations.

The design-build contract for the infrastructure component was awarded to Balfour Beatty in July 2016. PCJPB awarded a contract for the EMU component to Stadler in July 2016. PCEP is scheduled to be in place by 2020 and is vital to reducing traffic congestion and enhancing quality of life in the Bay Area by providing a commuter rail system that can accommodate the region's dramatic job and population growth.

Schedule:

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	1/13	4/15
Environmental Studies (PA&ED)	1/13	1/15
Design Engineering (PS&E)	4/14	2/15
Right-of-way	2/15	11/17
Construction	9/16	12/21

Attachment 8

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

Funding Plan:

Caltrain Electrification Funding Plan
Updated: August 2016

Source	Type	Status	Project Phases						EMU's	Amount	TOTAL
			PE/ENV	PS&E	DB	EMU	Electrification				
FHWA and FTA Prior Funding	Federal	Allocated	\$15,680,000					\$15,680,000	\$15,680,000	\$15,680,000	
	Federal	Planned							\$0	\$0	
FTA Formula Funds (Caltrain)	Federal	Allocated		\$5,230,000					\$5,230,000	\$315,000,000	
	Federal	Planned				\$309,770,000			\$309,770,000	\$315,000,000	
Congestion Mitigation and Air Quality	Federal	Allocated	\$4,000,000					\$4,000,000	\$4,000,000	\$4,000,000	
	Federal	Planned							\$0	\$0	
FTA Core Capacity	Federal	Allocated			\$72,900,000				\$72,900,000	\$647,000,000	
	Federal	Planned			\$574,000,000				\$574,100,000	\$647,000,000	
Prop 1A High Speed Rail Bonds	State	Allocated							\$0	\$600,000,000	
	State	Planned			\$600,000,000				\$600,000,000	\$600,000,000	
High Speed Rail Cap & Trade/ Other	State	Allocated							\$0	\$113,000,000	
	State	Planned							\$113,000,000	\$113,000,000	
Non Prop 1A, including Transit and Intercity Rail Program	State	Allocated							\$20,000,000	\$20,000,000	
	State	Planned								\$20,000,000	
Prop 1B-Caltrain	State	Allocated						\$8,000,000	\$8,000,000	\$8,000,000	
	State	Planned							\$0	\$0	
Caltrain Low Carbon Transportation Operations Program	State	Allocated							\$1,940,000	\$9,000,000	
	State	Planned							\$7,060,000	\$9,000,000	
Bridge Tolls	Regional	Allocated							\$39,400,000	\$39,400,000	
	Regional	Planned							\$0	\$0	
Carl Moyer Program	Regional	Allocated							\$20,000,000	\$20,000,000	
	Regional	Planned							\$0	\$0	
VTA	Local	Allocated							\$21,730,000	\$60,570,000	
	Local	Planned							\$19,240,000	\$60,570,000	
SMCTA	Local	Allocated							\$21,730,000	\$59,540,000	
	Local	Planned							\$17,810,000	\$59,540,000	
Prop K	Local	Allocated							\$6,400,000	\$10,300,000	
	Local	Planned							\$3,260,000	\$10,300,000	
San Francisco	Local	Allocated							\$640,000	\$16,100,000	
	Local	Planned							\$0	\$16,100,000	
SF General Obligation Bonds	Local	Allocated							\$0	\$31,240,000	
	Local	Planned							\$31,240,000	\$31,240,000	
Previous Local Commitment	Local	Allocated							\$11,020,000	\$11,020,000	
	Local	Planned							\$0	\$11,020,000	
Totals	Totals	Allocated							\$221,630,000	\$1,980,250,000	
	Totals	Planned							\$385,120,000	\$1,980,250,000	

\$11.188 million recommended from OBAG 2.

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

Geary Bus Rapid Transit Phase 1

Sponsor: San Francisco Municipal Transportation Agency**Recommended OBAG 2 Programming:** \$6,939,000**Recommended Phase:** Construction**Districts:** 1, 2, 3, 5, and 6**Scope:**

Together, Phase 1 and Phase 2 of the Geary Bus Rapid Transit Project will 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. It will also provide other pedestrian- and transit-supportive improvements such as bulb-outs, optimized stops with upgraded amenities, and signal improvements.

Phase 1 of the Geary BRT project will improve transit and multimodal performance and address pedestrian safety issues on the segment from Market Street to Stanyan Street. Specific improvements will include:

- Extension of existing dedicated bus-only lanes to Stanyan Street, including filling gaps in the existing bus-only lanes between Gough Street and Market Street
- Optimized stop locations with passenger amenities
- More than 50 curb bulb-outs and new curb ramps at many street corners, increasing the visibility of people crossing, slowing down right-turning vehicles, shortening crossing distances for people walking, and improving access for people with disabilities
- Upgraded traffic signals with more reliable transit signal priority, pedestrian countdown signals where they are currently missing, leading pedestrian intervals to give crossing pedestrians a head-start, and optimized traffic signal timing to improve traffic and transit flow
- Coordinated roadway repaving and separately-funded utility upgrades.

