

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	San Francisco Bay Area Rapid Transit
Contact Name/Title	Rachael Axelrod/Principal Grants Officer
Contact Email	Rachael.axelrod@bart.gov
Contact Phone	510.504.3793

Project Name	TIP ID if applicable
16th Street Plaza Redesign Project	N/A

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>
The project is located at the BART 16th Street Mission Station in San Francisco's Mission District (Map 1). The station is situated at the intersection of 16th Street and Mission Street, with the Northeast Plaza occupying the northwest and northeast corners of 16th Street and Mission Street, and the Southwest Plaza located at the southwest corner of 16th Street and Mission Street.

Project Scope <i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>
Redesign of two public plazas at BART's 16th St. Mission Station. Scope includes 100% design documents for paving, lighting, CCTVs, overhead shade structures, moveable seating, storage, wayfinding signage, art integration for both the NE and SW plaza

Project Mode(s):	Pedestrian	Bicycle	Transit	Auto	Other
Percent Share <i>Portion of total project cost</i>	75%	60%	13%	0%	0%

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.

The 16th Street Mission BART Station is one of the busiest stations in the BART system (Attachment 1, May2026 Ridership Snapshot), serving a transit-dependent community in San Francisco's Mission District, an MTC-designated Equity Priority Community with among the highest concentrations of low-income residents, people of color, and zero-vehicle households in the region (Map 2). The station's two public plazas present significant opportunities for improvement in safety, activation, and rider experience. Paving surfaces are worn and damaged, lighting is inadequate for a busy urban plaza and raises safety concerns, and the current design lacks the programming infrastructure and flexible spaces needed to support the level of community activity the location warrants.

The redesign will address these conditions through overhead lighting and CCTVs, clearly defined pedestrian paths of travel, moveable furniture that encourages positive activation, and physical infrastructure designed to facilitate ongoing maintenance and cleaning. This approach also draws directly from the successful Civic Center/UN Plaza activation model, which used programming and community stewardship to transform a similarly challenged public space. The station is also a critical multimodal hub, served by BART, multiple Muni bus lines (14, 14R, 22, 33), and bicycle routes along 16th Street and nearby Valencia Street. Redesigned plazas with improved wayfinding, real-time transit displays, and clear pedestrian circulation will strengthen first/last-mile connections and make the station more accessible for all users, including people with disabilities. By improving the quality and safety of the station environment, the project supports increased BART ridership in a high-frequency transit corridor, reducing vehicle trips and associated emissions in one of the region's most congested urban areas.

State of good repair is a central driver of this project. The Southwest Plaza paving is a priority

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.

The 16th Street Station Plaza Redesign has been shaped by sustained, multilingual community engagement and is supported by a strong network of local plans and partner organizations. BART conducted an extensive concept phase engagement process from July 2025 through May 2026 (Attachment 2), including open houses, walk-up office hours near the plazas, presentations at community group meetings, and a community-led Spanish-language meeting. A second public open house was held on May 21, 2026, at Friendship House, a culturally significant venue in the Mission community. Outreach was conducted in English and Spanish to reflect the neighborhood's demographics.

Community feedback consistently coalesced around clear priorities: increased safety and security through lighting, activation, and programming; positive plaza use through vending, games, music, and community events; preservation and celebration of the Mission's Latino and immigrant cultural identity; improved cleanliness and maintenance; moveable and colorful seating to create a community living room; wayfinding signage; and exploration of active edges with adjacent buildings. These priorities are directly reflected in the project's design toolkit and concept framework.

Key community partners have provided active support and are engaged in project coordination to contribute to the cultural design input; Mission Loteria, which is leading a vending activation pilot at both plazas from January through December 2026; the SF Office of Economic and Workforce Development (OEWD); and Mission District neighborhood organizations,

Letters of Support

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

The following individuals and organizations have provided letters of support for the 16th Street Station Plaza Redesign Project:

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>
Mission Action Plan 2030 (MAP2030)	2024	Other	https://sfplanning.org/mapping/mission-action-plan-2030	Street Condition
SF General Plan – Mission Area Plan	2008	Other	https://generalplan.sf.gov/mission-area-plan	Policy 1.1.7
Plan Bay Area 2050+	2026	CTP	https://planbayarea.org/2050/	Mission District
San Francisco Transportation Plan	2022	CTP	https://www.sfmta.com/transportation-plan	Investment Plan
San Francisco Transit First Policy	1973	Other	https://www.sfmta.com/transit-first-policy	Foundational c

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.

The 16th Street Station Plaza Redesign is fundamentally an equity project. The station area is a designated Equity Priority Community (EPC) under MTC's methodology (Map 2), with surrounding census tracts ranking among the highest in the region for concentrations of low-income residents, people of color, zero-vehicle households, and transit-dependent populations. The Mission District is home to a large Latino and immigrant community, as well as one of the city's most established Indigenous communities. These are the riders and residents who depend most on BART and who stand to benefit most directly from a safer, more welcoming, and more functional station plaza.

The project is designed to deliver concrete benefits to these communities across several dimensions. Safety and activation improvements — including enhanced lighting, moveable seating, and infrastructure to support vending and community programming — directly address conditions that disproportionately affect transit-dependent riders who spend more time in and around the station.

Culturally, the project is grounded in the principles of both placemaking and placekeeping, recognizing that equitable design must not only improve spaces but protect the existing social fabric and resist displacement. Community engagement was conducted in English and Spanish, with a dedicated Spanish-language community meeting and multilingual materials to ensure meaningful participation from residents who might otherwise be excluded from planning processes. Many Community-based organizations are active project partners, contributing cultural design input to ensure the plazas reflect and celebrate the neighborhood's Indigenous and Latino heritage, not just aesthetically but as an expression of belonging and civic identity.

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

Required for all applications, attach copy if not available

Reference

Page reference(s) if applicable

BART's Accessibility Program

Attachment 3

Regional Alignment

Plan Strategies

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

The 16th Street Station Plaza Redesign directly advances four core Plan Bay Area 2050+ strategies.

T2 — Improve the Rider Experience through Transit Network Integration: The project improves the station entrance environment at a major multimodal hub where BART connects with nine Muni routes, AC Transit, and bicycle facilities, reducing friction and supporting a more

Safety/Vision Zero

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

The 16th Street Station Plaza Redesign supports MTC's Regional Safety/Vision Zero Policy (Resolution No. 4400), which prioritizes eliminating traffic fatalities and serious injuries with a focus on vulnerable road users and equity in safety investments for communities of concern. Both 16th Street and Mission Street are designated on San Francisco's High Injury Network. Current plaza conditions — aged paving, insufficient lighting, and a lack of defined pedestrian zones and wayfinding — contribute to ongoing safety concerns, as reflected in community

Complete Streets

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

The 16th Street Station Plaza Redesign strongly supports MTC's Complete Streets Policy (Resolution No. 4493), which requires that transportation facilities provide safe mobility and improved connectivity for all road users, particularly people walking, biking, rolling, and taking transit, with an emphasis on all-ages-and-abilities design.

The project sits at one of the most heavily used multimodal intersections in San Francisco,

Transit Transformation

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

The 16th Street Station Plaza Redesign supports MTC's Transit Transformation Action Plan across two focus areas: customer information and accessibility.

On customer information, the project advances the Action Plan's regional wayfinding initiative by improving wayfinding signage at both plazas. For riders navigating connections between BART, Muni, and bicycle facilities at this complex multimodal hub, clear and consistent

Transit Priority

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

The 16th Street Station Plaza Redesign has indirect but meaningful alignment with MTC's Transit Priority Policy for Roadways (Resolution No. 4739), which aims to improve transit travel times and reliability by encouraging coordination between transit agencies and roadway owners on projects that affect shared transit corridors.

The 16th and Mission intersection is one of the most heavily transit-served locations in San

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.

The primary risks to delivering the 100% design phase on schedule relate to design feasibility, coordination with an adjacent development project, and environmental clearance, all of which are manageable and being actively addressed.

Several design elements, including overhead lighting systems and shade structures, require feasibility confirmation during the design phase. BART has structured the project's design toolkit specifically to account for this: a baseline scope of paving, furnishings, wayfinding, and greening is practical and deliverable independent of these enhancements, and cost estimates will be developed accordingly. If feasibility studies confirm viability, these elements will be incorporated; if not, the project remains fully deliverable without them.

Coordination with the 1979 Mission Street development adjacent to the Southwest Plaza presents a manageable but real interdependency, as the project's fence and sculptural scrim design remains in flux. BART is in active communication with the development team and has established monthly coordination checkpoints to ensure the two projects remain

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)	FY25	\$ 1,062,360	\$ 137,640	BART Capital Funds
Right-of-Way (ROW)	N/A			
Construction (CON)	FY29		\$ 9,300,000	TBD
Non Infrastructure (NI)	N/A			
Total	<i>Latest 2031</i>	\$ 1,062,360	\$ 9,437,640	<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)

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).

2nd Priority out of 2 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.

The 16th Street Station Plaza Redesign directly addresses one of San Francisco's most critical safety locations. Both 16th Street and Mission Street are designated corridors on San Francisco's High Injury Network (HIN). 16th Street is part of the city's High Injury Network, where 75% of the city's severe and fatal traffic incidents occur on just 12% of the city's streets. Mission Street has historically been a designated high injury corridor where pedestrian and auto collisions were more common than on other streets in San Francisco, and Muni's highest collision corridor. The plaza sits at the intersection of these two HIN corridors, making it one of the highest-priority safety locations in the city.

The redesign addresses these conditions through multiple physical interventions. Upgraded and expanded lighting will improve visibility and personal security at all hours, reducing conditions that contribute to both traffic conflicts and personal safety incidents (Attachment 5, HIN Map). Clearly defined paving patterns will reinforce pedestrian pathways and delineate movement corridors from programming zones, reducing friction and confusion in a heavily trafficked environment. Improved wayfinding will reduce pedestrian confusion at this complex multimodal junction. These interventions are consistent with SF's Vision Zero commitment to prioritizing safety investments at the city's highest-risk locations.

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](#).

The 16th Street Station Plaza Redesign project improves access to one of the Bay Area's most significant multimodal transit hubs. The station connects BART with nine Muni routes — including the 14, 14R, 22, 33, 49, and 55 — as well as AC Transit and UCSF shuttle services, making the quality of the plaza environment directly consequential for the reliability and accessibility of the broader transit network. With approximately 6,500 average weekday boardings (Attachment 1, May 2026 Ridership), improvements that reduce friction, confusion, and safety concerns at the station entrance translate directly into a better transit experience for thousands of daily riders.

The project advances transit accessibility and connectivity on several fronts. Wayfinding signage and real-time departure displays at both plazas will give riders clear, timely information to navigate connections between BART and surface transit. This will improve transfer efficiency and support a seamless multimodal experience. ADA-compliant paving, pathways, and furnishing placement throughout both plazas will remove barriers for riders with disabilities, seniors, and others with mobility needs. This effort is directly coordinated with BART's concurrent OBAG 4 elevator modernization proposal, together delivering a comprehensive accessibility investment from street to platform.

The project is grounded in and consistent with two BART-adopted performance frameworks. [BART's Multimodal Access Design Guidelines \(MADG, 2017\)](#), developed following adoption of the Board's Station Access Policy, establish standards for pedestrian, bicycle, and transit access within BART's station areas — specifically covering the zone from the faregates to the edge of BART's property, the precise area this project addresses. [BART's Station Experience Design Guidelines](#) (SEDG, 2017) further articulate the agency's vision for improving the customer experience at stations and guiding ongoing modernization, with a goal that stations enable customers of all backgrounds and abilities to access and navigate the system. The plaza redesign directly advances both frameworks by upgrading paving surfaces, improving lighting, introducing moveable furnishings, and enhancing wayfinding and station identification signage to help riders navigate connections between BART and surface transit at this complex multimodal junction. Wayfinding will also be designed in accordance with the forthcoming [MTC Regional Mapping and Wayfinding Guidelines](#), which BART is actively helping to develop in collaboration with all other Bay Area transit agencies.

Together, these improvements position the 16th Street Station Plaza Redesign as a critical investment in the Bay Area's transit network. By enhancing accessibility, clarifying navigation, and elevating the overall station environment, the project strengthens multimodal connectivity at one of San Francisco's busiest transit gateways. Aligned with BART's adopted design frameworks and coordinated with regional wayfinding standards now in development, the redesign delivers targeted, high-impact upgrades that will improve safety, reduce passenger confusion, and create a more welcoming experience for all riders. Ultimately, the project supports a more reliable, intuitive, and accessible transit journey for the thousands of people who rely on 16th Street Station every day.

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.

The 16th Street Station Plaza Redesign improves access to a wide range of essential community destinations by transforming the station's public plazas into safer, more welcoming, and more navigable gateways to one of the most important regional transit hubs serving San Francisco's Mission District.

The station provides direct and transfer access via BART and Muni to a dense network of neighborhood-serving schools, community organizations, health providers, parks, and cultural institutions (Map 3), including:

- **Schools:** Marshall Elementary School, Mission Dolores Academy, San Francisco Friends School, Thomas Edison Charter Academy, Rise University Preparatory School, Everett Middle School, Mission High School, and O'Connell High School
- **Youth & Community Services:** Centro Latino de San Francisco, Friendship House, Kid Power Park, Jamestown Community Center, La Casa de las Madres, Dolores Street Community Services, Larkin Street Youth Services (Mission site), and Homeless Youth Alliance
- **Senior & Social Services:** Mission Neighborhood Centers (MNC), MEDA (Mission Economic Development Agency), and Dolores Street Community Services
- **Health:** Mission Neighborhood Health Center (MNHC) and regional connections to Zuckerberg San Francisco General Hospital and Trauma Center
- **Parks & Open Space:** In Chan Kaajal Park, Kid Power Park, Franklin Square Park, and Mission Dolores Park
- **Arts & Culture:** Mission Cultural Center for Latino Arts, Galería de la Raza, Brava Theater Center, and the Women's Building

For riders traveling to and from these destinations, the plazas are the first and last experience of the transit system. Today, conditions including inadequate lighting, aging paving surfaces, insufficient seating, and a lack of clear wayfinding create barriers — particularly for seniors, people with disabilities, children traveling to school, and riders who may feel unsafe lingering in the space. The redesign directly addresses these conditions through upgraded lighting, ADA-compliant pathways and surfaces, improved wayfinding signage, and activated programming zones that increase the sense of safety and welcome for all users.

Because many residents in the surrounding Equity Priority Community rely on transit as their primary mode of travel, the quality of the plaza environment has an outsized impact on access to essential services, education, healthcare, and recreation. By improving safety, accessibility, and the overall rider experience at the station entrance, the plaza redesign strengthens a critical link in the door-to-door transit journey for some of the city's most transit-dependent residents. See attached map for project location in relation to community sites.

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.

The 16th Street Station Plaza Redesign is being coordinated with two related projects that share the station area and present opportunities to align design, minimize future construction impacts, and achieve cost efficiencies.

BART 16th Street Elevator Modernization (OBAG 4, Concurrent Proposal) The most significant coordination is with BART's concurrent OBAG 4 proposal to modernize the two elevators at 16th Street Station. Both projects address the same station area and share overlapping goals around accessibility, safety, and station quality. Should both projects receive OBAG 4 funding, BART will sequence construction to consolidate station disruptions, reducing cumulative impacts on riders and the surrounding neighborhood.

1979 Mission Street Development (Adjacent Private Development) The mixed-use development at 1979 Mission Street, adjacent to the Southwest Plaza, is comprised of two buildings. Phase 1 is Permanent Support Housing for the formerly homeless, and construction is underway. Phase 2 is affordable housing, and it's still a few years away from construction. Phase 1 includes a fence and sculptural scrim along the plaza edge that will directly influence the design character and spatial definition of the Southwest Plaza. BART is coordinating with the development team to ensure complementary design outcomes and to avoid conflicts between future plaza construction and the development's construction schedule.

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)

The primary funding challenge for this project is that it seeks support for a standalone design phase, which significantly narrows the pool of eligible programs. Most federal and state discretionary grant programs prioritize or require shovel-ready construction projects, making a design-only application either ineligible or substantially less competitive. Programs that do fund design typically bundle it with construction as part of a larger capital project scope, which is not applicable here given that construction funding will be pursued following the completion of the design phase.

BART's own capital budget is significantly constrained in the current fiscal environment, limiting the agency's ability to fund discretionary station enhancement projects from internal sources. The plaza redesign, while a high-priority community investment, does not rise to the level of a life-safety or state-of-good-repair obligation that would compete successfully for scarce capital dollars against infrastructure preservation needs.

OBAG 4 is well-suited to this project precisely because it supports the full project delivery continuum, including design phases, and because it prioritizes investments in Equity Priority Communities and station access improvements of the type this project represents. No comparable alternative funding program offers a similarly competitive pathway for a design-phase investment of this scale and scope.

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

Project Name:	16th Street Plaza Redesign
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Both	Jun	2025	Jun	2026
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	Both	Jul	2027	Jun	2028
Right-of-way						
Advertise Construction	0%	N/A	Mar	2029	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jun	2029	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Mar	2030

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

Project Name:	16th Street Plaza Redesign
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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)	\$1,200,000	\$1,062,360		\$137,640	BART Capital Funds	FY27
Right-of-Way	\$0					
Construction	\$9,300,000			\$9,300,000	TBD	FY29
TOTAL PROJECT COST	\$10,500,000	\$1,062,360	\$0	\$9,437,640		*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	\$1,062,360	N/A	N/A	\$1,062,360
<i>BART Capital Funds</i>	\$137,640			\$137,640
TOTAL	\$1,200,000	\$0	\$0	\$1,200,000

Comments

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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	\$ 200,000	17%
2. Consultant	\$ 800,000	67%
3. Other Direct Costs *		
4. Contingency	\$ 200,000	20%
TOTAL PHASE	\$ 1,200,000	

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY	
BART	\$ 200,000
TOTAL	\$ 200,000

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	BART	
1. Contract					
Task 1: Construction	\$ 8,500,000		\$ 8,500,000		
Task 2					
Subtotal					
2. Construction Management/Support	\$ 500,000	6%	\$ 500,000		
3. Design Support During Const	\$ 300,000	4%	\$ 300,000		
4. Other Direct Costs *	\$ -				
TOTAL CONSTRUCTION PHASE	\$ 9,300,000		\$ 9,300,000	\$ -	\$ -

* 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.



16th Street Mission Redesign Project

ONE BAY AREA GRANT PROGRAM (OBAG) CYCLE 4
JULY 2026



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Summary

The Bay Area Rapid Transit District (BART) requests OBAG 4 funding to advance the 16th Street Station Plaza Redesign project from its current concept phase to 100% design. This investment will produce shovel-ready construction documents for the comprehensive transformation of the two public plazas flanking BART's 16th Street Station, the Northeast Plaza and the Southwest Plaza, in the heart of San Francisco's Mission District.

