

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.5**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Adopting a Resolution of Local Support for the programming of \$2,200,000 of One Bay Area Grant Cycle 3 funds for red transit lanes on Ocean Avenue; and providing assurances that the SFMTA will comply with Metropolitan Transportation Commission policies associated with receipt of those funds.

**SUMMARY:**

- The One Bay Area Grant Program (OBAG) is a federal grant program administered by the San Francisco County Transportation Authority (SFCTA) and Metropolitan Transportation Commission (MTC). OBAG is in its third funding cycle (OBAG 3).
- Through a two-part screening process as part of the Bus Accelerated Infrastructure Delivery (BusAID) program, MTC has identified red transit lanes on Ocean Avenue (the Project) as a highly-scoring project to reduce transit travel times and improve transit reliability. MTC recommends programming \$2,200,000 in OBAG 3 funds to the Project.
- To receive these OBAG 3 funds, the SFMTA must adopt a Resolution of Local Support that provides assurances that the SFMTA will comply with MTC implementation policies, includes the project scope of work, schedule, and budget as attachments, and acknowledges the requirement to prepare and implement a Project Evaluation Plan. Upon MTC approval, the SFMTA adds the approved project to MTC's federal Transportation Improvement Program so that funds can ultimately be awarded through executed grants.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Project Scope, Schedule, and Budget

**APPROVALS:**

**DATE**

DIRECTOR



July 31, 2024

SECRETARY



July 31, 2024

**ASSIGNED SFMTAB CALENDAR DATE:** August 6, 2024

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### **PURPOSE**

Adopting a Resolution of Local Support for the programming of \$2,200,000 of One Bay Area Grant Cycle 3 funds for red transit lanes on Ocean Avenue; and providing assurances that the SFMTA will comply with Metropolitan Transportation Commission policies associated with receipt of those funds.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals:

- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
- Goal 8: Deliver quality projects on-time and on-budget.

### **TRANSIT FIRST POLICY PRINCIPLES**

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

### **DESCRIPTION**

#### One Bay Area Grant Overview

The One Bay Area Grant (OBAG) program, administered by MTC, establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area. OBAG is now into its third funding cycle (OBAG 3).

#### Purpose and Alignment with Plan Bay Area 2050

The OBAG 3 framework is designed to reflect the priorities established in Plan Bay Area 2050, which is the region's long-range strategic plan focused on the interrelated elements of housing, the economy, transportation and the environment. Through the OBAG program, MTC directs federal funding to projects and programs that implement Plan Bay Area 2050, with particular focus on projects that support Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs, and community amenities.

#### Funding and Allocation

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OBAG 3 programming capacity is based on anticipated federal transportation program funding apportionments from STP/CMAQ programs for a four-year period covering FYs 2023 through 2026. All OBAG 3 funds must be obligated no later than January 31, 2027.

The OBAG 3 program has \$750,000,000 of capacity. At MTC's discretion, 50% of OBAG funds or \$375,000,000 towards regional investments will be targeted to: 1) address climate and focused growth goals of Plan Bay Area 2050 and 2) coordinate and deploy strategies that are best suited for regional implementation. The remaining 50% of available funds, or \$375,000,000, is dedicated to local projects, vetted and recommended by the nine Bay Area county transportation agencies, including the SFCTA. Of the \$375,000,000 to be programmed by Bay Area county transportation agencies, \$59,938,600 is available for San Francisco.

### Specific Project Funding: Red Transit Lanes on Ocean Avenue

MTC has recommended red transit lanes on Ocean Avenue (the Project) for funding through the Bus Accelerated Infrastructure Delivery (BusAID) program. The BusAID program was developed as an initiative of the Blue Ribbon Transit Transformation Action Plan adopted by MTC in September 2021 to improve the regional transit system by reducing transit travel times and improving transit reliability, with a focus on near-term improvements.

### Project Selection Process

The Project was recommended through an MTC solicitation for projects. MTC used a two-stage screening process to develop an inventory of projects to consider for BusAID funding. The SFMTA responded to the call for projects with five proposed projects, of which the 5 Fulton/5R Fulton Rapid McAllister Street Red Transit Lanes and K Ingleside Rapid Project Quick Build advanced to the second round of screening. The K Ingleside Rapid Project Quick Build was finally selected. For ease of project implementation and funding, SFMTA and MTC separated the K Ingleside Rapid Project Quick Build into two components, of which the first phase will construct quick build boarding islands, transit-only lanes, and other transit priority improvements and is fully funded. The second phase will colorize the transit-only lanes and is funded by the proposed funding allocation. McAllister Street Red Transit Lanes may be resubmitted for consideration through a future round of BusAID.

