

San Francisco One Bay Area Grant Cycle 4 County Program

Complete Streets Checklist Review for Applicable Submitted
Applications



San Francisco
County Transportation
Authority

SFMTA Citizens' Advisory Council
August 6, 2026

One Bay Area Grant Cycle 4 (OBAG 4)

The Metropolitan Transportation Commission's (MTC's) OBAG program directs federal funds to projects that advance implementation of the Regional Transportation Plan

OBAG 4 continues the structure of past cycles with regional and county programs that target investments in Priority Development Areas and Transit-Oriented Communities to help achieve state greenhouse gas reduction goals

OBAG 4 County Program

About \$319 million available region wide

- Rewards jurisdictions that accept and produce housing, particularly affordable housing
- Targets investments in Priority Development Areas and Transit-Oriented Communities
- Flexibility to support local priorities

MTC guidelines require that county transportation agencies like SFCTA will

- Conduct call for projects, in partnership with MTC
- Use MTC evaluation criteria to select projects to nominate (may add county specific criteria)
- Submit project nominations to MTC by October 31, 2026

MTC evaluates county priorities and selects projects for funding

OBAG 4 County Program

OBAG 4 County Program Funding Framework Distribution

CMA Planning (supplemental funds)	\$2,153,000
Safe Routes to School Non-Infrastructure Program	\$5,843,000
Competitive Call for Projects	\$48,660,000
Total Nomination Target (120%)	\$56,656,000

OBAG 4 County Program

Broad project eligibility consistent with federal fund sources including

- Transit reliability and access
- Local road safety, complete streets
- Safe Routes to School Non-Infrastructure program
- State of good repair for transit and local roads



OBAG 4 County Program Schedule

April 14: Release Call for Projects

July 7: Applications due to SFCTA

August 6: SFMTA CAC review of Complete Streets Checklists

September 9*: SFCTA CAC approves program of projects

September 15 and 22*: SFCTA Board approves program of projects

October 31: Project nominations due to MTC

Early 2027: MTC selected projects

*SFCTA CAC and Board meeting dates are subject to change

MTC Complete Streets Policy

In 2006, MTC adopted its first Complete Streets Policy. The goal of the policy is to make sure that people who are biking, walking, rolling and taking transit are safely accommodated within the transportation network.

Complete Streets provide safe mobility and improved connectivity while maximizing the use of the existing public right-of-way.

Complete Streets Checklist

MTC's Complete Streets Policy requires that projects located in the public right-of-way and seeking \$250,000 or more in discretionary funding or funding endorsements from MTC submit a Complete Streets checklist.

This Checklist helps to ensure that Complete Streets elements have been sufficiently considered and incorporated into the project scope. It also ensures that sponsors comply with MTC's Transit Priority Policy for Roadways by coordinating with relevant transit agencies that may be impacted by the project.

Complete Streets Checklist: Bicycle and Pedestrian Advisory Committee Review



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Checklists must be reviewed by the county's Bicycle and Pedestrian Advisory Committee (BPAC), or equivalent, prior to submittal to MTC.

San Francisco's Bicycle Advisory Committee, which previously functioned in this role, was disbanded in June 2026. In the absence of another formally designated BPAC at this time, MTC is allowing us to present Complete Streets Checklists for the OBAG 4 applications to the SFMTA CAC for review.

Feedback from SFMTA's CAC will be noted in the final Complete Streets Checklists submitted to MTC.

OBAG 4 Call for Projects Submissions

Project Name	Sponsor	Phase	OBAG 4 Requested
16th Street Mission Elevator Modernization (no checklist)	BART	CON	\$8,000,000
16th Street Plaza Redesign Project	BART	DES	\$1,062,360
22nd Street ADA Improvement Project (no checklist)	Caltrain	CON	\$14,147,000
Bayview Caltrain Station	SFCTA	PLAN	\$1,062,000
Geary-19th Avenue Subway (no checklist)	SFCTA	PLAN	\$1,500,000
California Street Transit and Safety Project	SFMTA	CON	\$10,878,000
Chinatown Community-Based Transportation Plan	SFMTA	PLAN	\$592,000
Digital Wayfinding and New Paratransit Software Procurement	SFMTA	PLAN, DES, CON	\$507,000
Howard Streetscape Project	SFMTA	CON	\$8,937,000
Traffic Signal Cabinet and Fiber Communications Upgrade Program	SFMTA	CON	\$2,666,000
West Portal Station Horseshoe Improvement Project	SFMTA	DES, CON	\$1,500,000
Access for All: Downtown Curb Ramp and Access Improvements	SFPW	CON	\$10,047,000
Mission Street Safety Improvements Project	SFPW	CON	\$23,293,000
Treasure Island Electric Ferry Pilot (no checklist)	TIMMA	OPS	\$5,000,000
TOTAL			\$89,191,360

Opportunity for Input

Questions or comments?



