

OBAG 4 County Program Base Application

Instructions

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

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

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

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

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

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

Project Eligibility

Project Eligibility

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

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

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

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

Project meets regional eligibility requirements:

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

Need and Benefits

Need and Benefits

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

Local Priority

Community Support

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

Letters of Support

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

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

Equity Impacts

Equity Impacts

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

EPC Relationship

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

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

Applicant ADA Transition Plan Link

Required for all applications, attach copy if not available

Reference

Page reference(s) if applicable

Regional Alignment**Plan Strategies**

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

Safety/Vision Zero

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

Complete Streets

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

Transit Transformation

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

Transit Priority

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

Federal Performance

Federal Performance Measures

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

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

Deliverability and Risk

Delivery Risks

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

Environmental Approval and Right-of-Way

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

Select the anticipated NEPA class of action for the project:

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

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

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

Schedule and Funding Plan

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

Funding and Schedule Requirements

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

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

Contribution to Geographic Minimum

PDA and TOC Relationship

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

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

Applicant Acknowledgements

Applicant Acknowledgements

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

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

Attachment 1: Geary/19th Ave Subway Preliminary Alternatives Analysis Scope of Work

Task 1 - Project Management & Oversight

Project management and coordination, including grant reporting, schedule management, invoice processing, development and execution of interagency agreements, consultant selection and management, and internal coordination/briefings.

Task 2 - Project Phasing

Identify logical and operationally feasible independent operating segment(s), including potential operations/maintenance facility and regional integration requirements and/or prerequisites. Supported by the technical work in Tasks 3, 6, 7, and 8, refine potential project segments into options for project phasing. Report phasing findings in a technical memorandum.

Task 3 - Conceptual Engineering

This task provides for focused conceptual engineering and optioneering in support of Tasks 2 and 8. Anticipated areas of focus include refining cost estimates for various project requirements (e.g. technology choice, regional integration, and station sizing), concept level constructability analysis, and confirmation of routing/location feasibility. Engineering designs and drawings will be provided electronically.

Task 4 - Funding Plan

Advance analysis of the potential size, capacity, and feasibility of various funding strategies, including local, regional, state, and federal opportunities. Examine and define local opportunities for value capture, including developing an order-of-magnitude range of potential returns for each strategy with concept level assumptions. Develop a refined indicative funding plan for discussion with partner agencies (Task 5), members of the public (Task 6), and elected officials.

Task 5 - Interorg Coordination

This task provides for ongoing coordination with local, regional, and state agencies. Additionally, this phase of work will convene a Technical Advisory Committee with representatives from a broad selection of agency partners to review and provide input on other study tasks and technical work.

Task 6 - Outreach & Engagement

Robust engagement will be critical in ensuring the durability of the recommendations of this phase of work. This task provides for extensive community-focused engagement with respect to project definition, phasing, and funding. Anticipated methods may include but are not limited to hosted community open houses throughout San Francisco, co-creation workshops, attendance at standing neighborhood and community meetings, online town halls and feedback opportunities, and polling. All opportunities will be provided with in-language interpretation or translation relevant to the community's needs.

Task 7 - Travel Demand & Project Performance

In support of Tasks 2 and 8, the project team will utilize the SF-CHAMP model and other appropriate tools to refine overall project performance metrics with the latest assumptions, including developing a performance profile for various options for project phasing and definition. Work in this task is anticipated to be iterative, with indicative modeling used to assist development of a range of options/alternatives, and more detailed analysis of the potential phasing or alternative options that advance through technical screening, interagency coordination, and community outreach.

Task 8 - Preliminary Alternatives Analysis

Supported by and advanced in parallel to Tasks 1-7, this task will develop and refine, through screening, analysis, and agency/community engagement, a refined universe of potential project alternatives. This task and study will not select a preferred alternative, but will seek to reduce the number of options for subway routing, station location and configuration, operations and maintenance facility size and location, regional integration, and train technology. Prior work has identified these as key early choices for the project to make with a high degree of influence on project scoping and cost; completing this initial work will help limit the focus of future Alternative Analysis, Preliminary Engineering, and Environmental Review phases which will ultimately recommend a single preferred alternative. This task will culminate in this phase's Final Report, to include findings and technical memorandum from Tasks 1-7.

Attachment 2 – Project Location Map



OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

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

San Francisco Supplemental Project Evaluation Criteria

Project Eligibility

Confirm San Francisco County eligibility requirements.