### Funding and Implementation

The Project is funded by \$2,200,000 in One Bay Area Grant Cycle 3 funds and will colorize at least 85% of transit-, taxi- and left turn-only lanes on Ocean Avenue eastbound from Junipero Serra to Lee Avenue and westbound from Frida Kahlo Way to San Fernando Way. Any remaining colorization will be paid for through the K Ingleside TIRCP award. The 11.47 percent required local funding match is provided by Prop K local sales tax funds.

### Resolution of Local Support

To receive the OBAG 3 funds, the SFMTA Board of Directors must adopt a Resolution of Local Support for the programming of \$2,200,000 for the Project, while providing assurances that the SFMTA will comply with the following MTC policies:

- commitment of 11.47% minimum local funding match; and

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- OBAG 3 regional discretionary funding is fixed at the programmed amount, and therefore, any cost increase cannot be expected to be funded with additional regional discretionary funding; and
- the Project will comply with the procedures, delivery milestones, and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the SFMTA will complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- the Project will comply with all project-specific requirements as set forth in the program; and
- the SFMTA has assigned, and will maintain, a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and
- the project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- the project will comply with MTC Resolution No. 4647, which specifies BusAID program requirements and guidelines.

MTC has approved the programing of OBAG 3 funds contingent upon the SFMTA adopting the proposed Resolution of Local Support. The SFMTA has added the approved projects to the federal Transportation Improvement Program so that funds can be awarded.

## **STAKEHOLDER ENGAGEMENT**

The Project has developed and implemented a public outreach and engagement strategy. Public engagement has included pop-up events, surveys, and community meetings with stakeholders. The Project originated out of the SFCTA's Ocean Avenue Mobility Action Plan Task Force process, which recommended Ocean Avenue Muni Forward improvements following extensive community engagement. Project teams will continue their outreach and engagement activities throughout the construction phase. In addition, the SFMTA has worked closely with MTC to ensure that the Project meets the program requirements, regional and local policies and priorities, and that the project scope is endorsed by MTC.

## **ALTERNATIVES CONSIDERED**

If OBAG 3 funds are not procured, the SFMTA would need to find alternative funds from other capital funding programs, which could delay implementation and public benefits of the project.

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## **FUNDING IMPACT**

With \$2,200,000 of OBAG 3 funding, the SFMTA will have the funds needed to complete the application of red thermoplastic to at least 85% of the transit lanes on Ocean Avenue. Remaining colorization will be funded by the K Ingleside TIRCP award. The 11.47 percent local funding match is provided by Prop K local sales tax funds.

## **ENVIRONMENTAL REVIEW**

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

On February 6, 2024, the San Francisco Planning Department reviewed the modifications to the TTRP.K and determined that the K Ingleside Rapid Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation measures were required for the project.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

In addition to the overall OBAG 3 schedule previously mentioned, by December 31, 2023, to maintain funding eligibility, local jurisdictions must: 1) have their Housing Element certified by California Housing and Community Development (HCD); 2) adopt a resolution affirming compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses; 3) adopt a Local Roadway Safety Plan or equivalent, as defined under the California Highway Safety Improvement Program (HSIP).<sup>1</sup> Jurisdictions in compliance with the above deadline may have projects programmed into the federal TIP. However, if the deadline is not met, MTC will deprogram funds.

The Board of Supervisors Adopted the updated Housing Element on January 31, 2023. The

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<sup>1</sup> This is included in the SFMTA's Vision Zero Plan.

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California Department of Housing and Community Development (HCD) reviewed and approved it February 1, 2023.

The City Attorney has reviewed this report.

**RECOMMENDATION**

Staff recommends that the SFMTA Board adopt a Resolution of Local Support for the programming of \$2,200,000 of One Bay Area Grant Cycle 3 funds for the red transit lanes on Ocean Avenue; and provide assurances that the SFMTA will comply with Metropolitan Transportation Commission policies associated with receipt of those funds.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, On April 16, 2024, the SFMTA Board of Directors adopted the FY 2025-29 Capital Improvement Program, which included the K Ingleside Rapid Project; and,

WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and,

WHEREAS, The SFMTA has responded to a solicitation for projects by the Metropolitan Transportation Commission (MTC) for \$2,200,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (Regional Discretionary Funding) for red transit lanes on Ocean Avenue (PROJECT) for the One Bay Area Grant (OBAG) Cycle 3 Program (Program); and,

