



RESOLUTION ADOPTING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR
\$35,016,000 IN ONEBAYAREA GRANT FUNDS

WHEREAS, In May 2012, through Resolution 4035, the Metropolitan Transportation Commission (MTC) adopted the OneBayArea Program (OBAG) as its framework for programming federal surface transportation funds anticipated in the yet-to-be developed surface transportation act; and

WHEREAS, The policy impetus behind OBAG is an effort to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS); and

WHEREAS, The OBAG program accomplishes this integration by using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation process and that have historically produced housing, by supporting the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs), and by providing a higher proportion of funding to Congestion Management Agencies (CMAs) and additional investment flexibility by eliminating required program targets; and

WHEREAS, MTC's guidelines allow for a CMA to prioritize projects that are eligible for the Transportation for Livable Communities program, the Local Streets and Roads program, and the Safe Routes to School program, as well as bicycle and pedestrian improvements and CMA planning activities; and

WHEREAS, San Francisco's estimated share of OBAG funds is \$38.8 million, with funds available primarily in Fiscal Years 2013/14 to 2015/16; and

WHEREAS, As CMA for San Francisco, in September 2012, the Authority Board adopted Resolution 13-11, establishing the funding framework (Attachment 1), schedule (Attachment 2), and



screening and prioritization criteria (Attachment 3) for San Francisco's OBAG program; and

WHEREAS, The Authority's funding framework set aside \$3.5 million for CMA Planning activities over the four-year programming cycle and dedicated \$35 million for OBAG projects; and

WHEREAS, The OBAG funding framework follows MTC's guidelines requiring that a minimum of 70% of the OBAG funds be spent on projects within or that provide proximate access to PDAs, and it establishes a small targeted program intended to incentivize Safe Routes to School infrastructure projects; and

WHEREAS, In recognition of the challenges of meeting strict timely-of-funds requirements associated with federal funds, the Authority's OBAG schedule establishes a two-part call for projects intended to provide time for the Authority to work with sponsors to advance project development and build community support for a final set of OBAG projects for which there is a high level of confidence that they will be able to meet the strict timely-use-of-funds deadlines; and

WHEREAS, The adopted OBAG screening and prioritization criteria includes all of MTC's required screening and prioritization criteria as well as San Francisco-specific criteria focused on prioritizing project readiness, multi-modal/complete streets projects, and projects that address safety issues on high-collision pedestrian and bicycle corridors; and

WHEREAS, On September 27, 2012, the Authority issued a call for projects for OBAG in accordance with the guidelines established by MTC through Resolution 4035; and

WHEREAS, On October 26, 2012, the Authority received 12 applications requesting a total of \$62.7 million in available OBAG funds; and

WHEREAS, In December, through Resolution 13-25, the Authority Board approved the initial pool of candidate OBAG projects, and advanced 10 projects to the second part of the OBAG call for projects; and

WHEREAS, From January to April 2013, project sponsors continued to develop the



candidate OBAG projects through refined conceptual engineering and cost estimation, and public outreach; and

WHEREAS, On April 29, 2013 the Authority received 9 updated applications requesting a total of \$44.5 million in available OBAG funds; and

WHEREAS, The San Francisco Municipal Transportation Agency withdrew the Balboa Station Area and Plaza Improvements: Shelter Canopies project from consideration since it has identified other existing fund sources that will enable a portion of the project to be delivered potentially faster than OBAG would allow; and

WHEREAS, Authority staff worked with project applicants to clarify project information, re-evaluate projects based on the adopted scoring criteria, and identify other funding sources or funding strategies to fully fund projects recommended for OBAG funds, as well as for projects not recommended for this cycle of OBAG programming; and

WHEREAS, Attachment 4, which shows the recommended OBAG Program of Projects, also provides a brief project description, total cost, amount requested, and final priority ranking; Attachment 5 contains a map of the recommended projects and San Francisco's PDAs; Attachment 6 demonstrates that the Authority's recommendation satisfies MTC's requirement to direct at least 70% of OBAG funds toward projects located within PDAs or which provide proximate access to PDAs; and Attachments 7 and 8 summarize the project schedules and funding plans, respectively, for the recommended OBAG projects; and

WHEREAS, Since May 2012, Authority staff has sought input on the OBAG program from the Plans and Programs Committee, the Citizens Advisory Committee, the Authority's Technical Working Group, the Bicycle Advisory Committee, and the Pedestrian Safety Advisory Committee; and has also posted OBAG information on the Authority's website and Facebook page, done outreach through the Authority's contact lists, Authority Board Members' offices, and the Mayor's



