



Memorandum

DATE: April 17, 2026
TO: Prospective San Francisco Project Sponsors
FROM: San Francisco County Transportation Authority
SUBJECT: One Bay Area Grant Cycle 4 County Call for Projects

APPLICATIONS DUE BY 5 P.M. ON TUESDAY, JULY 7, 2026

The San Francisco County Transportation Authority (Transportation Authority) is pleased to announce a call for projects for up to \$48,660,000 through the One Bay Area Grant Cycle 4 (OBAG 4) County Program for San Francisco over the next four fiscal years (2026/27 to 2029/30).

In February 2026, the Metropolitan Transportation Commission (MTC) adopted the [OBAG Cycle 4 County and Local Call for Projects Guidelines](#). Through the OBAG County program, MTC directs federal funding to projects and programs that implement the Regional Transportation Plan (Plan Bay Area 2050+), with particular focus on projects that support areas within a mile of Priority Development Areas (PDAs) – places near public transit planned for new homes, jobs, and community amenities - or Transit-Oriented Communities (TOCs) – places within one half-mile from transit stops and stations that are designed to enable people to access and use transit more often for more types of trips. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG 4 county priorities and submitting them to MTC by October 31, 2026. MTC staff will evaluate the CMA project nominations using regional criteria and recommend a subset of projects from the regionwide candidate pool to its Commission in early 2027.

This memo contains the relevant information for submitting an application for OBAG 4 funds. The remaining sections of this memorandum are organized as follows:

1. Schedule
2. Available Funds, Eligible Projects, and Project Sponsors
3. Application Process
4. Screening and Prioritization Criteria
5. Monitoring and Support
6. For More Information



1. CALL FOR PROJECTS SCHEDULE*

April 14, 2026	Transportation Authority Board - PRELIMINARY ACTION OBAG 4 County Framework
April 17, 2026	Transportation Authority issues OBAG 4 Call for Projects
April 28, 2026	Transportation Authority Board - FINAL ACTION OBAG 4 County Framework
April 30, 2026, 2 p.m.	Transportation Authority Call for Projects Workshop
July 7, 2026, by 5 p.m.	Applications due to the Transportation Authority
July 27, 2026	Bicycle Advisory Committee Review applications received and Complete Streets Checklist
August 2026	Transportation Authority Technical Working Group Meeting Review draft OBAG 4 staff recommendations
September 9, 2026	Transportation Authority Community Advisory Committee - ACTION OBAG 4 Program of Projects
September 15, 2026	Transportation Authority Board - PRELIMINARY ACTION OBAG 4 Program of Projects
September 29, 2026	Transportation Authority Board - FINAL ACTION OBAG 4 Program of Project
October 31, 2026	Transportation Authority submits OBAG 4 San Francisco Project Nominations to MTC
Early 2027	MTC programs OBAG 4 funds

*SFCTA meeting dates are subject to change. Please refer to our website for up-to-date information.

2. AVAILABLE FUNDS, ELIGIBLE PROJECTS, AND PROJECT SPONSORS

As part of the OBAG Cycle 4 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (Regional Housing Need Allocation, production, and additional weight based on affordability). To ensure a sufficient pool of project nominations, MTC is soliciting nominations for 120% of the available funding capacity for the County Program. San Francisco’s estimated share of the OBAG Cycle 4 County Program is 14.8% or \$56.7 million for our 120% target and about \$47.2 million at 100% of available programming over the four-year OBAG Cycle



4 period (FY 2026/27 to FY 2029/30). MTC's guidelines indicate that targets do not commit or imply a guaranteed share of funding to any individual county.

San Francisco's County Program Funding Framework Distribution is summarized in the table below.

Table 1. San Francisco OBAG Cycle 4 County Program Funding Framework Distribution

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

The OBAG Cycle 4 County Program is funded with federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds, which will be assigned to specific projects by MTC as part of its project selection process. The funds may be programmed in any of the four fiscal years in Cycle 4, conditioned upon the availability of federal apportionment and obligation authority.