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and,

WHEREAS, Pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally significant project shall submit an application first with the appropriate MPO or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and,

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and,

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and,

WHEREAS, The SFMTA is an eligible sponsor for Regional Discretionary Funding; and,

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Project(s) will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Project(s) as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the Project(s) will have adequate staffing resources to deliver and complete the Project(s) within the schedule submitted with the project application; and
- that the Project(s) will comply with all project-specific requirements as set forth in the Program; and
- that the SFMTA has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and
- in the case of a transit project, the Project(s) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a BusAID project, the Project will comply with MTC Resolution No. 4647, which specifies BusAID program requirements and guidelines; and
- in the case of a highway project, the Project will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires Project be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and,

WHEREAS, The MTC requires that a copy of this Resolution be transmitted to the MTC in conjunction with the filing of the application; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements



and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On February 6, 2024, the San Francisco Planning Department reviewed the modifications to the TTRP.K and determined that the K Ingleside Rapid Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation measures were required for the project; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; therefore, now be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts a Resolution of Support for funding for the programming of \$2,200,000 of OBAG 3 funds for red transit lanes on Ocean Avenue (Project); and be it further

RESOLVED, That the SFMTA will provide any required matching funds; and be it further

RESOLVED, That the SFMTA understands that the Regional Discretionary Funding for the Projects is fixed at the MTC-approved programmed amount, that any cost increases must be funded by the SFMTA from other funds, and that the SFMTA does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

RESOLVED, That the SFMTA understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and the SFMTA has, and will retain the expertise, knowledge and resources necessary to deliver federally funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the Agency and with the respective CMA, MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and be it further

RESOLVED, That each Project will be implemented as described in the complete application and in this Resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That the SFMTA has reviewed the Projects and has adequate staffing resources to deliver and complete the Projects within the schedule submitted with the Project application; and be it further

RESOLVED, That the Projects will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and be it further

RESOLVED, That, in the case of a transit project, the SFMTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED, That, in the case of a BusAID project, the SFMTA agrees to comply with the requirements of MTC's BusAID Program Guidelines as set forth in MTC Resolution No. 4647; and be it further

RESOLVED, That, in the case of a highway project, the SFMTA agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED, That, in the case of an RTIP project, the Projects are included in a local CMA, or are consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED, That the SFMTA is an eligible sponsor of Regional Discretionary Funding funded projects; and be it further

RESOLVED, That a copy of this Resolution will be transmitted to the MTC to support the pending application(s); and be it further

RESOLVED, That the MTC is requested to support the application(s) for the Projects described in the Resolution, and if approved, to include the Projects in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 6, 2024.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## Ocean Avenue Red Transit Lanes

### SCOPE OF WORK

- Colorize at least 85% of the transit lanes on Ocean Avenue eastbound from Junipero Serra to Lee Avenue and westbound from Frida Kahlo Way to San Fernando Way. We may wait to colorize some portion of the transit lanes if they would be disrupted by construction and would fund the remaining colorization through TIRCP if needed.
  - Deliverable: PS&E design documents
- Develop and implement a Project Evaluation Plan.
  - Deliverable: Project Evaluation Plan
  - Proposed performance measures:
    - Transit vehicle travel time (50%) (sec)
    - Transit vehicle travel time variance (90%-50%) (sec)
    - Transit lane compliance
  - Data collection:
    - Pre-project data will be collected approximately 3-6 months prior to implementation of red lanes
    - Post-project data will be collected one year following pre-project data to control for seasonal variation in traffic conditions

### SCHEDULE

Phase-Milestone	Month/Year	
	Start Date	Completion Date
Planning/Conceptual	2/23	3/24
Environmental Document (ENV)		2/24
Preliminary Engineering (PE / PA&ED)		
Final Design - Plans, Specifications, & Estimates (PS&E)		7/24
Right-of-Way Activities / Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) (CON)	6/25	6/25
Pre-/Post-Project Evaluation (EVAL) <i>Will measure project impact on transit speed/reliability. This may be outside of the 18 – 24-month project duration, and pre-project evaluation may use existing data.</i>	2/25	6/26

## BUDGET

<b>Red thermoplastic</b>	\$ 2,078,780.00	
<b>Contingency</b>	<b>\$ 415,756.00</b>	20%
<b>Construction Management</b>	<b>\$ 62,363.40</b>	3%
<b>Contingency</b>	<b>\$ 12,472.68</b>	20%
<b>Total*</b>	<b>\$ 2,569,372.08</b>	

\*\$2,200,000 of OBAG 3 CMAQ funds are programmed in the TIP for this project.