Programming OBAG funding to Phase 1 of the Geary BRT project will allow an equal amount of Prop K and Prop AA funds to shift to the Phase 2 of the project, which will implement the rest of the upgrades to the corridor.

Schedule (Phase 1):

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	10/2014	10/2015
Environmental Studies (PA&ED)	5/2007	9/2017
Design Engineering (PS&E)	10/2015	5/2018
Construction	3/2018	9/2020

Attachment 8

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

Funding Plan (Phase 1):

San Francisco OBAG 2 Application
Funding Plan (\$1,000)

Source	Type	Status ²	Project Phases ¹						Total by Fund Source	TOTAL PROJECT FUNDING
			CER	ENV	PS&E	ROW	CON			
OBAG 2		Planned						\$6,939	\$6,939	\$64,656
Transit Performance Initiative - Investment		Allocated						\$9,600	\$9,600	
General Fund		Allocated						\$360	\$360	Total Cost Entered
General Fund		Planned						\$3,287	\$3,287	\$64,656
Prop A T2030 Bond		Allocated	\$350							
Pedestrian Safety Improvements		Allocated			\$1,257				\$1,607	
Prop A T2030 Bond		Programmed							\$11,693	
Pedestrian Safety Improvements		Planned							\$2,397	
Prop AA Vehicle Registration Fee		Allocated							\$1,979	
Prop K Sales Tax		Allocated	\$117						\$1,862	
SFMTA Revenue Bond Series 2014		Allocated							\$700	
SF PUC		Planned							\$23,400	
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)		Allocated	\$95						\$95	
Total by Phase			\$562						\$58,376	\$64,656

<i>Cost Entered by Phase (\$1,000)</i>										
			\$562	<i>Geary BRT</i>					\$5,718	\$58,376

Please identify the responsible agency(ies) and funding sources for ongoing maintenance of the project, including but not limited to lighting and landscaping. Funding for operations and maintenance of the proposed project would come from existing revenue sources for SFMTA, which include fare and parking revenues, operating grants (e.g., State Transit Assistance), traffic fees, and fines.

¹ Acronyms for project phases include: CER - Conceptual Engineering; ENV - Environmental Studies; PS&E - Plans, Specifications & Estimates or Final Design; ROW- Right of Way, and CON - Construction.
² Allocated - funds have been approved for expenditure for the subject project by the funding authority; Programmed - funds have been assigned to the subject project but not yet approved for expenditure; Planned - funds have not yet been committed.

John Yehall Chin Elementary Safe Routes to School

Sponsor: San Francisco Public Works

Recommended OBAG 2 Programming: \$3,366,000

Recommended Phase: Construction

District: 3

Scope:

The John Yehall Chin Elementary Safe Routes to School (SRTS) project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to the school and others living and working in the surrounding neighborhood. John Yehall Chin Elementary School is ranked as one of the schools with greatest need of safety improvements on the San Francisco Municipal Transportation Agency’s SRTS prioritization list, which was created to better select SRTS projects and includes criteria such as rates of free or reduced lunch, number of students enrolled living within one mile of the school, and high levels of collisions involving a pedestrian.

The project would install significant pedestrian improvements at the following intersections, selected based on the potential to improve walking conditions, proximity to the school, location on a high-injury street, difficulty of funding the projects from other sources, and confidence of being able to meet the grant implementation deadlines. The curb extensions and raised crosswalk will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school.

1. Kearny and Bush – curb extension
2. Kearny and Jackson – curb extension
3. Pacific and Stockton – curb extension
4. Battery and Pacific – curb extension
5. Battery and Washington – curb extension
6. Broadway and Cyrus Place – raised crosswalk

SFMTA has estimated that 148,500 pedestrians use the selected intersections every day.

Schedule:

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	7/14	6/15
Environmental Studies (PA&ED)	09/15	09/17
Design Engineering (PS&E)	01/16	5/18
Construction	3/19	10/19

Attachment 8

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

Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$3,366	\$3,366
ATP	Allocated		\$21	\$337			\$358
Prop K sales tax	Allocated	\$40					\$40
Prop K sales tax	Planned					\$436	\$436
Total by Phase		\$40	\$21	\$337		\$3,802	\$4,200

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

Sponsor: San Francisco Department of Public Health

Recommended OBAG 2 Programming: \$2,813,264

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 currently includes comprehensive services at 35 elementary schools (listed below by district), and special activities at four middle schools and 2 high schools. 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
- Implement "City Street Investigators" afterschool programs, teaching children about safety and transportation planning through hands-on activities including mapping, observation of pedestrians', bicyclists', and motorists' behaviors, and monitoring traffic speed
- Teach safe bike riding/street skills programs through 10-day Physical Education curricula in 4 middle and 2 high schools
- 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:

Attachment 8

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

SFUSD, SF Department of the Environment, the San Francisco Bicycle Coalition, Walk SF, Presidio YMCA, and Safe Passage.

Participating Elementary Schools (current):

<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:

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

Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,813	\$2,813
In-Kind Match	Planned					\$364	\$364
Total by Phase						\$3,178	\$3,178

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 ²	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