The 16th Street Station serves as a critical multimodal hub and civic gateway for one of San Francisco's most culturally significant and transit-dependent neighborhoods. The station's two public plazas present significant opportunities for improvement in safety, activation, and rider experience. Paving surfaces are aged, lighting is insufficient for a busy urban plaza, and the current design lacks the programming infrastructure and flexible spaces needed to support the level of community activity the location warrants. This project directly addresses these opportunities through a community-driven, equity-centered redesign grounded in the principles of both placemaking and placekeeping.

BART is simultaneously pursuing OBAG 4 construction funding for the modernization of the station's two elevators. Together, these two proposals represent a coordinated, whole-station investment strategy — improving vertical access from street to platform while transforming the public realm that greets every arriving and departing rider.

Statement of Need

History and Context

BART's 16th Street Mission Station opened on November 5, 1973, as part of the 7.5-mile San Francisco line extension from Montgomery Street to Daly Cit. Like many urban transit projects of that period, BART's arrival brought significant change to the surrounding neighborhood. The Mission District, long the historic heart of San Francisco's Latino community.

Through this period, 16th Street Station has remained a constant and vital community anchor. Today the station serves approximately 6,500 average weekday boardings (Attachment 1, May 2026 Ridership) connecting Mission District residents to jobs, healthcare, schools, and services across the region. The plazas at 16th and Mission function as an informal civic gathering space for one of San Francisco's most transit-dependent communities — a neighborhood where large shares of residents are low-income, car-free, and reliant on BART and Muni as their primary means of getting around. The station connects to nine Muni routes and UCSF shuttle services, and a Bay Wheels bike-share station on the Southwest Plaza supports last-mile connections for cyclists. In October 2024, [BART installed Next Generation Fare Gates](#) at the station, improving throughput and accessibility, and ridership system-wide reached its [highest average weekday levels since the pandemic](#) in October 2025 — a trajectory the plaza redesign is designed to support and sustain.

In the early 2000s, the plazas underwent a redesign intended to improve the public realm around the station (Attachment 4). Building on that foundation, this project reflects BART's continued commitment to the Mission

District and its riders. The plazas today have significant room to grow: lighting, seating, programming infrastructure, and design elements that more fully reflect the rich cultural identity of the surrounding neighborhood while responding to the social challenges of the area are all opportunities this redesign will address. Improving these spaces will strengthen the station's role as a welcoming civic gateway, support continued ridership growth, and reinforce BART's partnership with one of San Francisco's most vibrant and transit-dependent communities.

Equity and Community Priorities

The 16th Street Station area is an Equity Priority Community (EPC) as designated by MTC (Map 2). The surrounding census tracts rank among the highest in the region for concentrations of low-income residents, people of color, zero-vehicle households, and transit-dependent populations. Improving the station's public plazas directly benefits the riders who depend most on BART.

Community engagement conducted as part of the concept phase — including open houses, office hours, multilingual outreach, and meetings with groups including the American Indian Cultural District (AICD), community organizations, residents and business owners, and other stakeholders — yielded clear direction:

- Increase safety and security through lighting, activation, and programming
- Promote positive use through vending, games, music, and community events
- Preserve and celebrate the cultural identity of the Mission's Latino and immigrant communities
- Improve cleanliness and ease of maintenance
- Introduce moveable seating, wayfinding signage and transit arrival information
- Explore active edges with adjacent buildings and uses

These priorities are directly reflected in the project's design toolkit and concept framework. The 16th Street Station Plaza Redesign is BART's response to what the community asked for: a safer, more welcoming, and more culturally resonant public space that honors the Mission District's identity, supports the riders who depend on this station every day, and strengthens the role of transit as a civic anchor in one of San Francisco's most vibrant and transit-dependent neighborhoods.

Project Scope – 100% Design Package

OBAG 4 funding will support the full design development of both plazas from the current conceptual framework through 100% construction documents. The design phase will be led by BART in coordination with the City of San Francisco and informed by continued community engagement. Key design elements to be developed and fully engineered include:

Paving & Surface Treatment

- Northeast Plaza: enhance existing granite pavers or upgrade to concrete; consider paving pattern to accentuate pedestrian paths of travel and define flexible programming zones
- Southwest Plaza: upgrade existing surface to granite or concrete; consider paving pattern and designated seating/vending flex zones
- Evaluate feasibility of lithomosaic or lithocrete accent treatments, consistent with materials being used at BART's Lake Merritt TOD project
- Consider AICD-led crosswalk treatment design at 16th and Mission
- Potential civil design, as needed based on repaving requirements

Site Furnishings & Amenities

- Specify and detail moveable, colorful, durable, and storable furniture (e.g., Loll Designs recycled polyethylene seating and tables)
- Evaluate, design and engineer overhead lighting system to create a vibrant gateway presence at both plazas (feasibility to be confirmed in this design phase)
- Evaluate and develop overhead shade structures (feasibility to be confirmed in this design phase)
- Addition of CCTVs for enhanced coverage for safety & security
- Design secure furniture storage solutions, potentially leveraging 1979 Mission St. (former Walgreens) or local business stewardship

Wayfinding & Signage

- Coordinate MTC's regional transit wayfinding signage system including real-time departure displays
- Update code of conduct signage appropriate to the community context and identify appropriate locations for display.

Art & Cultural Design Integration

- Explore temporary art wall design for the SW Plaza in partnership with local artists and community organizations
- Identify and design integrated potential long-term art opportunities within paving, shade structures, and other infrastructure elements
- Conduct targeted community engagement with AICD and other community stakeholders to guide art and design direction

Greening

- Preserve and assess existing trees; replace as needed
- Coordinate greening design with 1979 Mission Street development project fence/sculptural scrim

Activation & Programming Infrastructure

- Design physical infrastructure to support vending operations, consistent with ongoing Mission Loteria pilot program (2026)
- Develop stewardship and maintenance plans to inform and be integrated into design documents

Community Engagement

The 16th Street Station Plaza Redesign has been shaped by sustained, multilingual community engagement and is supported by a strong network of local plans and partner organizations.

The project included two rounds of community engagement. The **first round, conducted from July to November 2025**, focused on understanding community concerns about the plazas and identifying desired design features. The project team collaborated with the City and key stakeholders — including the American Indian Cultural District (AICD), Friendship House, HOMEY, PODER, and local merchants — and hosted a public open house

engaging residents, BART riders, business owners, and other community members. Approximately 60 people participated during this phase. Using this feedback, the project team developed a preliminary design toolkit and a set of plaza concepts. A **second round of engagement was conducted from April to May 2026** to gather input on these materials, including multiple office hours, a Spanish-language community meeting, and a second open



house, reaching an additional 60 community members. To broaden participation, the project team [launched a project webpage](#) where community members could review materials at their convenience, and promoted an [online survey](#) through stakeholder networks, office hours, the community meeting, and the open house to collect additional feedback (Attachment 6, Survey Results).

Community feedback consistently coalesced around clear priorities: increased safety and security through lighting, activation, and programming; positive plaza use through vending, games, music, and community events; preservation and celebration of the Mission's Latino and immigrant cultural identity; improved cleanliness and maintenance; moveable and colorful seating; wayfinding signage; and exploration of active edges with adjacent buildings. These priorities are directly reflected in the project's design toolkit and concept framework.



The project is consistent with and supported by multiple adopted plans. The [SF General Plan's Mission Area Plan](#) explicitly supports transit-oriented improvements on Mission Street and the 16th Street corridor, encouraging active ground-floor uses and pedestrian-priority investments near high-frequency transit. Under [Plan Bay Area 2050+](#), the Mission District is a designated Priority Development Area (PDA) and the station area is a designated Equity Priority Community (EPC); the plan specifically calls for transit and station investments that benefit EPC populations. The [City's Transit First Policy](#) further reinforces the case for investment, prioritizing improvements that support transit access and pedestrian-quality public realm at major stations.

Project Readiness and Deliverables

The 16th Street Station Plaza Redesign has completed a robust concept phase that positions it for efficient progression into final design. Concept alternatives have been developed and vetted with BART, the City of San Francisco, and community stakeholders, and a design toolkit has been established with preferred paving, furnishing, lighting, and wayfinding elements identified (Attachment 4). High-level cost estimates were completed in June 2026, providing a reliable baseline for design phase budgeting. Community engagement is complete through two full rounds of outreach and active coordination with the adjacent 1979 Mission Street development project is ongoing to ensure complementary design outcomes at the Southwest Plaza edge.

Upon receipt of OBAG 4 design funding, BART will advance the project through final design, **producing 100% construction design documents**. Design deliverables will include complete construction documents including as needed architectural, landscape, civil, structural, electrical plans and specifications.

Relationship to Regional Goals & SFCTA OBAG 4 Priorities

The 16th Street Station Plaza Redesign advances SFCTA's OBAG 4 prioritization criteria across nearly every dimension, including:

- **Located in a PDA or TOC:** The project is located within a designated Priority Development Area (PDA) and serves a station area designated as an Equity Priority Community (EPC)
- **Increases Safety:** The project addresses two corridors on San Francisco's High Injury Network — 16th Street and Mission Street — through upgraded lighting, clearly defined pedestrian pathways, and an AICD-led crosswalk treatment at this critical intersection.
- **Multimodal Benefits / Complete Streets:** The project improves conditions for pedestrians, transit riders, cyclists, and people with disabilities at one of the city's most heavily used multimodal hubs, serving BART, nine Muni routes, and multiple bicycle facilities.
- **Environmental Sustainability:** The redesign incorporates greening, shade structures, and durable sustainable materials including recycled polyethylene furnishings and litho paving treatments in a high-heat urban environment, while supporting mode shift to transit and walking.

- **State of Good Repair:** The project addresses aging plaza infrastructure at one of BART's highest-ridership San Francisco stations that has not been comprehensively upgraded since the early 2000s.
- **Public Support:** Two rounds of multilingual community engagement (including a Spanish-language community meeting and multiple office hours) reached approximately 120 participants.
- **Benefits to Historically Marginalized Groups / EPC / ADA:** The project is designed for and with an EPC community. ADA-compliant design is embedded throughout both plazas, coordinated with BART's concurrent OBAG 4 elevator modernization proposal to deliver a whole-station accessibility investment from street to platform.
- **Project Readiness:** Concept design is complete, community engagement has concluded, and the project is ready to enter the design phase immediately upon funding award.
- **Construction Coordination:** The project is coordinated with BART's concurrent OBAG 4 elevator modernization proposal and the adjacent 1979 Mission Street development.
- **Transit Reliability & Accessibility:** The project is grounded in [BART's adopted Multimodal Access Design Guidelines \(MADG\)](#) and [Station Experience Design Guidelines \(SEDG\)](#) and improves the station entrance environment for thousands of daily riders.
- **Access to Schools, Senior Centers & Community Sites:** The station serves as the primary transit gateway to many relevant schools, senior centers and community sites (Map 3).
- **Limited Funding Options:** As a design-only request, the project competes poorly for most discretionary grant programs that prioritize construction-ready projects. OBAG 4 represents the most competitive and appropriate funding pathway available.

Partners & Coordination

BART is coordinating this project with the following agencies and community stakeholders:

- City and County of San Francisco (DPW, Planning, SFMTA)
- SF Office of Economic and Workforce Development (OEWD) – vending activation support
- Mission Loteria – vending pilot operator
- Mission District neighborhood organizations, businesses, and residents
- 1979 Mission Street development project team
- Youth Arts Exchange and Mission-based youth organizations

This coordination reflects the 16th Street Station Plaza Redesign's standing as a genuinely community-driven project. By bringing together City agencies, cultural institutions, community organizations, small business advocates, and adjacent property owners, BART has built a foundation of shared investment in the plazas' success that extends well beyond the design and construction phase. These partnerships will be essential not only to delivering a high-quality design but to ensuring the redesigned plazas are activated, maintained, and embraced as a lasting community asset.

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Background & Instructions

The Metropolitan Transportation Commission (MTC) is required to calculate and report on air quality improvements associated with projects awarded federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Project sponsors applying for and/or awarded CMAQ funding from MTC must provide the following inputs for use by MTC staff to calculate associated air quality improvements.

This form must be completed and submitted in Word document form. Sponsors must complete the General Information section for all CMAQ-eligible projects, along with any applicable subsequent section(s) based on project type. Measurements of current conditions (e.g. existing traffic volume) should use the most recent available data. For current transit ridership, FTA's [National Transit Database](#) (NTD) is the preferred data source. Projected future conditions (e.g. future traffic volume) should use the sponsor's best estimates given the information available.

For assistance completing this form, please contact Harold Brazil at hbrazil@bayareametro.gov.

General Information (All CMAQ-Eligible Projects)

Project Name:	16th Street Plaza Redesign
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	\$1,062,360
Completion Year:	2028
General Notes: <i>Optional</i>	Redesign of two public plazas at BART's 16th St. Mission Station. Scope includes 100% design documents for paving, lighting, CCTVs, overhead shade structures, moveable seating, storage, wayfinding signage, art integration for both the NE and SW plaza

Bicycle & Pedestrian Facilities

Facility Length/Type

Facility Type <i>Complete one row per facility type</i>	Project Length <i>Include units</i>	Total Facility Length <i>Include units</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>

Crossing County/Type

Crossing Type <i>Complete one row per crossing type</i>	Crossing Count
<i>Select crossing type</i>	<i>Crossing count</i>
<i>Select crossing type</i>	<i>Crossing count</i>

Additional Project Information

Bike Station Count: <i>Number added</i>	<i>Bike station count</i>
Roadway Type: <i>Functional class, for on-street facilities</i>	<i>Roadway type</i>

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Roadway Lanes: <i>Both directions</i>	<i>Lane count</i>
Posted Speed Limit: <i>MPH</i>	<i>Posted speed limit</i>
Daily Traffic: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average daily traffic</i>
Daily Traffic Year: <i>Year AADT measured (use most recent data available)</i>	<i>Measurement year</i>
Parallel Roadway Type, if Applicable: <i>Functional class of adjacent corridor</i>	<i>Roadway type</i>
Parallel Roadway Lanes, if Applicable: <i>Both directions</i>	<i>Lane count</i>
Parallel Posted Speed Limit, if Applicable: <i>MPH</i>	<i>Posted speed limit</i>
Parallel Daily Traffic, if Applicable: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average daily traffic</i>
Parallel Daily Traffic Year, if Applicable: <i>Year parallel AADT measured (use most recent data available)</i>	<i>Measurement year</i>
Nearby Destinations: <i>Activity centers within ½ mile of project, including banks, churches, hospitals/clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges</i>	<i>Destination count</i>
Nearby Colleges/ Universities: <i>Within 2 miles of project</i>	<i>College and/or university count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Rideshare Programs

Average Current Daily Ridership: <i>Average number of weekday riders prior to project implementation</i>	<i>Average current ridership</i>
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Projected Future Daily Ridership: <i>Estimated number of weekday riders after project implementation</i>	<i>Projected future ridership</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Carshare Programs

Vehicles Available: <i>Number of carshare vehicles available</i>	<i>Carshare vehicle count</i>
Conventional Membership: <i>Number of monthly members</i>	<i>Conventional carshare monthly member count</i>
One-Way Membership: <i>Number of one-way monthly members</i>	<i>One-way carshare monthly member count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

Micromobility Fleet Type <i>Complete one row per micromobility mode</i>	Fleet Size <i>Number of micromobility devices</i>	Ridership <i>Number of average weekday riders</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>

Additional Project Information

Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data</i>	<i>Ridership source</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



New Walking Trips: <i>Number of new walking trips per weekday, replacing SOV trips</i>	<i>New walking trip count</i>
New Biking Trips: <i>Number of new biking trips per weekday, replacing SOV trips</i>	<i>New biking trip count</i>
New Carpool Trips: <i>Number of new carpool trips per weekday, replacing vehicle trips</i>	<i>New carpool trip count</i>
Carpool Ridership: <i>Average number of riders per new carpool</i>	<i>Riders per carpool</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Roadway

Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Daily Revenue Miles: <i>Weekday transit vehicle revenue miles (total)</i>	<i>Daily revenue miles</i>
Project Length: <i>Length of roadway improvements</i>	<i>Project length (include units)</i>
Current Route Length: <i>Length of current route</i>	<i>Current route length (include units)</i>
Future Route Length: <i>Length of completed route</i>	<i>Future route length (include units)</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Rail/Ferry

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Description: <i>List elements resulting in service and/or frequency improvements</i>	<i>Description of improvements</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Station

Parking Spaces Added/Removed: <i>If applicable</i>	N/A
New Stop Count: <i>Number of new bus bays/stops, rail platforms</i>	0
Roadway Improvements: <i>List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length</i>	None
Active Transportation Improvements: <i>List bicycle/pedestrian access improvements, including length of new path if applicable</i>	ADA-compliant pedestrian plaza improvements at both north and south plazas (approx. 10,928.11 sq ft (North Plaza) and 14,593.93 sq ft (South Plaza) for a total of 25,522.04 sq ft; improved pedestrian pathways, lighting, wayfinding signage, and surface treatments and preservation of bikeshare access improving station access for all users
Additional Notes: <i>Optional</i>	Project improves pedestrian access to 16th Street Mission BART Station, supporting transit ridership at a station with ~6,500 average weekday boardings. Improved station environment is projected to support continued ridership growth by reducing barriers to transit access for EPC populations, reducing VMT and associated emissions.