Office of Neighborhood Services; and

WHEREAS, At its May 22, 2013 meeting, the Citizens Advisory Committee unanimously adopted a motion supporting the staff recommendation; and

WHEREAS, At its June 18, 2013 meeting, the Plans and Programs Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Authority hereby adopts San Francisco's Program of Projects for \$35,016,000 in OBAG funds, as shown in Attachments 4 through 8; and be it further

RESOLVED, The Executive Director is authorized to submit the San Francisco's Program of Projects for \$35,016,000 in OBAG funds to MTC; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Funding Framework
2. Call for Projects Schedule (Updated: February 2013)
3. Screening and Prioritization Criteria
4. Program of Projects
5. Program of Projects and Priority Development Area Map
6. Program of Projects and Priority Development Area Target
7. Project Schedule
8. Funding Plans

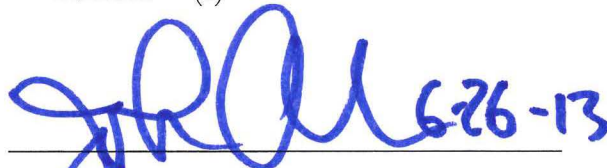


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of June, 2013, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Nays: (0)

Absent: (0)



John Avalos Date
Chair

ATTEST: 

Maria Lombardo Date
Interim Executive Director

Attachment 1

OneBayArea Grant Fund Programming¹ (millions \$)	
CMA Planning Activities	\$ 3.568
Priority Development Area Projects (Minimum) ²	\$ 24.510
Safe Routes to School (Target)	\$ 2.500
Non-Priority Development Area Projects (Target)	\$ 8.006
TOTAL	\$ 38.584

¹ Amounts are estimates and subject to change based on adoption of the new surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21).

² Per MTC guidelines a minimum of 70% of San Francisco's OBAG funds must be programmed to projects in Priority Development Areas (PDAs). Amounts in the table above credit 70% of the CMA Planning Activities funds towards the 70% PDA target as allowed by MTC. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA.

³ The Safe Routes to School target is not required by MTC, but rather proposed by Authority staff to encourage sponsors to submit these types of projects for OBAG funding.

Attachment 2

OneBayArea Grant Call for Projects Schedule (Updated: February 15, 2013)

Meeting dates subject to change. Please check Authority's website for schedule (www.sfcta.org/agendas)

May 17, 2012	Authority Technical Working Group - INFORMATION OBAG guidelines and prioritization criteria
May 23, 2012	Citizens Advisory Committee Meeting – INFORMATION OBAG guidelines and prioritization criteria
June 12, 2012	Plans and Programs Committee Meeting – INFORMATION OBAG guidelines and prioritization criteria
June 21, 2012	Authority Technical Working Group - Review guidelines, schedule, criteria
July 17, 2012	Plans and Programs Committee Meeting – INFORMATION OBAG approach (e.g. schedule, funding framework, prioritization criteria)
September 12, 2012	Citizens Advisory Committee Meeting – ACTION OBAG approach (e.g. schedule, funding framework, prioritization criteria)
September 18, 2012	Plans and Programs Committee Meeting – ACTION OBAG approach (e.g. schedule, funding framework, prioritization criteria)
September 25, 2012	Authority Board Meeting – ACTION OBAG approach (e.g. schedule, funding framework, prioritization criteria)
September 26, 2012	Authority Releases Initial OBAG Call for Projects¹
October 5, 2012	Application Workshop
October 26, 2012	Initial OBAG Applications Due to the Authority
November 14, 2012	Authority Releases Staff Recommendation on OBAG project pool
November 15, 2012	Authority Technical Working Group Staff recommendation on initial OBAG project pool and project development strategy

¹ We propose a two-part call for projects so that the Authority Board and the public have a chance to provide early input on the design of candidate projects, and to ensure that the final OBAG projects are sufficiently well advanced in their development that they can be assured of meeting timely-use-of-funds deadlines associated with federal funds.

