

**San Francisco One Bay Area Grant (OBAG) Cycle 4 County Program
Summary of Project Applications Received**

Project Name (Sponsor) ^{1 2}	Project Description	Supervisory District(s)	Phase(s)	Total Project Cost (All Phases)	OBAG 4 Request	Complete Streets Checklist Required?
16th Street Mission Elevator Modernization (BART)	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.	9	Construction	\$20,570,000	\$8,000,000	No
16th Street Plaza Redesign (BART)	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.	9	Design	\$10,500,000	\$1,062,360	Yes
22nd Street Station ADA Improvement (Caltrain)	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.	10	Construction	\$19,134,000	\$14,147,000	No
Bayview Caltrain Station (SFCTA)	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.	10	Planning	\$2,000,000 (planning only)	\$1,062,000	Yes
Geary-19th Avenue Subway (SFCTA)	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.	1, 4, 5, 6, 7	Planning	\$15,000,000 (planning only)	\$1,500,000	No

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California Street Transit and Safety (SFMTA)	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.	1, 2	Construction	\$19,214,020	\$10,878,000	Yes
Chinatown Community-Based Transportation Plan (SFMTA)	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.	3	Planning	\$669,000	\$592,000	Yes
Digital Wayfinding and New Paratransit Software Procurement (SFMTA)	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.	N/A	Planning, Design, Construction	\$575,000	\$507,000	Yes
Howard Streetscape (SFMTA)	Requested funds would be used to construct traffic safety improvements on Howard Street from 4th Street to 11th Street. This project includes a series of treatments on the High Injury Network corridor including 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.	6	Construction	\$58,360,575	\$8,937,000	Yes
Traffic Signal Cabinet and Fiber Communications Upgrade Program (SFMTA)	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.	1, 2, 3, 5, 6, 8, 11	Construction	\$3,016,000	\$2,666,000	Yes
West Portal Station Horseshoe Improvement (SFMTA)	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.	7	Design and Construction	\$4,000,000	\$1,500,000	Yes

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Access for All: Downtown Curb Ramp and Access Improvements (SFPW)	Funds would be used to upgrade 29 curb ramps and install accessible (audible) pedestrian signals and restripe crosswalks at the following six priority intersections with sub-sidewalk basements: 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.	3, 5	Construction	\$12,580,000	\$10,047,000	Yes
Mission Street Safety Improvements (SFPW)	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.	6	Construction	\$27,293,000	\$23,293,000	Yes
Treasure Island Electric Ferry Pilot (TIMMA)	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.	6	Pilot Operations	\$14,400,000	\$5,000,000	No
			TOTAL	\$190,311,595	\$89,191,360	

¹ Projects are sorted alphabetically by sponsor and then project name.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Authority (Caltrain), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), Treasure Island Mobility Management Agency (TIMMA).

³ Call for projects nomination target total reflects MTC's guidance to solicit nominations for 120% of the available funding capacity for the County Program.

OBAG 4 County Program Funds (Fiscal Years 2026/27 - 2029/30)	
San Francisco's Call for Projects Nomination Target ³	\$48,660,000