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Thank you.

sfcta.org/OBAG4

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BART OBAG 4 Submissions

Total BART OBAG 4 Request: \$9,062,360

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
16th Street Mission Elevator Modernization	\$20,570,000	\$8,000,000	Requested funds would be used to modernize the two existing elevators at the BART 16th Street Mission Station. One elevator provides access from the street to the concourse level, and the other elevator provides access from the concourse to the platform levels. Both elevators have exceeded their useful service lives and experience outages that limit mobility and create barriers to access. This project will upgrade structural, electrical, mechanical, and architectural components and add remote monitoring technology to restore dependable vertical circulation, reduce lifecycle maintenance costs, and ensure that riders with disabilities, seniors, and other transit-dependent populations can access the regional rail network reliably.
16th Street Plaza Redesign Project	\$10,500,000	\$1,062,360	BART has requested OBAG funds to redesign the northeast and southwest plazas at the BART 16th Street Mission Station, one of the busiest stations in the BART system. The project scope includes final design documents for paving, enhanced lighting, closed-circuit televisions (CCTV), overhead shade structures, moveable seating, wayfinding signage, and art integration to improve safety, activation, and rider experience.

Caltrain OBAG 4 Submissions

Total Caltrain OBAG 4 Request: \$14,147,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
22nd Street Station ADA Improvement Project	\$19,134,000	\$14,147,000	The 22nd Street Station is the only non-wheelchair accessible station on Caltrain's weekday rail line, creating a mobility gap for riders with disabilities, senior, and other transit-dependent users. Requested OBAG funds would be used to install ADA-compliant ramps between street level and the northbound and southbound platforms at the 22nd Street Caltrain Station. The project scope also includes platform resurfacing, tactile tiles, lighting, signage, and wayfinding to improve accessibility, safety, and connectivity.

San Francisco County Transportation Authority OBAG 4 Submissions

Total SFCTA OBAG 4 Request: \$2,562,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
Bayview Caltrain Station	\$2,000,000 (planning only)	\$1,062,000	Funds would be used to advance pre-environmental work for the infill Bayview Caltrain Station at Oakdale Avenue. The new station would restore Caltrain access in the Bayview since the Paul Avenue Station was closed in 2005, increasing transit accessibility, reliability, and connectivity for southeast San Francisco residents. In coordination with Caltrain, this project includes the development of project alternatives, outreach, conceptual cost estimates and funding plan, refined project designs, and a Project Study Report with recommended alternatives to evaluate in a subsequent environmental phase.
Geary-19th Avenue Subway	\$15,000,000 (planning only)	\$1,500,000	Requested funds would be used to advance planning and project development for a rail rapid transit subway oriented under Geary Boulevard and 19th Avenue. The subway corridor would begin in Downtown San Francisco near the Salesforce Transit Center, continue west through the Western Addition, turn south through Golden Gate Park, continue beneath 19th Avenue, and terminate near the existing Daly City BART station. The project would address critical transportation needs by providing high-capacity, reliable, and fast transit in one of San Francisco’s most heavily traveled and transit-dependent corridors. The project team will conduct a preliminary alternatives analysis that will reduce the number of options for subway routing, station locations and configuration, operations and maintenance facility size and location, regional integration, and train technology.

San Francisco Municipal Transportation Agency OBAG 4 Submissions

Total SFMTA OBAG 4 Request: \$25,080,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
California Street Transit and Safety Project	\$19,214,020	\$10,878,000	This project would construct transit priority and pedestrian safety improvements on the Muni 1 California bus route. This request would help fund Phase 1 of the project which covers the 3.5-mile western segment of the route on California Street between Steiner Street and 32nd Avenue, as well as 32nd Avenue, the Geary Boulevard inbound terminal, and Clement Street. Located on the High-Injury Network, the project is part of the Muni Forward program and includes stop improvements, stop optimization, and signal timing upgrades as well as elements to provide safe pedestrian access to the bus stops such as higher-visibility crosswalks, enhanced lighting, and corner bulb-outs.
Chinatown Community-Based Transportation Plan	\$669,000	\$592,000	Requested funds would be used to develop a comprehensive community-based transportation plan to identify existing transportation connections to Chinatown, ways to optimize and preserve essential transit access, and multimodal options that increase or improve access between this neighborhood and other areas of the city and region. This neighborhood-wide plan includes a curb management strategy, transit access optimization, and a streetscape plan that emphasizes pedestrian safety. Project partners include the Chinatown Community Development Center and Chinatown Transportation Research and Improvement Project.