Attachment 2

December 4, 2012	Plans and Programs Committee Meeting – ACTION Initial OBAG project pool and project development strategy
December 5, 2012	Citizens Advisory Committee Meeting – ACTION Initial OBAG project pool and project development strategy
December 11, 2012	Authority Board Meeting – ACTION Initial OBAG project pool and project development strategy
January 2012 – April 2013	Project sponsors further develop initial OBAG projects and seek public input
February 27, 2013	Citizens Advisory Committee Meeting – INFORMATION Project development progress
March 12, 2013	Update to Pedestrian Safety Advisory Committee
March 19, 2013	Plans and Programs Committee Meeting – INFORMATION Project development progress
March 28, 2013	Update to Bicycle Advisory Committee (tentative, pending Chair approval)
April 29, 2013	Final OBAG Applications Due to Authority
May 15, 2013	Authority Releases Final Staff Recommendation on OBAG Projects
May 16, 2013	Authority Technical Working Group Final staff recommendation on OBAG project priorities
May 22, 2013	Citizens Advisory Committee Meeting – ACTION Final OBAG project priorities
June 18, 2013	Plans and Programs Committee Meeting – ACTION Final OBAG project priorities
June 25, 2013	Authority Board Meeting – ACTION Final OBAG project priorities
June 30, 2013	OBAG Recommendations Due to MTC

Attachment 3

OneBayArea Grant (OBAG) Screening and Prioritization Criteria

The Authority will first screen candidate projects for eligibility and then will prioritize eligible projects based on prioritization criteria for the OBAG program as a whole, as well as for individual OBAG programs (e.g. Local Streets and Roads Preservation and Transportation for Livable Communities). MTC's OBAG guidelines largely dictate the screening and evaluation criteria that the Authority will use. In the sections below *italicized text* indicates new or modified screening and prioritization criteria proposed by Authority staff.

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:

- Project is a fully funded, stand-alone capital project.
- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG: Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, and Safe Routes to School (SR2S)¹.
- Project sponsor is an eligible public agency per MTC's OBAG guidelines.
- *Project sponsor is requesting a minimum of \$500,000 in OBAG funds².*
- Project is consistent with the adopted Regional Transportation Plan *and the San Francisco Countywide Transportation Plan.*
- Project must have the required 11.47% local match in committed or programmed funds. The need for local match only applies to projects funded with federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. Our current assumption is that projects funded with Transportation Alternatives (TA) funds and not transferred to the Federal Transit Administration will not have to have to provide local match as it is already funded by the State.³

Local Streets and Roads Preservation Additional Screening Criteria:

- Project selection must be based on the analysis results 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.
- Project cannot be a capacity expansion project, right-of-way purchase, channelization, routine maintenance, spot application, seismic retrofit, or structural repair on bridges.

¹ This lists excludes Priority Conservation Areas as an eligible project type as they are not applicable to San Francisco as the intent is to ameliorate outward development and expansion and maintain rural character.

² MTC's guidelines establish a minimum federal grant amount of \$250,000 for counties with populations less than one million like San Francisco. In recognition of the delivery challenges posed by federal funds, we recommend a minimum federal grant request of \$500,000, but will consider a lower amount on a case by case basis consistent with MTC guidelines.

³ Transportation Alternatives funds replace the former Transportation Enhancements program with the passage of the new federal transportation bill; Moving Ahead for Progress in the 21st Century (MAP-21) in July 2012. We will keep sponsors informed as guidance for the new program, including local match requirements, is made available.

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Project cannot be a non-pavement enhancement, such as streetscape projects and/or new traffic calming features. Non-pavement projects/activities that replace features currently existing on the roadway are eligible as follows: minor structures (e.g. headwalls, retaining walls, slide repair and slope protection), ADA compliance components, NPDES/Permits, traffic safety components (e.g. striping, signs, signals), bike paths (Class II/III only), and sidewalks.

SR2S - Additional Screening Criteria:

- *Projects must be coordinated with San Francisco SR2S 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. The goal is to coordinate capital improvements with education and outreach opportunities throughout the city.*
- *Project must have a signed letter of support from a school administrator (e.g. Principal, Vice-Principal) at the selected school.*

OBAG Prioritization Criteria:

Projects that meet all of the OBAG screening criteria and the screening criteria for the applicable individual program(s) will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Authority reserves the right to modify or add to the prioritization criteria in response to additional 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..