For the OBAG Cycle 4 County Program, the minimum grant amount is \$500,000 and there is no maximum grant amount beyond that which fits within the funds available. The minimum local match is 11.47% in committed or programmed funds for the requested phase. For capital projects, sponsors 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. Once programmed in the federal Transportation Improvement Program (TIP), the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. All OBAG 4 funds must be obligated, or transferred to the FTA, no later than September 30, 2031.

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CMAs are eligible to apply. Eligible project types include, but are not limited to, transit expansion, reliability, and access improvements; safety, streetscape, and complete streets improvements; transportation demand management programs including education and outreach, and mobility hub planning and implementation; Safe Routes to School capital and non-infrastructure programs; and PDA planning and



implementation. View [MTC's County and Local Call for Projects Guidelines](#) (pages 11 to 13) for a full list of eligible project types.

3. APPLICATION PROCESS

To apply, eligible sponsors must email obag@sfcta.org at least a week ahead of the application deadline to receive a shared folder where the application materials can be uploaded. Sponsors should note email addresses that need access to the shared folder.

The following application materials must be uploaded in their original source document format to the shared folder by 5 p.m. on July 7, 2026.

- The MTC OBAG 4 County Program Base Application form (Attachment 1) in the original format as an editable PDF
- The San Francisco Supplemental Application Form (Attachment 2) in the original MS Word format
- The San Francisco detailed Schedule, Budget, Cost and Funding Plan (Attachment 3) in the original MS Excel format
- A PDF of a draft MTC Complete Streets Checklist exported from the [MTC Complete Streets Checklist portal](#). SFCTA staff will present Complete Streets Checklists for all submitted applications to the Bicycle Advisory Committee (BAC) for review. After BAC review, project applicants can add BAC comments to the Complete Streets Checklist via the portal and submit to MTC. See [MTC's Complete Streets website](#) for more information on the checklist.
- Other associated attachments in the original format (e.g. MS Word, Excel, PDF)
- If a project is CMAQ eligible: the [Supplemental Air Quality Inputs Form](#) (Word)
- One compiled PDF of the entire application

Every project must have its own application. If a sponsor submits more than one application, sponsors must indicate project priority order in the San Francisco Supplemental Application Form. Please create individual folders in the Sharepoint for each application.



All resources required to complete the application will be available on the [Transportation Authority's website](#). Please let Transportation Authority staff know immediately if you have any issues accessing the resources or completing the application by contacting obag@sfcta.org.

4. SCREENING AND PRIORITIZATION CRITERIA

CMA (County) Prioritization. MTC requires CMAs to use its established screening and prioritization criteria and allows CMAs to add criteria to prioritize projects based on the needs of the county. San Francisco's project Screening and Prioritization Criteria (Attachment 5) will be used to determine San Francisco's OBAG 4 project nominations. Applicants should also refer to the Project Evaluation Rubric (Attachment 6) for details on how to demonstrate the specific project benefits and elements that will be considered in project evaluation.

Given the challenge of meeting the timely use of funds requirements on these federal OBAG funds and MTC's emphasis on deliverability, we will give strong consideration to project readiness and deliverability when evaluating projects. For more detail on the timely use of funds requirements, including deadlines for sponsors to receive federal authorization to spend the funds, please refer to [MTC's Regional Project Delivery Policy Guidance](#). In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked within the San Francisco project nomination list.

The county nominated projects will go into the regionwide pool for evaluation and prioritization by MTC, making it important that San Francisco submit competitive projects.

As administrator of a variety of fund sources, SFCTA staff will also consider the amount and timing of funding availability for other sources, as well as their specific requirements and purposes, in order to match projects with the most fitting funding sources as part of the OBAG application evaluation.