Transit Fleet Expansion

Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Additional Vehicles:	<i>Number of new vehicles</i>
Daily Service Miles: <i>Weekday transit vehicle revenue miles per vehicle</i>	<i>Daily service miles per vehicle</i>
Engine Type:	<i>Vehicle engine type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Zero-Emissions Transit Fleet Replacement

Vehicles Replaced:	<i>Number of new vehicles</i>
Daily Service Miles: <i>Weekday transit vehicle revenue miles per vehicle</i>	<i>Daily service miles per vehicle</i>
Existing Engine Type:	<i>Existing engine type</i>
Replacement Engine Type:	<i>Replacement engine type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Electric Vehicle Charging Stations

Station Type:	<i>Charging station type</i>
Station Count:	<i>Charging station count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Traffic Signal Synchronization

AM Peak Volume: <i>Average weekday AM peak hour vehicles/hour</i>	<i>AM peak volume</i>
PM Peak Volume: <i>Average weekday PM peak hour vehicles/hour</i>	<i>PM peak volume</i>
Off-Peak Volume: <i>Average weekday off-peak vehicles/hour</i>	<i>Off-peak volume</i>
Traffic Volume Year: <i>Year traffic volumes measured (use most recent data available)</i>	<i>Measurement year</i>

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Current Speed: <i>Current average speed, in MPH</i>	<i>Current average speed</i>
Current Speed Year: <i>Year average speed measured (use most recent data available)</i>	<i>Measurement year</i>
Future Speed: <i>Projected average speed after project, in MPH</i>	<i>Projected average speed</i>
Project Length: <i>Length of impacted roadway segment(s)</i>	<i>Roadway length (include units)</i>
Roadway Type: <i>Functional class</i>	<i>Roadway type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Roundabouts

Existing Turn Percentages

Existing Intersection Approach <i>Complete one row per existing approach</i>	Left Turn Percentage	Right Turn Percentage	U-Turn Percentage
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>

Roundabout Entry Lanes

Proposed Roundabout Approach <i>Complete one row per proposed approach</i>	Entry Lane Count
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>

Additional Project Information

Average Daily Volume: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average annual daily traffic volume</i>
Truck Percentage: <i>If applicable</i>	<i>Truck percentage</i>
AM Peak Delay: <i>Average weekday AM peak hour intersection delay seconds/vehicle</i>	<i>AM peak delay per vehicle</i>

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



PM Peak Delay: <i>Average weekday PM peak hour intersection delay seconds/vehicle</i>	<i>PM peak delay per vehicle</i>
Off-Peak Delay: <i>Average weekday off-peak hour intersection delay seconds/vehicle</i>	<i>Off-peak delay per vehicle</i>
Measurement Year: <i>Year traffic volume, composition, delay measured (use most recent data available)</i>	<i>Measurement year</i>
Roadway Type: <i>Functional class</i>	<i>Roadway type</i>
Circulating Lanes: <i>Proposed number of circulating lanes</i>	<i>Number of circulating lanes</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Intersection Improvements

Project Area Types

Urban/Rural <i>Select one option</i>	Business District <i>Select one option</i>
☐ Urban ☐ Rural	☐ Business District ☐ Not a Business District

Intersection Signalization

Existing/ Proposed	Signalization <i>Select as applicable</i>	Turn Phases <i>Select as applicable</i>
Existing:	☐ Signalized ☐ Unsignalized	☐ Left turn phase ☐ Right turn phase
Propose:	☐ Signalized ☐ Unsignalized	☐ Left turn phase ☐ Right turn phase

Additional Project Information

Daily Peak Hours: <i>AM and PM</i>	<i>Number of peak hours per day</i>
Peak Hour Volume: <i>Average weekday peak hour vehicles/hour, both directions</i>	<i>Peak hour volume</i>
Truck Percentage: <i>If applicable</i>	<i>Truck percentage</i>
Existing Delay: <i>Average weekday intersection delay seconds/vehicle</i>	<i>Average delay per vehicle</i>

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Measurement Year: <i>Year traffic volume, composition, delay measured (use most recent data available)</i>	<i>Measurement year</i>
Proposed Signal Time: <i>Cycle length (seconds)</i>	<i>Cycle length</i>
Green Time Ratio: <i>Ratio of green time per cycle time</i>	<i>Green time ratio</i>
Left Turn Lanes Added: <i>Number added, single direction</i>	<i>Number of left turn lanes added</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Revisions

Version 1.0 (6/28/2022): initial publication

Version 1.1 (7/22/2022): document updated to add Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs section, make accessibility modifications to tables

Version 1.2 (11/29/2022): background and instructions updated for generic use by project sponsors applying for and/or receiving CMAQ funding from MTC, regardless of grant cycle or project status

May 2026 Monthly Ridership Snapshot



	May 2026 Actuals	Compared to Last Month		Compared to a Year Ago		Compared to Budget	
System Ridership							
Weekday	202,653	+767	+0.4%	+24,089	+13.5%	+21,133	+11.6%
Saturday	120,941	+2,266	+1.9%	+18,630	+18.2%	+22,041	+22.3%
Sunday	98,973	+15,391	+18.4%	+13,666	+16.0%	+15,573	+18.7%
Total¹	5,239,804	-10,715	-0.2%	+569,229	+12.2%	+631,904	+13.7%

	May 2026 Actuals	Compared to Last Month		Compared to a Year Ago		Ridership Notes
Ridership by Station (Average Weekday)						
Richmond	2,798	+34	+1.2%	+258	+10.1%	Ridership Events: May 9: Om Records Free Concert at Embarcadero Plaza May 16: BTS Concert at Stanford Stadium May 17: Bay to Breakers; BTS Concert at Stanford Stadium May 18 & 19: BTS Concert at Stanford Stadium May 23 & 24: SF Carnival Festival & Parade May 25: Memorial Day Holiday Giants: 12 Home Games Valkyries: 4 Home Games Roots: 3 Home Games Ballers: 12 Home Games Service Events: May 18: Clipper communications issue impacting fare fares and TVMs Notable: Highest Ridership Day: Wednesday, May 6 (226,475) Lowest Ridership Day: Sunday, May 3 (81,001)
El Cerrito del Norte	4,432	-5	-0.1%	+396	+9.8%	
El Cerrito Plaza	2,420	-2	-0.1%	+239	+11.0%	
North Berkeley	2,138	+53	+2.5%	+255	+13.5%	
Downtown Berkeley	6,754	-540	-7.4%	+1,138	+20.3%	
Ashby	2,352	+8	+0.3%	+239	+11.3%	
Antioch	2,051	-0	-0.0%	+432	+26.7%	
Pittsburg Center	575	+12	+2.2%	-38	-6.3%	
Pittsburg / Bay Point	2,594	-11	-0.4%	+249	+10.6%	
North Concord / Martinez	699	-13	-1.9%	+19	+2.9%	
Concord	2,988	+3	+0.1%	+148	+5.2%	
Pleasant Hill	2,945	+19	+0.7%	+262	+9.8%	
Walnut Creek	3,449	+48	+1.4%	+429	+14.2%	
Lafayette	1,984	+34	+1.8%	+231	+13.2%	
Orinda	1,582	+53	+3.4%	+187	+13.4%	
Rockridge	3,313	+9	+0.3%	+459	+16.1%	
MacArthur	4,580	+56	+1.2%	+508	+12.5%	
19th St / Oakland	5,613	+162	+3.0%	+676	+13.7%	
12th St / Oakland City Center	6,182	-5	-0.1%	+530	+9.4%	
Berryessa / North San Jose	1,788	-115	-6.0%	+396	+28.4%	
Milpitas	1,493	+49	+3.4%	+318	+27.1%	
Warm Springs / South Fremont	1,372	-9	-0.6%	+254	+22.7%	
Fremont	2,409	+15	+0.6%	+400	+19.9%	
Union City	2,156	-31	-1.4%	+362	+20.2%	
South Hayward	1,575	-23	-1.5%	+188	+13.6%	
Hayward	2,414	-61	-2.5%	+216	+9.8%	
Dublin / Pleasanton	3,560	+1	+0.0%	+538	+17.8%	
West Dublin / Pleasanton	1,462	-8	-0.5%	+223	+18.0%	
Castro Valley	1,425	-8	-0.5%	+205	+16.8%	
Bay Fair	2,925	+42	+1.5%	+287	+10.9%	
San Leandro	3,809	+53	+1.4%	+512	+15.5%	
Coliseum	2,432	-136	-5.3%	+185	+8.2%	
Oakland International Airport	530	+55	+11.5%	-33	-5.9%	
Fruitvale	4,378	+128	+3.0%	+447	+11.4%	
Lake Merritt	3,068	-15	-0.5%	+303	+11.0%	
West Oakland	4,362	+69	+1.6%	+383	+9.6%	
Embarcadero	21,826	-340	-1.5%	+2,796	+14.7%	
Montgomery Street	17,357	+61	+0.4%	+2,371	+15.8%	
Powell Street	12,215	+136	+1.1%	+811	+7.1%	
Civic Center	11,079	+216	+2.0%	+1,252	+12.7%	
16th Street Mission	6,473	+157	+2.5%	+597	+10.2%	
24th Street Mission	6,350	+32	+0.5%	+608	+10.6%	
Glen Park	3,641	+118	+3.4%	+273	+8.1%	
Balboa Park	4,525	+7	+0.2%	+417	+10.1%	
Daly City	5,607	-310	-5.2%	+562	+11.1%	
Colma	1,860	+10	+0.5%	+294	+18.8%	
South San Francisco	1,664	-4	-0.3%	+441	+36.1%	
San Bruno	1,760	+15	+0.9%	+220	+14.3%	
San Francisco International Airport	5,477	+631	+13.0%	+1,294	+30.9%	
Millbrae	2,211	+121	+5.8%	+356	+19.2%	

	May 2026 Actuals	Compared to Last Month		Compared to a Year Ago	
Ridership by Ticket Type					
Clipper Adult	2,814,641	-54,100	-1.9%	-630,474	-18.3%
Tap and Ride	968,141	+95,845	+11.0%	+968,134	n/a
Clipper Senior	445,659	+15,921	+3.7%	+43,239	+10.7%
Clipper BayPass	253,258	-51,469	-16.9%	+142,156	+128.0%
Clipper High Value Discount	241,273	-17,077	-6.6%	-36,351	-13.1%
Clipper START	197,727	+1,533	+0.8%	+41,263	+26.4%
Clipper Access	99,258	+742	+0.8%	+6,208	+6.7%
Clipper Youth	99,281	+1,044	+1.1%	-5,403	-5.2%
Clipper MUNI FastPass	79,799	-4,036	-4.8%	-462	-0.6%
Airport Employee Discount Programs	40,767	+882	+2.2%	n/a	n/a

Notes:

¹ Monthly total may not be directly comparable with other months due to differing number of days and day types.

Data are preliminary, unaudited, and subject to restatement.



SERVICE ALERT: Use Tap and Ride to easily pay for BART. At the fare gate, tap your credit/debit card or phone. Each person needs their own card/phone. No transit card/ticket required.

SERVICE ALERT: Expect 30-minute delays starting at 9pm on Sunday-Thursday for riders traveling between Millbrae, SFO, and Daly City stations due to planned train control modernization construction work.

[Home](#) | [About](#) | [Planning And Development](#) | 16th St. Mission BART Plaza Design Concepts

SERVICE ADVISORY:

For those attending the fireworks in San Francisco, the last BART train to run through downtown San Francisco stations towards the East Bay (with connections to all stations) is at around 12:25am. The last train to run through downtown San Francisco stations towards Daly City/Millbrae is at around 1:10am (this train does not stop at SFO Station).

16th St. Mission BART Plaza Design Concepts

Update May 13, 2026

BART is pleased to share the design toolkit and concepts for the 16th St. BART Plaza. We would love to hear from you. Tell us what think by completing the [16th St Plaza Redesign Survey](#) by Friday, June 12.

The design toolkit, concepts, and survey materials are in [English](#) and [Spanish](#).

Update April 27, 2026

BART is pleased to share an update on the BART 16th St. Plaza Design Concepts and to invite you to participate in the next phase of community engagement.

As we move into the community review phase, BART is hosting in-person office hours and community meetings to allow neighbors, community organizations, and local



questions, and share feedback.

These sessions will play an important role in ensuring that the design reflects the priorities, concerns, and ideas of the community members who use and experience the 16th Street Plaza every day. We aim to make these office hours accessible, informative, and welcoming to all stakeholders, providing space for open dialogue and deeper engagement with the project team.

Community Meetings

Thursday, May 21, 6 – 8 pm at Friendship House Association, 56 Julian Ave, San Francisco

The 16th St. Mission BART Plaza Design Concepts is a long-range assessment of possible infrastructure changes to the plaza to facilitate the design goals of safety, access, maintenance, and placekeeping. The scope of this effort is to develop opportunity concepts, engage internal and external stakeholders (city partners, community groups, neighboring businesses and residents, BART riders), and develop high-level cost estimates.

The project schedule in this current phase is about one year (July 2025 to June 2026). BART desires to support vibrant communities in and around the stations; however, with the agency's current fiscal crisis, outside funding will be sought to complete the upgrades. To date, BART has received many comments on design, activation, and operations, and we will return to the community to solicit more input. The project deliverable will be a toolkit that reflects these comments and identify opportunities for implementation and stewardship involving BART, San Francisco, and community and business groups. This project will also be coordinated and integrated with work being undertaken by the City (such as SF Planning and SF OEWD) for the larger neighborhood.



Engaged stakeholders and hosted first open house (July-November 2025)

Develop concepts (January-March 2026).

Re-engage stakeholders (April-May 2026). Open office hours near the plaza, attending and presenting at community group meetings, a community-led Spanish language meeting, and a second Open House.

Develop cost estimates and finalize project (May-June 2026).

Additional Next Steps

After this current project is completed, BART will work with stakeholders to seek funding to advance design and construction.

Significant community feedback has focused on ensuring that the identity of the neighborhood is integrated into the design and art. We have recorded this feedback and will ensure that there is ample space for community placemaking in the more detailed design after funding is secured. The design treatment and art will be co-created and co-led to secure funding, solicit artists, and implement.

Attachments

[Community Presentation](#)

Open House Display Boards (in [English](#), [Spanish](#) and [Chinese](#)) - November 5, 2025

[Open House Community Comments](#)

[Copy of Mailer that went out to 3,000 local residents with translation](#)

Contact: 16MissionBART@bart.gov

Planning



Strategic and Policy Planning

Station Area Planning

Station Modernization

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BART Accessibility Guide

For Seniors and People with Disabilities

Let's go.



Welcome to BART

The San Francisco Bay Area Rapid Transit District (BART) provides rail transportation among San Francisco, Alameda, Contra Costa, Santa Clara, and San Mateo counties. For detailed train schedules, visit the BART Trip Planner (bart.gov/planner) or download schedules in PDF format (bart.gov/schedules/pdfs).

Accessibility Features

The following is a partial list of the features that make it simpler for seniors and people with disabilities to use BART:

- Stations are staffed by Station Agents who can demonstrate station accessibility features.
- BART cars have designated priority seats to the left of every door for seniors and people with disabilities.
- All stations are equipped with elevators.
- All stations have call boxes and/or courtesy telephones at all levels that connect directly to the Station Agent on duty.
- Service animals are permitted in BART stations.

If You are Blind or Visually Impaired:

- Faregates make an audible chime (ascending for entry and descending for exit) to indicate that the doors are open. Hold the fare media on the reader one extra second to generate the chime.
- While faregates can be programmed to change direction based on traffic flows, the right-most standard (not wide/accessible) faregate in a group of faregates is always configured for entry. Accessible faregates are always bi-directional (can enter from both sides)
- Detectable textured tiles with truncated domes mark the train platform edge. An extra row of tiles with three rows of directional bars mark guaranteed boarding areas, regardless of train length.

- The next station and transfer information are announced inside trains.
- Train arrivals and other information are announced on the station platform.
- All stations have Braille and large-print signs marking exits and other important locations.
- Clipper card vending machines located in the stations have an audio and Braille feature.

If You are Deaf or Hearing Impaired:

- Overhead signs on the platform display the destination of each arriving train and other important information.
- Digital displays within the train cars show the location of the train and the next stop.
- Hearing loops are available at all Station Agent booths and in the center third of all train cars.

If You Use a Wheelchair or Have Limited Mobility:

- Stations have accessible elevator service to all levels.
- There is level boarding from the platform to all trains.
- All BART cars can accommodate wheelchair users and other mobility devices.

At the BART Station**Using Elevators**

All BART stations have accessible elevators. In some stations, you may need to use two different elevators to get from the street to the train platform level. The location of station elevators is indicated in the station map on each station page (bart.gov/stations) and in a three-dimensional visualization on the Elevator Information section of each page. If you need assistance finding or using the elevator, contact the Station Agent.

If you need to communicate with the Station Agent while inside the elevator, use the emergency telephone. If Station Agent does not answer within 30 seconds, your call will be answered by BART Central Dispatch. If the emergency telephone is off the hook for at least two minutes but there is no voice communication, BART will treat this as a call for assistance. This ensures that help is available to elevator passengers even if they are unable to speak.

Using Escalators

All BART stations have escalators. Generally, the escalators operate in the direction of main passenger flow, which varies depending on the time of day and location. Where possible, escalator service is provided in both directions. To ensure your safety and the safety of others, be sure to hold onto the handrail while using the escalators. Wheelchairs are not allowed on the escalators.

Elevator and Escalator Outages

Occasionally, elevators and escalators go out of service. BART offers several ways to stay up to date on the status of elevators and escalators. These include:

- Real-time status alerts on bart.gov/elevators and bart.gov/escalators, and email and text alerts for stations of your choice on bart.gov/alerts
- The Official BART App for iOS and Android (learn how to download at bart.gov/apps) with options for in-app notifications for outages
- Frequent systemwide PA announcements regarding elevator status
- Digital screen updates on the platform digital signs and at Station Agent booths
- The Elevator Status Hotline: (510) 834-LIFT (510-834-5438) or (888) 2-ELEVAT (1-888-235-3828)

If an elevator you require is out of service, click on the station name on the elevator status page (bart.gov/elevators) to see a list of accessible alternative travel options. You may also call the BART Transit Information Center at 510-465-2278 for assistance or ask the Station Agent for help. Station agents can arrange a wheelchair accessible van pickup if needed.

On the platform

Stand behind the wide yellow strip of textured truncated dome tiles that runs along the length of all BART platforms. These tiles can be detected with a cane or foot. A decal is placed on the platform to mark the approximate location of the train doors when the train pulls into the station. Three extra rows of yellow directional bar tiles marks the entrances to the two middle cars of the train. Exact door locations may vary. Do not approach the train until it comes to a complete stop.

Riding the BART Train

Which Train to Ride

Trains are identified by color and by the name of the station at the end of the line. Determine which train to ride by locating your starting point and destination on the BART System Map (bart.gov/system-map) and noting the name of the last station in your direction of travel.

Message signs on the platform level flash the destination of arriving trains. If you are unable to read the train destination signs, listen for audio announcements.

Boarding the Train

- Do not approach the train until it comes to a complete stop; the train may adjust its position on the platform before the doors open. Allow passengers to exit before entering. Pay attention to the narrow gap between the platform edge and the train.
- Green seats to the left of every train door are designated as priority seating for seniors and people with disabilities.
- Hold on to the vertical handrails, overhead handrails, or seatback handholds to steady your ride when the train is moving.
- The Train Operator's booth is in the first car of the train. Bicycles are not allowed in this car. For this reason, passengers with disabilities may wish to board the first car of the train.

Instructions for Wheelchair Users

Pay special attention to the gap between the platform edge and the train and ensure your wheels do not get stuck. This gap may vary, so move to another car if the gap at a particular door is too wide. On all BART cars, a space to the right of the center door is reserved for passengers in wheelchairs. The international access symbol is displayed on the outside of these cars and on the floor.

Emergency Procedures for People with Disabilities

In most emergency situations, rescue personnel will be present to assist seniors and passengers with disabilities. If rescue personnel are not present and a life-threatening emergency arises, people with disabilities should seek assistance from other passengers.

If evacuation is required, leave wheelchairs on the train; they will be returned to their owners after evacuating. Evacuation of wheelchairs is not typically possible because walkways and ramps alongside the trackway are too narrow to accommodate a wheelchair.