- **Located within or provides “proximate access” to 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 CMA because they provide proximate access to a PDA, must be mapped and given policy justifications for why and how they support a given PDA.
- **Project Readiness:** Projects that can clearly demonstrate an ability to meet timely use of funds requirements will be given a higher priority. Projects should have completed conceptual designs at a minimum and ideally completed survey work (e.g. at or near 30% design). This enables project benefits to be realized sooner and supports the region’s strategy to obligate STP, CMAQ, and TA funds as early as possible. Within this criterion, the Authority will prioritize projects that can demonstrate state environmental clearance (CEQA) and a potential for federal categorical exclusion (NEPA) and/or existing federal environmental clearance.
- **Complete Streets/Multi-modal:** *Projects that directly benefit multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists) will be prioritized. To the extent practicable, the Authority will use the design guidance set forth in the Better Streets Plan to evaluate a project’s success in meeting this criteria.*
- **Community Support:** Projects with clear and diverse (e.g. broad) community support will receive a higher priority. This can be shown through letters of support, specific reference to adopted plans and community meetings regarding the project. This includes a preference for projects that are included in adopted plans that were developed with community input (e.g. area plans, traffic calming plans, neighborhood transportation plans). *SR2S projects that come from documented walking audits with school officials and community members also will be prioritized.*
- **Multiple Project Coordination:** *Projects that are coordinated with non-OBAG funded, but related*

Attachment 3

improvements, such as making pedestrian safety upgrades 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, estimate cost, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).

- **Safety:** *Projects that address high risk and high activity pedestrian corridors or locations (e.g. as identified in the WalkFirst effort) and/or high bicycle collision corridors or locations 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.*
- **Located within High Impact Project Areas:** Factors used to determine high impact project areas include:
 - Housing – Area is expected to take on significant growth in the Sustainable Communities Strategy and Regional Housing Needs Allocation.
 - Jobs in proximity to housing and transit
 - Improved transportation choices for all income levels (reduces vehicle miles travelled (VMT), connectivity, transit access, etc.)
 - Consistency with regional TLC design guideline or design that encourages multi-modal access
 - Project areas with parking management and pricing policies
- **Located within a Community of Concern (COC):** Projects located within a COC will be given higher priority.
- **Located within Air District CARE Community:** Projects located in areas with highest exposure to particulate matter and Toxic Air Contaminates, and employ best management practices to mitigate exposure, will receive a higher priority.⁴
- **Project Sponsor Priority:** *For project sponsors that submit multiple OBAG applications, we will consider the project sponsor's relative priority for its applications.*
- **Program Diversity:** *The variety of project types will be considered looking at the entire list of San Francisco projects.*
- **Geographic Equity:** *This factor will be considered looking at the entire list of San Francisco projects, as well as considering other current fund programming opportunities (e.g. Prop AA, Prop K).*
- **Eligibility for CMAQ Funds:** If needed to match projects with the various fund sources assigned to the Authority through OBAG, after applying the above criteria the Authority may need to prioritize projects that are eligible for CMAQ funds, which is anticipated to be the largest OBAG fund source. For example, for bike and pedestrian projects, to comply with CMAQ eligibility requirements, facilities must not be exclusively recreational and they must reduce vehicle trips resulting in air pollution reductions. Similarly, for Safe Routes to School projects, walking audits and planning activities, crossing guards, vehicle speed feedback devices and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians are ineligible for CMAQ funds.

⁴ Information regarding Air District CARE Communities can be found online: (<http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx>).

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Given the challenge of meeting the timely use of funds requirements and the consequences of failing to meet the requirements (e.g. loss of funds to the project and San Francisco), project readiness will be given strong consideration. As is customary, we will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

Attachment 4
OneBayArea Grant (OBAG) Programming Recommendation
 Updated: May 14, 2013