MTC (Regional) Prioritization. MTC's project evaluation includes up to 75 points for CMA prioritization, 10 points for regional alignment, 5 points for federal performance goals, and 10 points for deliverability. Projects that are eligible for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds can receive up to 10 additional points in MTC's project evaluation to help ensure MTC has enough projects to use up all the CMAQ funds.



5. MONITORING AND SUPPORT

As CMA, the Transportation Authority is responsible for ensuring that projects are delivered in a timely manner, that the projects remain consistent with the original purpose and general scope approved by the Transportation Authority Board and MTC, and that no OBAG funds are lost to San Francisco or the region. As such, sponsor agencies awarded OBAG 4 funds will be required to provide regular updates to Transportation Authority staff on project status and activities, and any issues that may affect project delivery and costs. We expect these updates in a timely manner but no less frequently than quarterly via the [Transportation Authority's online grant portal](#). Ongoing communication enables Transportation Authority staff to assist with resolving issues and keep our commissioners and the public up to date on the delivery of San Francisco's OBAG 4 projects.

6. FOR MORE INFORMATION

For more information or assistance with this call for projects, please email obag@sfcta.org. The documents referenced herein are available on the Transportation Authority's website at www.sfcta.org/obag4.

Attachments

1. MTC OBAG 4 County Program Base Application Form
2. OBAG 4 San Francisco Supplemental Application Form
3. OBAG 4 Detailed Schedule, Budget, Cost and Funding Form
4. San Francisco Equity Priority Communities Map
5. San Francisco Screening and Prioritization Criteria
6. San Francisco OBAG 4 Evaluation Rubric



OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on [MTC's website](#).

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

Project Location
<i>Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.</i>

Project Scope
<i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>

Project Mode(s):	Pedestrian	Bicycle	Transit	Auto	Other
Percent Share <i>Portion of total project cost</i>					

Project Eligibility

Project Eligibility

Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:

- Surface Transportation Block Grant Program (STP) ([23 U.S.C. § 133](#))
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) ([23 U.S.C. § 149](#))

Note: applications for \$1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed [Air Quality Input Form](#) as an attachment.

Project meets regional eligibility requirements:

- Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's [OBAG 4 webpage](#)).
- Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's [OBAG 4 webpage](#)), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits

Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

Local Priority
Community Support

Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Letters of Support

List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Plan Name <i>List any local plans that identify or prioritize the application project</i>	Plan Year <i>Completed or last updated</i>	Plan Type <i>CBTP, PDA, CTP, or other</i>	Plan Link <i>Attach copy if not available</i>	Reference <i>Page(s) with named project</i>

Equity Impacts

Equity Impacts

If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to [Equity Priority Communities \(EPCs\)](#) or similar local designations, and/or align with applicant [Americans with Disabilities Act \(ADA\) Transition Plans](#).

EPC Relationship

Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.

- Project is located within an MTC-designated EPC and is designed to benefit this population as described above
- Project is located within a similar local designation and is designed to benefit this population as described above
- Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
- Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link	Reference
<i>Required for all applications, attach copy if not available</i>	<i>Page reference(s) if applicable</i>

Regional Alignment

Plan Strategies

Briefly describe how the project supports Plan Bay Area 2050+ strategies, linked on [OBAG 4 webpage](#).

Safety/Vision Zero

Briefly describe how the project supports MTC's [Regional Safety/Vision Zero Policy](#), if applicable.

Complete Streets

Briefly describe how the project supports MTC's [Complete Streets Policy](#), if applicable.

Transit Transformation

Briefly describe how the project supports MTC's [Transit Transformation Action Plan](#), if applicable.

Transit Priority

Briefly describe how the project supports MTC's [Transit Priority Policy for Roadways](#), if applicable.

Federal Performance

Federal Performance Measures

Select the [federal performance measures \(23 U.S.C. § 150\)](#) that are supported by the project.

- Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- System Reliability:** improve the reliability of the Interstate system and NHS.
- Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks

Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

Environmental Approval and Right-of-Way

Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- Project area is not located entirely on applicant right-of-way
- Project may require temporary use of areas outside of the applicant right-of-way
- Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- Project may require utility relocation

Schedule and Funding Plan

Phase	Fiscal Year <i>Phase start</i>	OBAG 4 Request	Other Amount	Other Description <i>Fund source name(s), secured/unsecured</i>
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infrastructure (NI)				
Total	<i>Latest 2031</i>			<i>Non-federal share must be ≥11.47%</i>

Funding and Schedule Requirements

Confirm that the project schedule and funding plan meet the following requirements.

- Total requested award amount meets the minimum applicable threshold:
 - \$500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
 - \$250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
 - \$150,000 or more with a request for an exception to the standard minimum
- Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
- Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
- Requested award amount is rounded to the nearest \$1,000

Contribution to Geographic Minimum

PDA and TOC Relationship

A minimum share of each county's projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see [reference map](#)). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

- Project is located within a mile or less of a PDA and/or TOC
- Project is countywide or otherwise not confined to a fixed location
- Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements

Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)).

- Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's [Complete Streets Portal](#) to demonstrate consistency with MTC's [Complete Streets Policy](#) and [Transit Priority Policy for Roadways](#), including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.
- Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's [Regional Project Delivery Policy](#), including designation of a staff Single Point of Contact (SPOC), adoption of a [Resolution of Local Support](#), project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.
- Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:
 - State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
 - Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
 - Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
 - Federal Highway Performance Monitoring System (HPMS) traffic count reporting
- Attachments:** applicant will provide the following attachments with this application, as applicable:
 - Project overview map (if available)
 - CMAQ [Air Quality Input Form](#) (for eligible applications requesting over \$1 million)
 - Letter(s) of support (if referenced above)
 - Local plan(s) (if referenced above but no link is provided)
 - Applicant ADA Transition Plan (required, attach if no link is provided above)

Attachment 2



OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

Agencies applying for San Francisco One Bay Area Grant (OBAG 4) County Program funds must submit the following Supplemental Application Form, covering San Francisco-specific project evaluation criteria, as part of a complete application package by July 7, 2026. Additional information on the OBAG Cycle 4 County program is available on the [San Francisco County Transportation Authority website](#).

San Francisco Supplemental Project Evaluation Criteria

Project Eligibility

Confirm San Francisco County eligibility requirements.

- Project is consistent with the [San Francisco Transportation Plan 2050](#) or 2050+ update.
- Total requested award amount is \$500,000 or more.

Sponsor Project Priority Order

If you are submitting more than one application, please indicate the priority of this project (e.g. 2nd priority out of 4 applications).

Increase Safety

Briefly describe how the project addresses corridors on the [High Injury Network](#) or other locations with a known safety issue, if applicable. Include supporting data as an attachment to the project application if needed.

Improve Transit Reliability and Accessibility

Describe how the project increases transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit), and how the project supports existing or proposed rapid transit network or rail. Indicate whether the project is identified in transit performance plans or programs such as the [San Francisco Municipal Transportation Agency's Muni Forward program](#).

Improve Access to Schools, Senior Centers, and Other Community Sites

Describe how the project improves access to schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites and destinations. Include a map of the project location in relation to relevant community sites as an attachment to the project application.

Construction Coordination

Identify if the project is or will be coordinated with other construction projects to mitigate construction impacts and/or achieve cost savings. Clearly identify the related improvements, describe the scope, and provide a timeline for major milestones for coordination.