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

Sponsor Project Priority Order

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

Increase Safety

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

The Geary/19th Avenue subway has the potential to markedly improve safety on long stretches of High Injury Network streets. Except for a ½ mile stretch between Jordan Avenue and Collins Street, the three-mile stretch of Geary Boulevard and O'Farrell Street (Geary's eastbound counterpart when Geary changes to a one-way westbound road at Gough Street) between Park Presidio Boulevard and Market Street is fully on the High Injury Network.

Providing an underground alternative will shift a substantial portion of the travel demand between the Richmond and Western Addition and downtown to the grade-separated subway, reducing auto trips and the potential for conflict with pedestrians and cyclists. Long stretches of other east-west thoroughfares like Fulton Street are also on the High Injury Network and could see a significant portion of trips switching to the subway. Early analysis projects that average vehicle miles traveled (VMT) per capita in the Richmond could reduce by 11 percent with the Geary/19th Avenue subway.

The Geary/19th Avenue subway would also contribute to safety improvements on the High Injury Network south of Golden Gate Park. Over three miles of 19th Avenue is on the High Injury Network. Most of Lincoln Way is as well, along with portions of streets like Taraval, Ocean, and Junipero Serra. With the subway, many car trips on these roads would shift to rail. The project could result in an 11 percent reduction in VMT per capita.

Neighborhoods closer to downtown are very impacted by traffic safety. Nearly the whole of the Tenderloin, Civic Center, and South of Market neighborhoods are on the High Injury Network. The Geary/19th Avenue Subway would reduce auto trips into this core. Depending on the configuration, the subway could also result in substantial modal shift for trips from the East Bay or Peninsula, which would further ease traffic pressures in downtown and make walking and biking easier.

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 Geary/19th Avenue subway would result in a completely grade-separated and dedicated transit route between western neighborhoods and downtown. Though buses like the 1, 5, 6, 7, 28, and 38 and light rail lines like the N are high ridership routes today and have received investments in transit priority, their reliability is still impacted by the inherent limitations of sharing congested city streets. Operating underground, the subway will not be impacted by regular traffic, special events, construction, or other factors that hamper bus and light rail performance on the surface.

The subway would also be constructed to be fully accessible. Not all bus stops and light rail stops can accommodate fully accessible boarding today. Although SFMTA works to identify accessibility upgrades to accompany projects like its Muni Forward work, the constraints of the built environment do not allow for fully modernized accessibility upgrades at all stops.