Paratransit service

BART provides ADA paratransit service to eligible individuals whose disability prevents them from accessing, boarding, or riding BART trains. Service is provided by lift vans by reservation only. Contact your local transit agency for detailed information on eligibility, certification, and how to use paratransit service or visit bart.gov/guide/accessibility/paratransit.

Paratransit Contacts

Alameda County	East Bay Paratransit Union City Transit LAVTA (Dial-A-Ride)	(510) 287-5000 (510) 675-5373 (925) 455-7510
Contra Costa County	East Bay Paratransit County Connection Tri Delta Transit WestCAT	(510) 287-5000 (925) 938-7433 (925) 754-3060 (510) 724-7993
San Francisco County	SFMTA Paratransit	(415) 351-7000
San Mateo County	SamTrans/Redi-Wheels	(650) 369-1797

Reasonable Modifications

BART is committed to making reasonable modifications to its policies, practices, and procedures to ensure that BART services are accessible to everyone. To make a request for a reasonable modification, please contact BART's Customer Services Department by writing to webcustomerservices@bart.gov or calling 510-464-6000.

Clipper Access Discount ID card

Public transit operators in the Bay Area are pleased to offer the Clipper Access Discount ID card, formally known as, Regional Transit Connection (RTC) Discount ID, card to qualifying individuals with disabilities. The card entitles you to reduced fare on fixed-route transit, rail, and ferry systems throughout the San Francisco Bay Area. Your RTC Discount Card is also a Clipper card. You can load value and passes on your Clipper Access Discount card and the discounted fare will be deducted when you travel. To apply for an RTC ID card, visit 511.org/transit/clipper-access.

BART Accessibility Task Force

The BART Accessibility Task Force advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to all. All meetings are open to the public. Members of the BART Accessibility Task Force are appointed by the Board of Directors. For more information about the BART Accessibility Task Force, visit bart.gov/about/bod/advisory/accessibility.

Additional Help and Information

Station Agents

Station Agents are available to help seniors and persons with disabilities with elevator and escalator access, Clipper cards, schedules, and other needs. Go to the Station Agent booth or use the courtesy telephone to reach the on-duty Station Agent.

BART Transit Information Center

BART Transit Information Center representatives are available between 8am and 6pm, Monday through Friday, at (510) 465-BART or (510) 465-2278. They can assist with personalized trip planning. Trip planning is also available on the BART Official App (bart.gov/apps) and on the BART Trip Planner bart.gov/planner.

December 18, 2019



BART Accessibility Improvement Program

Office of District Architect



Accessibility Improvement Program – Development Process



AIP Program addresses:

Legal Risks

Patron Safety

CBC/ADA Compliance

Human Interface

BART Maintenance and Engineering Capital Investment Priority Matrix

ADA panel and BART customer online/ intercept surveys

APTA Universal Design Guidelines

Accessibility Improvement Program – Meeting Purpose



**\$164 million to correct
deficiencies and problems**

10 Year Implementation Program

Prioritized Accessibility Improvements (\$48 million)

Funded by Measure RR & FTA to correct highest priorities

Accessibility Improvement Program – Method for Scoping



2017 AIP SCOPING:

- 1. Transit Industry User Groups – APTA Universal Design Guidelines
BATF, DSA, BART LEP, HLAA, Light House for the Blind, School for Deaf,
MTC, Recognized ADA experts**
 - 2. Site Intercept Surveys**
 - 3. Online survey – ranking 44 Accessibility Improvements from 11 different
user groups**
 - 4. M&E Capital Investment Priority Matrix, BART Risk Management & System
Safety Input**
- 10 year implementation based on highest ranked needs (164M in needs/ 48M
in planned funding)**

Accessibility Improvement Program – Proposed Improvements



Current AIP scope has been significantly reduced based on current funding. Reduction in scope has increased the Legal liability of the District and fails to meet the basic intent of Measure RR – “Ensuring better access for seniors and people with disabilities”

Current AIP Implementation:

- 1. Platform Edge Tile Replacement**
- 2. Extend Handrails at Stair Top and Bottom**
- 3. Better Lighting Near Elevators**
- 4. Improve Public Address System**
- 5. Curb Ramps**
- 6. Protrusions from Wall**
- 7. Pilot Projects – User Driven, Best Practices, New Technology**
 - Examples – Seating, Detectable Paths, Hearing Loop**

Accessibility Improvement Program – Coordination Implementation Strategies



Reactive – Correction - Now

- AIP to focus of high ridership stations (limited funds)

Proactive – Prevention - Future

ODA advises to incorporate the following into BART contracts

Improve patron experience / minimize complaints and lawsuits

- Non Compliant ADA / Code items
- Legal Risk and Patron Safety items



Accessible Improvement Program (AIP) Update

July 24, 2025 | BATF (BART Accessibility Task Force)



FTA-CA-2017-029-00
FTA-CA-2018-084-00



Work Completed

Stations

- Castro Valley
- Lafayette
- Rockridge
- Richmond
- North Berkeley
- MacArthur
- Fruitvale
- San Leandro
- Bay Fair
- Hayward
- Fremont



Project Overview

Contract No. 15NU-145	
As of June 18, 2025	
Monetary % complete (Billed to date):	96.75%
Notice to Proceed	July 10, 2023
Contract Duration	500 Calendar days
Contract Completion	November 20, 2024
Contract Punchlist Completion	March 15, 2025
Crew size	Approx. 10 Field Workers
Outstanding NCRs	0
Final Construction Cost	9,660,388.00

General Scope of Work

Scope of Work:

- Replacement of curb ramps, sidewalks, accessible paths, bus and passenger loading zone
- Installation of new wall protrusion detections
- Replacement of courtesy phones
- Replacement of handrails
- Installation of elevator lobby lighting
- Removal and installation of new stainless steel composite panels inside stations

Fremont Station - West



Bay Fair

Accessible ramp reconstructed to correct slopes



**Replace courtesy phones with
ADA compliant call box**

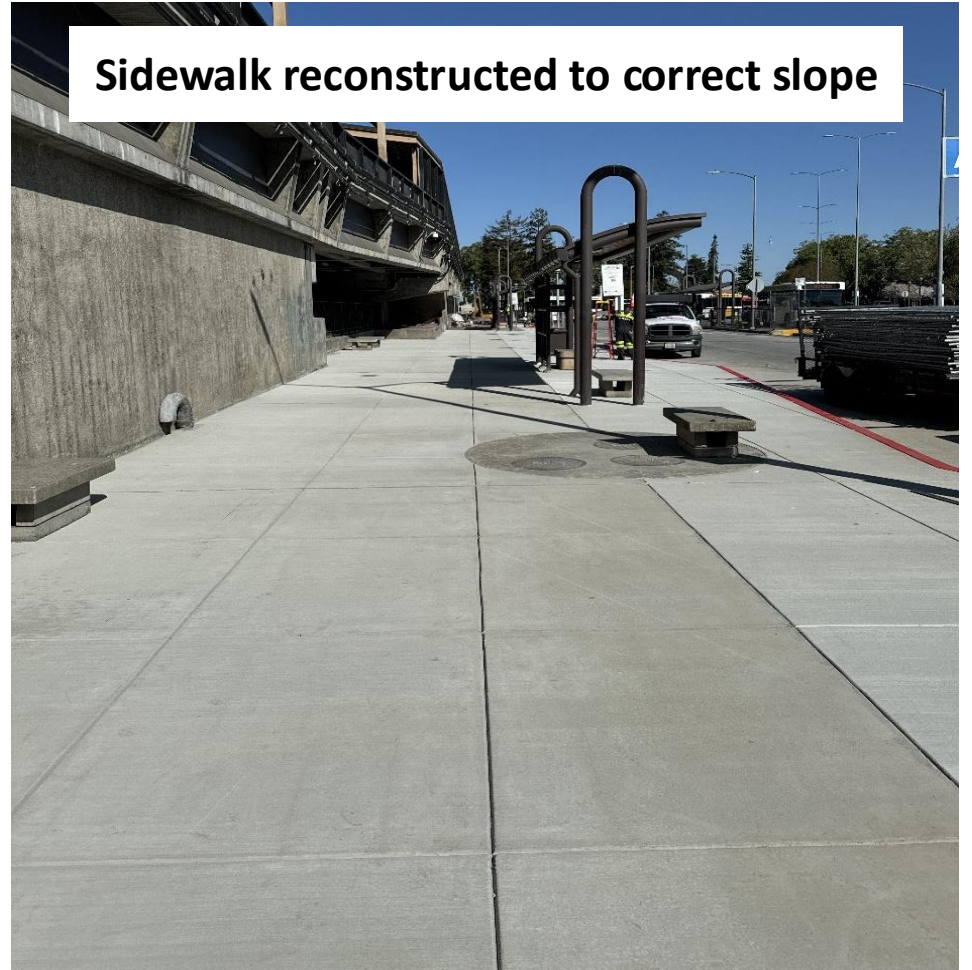


Hayward

Accessible ramp reconstructed to correct slopes



Sidewalk reconstructed to correct slope



Castro Valley

Sidewalk reconstructed to correct slope



Accessible ramp reconstructed to correct slopes



Fruitvale



San Leandro



MacArthur



Replace courtesy phones with ADA compliant call boxes

Lafayette

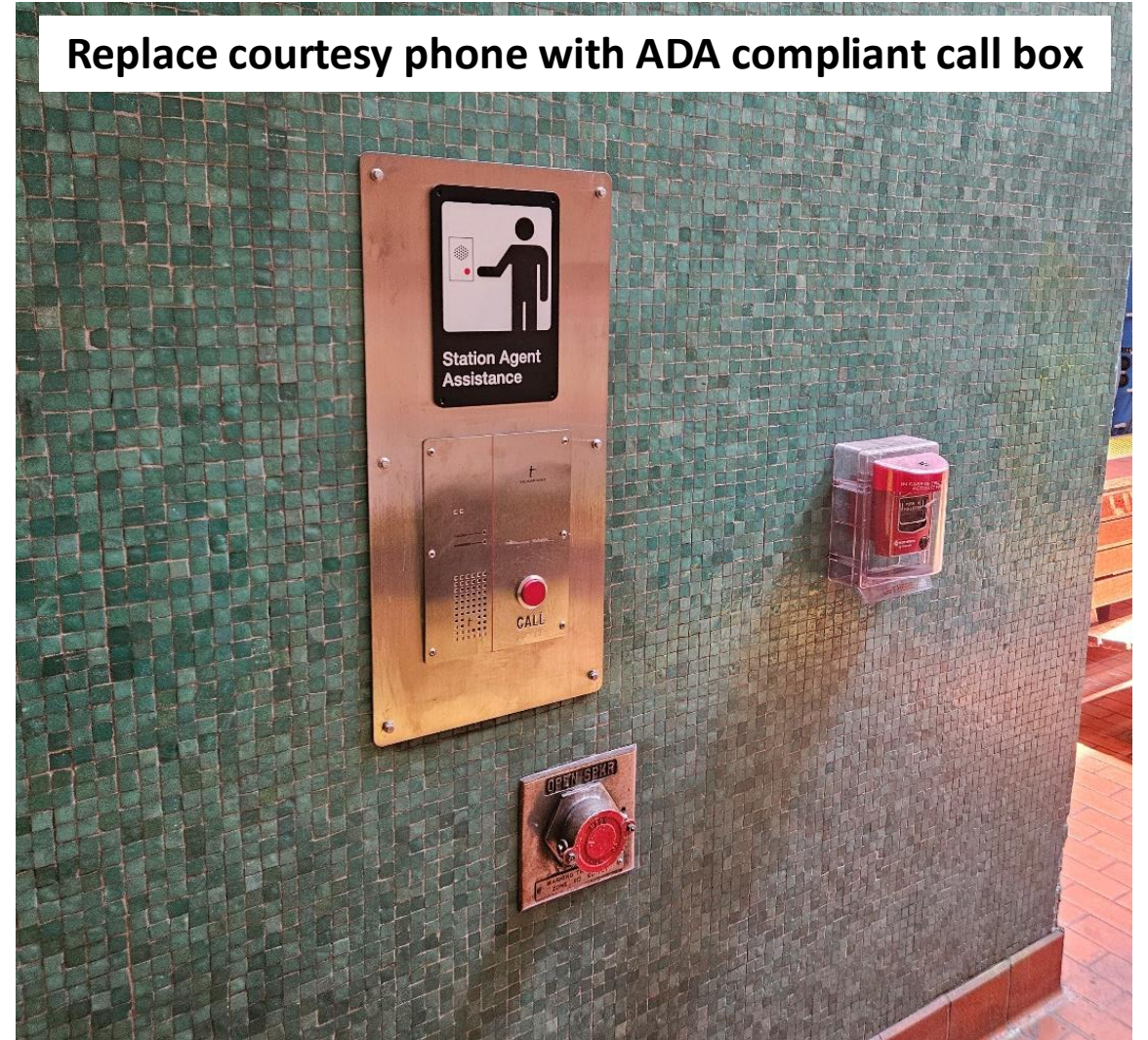


North Berkeley

Replace elevator lobby lighting



Replace courtesy phone with ADA compliant call box



Richmond

Replace courtesy phones with ADA compliant call boxes



Thank You





▶ BART 16th St. Plaza Concepts



AGENDA:

1. HISTORY OF BART IN THE MISSION
2. DESIGN TOOLKIT
 - a. PAVING
 - b. FLEXIBLE SEATING
 - c. SITE ELEMENTS + AMENITIES
 - d. WAYFINDING + SIGNAGE
3. OTHER ITEMS
 - a. ART & DESIGN OPPORTUNITIES
 - b. GREENING
 - c. ACTIVATION
4. CONCEPT DEVELOPMENT

HISTORY OF BART IN THE MISSION

- BART 16th St. Station opened in 1973.
- Station area originally proposed with office and apartment towers, parking garages, shops, and outdoor cafes.
- Mission community opposed City urban renewal plans that included a new BART system on Mission St.
- Construction impacted community and led to business closures.
- Plazas were redesigned in early 2002 to make them look more traditional.



Concept drawings for development around 16th and Mission BART made by Okamoto/Liskamm Planners in 1966, [shared by Erica Fischer](#).