Limited Funding Options

Indicate the project's eligibility and competitiveness for other funding options:

- Project is eligible and competes well for other fund sources
- Project is ineligible or completes poorly for other discretionary fund sources (explain)
- Other ____ (explain)

Attachment 3

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	
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DELIVERY MILESTONES Phase	Status	Work	Start Date		End Date	
	%	In-house,	Month	Calendar	Month	Calendar
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)					N/A	N/A
Open for Use	N/A	N/A	N/A	N/A		

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name: 0

COST ESTIMATE		Funding Source by Phase				Desired Federal Fiscal Year (FFY) for OBAG Funds (Oct 1 - Sept 30)*
Phase	Cost	OBAG 4	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineering	\$0					
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$0					
Right-of-Way	\$0					
Construction	\$0					
TOTAL PROJECT COST	\$0	\$0	\$0	\$0		*Call for projects will program funds in FFYs 2026/27 - 2029/30.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 4		N/A	N/A	\$0
<i>Source 1</i>				\$0
<i>Source 2</i>				\$0
TOTAL	\$0	\$0	\$0	\$0

Comments

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

MAJOR LINE ITEM BUDGET TEMPLATE

This Major Line Item Budget Template is available to agencies for OBAG 4 applications. Applicants should review and use the applicable template for each project phase. Applicants may attach a Major Line Item Budget in a different format as long as it includes sufficient details.

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

PROJECT BUDGET TEMPLATE - PLANNING, CER

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Conceptual Engineering Reports:

- Provide total labor cost by agency and discipline (e.g. SFMTA Operations, SFMTA Engineering, SFPW Engineering), consultant costs, other direct costs, and contingency.

For Other Planning and/or Conceptual Engineering Work: (e.g. neighborhood transportation plans)

- Provide a detailed labor cost estimate by task and agency, consultant costs by task, other direct costs, contingency.
- For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.

MAJOR LINE ITEM BUDGET FOR PLANNING

BUDGET SUMMARY

Budget Line Item	Task 1 - (e.g., Project Initiation)	Task 2 - (e.g., Needs and Opportunity Assessment)	Task 3 - (e.g., Public Participation)	Task 4 - (e.g., Develop Recommendations)	Task 5 - (e.g., Project Management)	Total
Agency 1 (e.g., SFMTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Agency 1 (e.g., SFCTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* e.g. Direct Costs include mailing, reproduction costs room rental fees.

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

DETAILED LABOR COST ESTIMATE - BY AGENCY						
Agency 1 (e.g., SFMTA)	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Position title		\$ -		\$ -	0.00	\$ -
Position title				\$ -	0.00	\$ -
Total	0.00				0.00	\$ -

Agency 2 (e.g., SFCTA)	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director		\$ -		\$ -	0.00	\$ -
Senior Planner		\$ -		\$ -	0.00	\$ -
Total	0.00				0.00	\$ -

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

PROJECT BUDGET TEMPLATE - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Environmental Studies, Right-of-Way, Design Engineering Phase:

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

MAJOR LINE ITEM BUDGET FOR ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, OR DESIGN ENGINEERING PHASE

BUDGET SUMMARY		
Budget Line Item	Totals	% of phase
1. Total Labor		
2. Consultant		
3. Other Direct Costs *		
4. Contingency		#DIV/0!
TOTAL PHASE	\$ -	

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY	
Agency 1 (e.g. SFMTA)	
Agency 2 (e.g. SFPW)	
TOTAL	\$ -

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

PROJECT BUDGET TEMPLATE - CONSTRUCTION

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For **Construction Phase**:

- Provide total labor cost by agency, contract costs (include major line item detail), construction management/support (includes project management, inspection, design services during construction, outreach during construction), other direct costs (includes Job Order Contracting, inter-agency costs, owner provided materials and services), and contingency.