San Francisco Municipal Transportation Agency OBAG 4 Submissions (continued)

Total SFMTA OBAG 4 Request: \$25,080,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
Digital Wayfinding and New Paratransit Software Procurement	\$575,000	\$507,000	This request would fund the installation of digital wayfinding equipment along five to be determined Muni bus lines and at all underground Muni Metro stations. The project scope also includes procurement and maintenance of Non-Emergency Medical Transportation billing software to efficiently track paratransit and taxi service trips to health care appointments that qualify for reimbursement through managed care providers. This project would strengthen SFMTA's transportation program by improving accessibility, streamlining payments, and enhancing coordination across services.
Howard Streetscape Project	\$58,360,575	\$8,937,000	Requested funds would be used to construct traffic safety improvements along Howard Street from 4th Street to 11th Street. The project would implement a series of treatments on the High Injury Network corridor including a traffic lane reduction, a two-way protected bikeway, raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases, mid-block crossings, and pedestrian lighting.

San Francisco Municipal Transportation Agency OBAG 4 Submissions (continued)

Total SFMTA OBAG 4 Request: \$25,080,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
Traffic Signal Cabinet and Fiber Communications Upgrade Program	\$3,016,000	\$2,666,000	This request would fund the replacement of outdated traffic signal cabinets and network devices and transition communications from wireless radios to fiber at 25 locations with transit service and on the High Injury Network. These upgrades will provide more reliable network connectivity to support existing operations like traffic cameras and lay the foundation for future integration of transportation systems, including cloud-based transit signal priority.
West Portal Station Horseshoe Improvement Project	\$4,000,000	\$1,500,000	Requested funds would be used to design and construct transit and pedestrian safety improvements at the West Portal Muni Station. SFMTA installed near-term safety improvements in 2025 in the immediate vicinity of the station to allow the measures to be tested before implementing a more permanent version. This project will consider more permanent improvements such as sidewalk expansion, fencing along the tracks, station wayfinding, and pedestrian bulb-outs to enhance safety and accessibility to the station, and improve customer experience.

San Francisco Public Works OBAG 4 Submissions

Total SFPW OBAG 4 Request: \$33,340,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
Access for All: Downtown Curb Ramp and Access Improvements	\$12,580,000	\$10,047,000	Funds would be used to upgrade 29 curb ramps and install accessible (audible) pedestrian signals and restripe crosswalks at the following six priority intersections: Clay Street and Montgomery Street, California Street and Montgomery Street, Bush Street and Grant Street, Powell Street and Sutter Street, Geary Street and Kearny Street, and Eddy Street and Mason Street. The project locations were selected based on the presence of sub-sidewalk basements and in direct response to long-standing, community informed accessibility needs. The project aligns with local and regional planning priorities, including San Francisco's ADA Transition Plan for Curb Ramps and Sidewalks.
Mission Street Safety Improvements Project	\$27,293,000	\$23,293,000	This request would fund the construction phase of pedestrian, transit, and streetscape improvements on Mission Street from The Embarcadero to 3rd Street. The project will address critical pedestrian safety needs and improve transit efficiency with 8 pedestrian bulb-outs, 41 curb ramps, upgraded signals and lighting, and landscaping elements.

Treasure Island Mobility Management Agency OBAG 4 Submissions

Total TIMMA OBAG 4 Request: \$5,000,000

Project Name	Total Project Cost (All Phases)	OBAG 4 Request	Project Description
Treasure Island Electric Ferry Pilot	\$14,400,000	\$5,000,000	Requested funds will be used for the initial launch and three years of operation of an all-electric ferry service between Treasure Island and the San Francisco Ferry Building. This new service would utilize the first high-speed, high-capacity, zero-emission vessel in the country to provide a reliable alternative to congested freeway travel across the Bay Bridge and improve access to and from the island. The service aligns with local and regional planning priorities, including the Treasure Island Transportation Implementation Plan and San Francisco Transportation Plan 2050 which identify ferry service as a top community and planning priority for the island.