DESIGN TOOLKIT

DESIGN GOALS RECAP

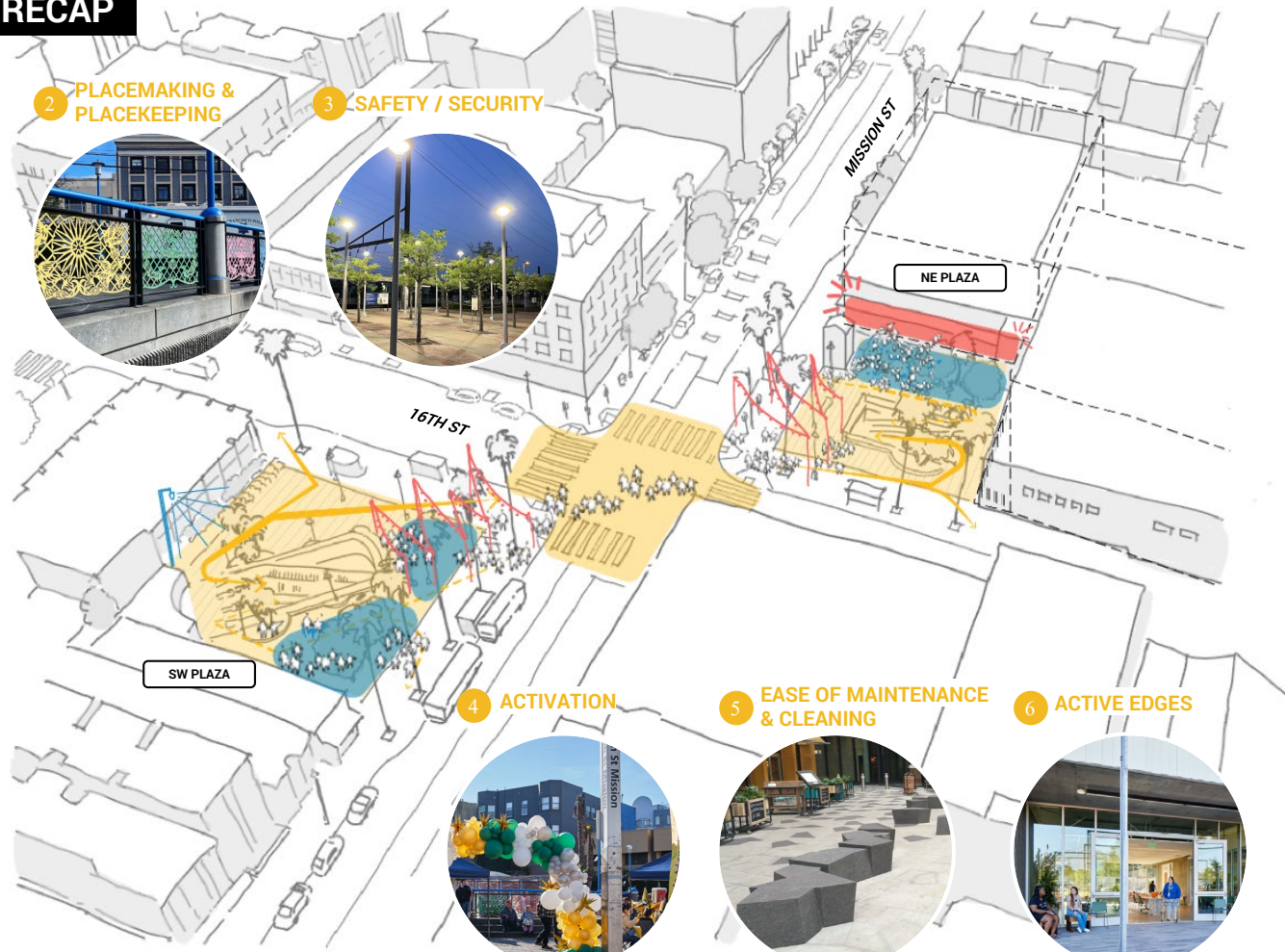
1 RIDER ACCESS & EMERGENCY EGRESS



2 PLACEMAKING & PLACEKEEPING



3 SAFETY / SECURITY



4 ACTIVATION



5 EASE OF MAINTENANCE & CLEANING



6 ACTIVE EDGES & CLEANING



7 UNIFYING DESIGN



PLACEMAKING & PLACEKEEPING

PLACEMAKING

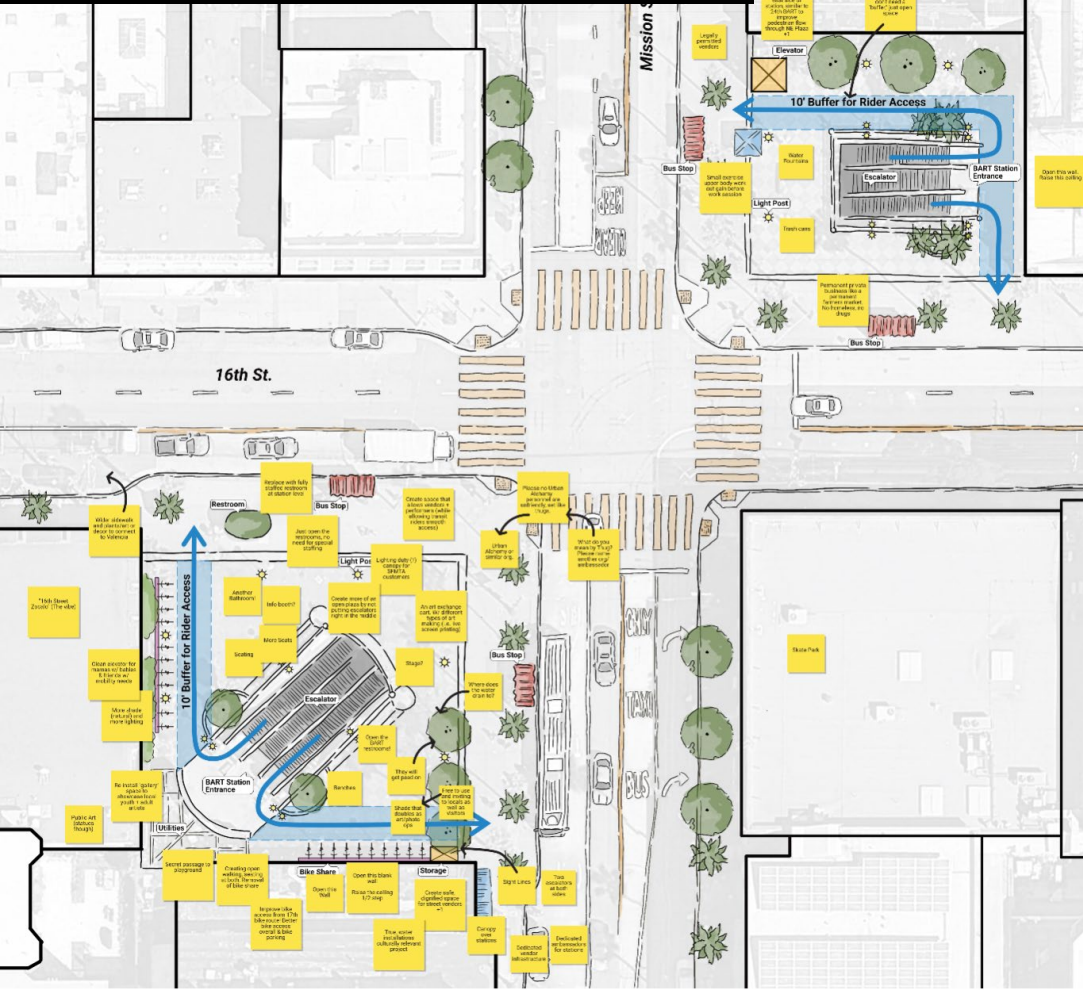
- Focuses on **transforming public spaces through design and programming** to boost community activity, often bringing new, creative improvements.
- Examples include: seating, lighting, vending, temporary installations

PLACEKEEPING

- Centers on **maintaining the existing social fabric, culture, and residents**, focusing on long-term care, stewardship, and resisting displacement.
- Examples include: cultural heritage preservation, community-led stewardship, active maintenance & programming, local cultural festival

THIS PROJECT IS SEEKING TO ACHIEVE BOTH GOALS.





- Increase safety & security
- Promote positive activation (e.g. vending, games, music, community programming)
- Preserve & highlight inclusive cultural & community identity for AICD and other community groups.
- Improve maintenance & cleaning
- Explore active edges with adjacent buildings
- Consider seating
- Consider wayfinding
- Consider more colors
- Consider greening

CIVIC CENTER/UN PLAZA ACTIVATION PROJECT

WHO:

- SF Recreation and Parks, **in partnership** with the Civic Center Community Benefit District, Urban Alchemy, San Francisco Public Library, Asian Art Museum, and recreation providers.
 - CCCBD provides programming
 - Urban Alchemy provides additional presence

HOW:

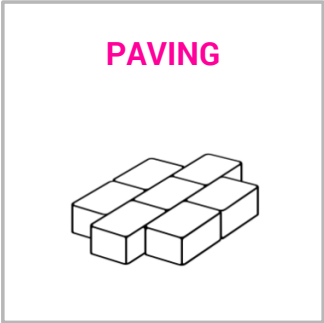
- Skateboarders were undeterred by social conditions; their presence **helped transform the space**, other users followed.

TAKEAWAYS:

- Space has **remained clear of challenges**.
- Public, private and community partnerships are **critical for funding, stewardship and programming**.



- Creating a menu of options for a **plug and play approach**.
- Intended to be **practical** and **deliverable**.
- Based on input from BART, City and community.
- Currently there is no funding for the next design phase. We will have to apply for **grant funding**.
- Art & design treatment will be part of the next design phase. More community consultation, including key community groups like AICD, will occur during this phase.
- The more funding secured, the more that can be done.
- **Stewardship** and **maintenance plans** will inform the project design and are critical toward advancing project.



PAVING



AICD-LED CROSSWALK TREATMENT



**ACCENTUATE
GRID PATTERN**



**EMPHASIZE
GATHERING
SPACES**



LITHOMOSAIC



LITHOCRETE

****NOTE: LITHO MATERIAL IS BEING USED FOR LAKE MERRITT
TOD PROJECT**

MOVEABLE FURNITURE

GOALS:

- PORTABLE
- COLORFUL
- DURABLE
- SAFE
- STORAGE
- STEWARDSHIP



ALFRESCO DINING CHAIR & 18" ROUND END TABLE

MFR: LOLL

MATERIAL: RECYCLED HIGH-DENSITY PLASTIC (POLYETHYLENE)

COLOR OPTIONS: WIDE VARIETY

CHAIR DIMENSIONS: 32.5"H X 18.75"W X 15"D

TABLE DIMENSIONS (SQ): 28"SQ. X 29.1"H

STORAGE: STACKABLE

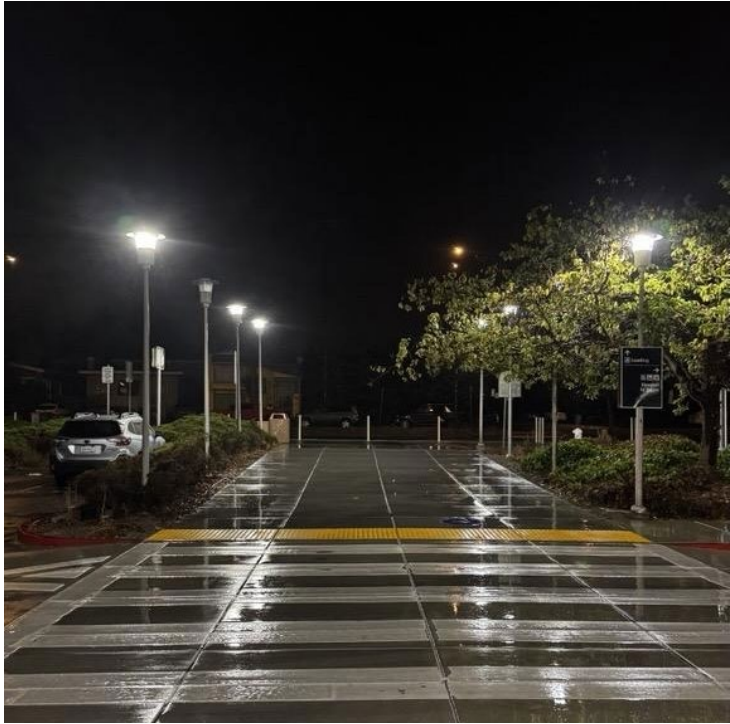


CONCRETE STORAGE CONTAINER

OTHER POTENTIAL STORAGE SOLUTIONS:

- 1979 MISSION (FORMER WALGREENS SITE)
- LOCAL BUSINESS STEWARDSHIP

SITE ELEMENTS + AMENITIES



BART APPROVED - NORTH BERKELEY BART STATION



HESS PLUG-AND-PLAY SYSTEM



OVERHEAD SHADE STRUCTURE



**CIVIC CENTER/UN PLAZA
CATENARY LIGHTING**

*NOTE: WILL DETERMINE
FEASIBILITY IN THE NEXT DESIGN
PHASE*

WAYFINDING + SIGNAGE

ON THE BART PLAZAS



TRANSIT WAYFINDING
SIGNAGE



CODE OF CONDUCT

IN THE NEIGHBORHOOD ON CITY SIDEWALKS & STREETS



MAJOR MISSION
FEATURE



DIRECTIONAL AND WHIMSICAL
FEATURE

OTHER ITEMS

ART AND DESIGN OPPORTUNITIES

- Temporary art placed in alcoves at the BART access of the SW plaza.
- Potential integrated long-term art opportunities include paving, overhead shade structure, and other infrastructure as design and materials are finalized.

NOTE: Specific integrated art opportunities are not a part of this concept phase and will occur if funding is available as part of the final design.





- Fence/sculptural scrim from the 1979 Mission Project is not finalized and may change.
- BART will **preserve** or **replace** existing greening. Adding more greening will require community stewardship.

ACTIVATION: VENDING OPPORTUNITIES

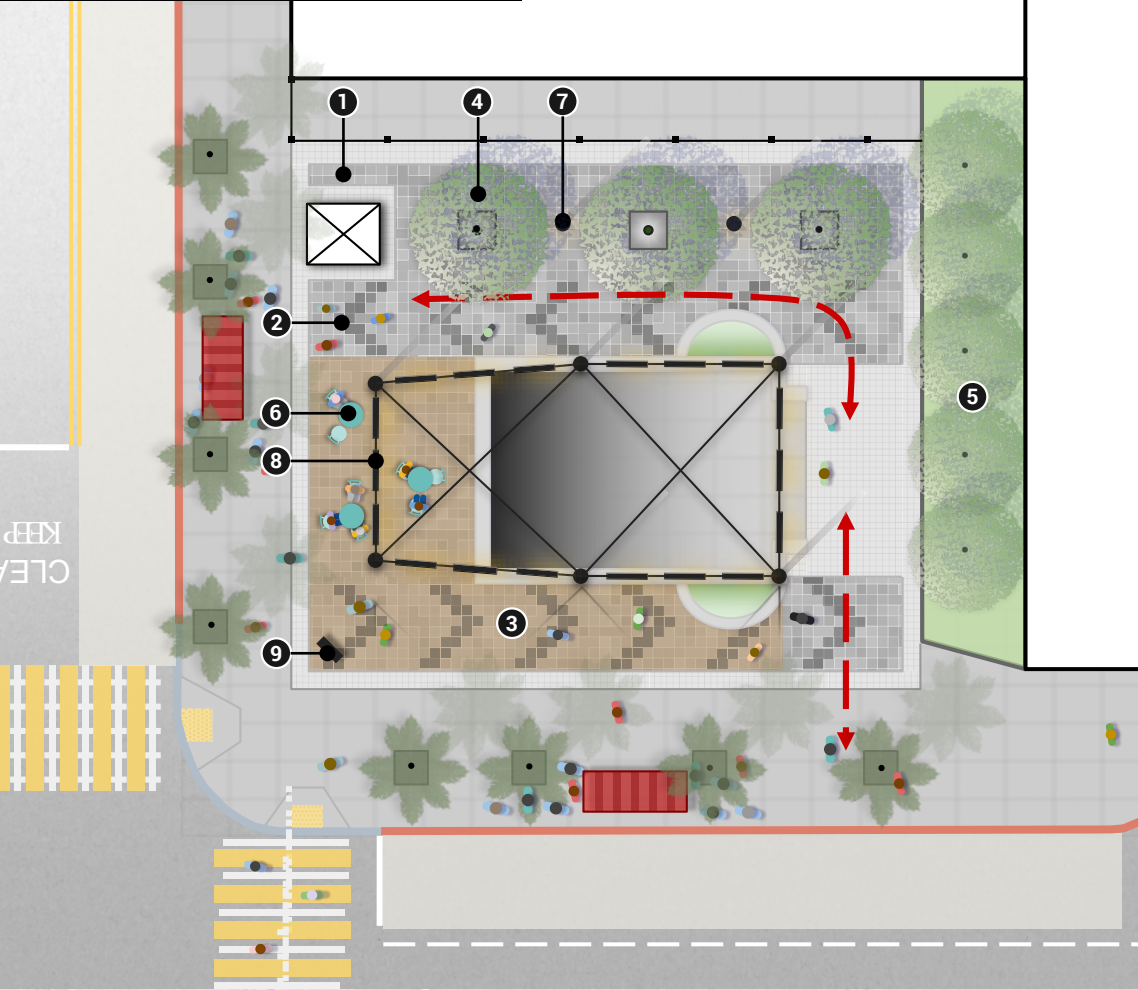


- Positive activation in January 2026 at both BART plazas. Led by Mission Loteria and SF OEWD.
- Continue with monthly pilot with Mission Loteria and SF OEWD from April to December 2026.

CONCEPT DEVELOPMENT

NO CHANGE

NE PLAZA (CONCEPTUAL)



DESIGN TOOLKIT

PAVING:

- ① EXISTING GRANITE PAVERS
- ② PAVING PATTERN *TO ACCENTUATE PATH OF TRAVEL*
- ③ FLEX ZONE *DEFINED BY PAVING TO CREATE DESIGNATED SPACES FOR SEATING/VENDING*

GREENING

- ④ EXISTING TREES
- ⑤ 1979 MISSION PLANTER

SEATING:

- ⑥ MOVEABLE FURNITURE

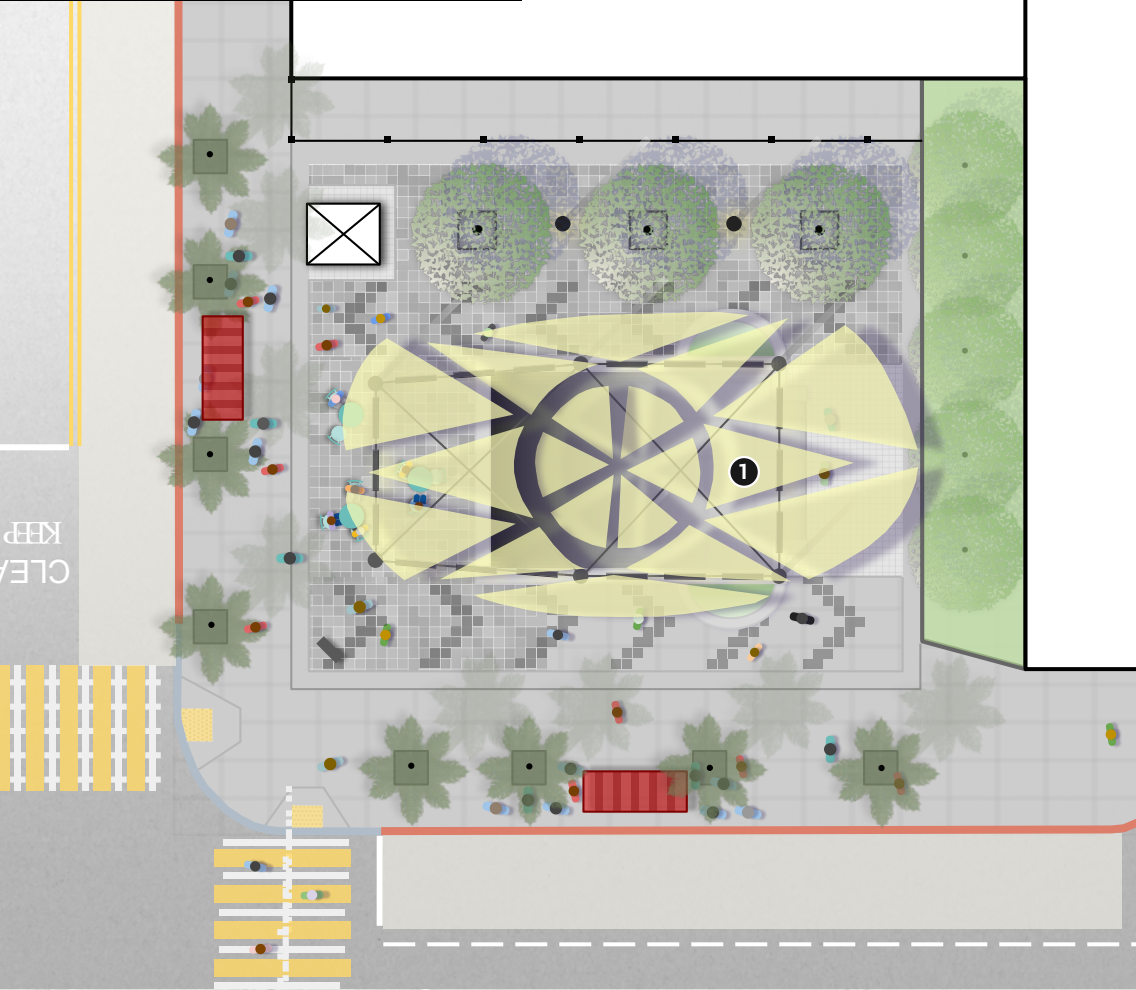
SITE AMENITIES:

- ⑦ BART LIGHT STANDARDS
- ⑧ OVERHEAD CATENARY LIGHTING STRUCTURES *TO CREATE A GATEWAY WITH COLOR*

WAYFINDING & SIGNAGE:

- TRANSIT SIGNS
- ⑨ REAL TIME DISPLAYS

NE PLAZA (CONCEPTUAL)