MAJOR LINE ITEM BUDGET FOR CONSTRUCTION

BUDGET SUMMARY (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	Contractor	Agency 1 (e.g., SFMTA)	Agency 2 (e.g., SFMTA)
1. Contract					
Task 1: E.g. Demolition					
Task 2: E.g. Concrete					
Task 3:					
Task 4:					
Subtotal					
2. Construction Management/Support		#DIV/0!			
3. Other Direct Costs *					
4. Contingency		#DIV/0!			
TOTAL CONSTRUCTION PHASE	\$ -		\$ -	\$ -	\$ -

* Applicant to provide details

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

Attachment 4

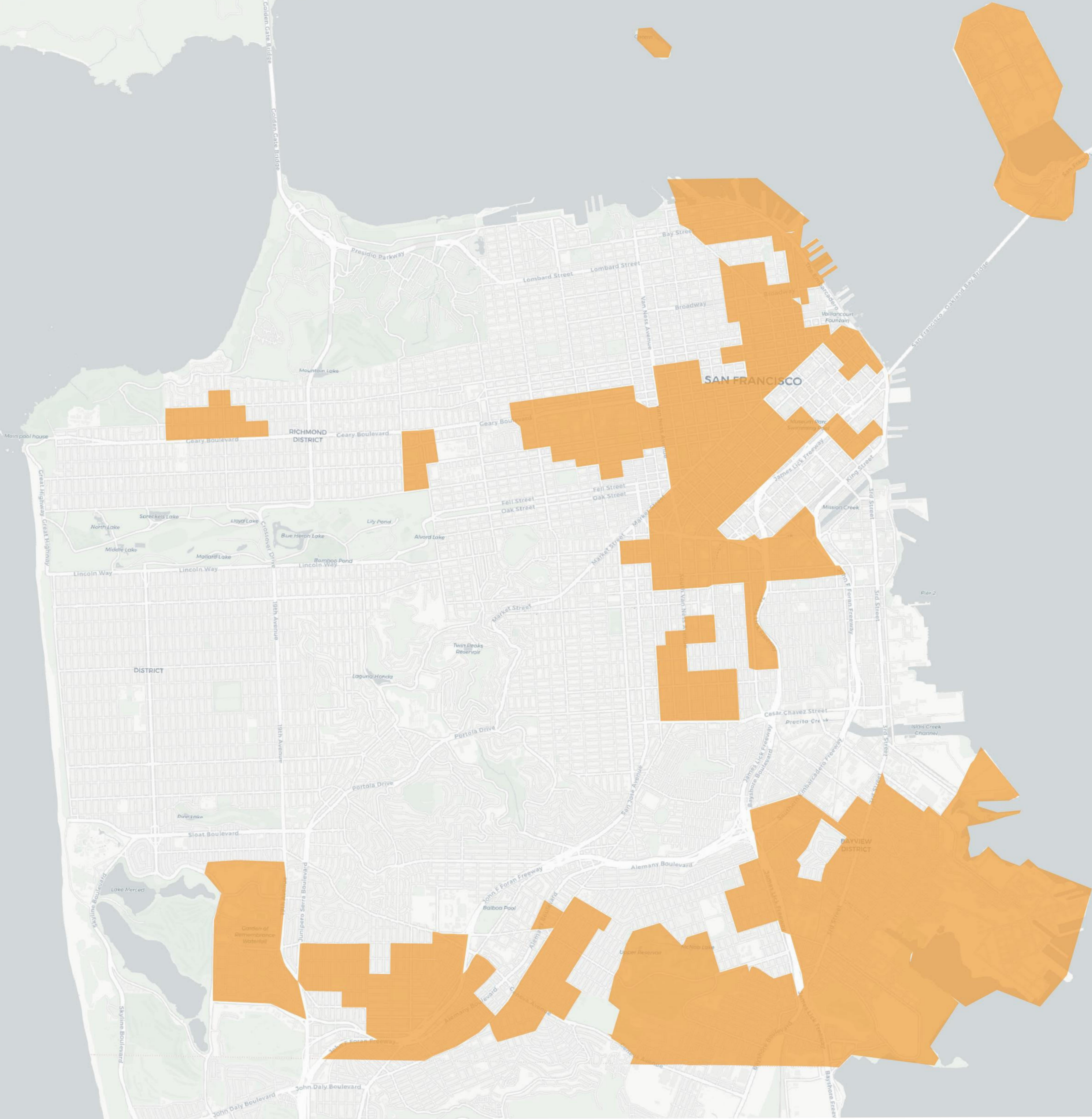
Map of San Francisco Equity Priority Community Areas (2025 vintage)