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

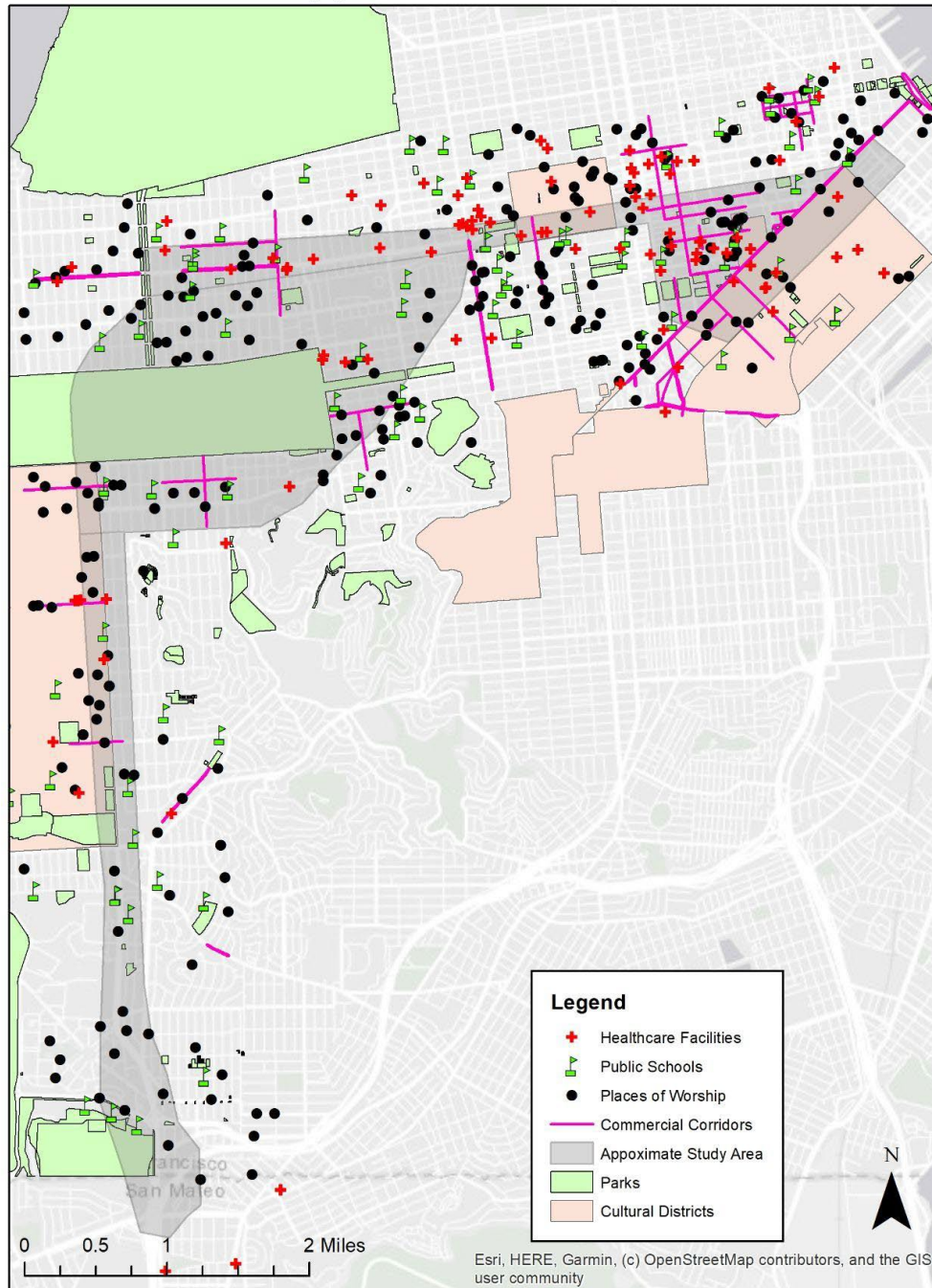
Describe how the project improves access to schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites and destinations. Include a map of the project location in relation to relevant community sites as an attachment to the project application.

The Geary/19th Avenue Subway will provide improved access to a number of non-work destinations. The proposed alignment traverses some of the busiest corridors for schools, parks, community resources, elderly care, and cultural institutions in the Bay Area. Notable western San Francisco destinations accessible within a few blocks of the potential alignment include:

- Schools: San Francisco State University, University of San Francisco, Lowell High School, Lincoln High School, Wallenburg High, and other public middle schools, public elementary schools, and private schools.
- Parks: Golden Gate Park, Mountain Lake Park, Stern Grove, Hamilton Recreation Center, Kimball Park
- Elderly Care: The Avenues Transitional Care, Institute on Aging, Sagebrook Senior Living, Ardenwood
- Hospitals: Kaiser Permanente San Francisco Medical Center, Kaiser Permanente French Campus, California Pacific Medical Center Van Ness, UCSF Medical Center at Mount Zion, UCSF Parnassus Campus, UCSF Stanyan Hospital, Kentfield Hospital
- Cultural destinations: California Academy of the Sciences, De Jong Museum, Fillmore music hall, Japantown Mall, Stonestown Mall

This is only a small sampling of the key non-work destinations made more accessible in western neighborhoods. The project would also better link these western neighborhoods with the abundant destinations closer to San Francisco's downtown core.

Community Sites within 0.5 Miles of the Approximate Study Area



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.

This request is for planning and project development only and will not result in construction. A key task for this phase will be to identify strategies to minimize construction cost and disruption, or identify areas where there are tradeoffs between these objectives. Lessons learned from recent and current subway projects in the Bay Area, such as the T-Third Central Subway and the VTA BART to Silicon Valley extension, will be included.

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 competes poorly for other discretionary fund sources (explain)
- ☐ Other ____ (explain)

As the project advances into future phases, we expect it to be competitive for multiple sources of funding. However, the current phase of work - initial planning - is challenging to fund given project status and cost. With the investments in this phase, however, future funding sources will be unlocked, including federal sources such as CIG.