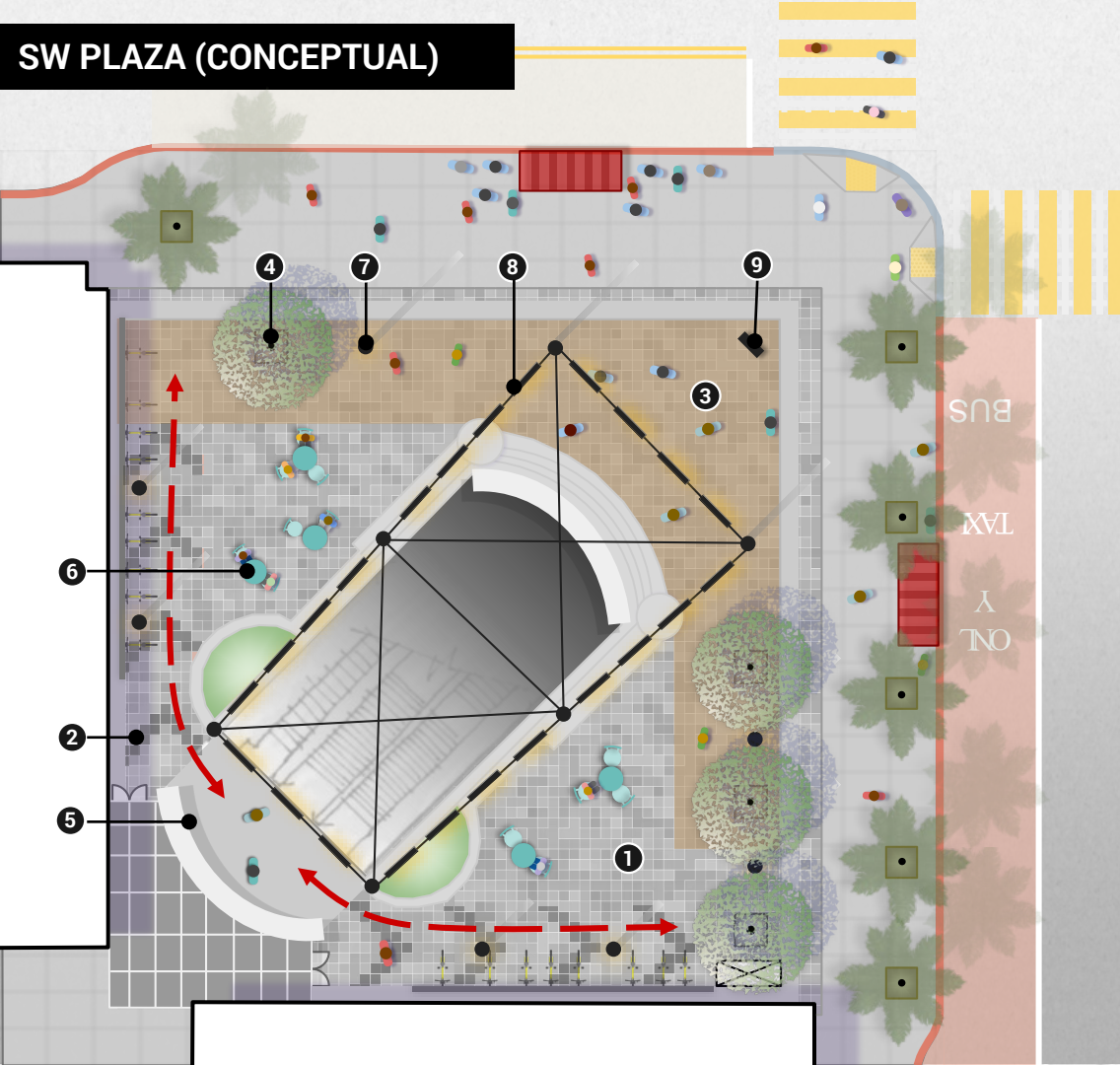


DESIGN TOOLKIT

SITE AMENITIES:

- 1 OVERHEAD TENSILE FABRIC SHADE STRUCTURES *TO CREATE A GATEWAY WITH COLOR*

SW PLAZA (CONCEPTUAL)



DESIGN TOOLKIT

PAVING:

- 1 EXISTING GRANITE PAVERS
- 2 PAVING PATTERN *TO ACCENTUATE PATH OF TRAVEL*
- 3 FLEX ZONE *DEFINED BY PAVING TO CREATE DESIGNATED SPACES FOR SEATING/VENDING*

GREENING:

- 4 EXISTING TREES

PLACEMAKING/PLACEKEEPING:

- 5 COMMUNITY ART WALL

SEATING:

- 6 MOVEABLE FURNITURE

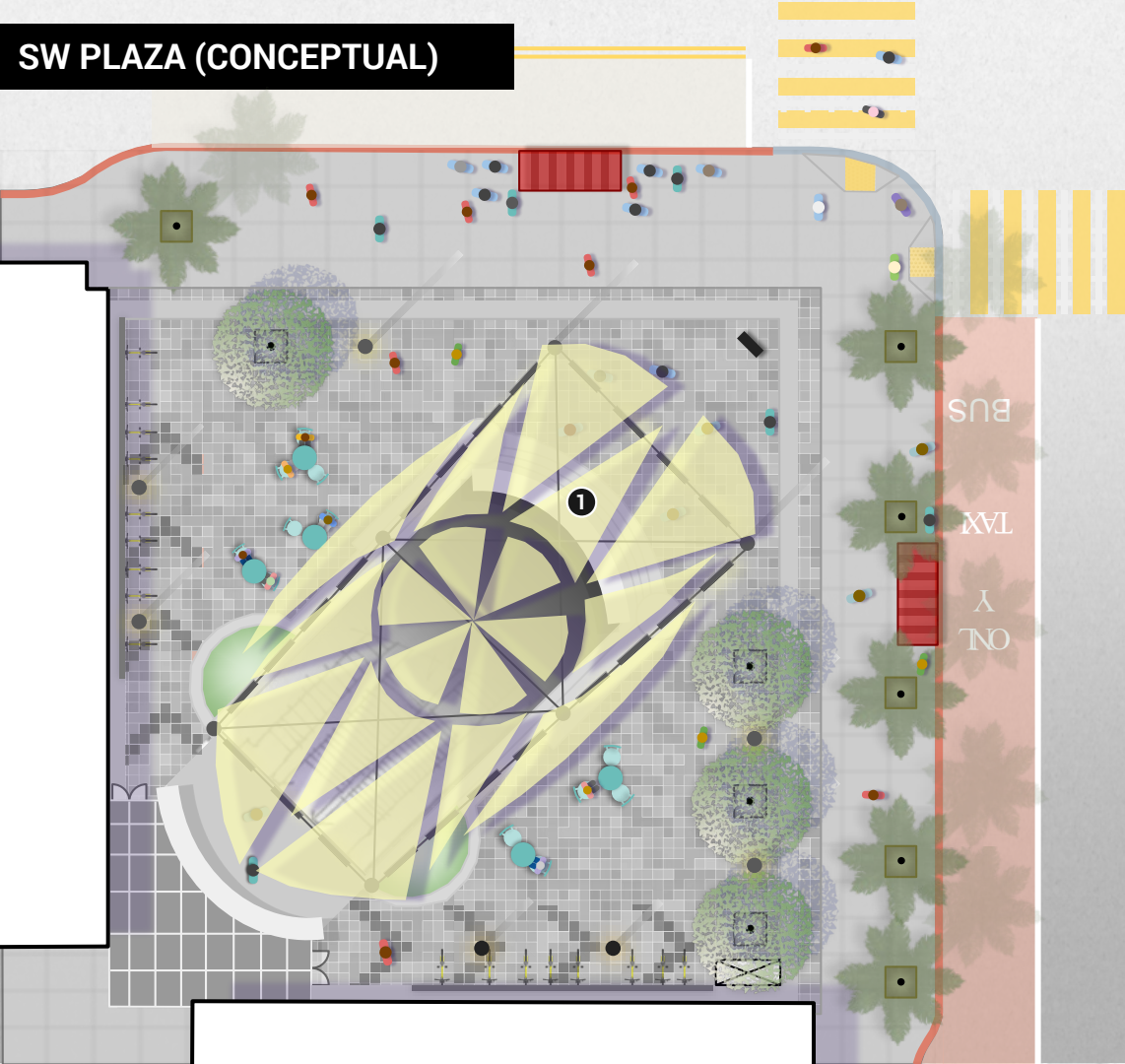
SITE AMENITIES:

- 7 BART LIGHT STANDARDS
- 8 OVERHEAD CATENARY LIGHTING STRUCTURES *TO CREATE A GATEWAY WITH COLOR*

WAYFINDING & SIGNAGE:

- TRANSIT SIGNS
- 9 REAL TIME DISPLAYS

SW PLAZA (CONCEPTUAL)



DESIGN TOOLKIT

SITE AMENITIES:

- 1 OVERHEAD TENSILE FABRIC SHADE STRUCTURES
TO CREATE A GATEWAY WITH COLOR

Appendix D. High Injury Network Map by Station

16th St/Mission

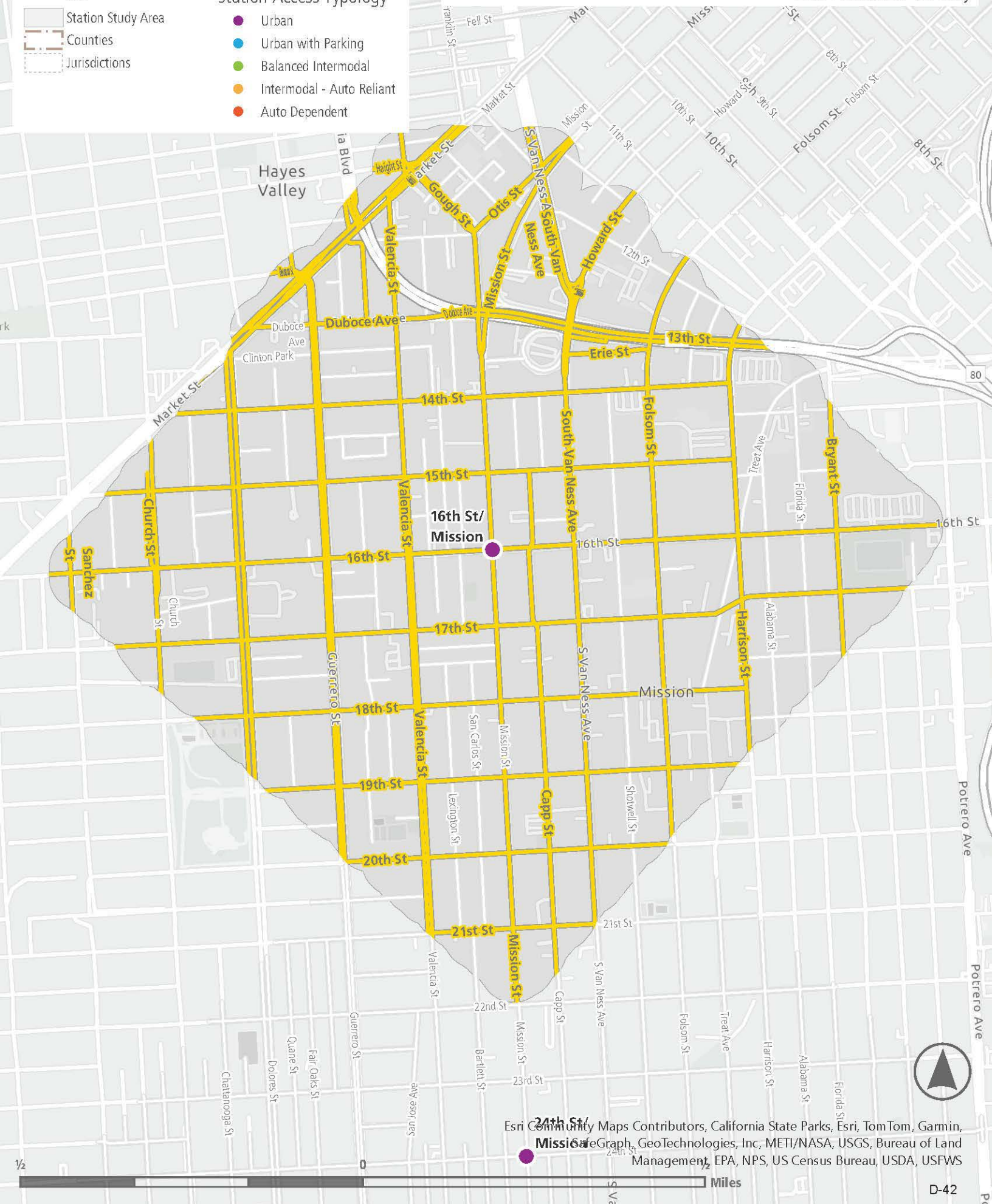
San Francisco County

Legend

- HIN
- Station Study Area
- Counties
- Jurisdictions

Station Access Typology

- Urban
- Urban with Parking
- Balanced Intermodal
- Intermodal - Auto Reliant
- Auto Dependent



Do you live or work in the Mission District?

n 82

Live 34%

Work 12%

Both 39%

Neither 9%

Other 6%

How do you use the 16th St. BART Plazas?

n 77

Multiple choice Q. Answers can be > 100%.

Going to/from BART 86%

Passing through to another place 69%

Waiting for Muni 69%

Restaurants or coffee shops 68%

Shopping / groceries 55%

Attending events or performances 43%

Bank 32%

Buying from vendors 22%

Visiting family or friends / socializing 21%

Healthcare 19%

Bike share 19%

Waiting for Uber / Lyft / Waymo / taxi 18%

Sitting and resting by myself 10%

Selling goods or merchandise 4%

Other 12%

How often do you use the plaza?

n 76

A few times a month or less 28%

1-2 days/week 22%

3-4 days/week 21%

5+ days/week 29%

What times of the day do you usually use the plazas?

n 76

Morning 53%

Multiple choice Q. Answers
can be > 100%.

Afternoon 39%
Evening 38%
Night 16%
All day 28%

Which plaza do you use
most?

n 77
Southwest Plaza by Wells Fargo 52%
Northeast Plaza by the 1979 Mission Housing Project 6%
Both 35%
Neither 6%

Would you like to see these
at the 16th St. BART Plazas? -
Top 2 Box

n 77
Plaza lighting 97%
Real time info for BART and Muni riders 95%
Overhead lighting over the station entrance 86%
Signs to help people find their way to BART, bus and other transit 84%
New ground (asphalt or concrete) with local art or design 83%
Directional signage to local shops, neighborhoods, etc. 73%
Shaded area over the station entrance 67%
Moveable furniture (chairs, tables, plants) 35%
Safety, security, crime/drugs control 17%
Install Native American / Hispanic art 14%
Other 27%

*These are obtained from
coding "Other" write in.*

On a typical day, how long
do you usually stay (hang
out) at the 16th St. Mission
Plaza?

n 78
Just pass through 73%
Less than 1 hour 18%
1 to 4 hours 5%
All day 4%

Summary

1. Most people use the plaza as part of their transit trip, not as a place to linger.
2. Lighting, wayfinding, transit information, and navigation improvements have the broadest support.
3. Safety is a major concern, but respondents view it primarily as a management and operations issue, not just a design issue.
4. Moveable furniture is one of the least-supported concepts, largely due to maintenance and misuse concerns raised in the comments.
5. Beautification, art, greenery, and cultural expression are supported, especially when paired with safety, cleanliness, and activation. However, concerns for movable furniture shows up in the comments.

1. People primarily use the plazas as a transportation space, not a destination

- 86% use the area for going to/from BART.
- 69% typically just pass through and do not spend time there.
- Another 69% use it while waiting for Muni or passing through to another destination.

What this means: Improvements that make navigation, waiting, and transfers easier are likely to have the broadest impact.

Consistent with comments:

- Requests for better wayfinding, maps, street names, and orientation.
- Calls for clearer connections to surrounding streets and businesses.
- Desire for real-time transit information and station-related amenities rather than recreational features.

"Love the direction this is going. Would be great to integrate these changes with adjoining streets improvements."

"The most effective solutions would be to have the adjacent buildings (especially the new ones) actually open on to the plazas. Wells Fargo has sold or leased out so many of their branch locations. Get them to do something different with this location to activate the plaza."

2. Lighting, wayfinding, and transit information are the strongest areas of consensus

Highest-rated improvements:

- Plaza lighting (97%); Overhead lighting at station entrances (86%)
- Real-time transit information (95%)
- Signs to help people find transit (84%); Directional signage to shops, neighborhoods (73%)

What this means: Respondents overwhelmingly support functional improvements that make the plaza easier to use, safer-feeling, and easier to navigate.

Consistent with comments:

Interest in safer, more activated spaces.

"Its important to consider the current activity in the plazas (at all hours) movable furniture, shade, etc will end up getting ruined, stolen, moved on to Neighborhood streets etc. the plazas need to be designed for the environment that is desired. This means not creating places for drug dealing, people hanging at all hours of the day, using the plaza as a bathroom, etc. the space needs to be activated for the community and to be a safe place for travelers and residents of the area at all hours of the day"

"the area is currently overrun with homeless, loiterers and street vendors. The new design should be focused on supporting commuters - not use the area as a park or area to loiter"

"Excited by all the ideas. Would love to see the space activated in beautiful ways with more art, lighting, and safety."

3. Safety emerged strongly in the comments

Safety concerns dominated the open-ended feedback (*this is coded as an attribute and added to the improvements list*):

- Keeping the plaza safe

Drug activity and mental health concerns
Illegal vending
Homelessness and loitering
Requests for police/security presence

"They're going to spend a lot of money, and the sellers of stolen goods are going to take advantage of it. They'd be better off just getting rid of it and putting some BART police officers on 24th Street instead."

"How are we going to keep the plaza safe 24/7/365, given the current state of frequent drug use and people with mental health issues "

"La presentación fue un poco confusa y no muy clara. Sería bueno aclarar y enfocar como estos cambios físicos ayudan a las problemáticas ya existentes como venta de cosas malas"

Key insight: Respondents want safety addressed, but do not necessarily see it as something solved by physical improvements alone.

4. Moveable furniture received limited support and generated skepticism

Only 35% selected moveable furniture.

Consistent with comments:

Concerns about theft, vandalism, maintenance, and misuse.

Several respondents questioned whether moveable furniture would work given current conditions.

"After living in this area for 20+ years, it's difficult to image that movable furniture would work in this space but I'm up for it as long as it doesn't end up wasting loads of city funds to manage. I greatly appreciate the effort to make the space nicer. "

"Hovae [moveable] furniture seems like a nice to have but in what ways can we ensure upkeep and maintenance?"

5. Shade, greenery, and beautification are supported, but not as strongly as functional improvements

New paving/art treatments (85%)

Shade structures (68%)

Comments also requested:

More greenery and landscaping

"More plants/greenery and lighting would be great"

Latino culture and local identity should be preserved and celebrated

"When the legal street vendors selling their merchandise looks nice,safe,clean"

Mission area it's our Latino culture"

"Me gusta el tema de la mejora del aspecto como los murales artísticos locales o de la cultura. Pero lo que realmente me gustaría ver es la acción de la seguridad por parte de la policía del bart. Y me gustaría que nos incluya a los vendedores ambulantes locales de manera permanente le aseguro que el aspecto de limpieza y el concepto que ahora tiene el bart cambiará A parte que seremos un buen atractor de visitas a San Francisco. El distrito cultural latino"

Key insight: Respondents generally support beautification and representing Latino art, but the survey suggests it is secondary to lighting, transit information, and navigation improvements.

6. Mixed views on vendors

22% use the plaza to buy from vendors.

Comments show both support and concern:

Vendors contribute to culture, activity, and neighborhood identity.

"Todo muy bonito felicidades al Diseñadoras grafico. Pero lo inportante es la inclusion cultural, seguridad , mantenimiento.

Los vendedores ambulantes traen seguridad a los espacios. Al final es la comunidad quien decide lo que quiere en su vecindario. Loved the burritos. Thank you. "

Requests for permanent vendor spaces.

"Envajadores permanentes"

Concerns focused primarily on illegal or unregulated vending.