No.	Sponsor	Project Title	Project Description	Sup. District	Sponsor Submission (April 29, 2013)			Authority Recommendation		
					Score	Total Cost	OBAG Amount Requested	Cumulative Remaining OBAG Funding	OBAG Amount Recommended	Cumulative Remaining OBAG Funding
OBAG Amount Available								\$35,016,000	\$35,016,000	
Upper Tier Projects:										
1	Department of Public Works	Longfellow Safe Routes to School*	Design and construct six pedestrian bulb outs and possible other improvements at the intersections of Mission/Whittier, Mission/Whipple, and Mission/Lowell.	11	19	\$774,636	\$670,307	\$34,345,693	\$670,307	\$34,345,693
2	Department of Public Works	ER Taylor Safe Routes to School*	Design and construct four pedestrian bulb outs at the intersection of Bacon/Goettingen.	9	15	\$604,573	\$519,631	\$33,826,062	\$519,631	\$33,826,062
3	Department of Public Works	Chinatown Broadway Phase IV Street Design (includes a \$1.6 million Safe Routes to School component)	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including: bulb-outs, special paving of intersections, new medians and curb work, street trees, lighting, seating, bus stop improvements, repaving, and bus bulbs. Includes a Safe Routes to School project at Jean Parker Elementary.	3	31	\$7,102,487	\$5,320,537	\$28,505,525	\$5,320,537	\$28,505,525
4	San Francisco Municipal Transportation Agency	Masonic Avenue Complete Streets	Construct a complete streets project on Masonic Avenue from Fell to Geary, including: reallocation of space to calm traffic, dedicated bicycle space (raised cycle-track), and pedestrian enhancements like median refuge islands, bus boarding islands, repaving, and sidewalk landscaping.	1,2,5	30	\$18,227,540	\$10,227,540	\$18,277,985	\$10,227,540	\$18,277,985
5	Transbay Joint Powers Authority (TJPA)	Transbay Center Bike and Pedestrian Improvements	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including: pedestrian walkway, sidewalk, path-finding signage, real time passenger information, informational kiosks, tactile treatments for vision impaired, bike rack installation, bike ramp lane to access lower level within the center, bike channel at stairway to access bus deck, pedestrian scale lighting, and integrated art.	6	30	\$11,480,440	\$10,163,634	\$8,114,351	\$6,000,000	\$12,277,985

Attachment 4
OneBayArea Grant (OBAG) Programming Recommendation
 Updated: May 14, 2013

No.	Sponsor	Project Title	Project Description	Sup. District	Score	Total Cost	OBAG Amount Requested	Cumulative Remaining OBAG Funding	OBAG Amount Recommended	Cumulative Remaining OBAG Funding	
6	Department of Public Works	Second Street Streetscape Improvement	Design and construct a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle-track, landscaping, street furnishings, and repaving.	6	30	\$13,378,173	\$10,515,746	(\$2,401,395)	\$10,515,746	\$1,762,239	
Middle Tier Projects:											
7	San Francisco Municipal Transportation Agency	Mansell Corridor Improvement	Design and construct a complete streets project on Mansell Street between from Visitacion Avenue to Brazil Street, including: reducing vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median, and creating a multiuse path on the north side of the median. See memo for new project phasing information.	9,10,11	27	\$5,274,741	\$2,062,239	(\$4,463,634)	\$1,762,239	\$0	
8	San Francisco Municipal Transportation Agency	Balboa Park Station Area and Plaza Improvements: Shelter Canopies	Design and construct one or more components of an integrated package of improvements in the Balboa Park Station area, focusing on the Geneva Avenue shelter canopies near the BART station entrances (the package may also include widening the Geneva Avenue sidewalks, SFMTA withdrew the project application to fund with other sources. See memo for details.	11	23	\$3,117,611	\$0	(\$4,463,634)	\$0	\$0	
9	Department of Public Works	Palou Repaving Project	Repave Palou Street from Crisp to Keith, Lane to Rankin, and Industrial to Barneveld; supports a Prop B funded streetscape enhancement that includes bus bulbs, lighting, transit amenities, pedestrian improvements, signal prioritization, and upgraded bus shelters.	10	23	\$7,170,670	\$3,090,290	(\$7,553,924)	\$0	\$0	
10	Bay Area Rapid Transit (BART)	24th Street/Mission BART Northeast Plaza Redesign and Pedestrian Improvements	Design and construct enhancements to the station plaza, including: utility improvements, brick pavers, tiles, granite pavers, landscaping and irrigation, sidewall marble cladding, lighted handrails, and integrated art.	9	23	\$3,145,000	\$2,000,000	(\$9,553,924)	\$0	\$0	
							\$70,275,871	\$44,569,924		\$35,016,000	