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

Project Name:	Geary/19th Ave Subway (Preliminary Alternatives Analysis)
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	%	In-house,	Month	Calendar	Month	Calendar
Planning/Conceptual Engineering	10%	Both	Apr	2027	Jun	2029
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)					N/A	N/A
Open for Use	N/A	N/A	N/A	N/A		

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

Project Name:	Geary/19th Ave Subway (Preliminary Alternatives Analysis)
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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	\$15,000,000	\$1,500,000	\$1,500,000	\$12,000,000	Owner's Estimate	FY2026/27
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$0					
Right-of-Way	\$0					
Construction	\$0					
TOTAL PROJECT COST	\$15,000,000	\$1,500,000	\$1,500,000	\$12,000,000		*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	\$1,500,000	N/A	N/A	\$1,500,000
<i>Prop L</i>		\$1,500,000		\$1,500,000
<i>TBD</i>	\$12,000,000			\$12,000,000
TOTAL	\$13,500,000	\$1,500,000	\$0	\$15,000,000

Comments

Full Alternatives Analysis and Preliminary Engineering is estimated to cost approximately \$15m. This request represents a phased approach to funding and advancing the Planning/Conceptual Engineering phase, with independent utility in this phase to narrow the universe of alternatives and advance project understanding with stakeholders and community members. Schedule reflects this initial phase only.

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

PROJECT BUDGET TEMPLATE - PLANNING, CER

MAJOR LINE ITEM BUDGET FOR PLANNING

BUDGET SUMMARY

Budget Line Item	Task 1 - Project Management & Oversight	Task 2 - Project Phasing	Task 3 - Conceptual Engineering	Task 4 - Funding Plan	Task 5 - Interorg Coordination	Task 6 - Outreach & Engagement	Task 7 - Travel Demand & Project Performance	Task 8 - Preliminary Alternatives Discussion	Contingency	Total
SFCTA	\$ 110,000	\$ 100,000	\$ 75,000	\$ 75,000	\$ 160,000	\$ 230,000	\$ 200,000	\$ 120,000		\$ 1,070,000
SFMTA (via MOA - see note)	\$ 40,000	\$ 50,000	\$ 25,000	\$ 50,000	\$ 40,000	\$ 120,000	\$ 25,000	\$ 80,000		\$ 430,000
Consultant	\$ 50,000	\$ 100,000	\$ 400,000	\$ 125,000		\$ 200,000	\$ 75,000	\$ 200,000		\$ 1,150,000
Other Direct Costs *						\$ 50,000				\$ 50,000
Contingency									\$ 300,000	\$ 300,000
Total	\$ 200,000	\$ 250,000	\$ 500,000	\$ 250,000	\$ 200,000	\$ 600,000	\$ 300,000	\$ 400,000	\$ 300,000	\$ 3,000,000

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

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Executive Director	38	\$ 189.94	2.70	\$ 511.97	0.02	\$ 19,455
Chief Deputy Director	40	\$ 132.58	2.70	\$ 357.35	0.02	\$ 14,294
Director of Strategy	150	\$ 118.17	2.70	\$ 318.51	0.08	\$ 47,777
Deputy Director for Planning	150	\$ 118.88	2.70	\$ 320.44	0.08	\$ 48,066
Principal Transportation Planner (Planning)	1,500	\$ 84.07	2.70	\$ 226.62	0.80	\$ 339,930
Senior Transportation Planner (Planning)	800	\$ 72.49	2.70	\$ 195.40	0.43	\$ 156,320
Deputy Director for Capital Projects	80	\$ 139.67	2.70	\$ 376.47	0.04	\$ 30,118
Principal Engineer (Capital Projects)	200	\$ 107.06	2.70	\$ 288.57	0.11	\$ 57,714
Senior Manager (Data & Forecasting)	80	\$ 126.01	2.70	\$ 339.65	0.04	\$ 27,172
Manager (Data & Forecasting)	120	\$ 111.97	2.70	\$ 301.81	0.06	\$ 36,217
Senior Transportation Modeler (Data & Forecasting)	200	\$ 83.71	2.70	\$ 225.64	0.11	\$ 45,128
Transportation Modeler (Data & Forecasting)	80	\$ 66.91	2.70	\$ 180.35	0.04	\$ 14,428
Deputy Director for Policy & Programming	80	\$ 118.88	2.70	\$ 320.44	0.04	\$ 25,635
Transportation Planner (PPD)	120	\$ 62.42	2.70	\$ 168.25	0.06	\$ 20,190
Director of Communications	120	\$ 101.67	2.70	\$ 274.05	0.06	\$ 32,886
Principal Graphic Designer (Comms)	240	\$ 67.51	2.70	\$ 181.96	0.13	\$ 43,670
Senior Communications Specialist (Comms)	400	\$ 75.13	2.70	\$ 202.51	0.21	\$ 81,004
Intern	400	\$ 28.00	2.70	\$ 75.47	0.21	\$ 30,188
Total	4798				2.55	\$ 1,070,000