"Lo unico que veo que prefieren tener vendedores ilegales y drogadictos que vendedores y ver bonita la plaza"

Key insight: The feedback is less about whether vendors belong and more about how they are managed.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Rachael Axelrod

Email Address:

rachael.axelrod@bart.gov

Contact Phone Number:

(510) 504-3793

Project Sponsor:

BART (Bay Area Rapid Transit)

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

16th Street Plaza Redesign Project

Project Location:

San Francisco

Project Description:

The project improves the north and south plazas at 16th Street Mission BART Station, located at the intersection of 16th Street and Mission Street in San Francisco's Mission District. The project encompasses plaza-level improvements to both the Northeast Plaza (16th Street frontage) and Southwest Plaza (Mission Street frontage), including paving, lighting, furnishings, ADA-compliant pathways, wayfinding signage, and activation infrastructure. The station is served by BART and nine Muni routes.

Project Phase(s):

Design Engineering (PSE)

Project Mode(s):

Non-Roadway Transit (heavy rail, ferries, etc.), Pedestrian, Bicycle

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, ADA Transition Plan, Transit Plan, Community-Based Transportation Plan

Details on plan recommendations affecting the project area (with adoption date):

The project supports the the goals of the Mission Action Plan 2030, SF General Plan - Mission Area Plan, Plan Bay Area 2050+ and the 16th Street Community Design Plan.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project area includes segments of Mission Street and 16th Street, both of which are designated corridors on MTC's regional Active Transportation Network.

The plaza redesign adheres to both referenced design standards. All pedestrian improvements - including paving surfaces, pathways, curb treatments, and furnishing placement - will be designed in conformance with the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG, adopted July 2024), ensuring accessible routes of travel for people of all abilities throughout both plazas. The project also incorporates all-ages-and-abilities design principles consistent with NACTO's contextual guidance, with clearly defined pedestrian movement corridors, accessible seating, and lighting scaled to pedestrian-level comfort rather than vehicular speed. ADA compliance is a core deliverable of the 100% design phase, and design documents will be reviewed for conformance with PROWAG standards prior to finalization.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Yes, a designated MTC Mobility Hub is located within the project area at 16th Street Mission BART Station. The station is one of the region's highest-activity mobility hubs, providing connections between BART, nine Muni routes, AC Transit, UCSF shuttle services, and active transportation options including Bay Wheels bike share docking stations on the surrounding blocks.

The plaza redesign incorporates several hub-supportive elements consistent with MTC's Mobility Hub Implementation Playbook Play 1. Improved lighting, ADA-compliant pathways, and clearly defined pedestrian movement corridors improve the safety and legibility of the hub environment for all users. Wayfinding signage enhancements will improve navigation between transit modes at this complex multimodal junction. Flexible programming zones created through moveable furnishings and durable surface treatments support activation and community use of the hub, consistent with the Playbook's emphasis on welcoming, people-centered hub design. The design phase will evaluate opportunities to further integrate hub-supportive elements - including potential accommodation of bike parking, micro-mobility staging areas, and real-time transit information displays - into the final construction documents.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The 16th Street Station Plaza Redesign is located at the intersection of 16th Street and Mission Street, both of which are designated corridors on San Francisco's Vision Zero High Injury Network (HIN) - the 12% of streets accounting for 68% of the city's severe and fatal traffic injuries. The concentration of pedestrian activity at this intersection is among the highest in the city, with thousands of daily BART and Muni riders converging at a complex multimodal junction that also carries heavy vehicle traffic on two major arterials.

Citywide, 59% of all fatal and severe injury crashes occur in Equity Priority Neighborhoods, which are almost twice as likely to be on the High Injury Network, even though they contain only a third of city streets. The Mission District - an Equity Priority Community - exemplifies this pattern, and the 16th and Mission intersection sits at its center. 2024 was the worst year for traffic fatalities in San Francisco since 2007, with 41 deaths recorded.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Other: Improved lighting and paving at the station plazas

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

020100

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Generated on: 6/16/2026

This is a DRAFT version - not yet submitted

Station Map

Mapa de la estación

車站地圖



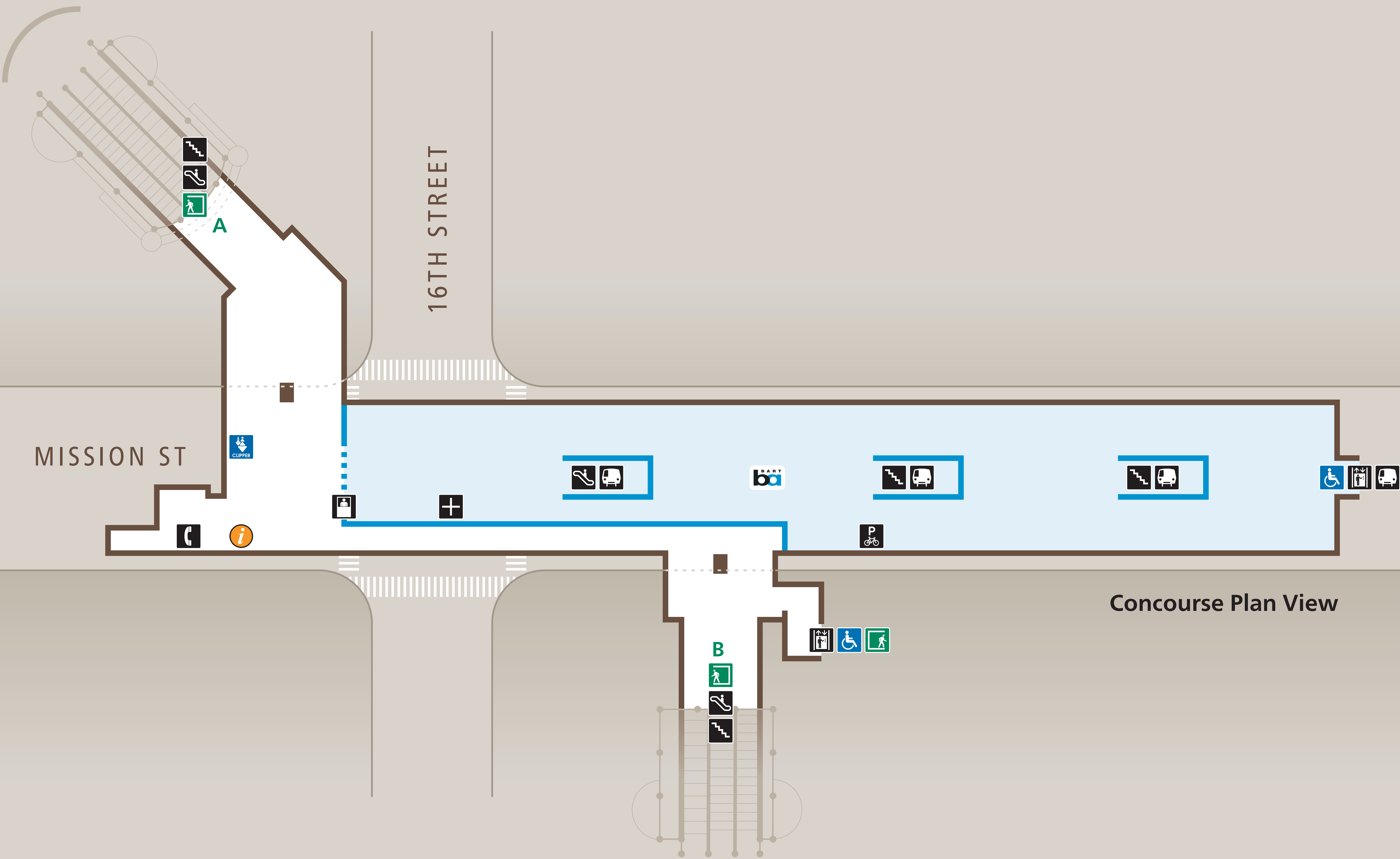
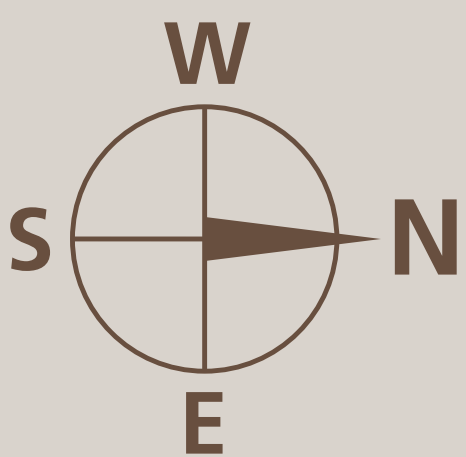
Transit Information

16th St.
Mission
Station

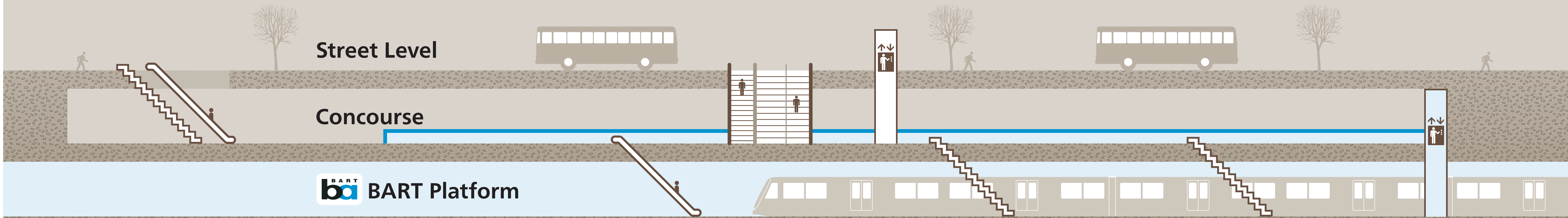
San Francisco

Map Key

- You Are Here
- Exit
- BART Train
- Bike Parking
- Elevator
- Escalator
- Stairs
- Station Agent Booth
- Telephones
- Ticket Vending:
 - Addfare
 - Clipper / Add Cash Value
- Transit Information
- Wheelchair Accessible



Concourse Plan View



Station Section View



Call 511 | [511.org](https://www.511.org)

Sponsored by the Metropolitan Transportation
Commission in cooperation with AC Transit. Contact us
at signcomments@bayareametro.gov.

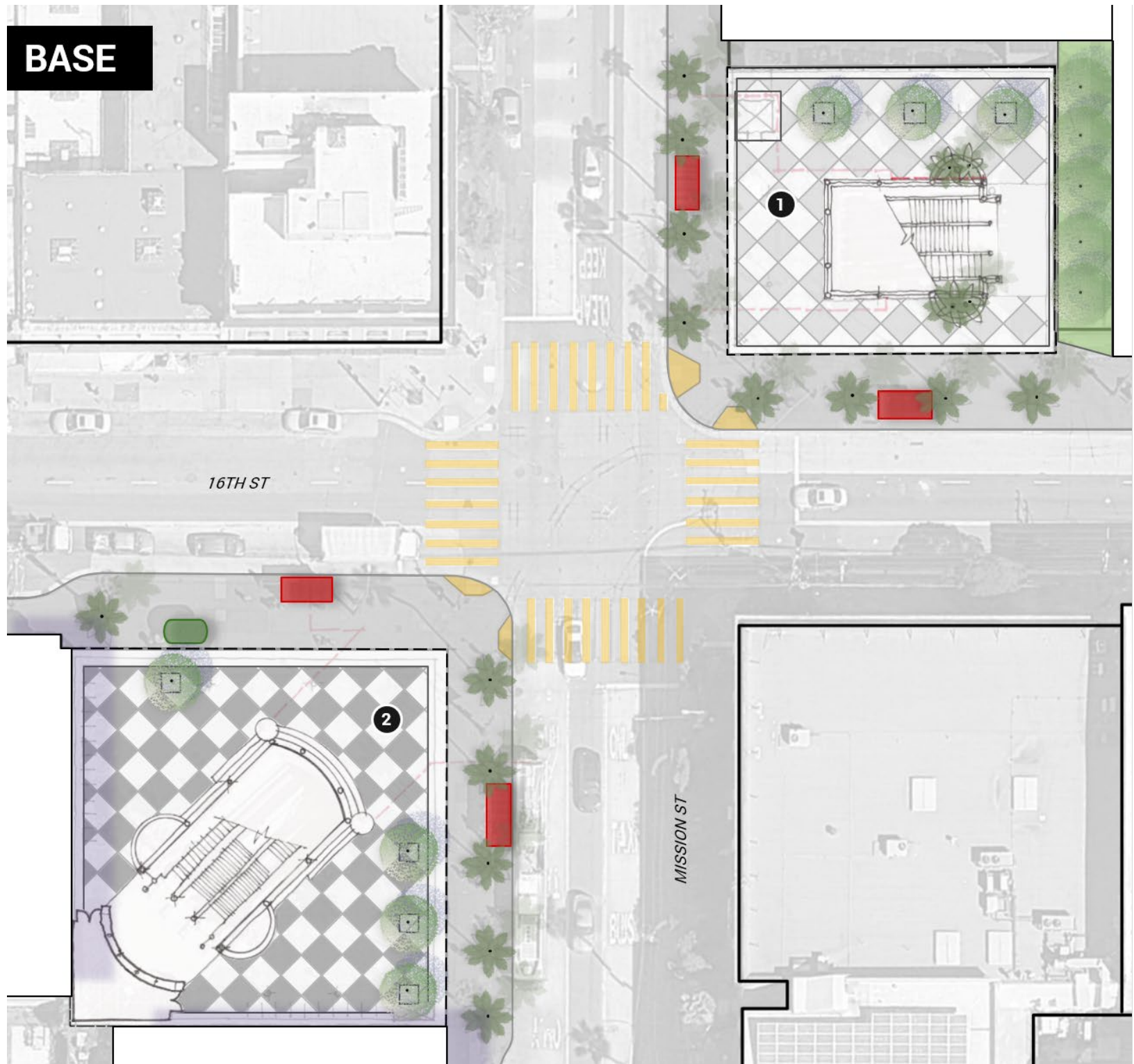
BASE

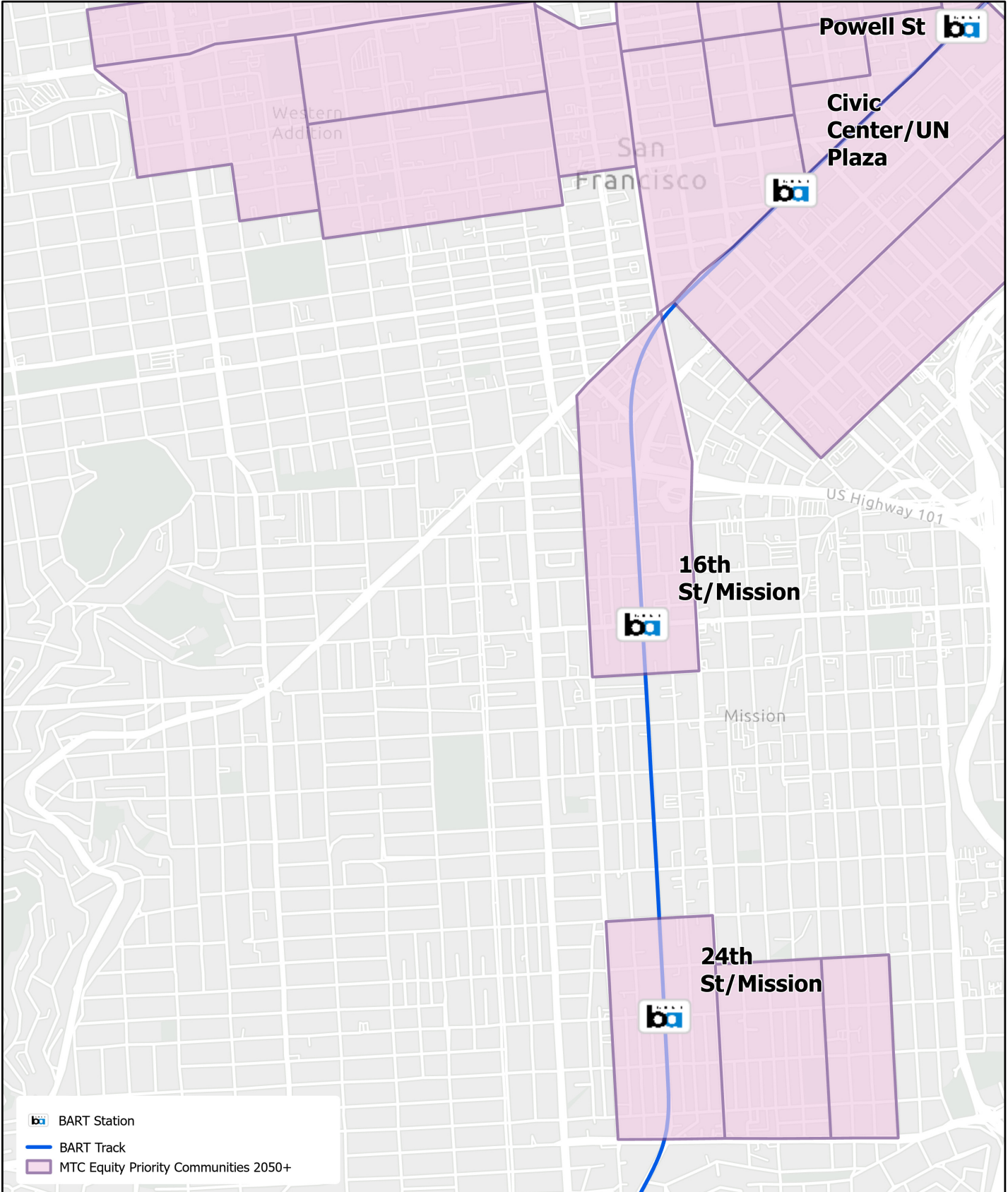
16TH ST

MISSION ST

1

2







Notes:
Bay Area Rapid Transit District data as of June 2026;
Topographic basemap sources: ESRI

0 0.25 0.5 Miles
Map Displayed in North American Datum of 1983
California State Plane, Zone III FIPS 0403, US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
2150 Webster St. 3rd Floor, Oakland, CA 94612



June 12th, 2026

Tilly Chang
Executive Director
San Francisco Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Subject: BART 16th Street Station Plaza Redesign Project OBAG 4 Letter of Support

Dear Executive Director Chang,

The Mission Merchants Association is pleased to express strong support for the San Francisco Bay Area Rapid Transit District's (BART) 16th Street Station Plaza Redesign Project, which seeks funding to advance the initiative from its current concept phase to 100 percent design. This critical investment will fund continued public outreach and produce shovel-ready design for the comprehensive renovation of the two public plazas flanking BART's 16th Street Station—the Northeast Plaza at 16th and Mission Streets and the Southwest Plaza at 16th —in the heart of San Francisco's Mission District.