Map of San Francisco Equity Priority Communities (EPCs) inclusive of 2021 and 2025 definitions. 2025 definitions are Metropolitan Transportation Commission (MTC) Plan Bay Area (PBA) 2050 Plus EPC geographies (2025 vintage, Census ACS 2018-2022, Census Tract geographies). 2021 definitions are San Francisco EPC areas (2021 vintage, Census ACS 2014-2018, Census Tract and Block Group geographies).

Legend

- San Francisco EPCs (2025)

Background by cartodb



Attachment 5

One Bay Area Grant (OBAG) Cycle 4

San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 4 County Program, the San Francisco County Transportation Authority (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 4 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 added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 4 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:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4740](#) Attachment A: OBAG 4 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050+, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan \(SFTP 2050 or the underway SFTP 2050+ update\)](#).
5. Project must demonstrate the ability to meet all OBAG 4 programming policy requirements described in MTC Resolution 4740, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. 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.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.
2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 4 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 and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4740 and Transportation Authority Board priorities, points will be awarded to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs). OBAG established a minimum requirement that 80% of OBAG funds in San Francisco be used on projects that are partially or entirely within a mile or less of a PDA or TOC. On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s).
2. Increase safety. Projects that address corridors on the High Injury Network or other locations with a known safety issue will be given 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.
3. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
4. Improve environmental sustainability. Projects that achieve one or more of the objectives below will be prioritized:
 - a. Reduce emissions by supporting mode shift to non-polluting or low-polluting modes, such as walking, bicycling, and transit; project sponsors must provide evidence and/or data to support the projected mode shift of the project.
 - b. Improve the resilience of transportation infrastructure to the effects of climate change, such as with physical protection from or adaptation to adverse climate impacts or redundant or relocated infrastructure.
 - c. Manage stormwater, such as by constructing bioswales or permeable ground surfaces.

5. Maintain transportation infrastructure in a state of good repair.
6. Demonstrate public support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the Transportation Authority. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.
7. Provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the Transportation Authority. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
8. Demonstrate project readiness and deliverability. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including but not limited to project is ready to proceed in fiscal year of programming; adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. more detail and certainty will be expected for a project about to enter construction than for a project about to enter design); whether prior project phases are completed or when they are expected to be completed; and whether litigation, community opposition or other factors may significantly delay project.
9. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive 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).
10. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.

11. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
12. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
13. Demonstrate higher fund leveraging. Priority will be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Additional Considerations

1. 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.
2. Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

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 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.

In order to nominate the most competitive list of San Francisco priority projects, we may not recommend projects strictly in score order if, for example, we, working with MTC, are unable to match the project to OBAG 4 fund sources eligibility (e.g. CMAQ vs. STP).

Attachment 6

OBAG Cycle 4 County Program San Francisco Project Evaluation Rubric

April 2026

San Francisco County Transportation Authority (Transportation Authority) staff will use the following criteria to evaluate project applications for the OBAG Cycle 4 County Program. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a competitive list of eligible projects that exceed available programming capacity.

Based on [MTC Resolution 4740](#) and Transportation Authority Board priorities, points will be awarded to projects that:

Demonstrate project readiness and deliverability.

Maximum points: 15

Points will be awarded to projects based on the factors below, which will be assessed commensurate with the current project phase.