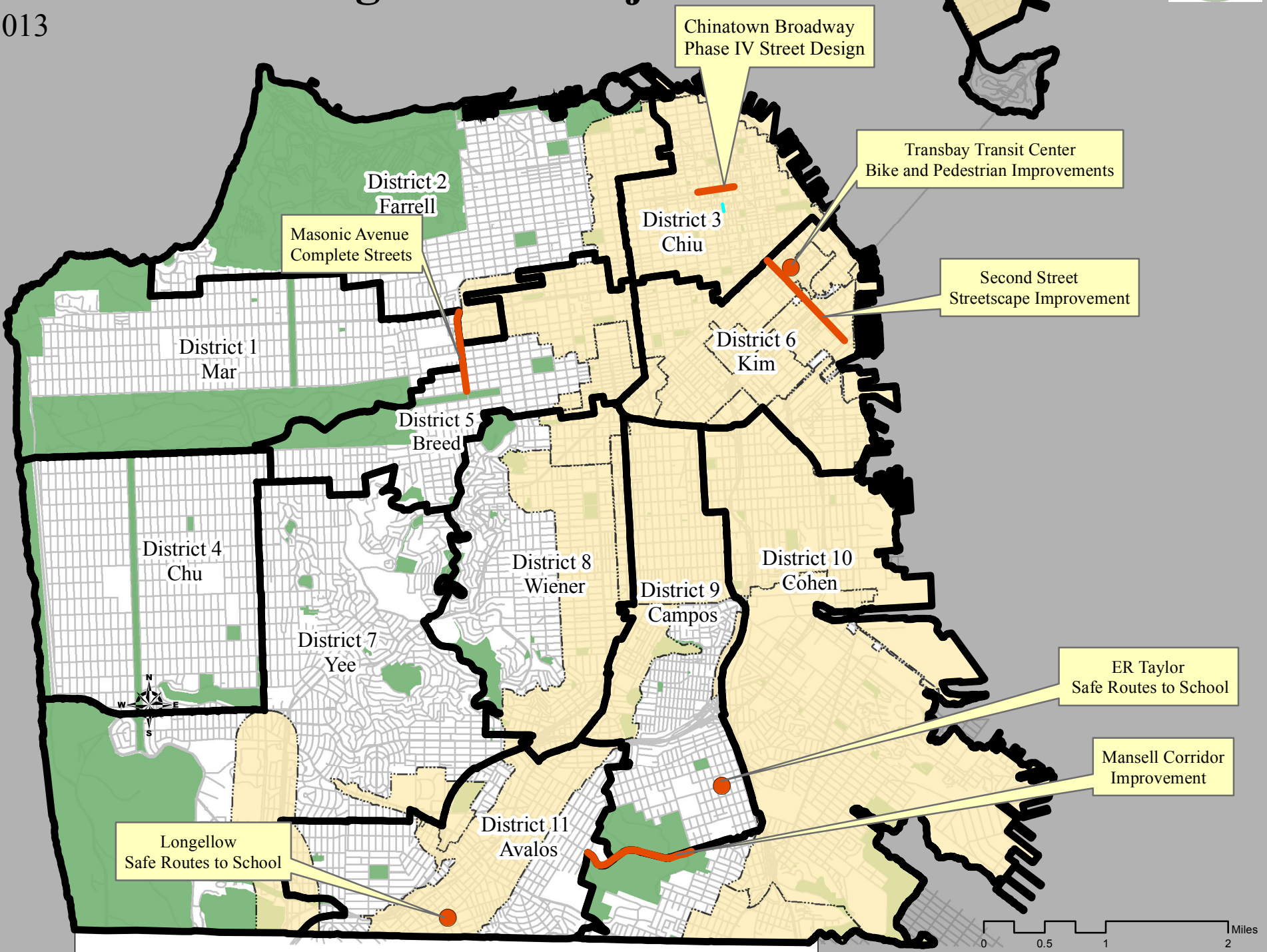
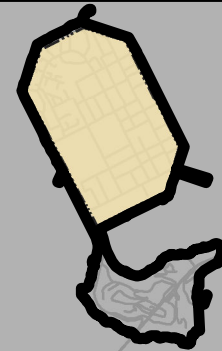
* Longfellow and ER Taylor SR2S projects are listed first to account for their position within the OBAG Safe Routes to School Target