The 16th Street Station is a vital multimodal transportation and community hub within one of San Francisco's most culturally significant, economically diverse, and transit-dependent neighborhoods. Upgrades to paving, lighting, and adding art will help create more welcoming, safer spaces that reflect the needs identified by the community during the first phase of public outreach.

The 16th Street Station Plaza Redesign Project directly addresses this by furthering an equity-centered redesign that has worked with Mission District residents and community groups like us. Advancing the project to 100 percent design will allow BART and its community partners to continue collaboration and deliver thoughtful, modern, and durable improvements. Completing this design work will position the project to compete effectively for construction funding and to deliver long-term benefits for riders, pedestrians, and the surrounding community.

The Mission Merchants Association respectfully urges your support for this important project and look forward to seeing it benefit the Mission District and the broader region.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Motzek", is written over a faint, stylized graphic element that resembles a signature or a set of lines.

Ryan Motzek

Mission Merchants Association President



474 Valencia St. Suite 280
San Francisco, CA. 94103
www.missionhousing.org
415-864-6432

June 18, 2026

Tilly Chang
Executive Director
San Francisco Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Subject: BART 16th Street Station Plaza Redesign Project OBAG 4 Letter of Support

Dear Executive Director Chang,

Mission Housing is pleased to express strong support for the San Francisco Bay Area Rapid Transit District's (BART) 16th Street Station Plaza Redesign Project, which seeks funding to advance the initiative from its current concept phase to 100 percent design. This critical investment will fund continued public outreach and produce shovel-ready design for the comprehensive renovation of the two public plazas flanking BART's 16th Street Station—the Northeast Plaza at 16th and Mission Streets and the Southwest Plaza at 16th—in the heart of San Francisco's Mission District.

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Mission Housing respectfully urges your support for this important project and look forward to seeing it benefit the Mission District and the broader region.

Sincerely,



474 Valencia St. Suite 280
San Francisco, CA. 94103
www.missionhousing.org
415-864-6432

A blue ink signature of Sam Moss, consisting of a series of overlapping loops and a long horizontal stroke extending to the right.

Sam Moss
Executive Director
Mission Housing Development Corporation

A blue ink signature of Marcia Contreras, featuring a large, stylized 'M' followed by a series of loops and a long horizontal stroke extending to the right.

Marcia Contreras
Deputy Executive Director
Mission Housing Development Corporation



June 19, 2026

Tilly Chang
Executive Director
San Francisco Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Subject: BART 16th Street Station Plaza Redesign Project OBAG 4 Letter of Support

Dear Executive Director Chang,

Calle 24 Latino Cultural District is pleased to express strong support for the San Francisco Bay Area Rapid Transit District's (BART) 16th Street Station Plaza Redesign Project, which seeks funding to advance the initiative from its current concept phase to 100 percent design. This critical investment will fund continued public outreach and produce shovel-ready design for the comprehensive renovation of the two public plazas flanking BART's 16th Street Station—the Northeast Plaza at 16th and Mission Streets and the Southwest Plaza at 16th—in the heart of San Francisco's Mission District.

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Calle 24 Latino Cultural District respectfully urges your support for this important project and look forward to seeing it benefit the Mission District and the broader region.

Sincerely,
DocuSigned by:

Susana Rojas
FE1237C71CD0482...

Susana Rojas

Executive Director

Calle 24 Latino Cultural District



June 15, 2026

Tilly Chang
Executive Director
San Francisco Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Subject: BART 16th Street Station Plaza Redesign Project OBAG 4 Letter of Support

Dear Executive Director Chang,

The Center for Latino Advocacy Resources & Organizing (CLARO) is pleased to express strong support for the San Francisco Bay Area Rapid Transit District's (BART) 16th Street Station Plaza Redesign Project, which seeks funding to advance the initiative from its current concept phase to 100 percent design. This critical investment will fund continued public outreach and produce shovel-ready design for the comprehensive renovation of the two public plazas flanking BART's 16th Street Station—the Northeast Plaza at 16th and Mission Streets and the Southwest Plaza at 16th—in the heart of San Francisco's Mission District.

The 16th Street Station is a vital multimodal transportation and community hub within one of San Francisco's most culturally significant, economically diverse, and transit-dependent neighborhoods. Upgrades to paving, lighting, and adding art will help create more welcoming, safer spaces that reflect the needs identified by the community during the first phase of public outreach.

The 16th Street Station Plaza Redesign Project directly addresses this by furthering an equity-centered redesign that has worked with Mission District residents and community groups like us. Advancing the project to 100 percent design will allow BART and its community partners to continue collaboration and deliver thoughtful, modern, and durable improvements. Completing this design work will position the project to compete effectively for construction funding and to deliver long-term benefits for riders, pedestrians, and the surrounding community.

CLARO respectfully urges your support for this important project and look forward to seeing it benefit the Mission District and the broader region.

Sincerely,

Kevin Ortiz
President, CLARO



June 22, 2026

Tilly Chang
Executive Director
San Francisco Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Subject: BART 16th Street Station Plaza Redesign Project OBAG 4 Letter of Support

Dear Executive Director Chang,

The Roxie Theater is pleased to express strong support for the San Francisco Bay Area Rapid Transit District's (BART) 16th Street Station Plaza Redesign Project, which seeks funding to advance the initiative from its current concept phase to 100 percent design. This critical investment will fund continued public outreach and produce shovel-ready design for the comprehensive renovation of the two public plazas flanking BART's 16th Street Station—the Northeast Plaza at 16th and Mission Streets and the Southwest Plaza at 16th—in the heart of San Francisco's Mission District.

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Many of The Roxie's over 130,000 annual patrons—especially our disabled community members—rely on BART to reach our theater. A welcoming, safe BART plaza will strengthen our cinema and help further our mission; to serve as a crucial gathering point for our community. The Roxie respectfully urges your support for this important project and look forward to seeing it benefit the Mission District and the broader region.

Sincerely,
Jeffrey Gan
Associate Director of Development,
The Roxie

June 15, 2026

Tilly Chang
Executive Director
San Francisco Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Subject: BART 16th Street Station Plaza Redesign Project OBAG 4 Letter of Support

Dear Executive Director Chang,

Youth Art Exchange is pleased to express strong support for the San Francisco Bay Area Rapid Transit District's (BART) 16th Street Station Plaza Redesign Project, which seeks funding to advance the initiative from its current concept phase to 100 percent design. This critical investment will fund continued public outreach and produce shovel-ready design for the comprehensive renovation of the two public plazas flanking BART's 16th Street Station—the Northeast Plaza at 16th and Mission Streets and the Southwest Plaza at 16th—in the heart of San Francisco's Mission District.

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Youth Art Exchange respectfully urges your support for this important project and look forward to seeing it benefit the Mission District and the broader region.

Sincerely,

A handwritten signature in black ink, appearing to read 'KT Seibert', with a stylized flourish at the end.

KT Seibert
Center Director
Youth Art Exchange



BART Facts 2026

2026 is a defining year for BART, a system that is safer, cleaner, and easier to use than ever

Let's go.



THE NEW BART

"The New BART is a promise to our riders that they always come first. In 2026, we will work hard to sustain the gains we made in 2025 while positioning the system for future success. We know the Bay Area is counting on us."

—BART General Manager Bob Powers

Millions of people depend on BART to get to work, events, school, appointments, and enriching experiences. And those who don't ride BART need the system to thrive. The region's economy, congested roadways, environmental health, affordability, and culture depend on it.

Addressing a financial crisis while improving the rider experience

Riders are steadily returning to BART as they recognize the significant improvements the agency has made to customer experience. Though riders cheer BART's enhancements to system safety and cleanliness, they're taking fewer trips due to hybrid/remote work trends.

The current funding model of paying for operations with fares is outdated and doesn't work. BART is tightening its belt, making internal cuts, instituting efficiencies, and increasing fares and parking fees, but it's not enough. The New BART will become the Bygone BART without a long-term funding source.

BART faces a \$375M to \$400M annual deficit beginning FY27.

Award-winning approach to safety

Visible police staff presence on trains and platforms is at a historic high, according to rider surveys, as more safety staff, including sworn officers and unarmed employees, are riding trains and walking platforms. A major advancement in safety arrived in August 2025 as BART completed installation of 715 new fare gates systemwide—four months ahead of schedule.

BART's safety solution includes:

- Taller, stronger fare gates to reduce fare evasion and unwanted behavior.
- Ensuring BART Police are riding trains more, increasing their visibility, and keeping riders safe by doubling officer presence systemwide.
- Progressive policing approach uses unarmed Crisis Intervention Specialists, Ambassadors and Fare Inspectors for additional patrols with experts in de-escalation.
- Maintaining 4,000+ surveillance cameras to minimize response time and hold suspects accountable.
- LED lighting installed on platforms and in parking facilities to eliminate dark corners.
- Conducting welfare checks for the unhoused and enforcing no drug use or smoking.

BART Ridership Facts

AVERAGE 2025 RIDERSHIP

Weekday.....	180,649
Saturday	108,449
Sunday.....	78,691

Total passenger trips in
Calendar Year 2025: 55,610,841

Ridership peaked to 50% of pre-pandemic expectations in November 2025.

SERVICE

Average passenger on-time performance	91.5%
Maximum train speed.....	70 mph

FARES AND TRIPS

Riders pay for BART with the regional Clipper card or Tap and Ride contactless credit/debit/mobile payment.

Fare range.....	\$2.55–\$17.25
Average fare	\$4.98
Average trip length.....	15 miles

In December 2025, 11% of BART trips were made using Tap and Ride.

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

CLIPPER ACCESS: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 50% off

RIDERSHIP PROFILE

- 71% identify as non-white
- 44% do not have a vehicle
- 29% report having annual household incomes under \$50K
- 7% have a disability
- 49% identify as male
- 48% identify as female
- 3% identify as non-binary or self-describe

TRANSPORTATION BACKBONE OF THE BAY AREA

- Serves 5 counties with 4 million people
- More than 300 bus, light rail, ferry, private shuttle, and inter-regional carrier routes connect to BART
- 87% of transfers include a leg on BART

Advancing regional transit coordination

BART is taking a leadership role in advancing regional transit coordination to improve the rider experience across all modes of Bay Area transit by offering:

- An easier way to pay with **Tap and Ride** contactless bank card payments
- New transfer discounts
- Innovative products such as the **Clipper BayPass**
- A unified approach to maps and directional signs with the **Regional Mapping and Wayfinding Project**
- Aligned schedule changes that improve transfer reliability and timing with the **Big Sync**, making riding transit faster

This work is showcasing how the Bay Area’s transit agencies are working together as one network to increase ridership and better serve the region.

Modernized train control system to increase capacity

BART has begun installation of a modern Communications-Based Train Control (CBTC) system that will transform BART service by enabling trains to run closer together. BART’s train control system hasn’t been fully upgraded since 1972 when the system opened.

The state-of-the-art train control system will enable BART to increase projected transbay capacity to 30 trains per hour per direction in the core system area, up from the current limitation of 24 trains per hour per direction.

Earthquake resiliency and readiness

BART completed its \$1.4B Earthquake Safety Program in 2025, including a major retrofit of the Transbay Tube. Steel liner was added to withstand the expected large forces the tube could experience in an earthquake. Portions of the original system were upgraded not only for life safety but also to ensure we can return to operation shortly after a major quake. BART is connected to the ShakeAlert Earthquake Early Warning System, and trains will automatically slow when a quake occurs and potentially before the shaking happens.

Addressing the housing crisis

BART’s Transit-Oriented Development (TOD) Program creates dense, well-designed communities adjacent to BART stations to increase ridership and reduce greenhouse gases.

As of January 2026, the TOD program’s progress includes:

- Housing units delivered: 4,232, including 1,298 affordable units
- Housing units under construction: 137 affordable senior units
- Housing units in planning: 4,321, including 1,873 affordable units
- Hotel rooms: 164
- Office space: 672,000 square feet
- Retail: 202,590 gross square feet

BART merchandise a viral success

BART is generating revenue with wildly successful merchandise offerings sold on Railgoods.com and the customer service window at Lake Merritt Station. Popular items such as tote bags, holiday goods, and the BART Anime Mascots collection have sold out quickly due to high demand and big buzz. In addition to the profits, logo-branded merch acts as a roving billboard that advertises the system and sends a clear message: the Bay Area loves BART.

BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising, and other sources of revenue.

FY26 forecast.....	32%
FY25.....	30%
FY24.....	29%
FY23.....	26%
FY22.....	21%
FY21.....	12%
Pre-COVID	71%

STATIONS AND INFRASTRUCTURE

Total stations	50
Fare gates	715
Route miles of track	131
Miles of tunnels	39
Escalators	189
Elevators.....	154
Electric substations.....	136
Artworks.....	53

PARKING AND BIKE ACCESS

Stations with parking*	35
Total parking spaces.....	~46,800
Bike parking (lockers, racks, and bike stations)	8,030

**Not including Milpitas and Berryessa/North San Jose managed by VTA*

FLEET*

1,070 train cars as of January 2026. Final 1,129th car to be delivered by summer 2026.	
BART to Antioch DMU cars	8

ELECTRICITY

Third rail	1000 volts DC
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POWER SOURCES

BART continues to achieve an overwhelmingly greenhouse gas-free power supply, including over 71% eligible renewable energy, as defined under California state law. BART’s electric supply portfolio is primarily comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.



Let’s go.

San Francisco Bay Area Rapid Transit District
P.O. Box 12688, Oakland, CA 94604
www.bart.gov

The New BART has Arrived

New trains, new security,
new ways to pay

Let's go.



BART MOVES THE BAY AREA

BART has changed. The New BART brings improvements that are moving the Bay Area in the right direction, strengthening the economy, and enhancing the quality of life for all who live here. Funding for BART service has also changed, and new investments are needed to avoid service cuts and station closures.

Clean and modern trains

BART's new train cars are bright and spacious. The onboard digital screens make sure riders won't get lost. They show the train's location, upcoming stops, and where to transfer. Each car is equipped with updated surveillance cameras and emergency call buttons for safety. Wi-Fi has started to roll out at stations and will then be deployed on trains.

New fare gates make riders feel safer

All 50 stations have taller, stronger fare gates that are adding new layers of security and discouraging unwanted behavior. There was a 961-hour reduction in time spent fixing vandalism and cleaning up graffiti and large messes in the six months after installation. Fare gates are also generating \$10M in new revenue per year. Safety in stations and on trains has improved. The number of riders who say they witnessed someone not paying has dropped 59% in the last year. BART's crime rate also fell 41% in 2025 as it delivered on its promise to put rider safety first by increasing police and staff presence.

Easier ways to pay

Riders can now pay for adult fares at the fare gates by tapping a contactless credit or debit card or with Apple Pay and Google Pay. New discounts arrived that are automatically applied when transferring between transit systems. BART also offers Clipper BayPass, the region's first prepaid, all-system transit pass, to employers, colleges, and affordable housing developments.



Big changes from BART

Customer Satisfaction	89% ¹
Passenger On-time Performance	93% ¹
Violent crime	down 36% ²
Property crime	down 49% ²

¹ Quarterly Performance Report FY26 Q1 (July-Sept)

² BPD's Chief Report Sept 2025 compared to Sept 2024

BART can get you within a mile of...



BART benefits the Bay Area

- Traffic relief
- Lowers the cost of living
- Stimulates the economy
- Moves large crowds
- Reduces pollution
- Magnet for businesses and housing
- Mobility freedom for all ages
- Airport connections
- Increases travel options
- Needed in emergencies

BayPass expands revenue and ridership

In 2025, riders took nearly 1.8 million trips on BART using Clipper BayPass—more than double the number of trips taken in 2024. BayPass is the Bay Area's all-in-one transit pass that provides free access to all bus, rail, and ferry agencies in the nine-county region. As of January 2026, 20 organizations have purchased BayPass for their employees and students. A study of three participating organizations (UCSF, Alameda TMA, City of Menlo Park) found that participants took 35% more transit trips in 2024 vs. 2023 after receiving Clipper BayPass. BayPass is generating \$7M in new revenue per year and growing.

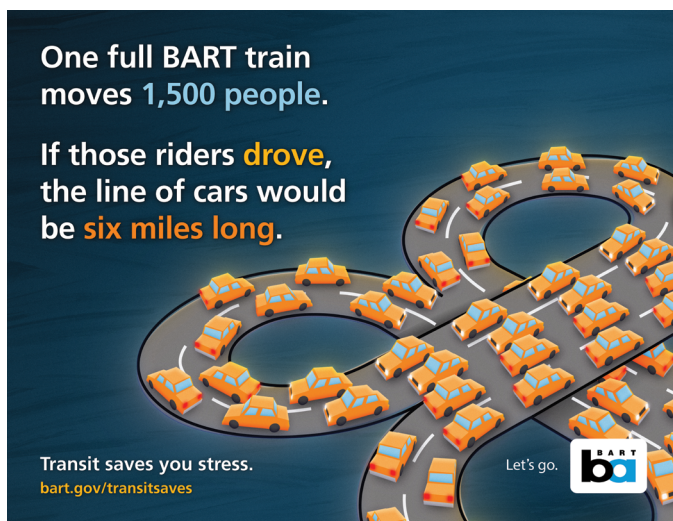
Rainy day? No problem

BART trains no longer run at reduced speed when it's raining. Staff updated the train car braking software and made slight changes to train speeds at some locations to allow BART to run trains at normal speeds during wet weather. Trains still slow down at a handful of select locations near the end of the lines and in areas where the temperature dips below 36°F due to frost and ice. But these are short-lived delays; after a few trains run over the area, the rail quickly heats up enough to return to normal speeds.

It's not just for work anymore

Riders are increasingly using BART outside of commuting hours to access fun experiences, from live music and sports to shopping and dining. Weekend BART ridership is growing faster than weekdays; in 2025, Saturday ridership grew 17% and Sundays 11%, compared to the previous year.

BART is encouraging off-peak travel with an innovative engagement strategy that includes hosting events in stations and on trains, partnering with more than 100+ community organizations, and highlighting BART-accessible experiences around the Bay on the BARTable website. These efforts are getting people excited about transit and emphasizing the many places the system can take them, all while building brand affinity and strengthening community ties.



¹ Clipper BayPass Phase 2 Year 1 Preliminary Evaluation Report https://mtc.ca.gov/sites/default/files/documents/2025-10/ClipperBayPassPhase2PreliminaryEvaluationMemo_20250911.pdf?cb=458d8c0a

The new BART needs new funding

BART's funding model no longer works. Relying on passenger fares to pay for service is unfeasible due to hybrid and remote work trends. BART is helping itself with belt-tightening, internal cuts, efficiencies, and by increasing fares and parking fees. But BART needs new funding sources to continue running frequent, clean, and safe train service.

The progress BART has made in improving the system, and investing in the Bay Area, is at risk if sustainable funding is not secured.

A new state loan is one-time funds and must be paid back with interest. The money does not help delay or prevent station closures because BART will not tap into the loan if sustainable revenue does not become available, because we would not be able to pay the loan back.