- **Schedule:** Project schedule, as supported by other project information, demonstrates ability to meet federal and regional timely use of funds requirements and federal obligation deadlines, including but not limited to the September 30, 2031 deadline to obligate OBAG 4 funds or transfer the funds to Federal Transit Administration.
- **Cost estimate:** Reasonable basis for estimate with adequate contingencies given stage of development and complexity of project
- **Funding plan:** Project has a full funding plan for the phase/scope of work requesting OBAG funds, with sources programmed and/or allocated and/or low risk (e.g. under control of the project sponsor); funding plan includes the required 11.47% local match; and funding plan reflects a reasonable expectation for funding for future phases.
- **Environmental clearance:** Received NEPA clearance or identified a clear path to NEPA clearance; project has low level of complexity and minimum risk of not obtaining clearance as expected per the project schedule.
- **Public review:** Project has completed or is currently conducting community outreach, and/or will conduct community outreach as part of the scope of work requesting OBAG funds. Further, no significant public opposition has been identified that would put delivery of the proposed OBAG phase(s) according to the proposed schedule at significant risk.
- **Project delivery track record:** Applicant has successfully met timely use of funds requirements for prior federally funded projects, especially of a similar type and level of complexity.
- **Potential significant delays:** Applicant has assessed the project's risks (e.g. litigation, community opposition, permits, or other factors), and has proposed solutions to prevent or reduce the impacts of these delays on project delivery.

Have multi-modal benefits.

Maximum points: 8

Points will be awarded to projects that directly benefit multiple types of travelers - pedestrians, micromobility users (e.g. bikes, scooters, e-bikes, e-scooters), transit passengers, and motorists.

Increase safety.

Maximum points: 8

Points will be awarded to projects that are fully or mostly located on the [High Injury Network](#) (HIN) and construct or advance significant safety improvements (e.g. shortening crossing distance or directly reducing safety hazard) on the HIN or other locations with a known safety issue supported by data.

Maintain transportation infrastructure in a state of good repair.

Maximum points: 8

Points will be awarded to projects that maintain infrastructure in a state of good repair to extend useful life, improve performance, and/or reliability.

Improve transit reliability and accessibility.

Maximum points: 6

Points will be awarded to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit), and to projects that support existing or proposed rapid transit network or rail; including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.

Demonstrate public support, as demonstrated through Community-Based Transportation Plans, Priority Development Area plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the Transportation Authority.

Maximum points: 6

Points will be awarded to projects that are identified through a community-based planning process (e.g., neighborhood transportation plan, corridor improvement study, or station plan that is community driven); and have documentation of clear and diverse public support and/or input from disadvantaged populations and broader populations that are not specifically disadvantaged. Documentation will be assessed commensurate with the scale and scope of the project.

Provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the Transportation Authority.

Maximum points: 6

Points will be awarded to projects that provide direct benefits to disadvantaged populations, including people with disabilities, communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain; project directly improves the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community.

Improve access to schools, senior centers, and other community sites.

Maximum points: 4

Points will be awarded to projects that improve access to community sites and destinations, including schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites, and clearly demonstrate a direct correlation between the project and the preferred route used to access community sites and destinations.

Improve environmental sustainability.

Maximum points: 4

Points will be awarded to projects that improve environmental sustainability by reducing emissions by supporting mode shift to non-polluting or low-polluting modes, improving resilience of transportation infrastructure to the effects of climate change, and/or managing stormwater.

Are located in Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs).

Total points: 4

All eligible projects will receive full points because functionally all of San Francisco is located within a mile of a PDA or TOC.

Take advantage of construction coordination.

Maximum points: 3

Points will be awarded to projects that are or will be coordinated with other construction projects to mitigate construction impacts and/or achieve cost savings, and that clearly identify the related improvements, describe the scope, and have a timeline for major milestones for coordination.

Have limited other funding options or demonstrate higher fund leveraging.

Maximum points: 3

Points will be awarded to projects that demonstrate that the project is ineligible or competes poorly for other discretionary funds; OR that demonstrate leveraging of OBAG funds above and beyond the required match (11.47%).