OneBayArea Grant

Attachment 5

Recommended Program of Projects

May 2013



**Attachment 6
Program of Projects and Priority Development Area (PDA) Target**

Projects	Total Cost	OBAG Amount	PDAs		PDA Investment
			Within	Proximate Access	
Longfellow Safe Routes to School	\$774,636	\$670,307	Mission-San Jose Corridor		\$670,307
ER Taylor Safe Routes to School	\$604,573	\$519,631			
Chinatown Broadway Phase IV Street Design	\$7,102,487	\$5,320,537	Downtown-Van Ness-Geary	Port of San Francisco	\$5,320,537
Masonic Avenue Complete Streets	\$18,227,540	\$10,227,540		Downtown-Van Ness-Geary, Market & Octavia, Transbay Terminal, Eastern Neighborhoods	\$10,227,540
Transbay Center Bike and Pedestrian Improvements	\$11,480,440	\$6,000,000	Transbay Terminal	Downtown-Van Ness-Geary, Eastern Neighborhoods, Mission Bay	\$6,000,000
Second Street Streetscape Improvement	\$13,378,173	\$10,515,746	Eastern Neighborhoods	Downtown-Van Ness-Geary, Transbay Terminal, Mission Bay	\$10,515,746
Mansell Corridor Improvement	\$5,274,741	\$1,762,239		Bayview/Hunters Point Shipyard/Candlestick Point, Mission-San Jose Corridor, San Francisco/San Mateo Bi-County Area	\$1,762,239
OBAG Project Programming Total		\$35,016,000			
CMA Planning Funds		\$3,568,000			\$2,497,600
OBAG Funding Total		\$38,584,000			\$36,993,969
PDA Investment Percentage					96%

- Notes:
- Metropolitan Transportation Commission (MTC) guidelines state that CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% their OBAG investments to PDAs and that a project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. MTC guidelines on defining proximate access to PDAs state that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects (see Attachment 5) and designate which projects are considered to support a PDA along with policy justifications. This table provides an overview of the PDA justification for all the projects recommended for OBAG funding and policy justifications for two projects (Masonic Avenue Complete Streets and Mansell Corridor Improvement) that are not fully within a PDA, but clearly provide proximate access to several PDAs.
 - The Masonic Avenue Complete Streets project directly connects to the western border of the Downtown-Van Ness-Geary PDA and provides proximate access to the Market & Octavia, Transbay Terminal and Eastern Neighborhoods PDAs. The bicycle improvements along Masonic Avenue, bike route 55, will provide direct connections to several existing bicycle lanes, routes, and paths that connect to PDAs. These connections include the Panhandle Path near Fell Street (bicycle route 30), with connections to the Wiggle (bicycle route 30), Market St (bicycle route 30), downtown and SOMA; the McAllister bicycle route (20), with connections to Market St, downtown, and SOMA; and the Post Street bicycle route (16), with connections to downtown. By improving this important north-south connection, bicycle access to nearby PDAs will be greatly improved. By improving pedestrian safety and comfort along Masonic Avenue, pedestrian travel through the project area to nearby PDAs will be improved. This is especially true at the northern edge of the project limit near Geary Boulevard, where there is a multitude of large retail businesses, as well as the Kaiser Medical Center, USF, and a City College campus.

Attachment 6
Program of Projects and Priority Development Area (PDA) Target

3. The Mansell Corridor Improvement project provides proximate access to the Bayview /Hunters Point Shipyard/Candlestick Point, San Francisco/San Mateo Bi-County, and the Mission – San Jose Corridor PDAs by connecting them through a major bicycle and pedestrian improvement in McLaren Park. McLaren Park is the second largest park in the City of San Francisco and serves as both a regional and neighborhood recreation facility for the southeastern part of San Francisco. Mansell Street runs through the middle of the park and connects to San Bruno Avenue on the east-side and Persia Avenue on the west-side. San Bruno Avenue is a key north-south connector into the Bayview /Hunters Point Shipyard/Candlestick Point and San Francisco/San Mateo Bi-County PDA, and Persia Avenue is key neighborhood street connecting to Mission Street and Alemany Boulevard. This project allows residents all over the southeastern portion of San Francisco to more easily access the park by biking and walking. It also completes a gap in bicycle route 705, which will connect bicycle route 25 on San Bruno Avenue to bicycle route 45 on Alemany Boulevard.

4. Per MTC guidelines 70% of the CMA Planning funds can count towards the 70% PDA target.

**Attachment 7
OneBayArea Grant Recommended Projects - Schedules**

	DPW Longfellow Safe Routes to School	
Phase	Begin	End
Planning/Conceptual Engineering	December 2012	March 2013
Environmental Studies	January 2014	June 2014
ROW Activities/Acquisition	--	--
Design Engineering	March 2014	September 2014
Advertise Construction	October 2014	January 2015
Award Construction Contract	--	March 2015
Construction	April 2015	August 2015
Project Closeout	--	August 2016

	DPW ER Taylor Safe Routes to School	
Phase	Begin	End
Planning/Conceptual Engineering	December 2012	March 2013
Environmental Studies	January 2014	June 2014
ROW Activities/Acquisition	--	--
Design Engineering	March 2014	September 2014
Advertise Construction	October 2014	January 2015
Award Construction Contract	--	March 2015
Construction	April 2015	August 2015
Project Closeout	--	August 2016

	DPW Chinatown Broadway Phase IV	
Phase	Begin	End
Planning/Conceptual Engineering	April 2011	April 2013
Environmental Studies	November 2012	December 2013
ROW Activities/Acquisition	--	--
Design Engineering	January 2014	October 2014
Advertise Construction	October 2014	December 2014
Award Construction Contract	--	April 2015
Construction	April 2015	January 2016
Project Closeout	--	January 2017

	SFMTA Masonic Avenue Complete Streets	
Phase	Begin	End
Planning/Conceptual Engineering	April 2008	June 2011
Environmental Studies	March 2012	December 2013
ROW Activities/Acquisition	--	--
Design Engineering	September 2013	December 2014
Advertise Construction	January 2015	January 2015
Award Construction Contract	--	March 2015
Construction	April 2015	October 2016
Project Closeout	--	October 2017

**Attachment 7
OneBayArea Grant Recommended Projects - Schedules**

TJPA Transbay Center Bike and Pedestrian Improvements		
Phase	Begin	End
Planning/Conceptual Engineering	August 2000	December 2009
Environmental Studies	August 2000	December 2009
ROW Activities/Acquisition	November 2005	June 2011
Design Engineering	May 2008	May 2013
Advertise Construction	Signage-May 2014 Sitework-May 2015	Signage-July 2014 Sitework-July 2015
Award Construction Contract	--	Signage-August 2014 Sitework-September 2015
Construction	Signage-October 2015 Sitework-July 2016	Signage-March 2017 Sitework-October 2017
Project Closeout	--	October 2018

DPW Second Street Streetscape Improvement		
Phase	Begin	End
Planning/Conceptual Engineering	May 2012	May 2013
Environmental Studies	March 2013	November 2014
ROW Activities/Acquisition	--	--
Design Engineering	February 2014	September 2015
Advertise Construction	October 2015	December 2015
Award Construction Contract	--	January 2016
Construction	February 2016	December 2016
Project Closeout	--	December 2017

SFMTA Mansell Corridor Improvement		
Phase	Begin	End
Planning/Conceptual Engineering	January 2013	April 2013
Environmental Studies	April 2013	January 2014
ROW Activities/Acquisition	--	--
Design Engineering	December 2013	March 2015
Advertise Construction	April 2015	April 2015
Award Construction Contract	--	August 2015
Construction	August 2015	August 2016
Project Closeout	--	December 2017

Note: Sponsor acronyms include DPW (Department of Public Works), SFMTA (San Francisco Municipal Transportation Agency), and TJPA (Transbay Joint Powers Authority).

Attachment 8
OneBayArea Grant Recommended Projects - Funding Plans

Longfellow Safe Routes to School	
Source	Amount
OBAG	\$670,307
Prop K	\$86,846
SFMTA Operating	\$17,483
Total	\$774,636

ER Taylor Safe Routes to School	
Source	Amount
OBAG	\$519,631
Prop K	\$67,324
SFMTA Operating	\$17,618
Total	\$604,573

Chinatown Broadway Phase IV Street Design	
Source	Amount
OBAG	\$5,320,537
Prop K	\$701,886
Prop AA	\$650,000
State Safe Routes to School	\$387,058
SFMTA Operating	\$43,006
Total	\$7,102,487

Masonic Avenue Complete Streets	
Source	Amount
OBAG	\$10,227,540
SFMTA Revenue Bond	\$8,000,000
Total	\$18,227,540

Transbay Center Bike and Pedestrian Improvements	
Source	Amount
OBAG	\$6,000,000
TJPA Funds (pending clarification)	\$1,316,806
Prop K	\$4,163,634
Total	\$11,480,440

Second Street Streetscape Improvement	
Source	Amount
OBAG	\$10,515,746
General Fund	\$1,500,000
Prop K	\$758,427
Prop K/RBPP Swap	\$604,000
Total	\$13,378,173

Attachment 8
OneBayArea Grant Recommended Projects - Funding Plans

Mansell Corridor Improvement	
Source	Amount
OBAG	\$1,762,239
Prop AA	\$2,527,852
Prop K	\$588,903
Prop K/RBPP Swap	\$300,000
RPD Funds	\$95,747
Total	\$5,274,741