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5502 Project Manager 1 - Streets	300	\$ 92.21	2.53	\$ 233.01	0.16	\$ 69,903
5289 Transportation Planner 3 - Streets	600	\$ 74.63	2.57	\$ 191.72	0.32	\$ 115,032
5288 Transportation Planner 2 - Streets	300	\$ 62.88	2.62	\$ 164.60	0.16	\$ 49,380
5211 Senior Engineer - CP&C	300	\$ 116.58	3.26	\$ 379.52	0.16	\$ 113,856
5241 Engineer - CP&C	248	\$ 100.73	3.28	\$ 330.85	0.13	\$ 82,051
Total	1748				0.93	\$ 430,000

Note: SFCTA is the single applicant for this request and will enter into an MOA agreement with SFMTA to reimburse for work and scope. Within the total cost estimate, agency and consultant shares may vary depending on final determination of roles and responsibilities.

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:	Geary/19th Ave Subway (Preliminary Alternatives Analysis)
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	\$1.5M OBAG (\$3M total cost for this phase)
Completion Year:	This Phase: 2029; Project: 2050
General Notes: <i>Optional</i>	Information provided below is based on estimates for a completed and delivered subway project. The requested phase of work is planning only and will not result in construction at its completion.

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>
Select facility type	Project length	Total facility length (incl. project)
Select facility type	Project length	Total facility length (incl. project)
Select facility type	Project length	Total facility length (incl. project)
Select facility type	Project length	Total facility length (incl. project)

Crossing County/Type

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

Additional Project Information

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

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Posted Speed Limit: MPH	Posted speed limit
Daily Traffic: Average annual daily traffic volume (AADT), both directions	Average daily traffic
Daily Traffic Year: Year AADT measured (use most recent data available)	Measurement year
Parallel Roadway Type, if Applicable: Functional class of adjacent corridor	Roadway type
Parallel Roadway Lanes, if Applicable: Both directions	Lane count
Parallel Posted Speed Limit, if Applicable: MPH	Posted speed limit
Parallel Daily Traffic, if Applicable: Average annual daily traffic volume (AADT), both directions	Average daily traffic
Parallel Daily Traffic Year, if Applicable: Year parallel AADT measured (use most recent data available)	Measurement year
Nearby Destinations: Activity centers within 1/2 mile of project, including banks, churches, hospitals/clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges	Destination count
Nearby Colleges/Universities: Within 2 miles of project	College and/or university count
Additional Notes: Optional	Additional notes (optional)

Rideshare Programs

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

Version 1.2



Current Daily Ridership: <i>Average number of current weekday riders</i>	63,000 on buses in corridor; 0 on rail transit (no current subway in corridor)
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	2026
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	SFMTA
Future Daily Ridership: <i>Projected number of weekday riders</i>	314,000 (2050, total ridership on project); 106,000 (2050, net new transit riders)
Description: <i>List elements resulting in service and/or frequency improvements</i>	The creation of a new subway line serving high-density areas without rail connections today would result in substantial ridership demand.
Additional Notes: <i>Optional</i>	Current ridership combines SFMTA data for the 38/38R bus, which serves Geary, and the 28/28R bus, which serves 19th Avenue. The Geary and 19th Avenue corridors are only served by bus today. Early ridership analysis projects between 162,000 - 314,000 daily trips on the Geary/19th Avenue subway. Since there will be some bus to rail mode shift, between 62,000 and 106,000 of those are projected to be net new trips. The future daily ridership does not account for increased transit boardings elsewhere in the region (i.e., new trips made on a connecting service now that a transfer is available to the Geary/19th Avenue Subway).

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>	5-6 new grade separated rail rapid transit stops, specific number and configuration to be determined
Roadway Improvements: <i>List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length</i>	<i>Description of roadway improvements</i>
Active Transportation Improvements: <i>List bicycle/pedestrian access improvements, including length of new path if applicable</i>	Station access improvements to be determined at a later phase of the project.
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

MTC CMAQ Air Quality Calculation Inputs

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Transit Fleet Expansion

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>
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>

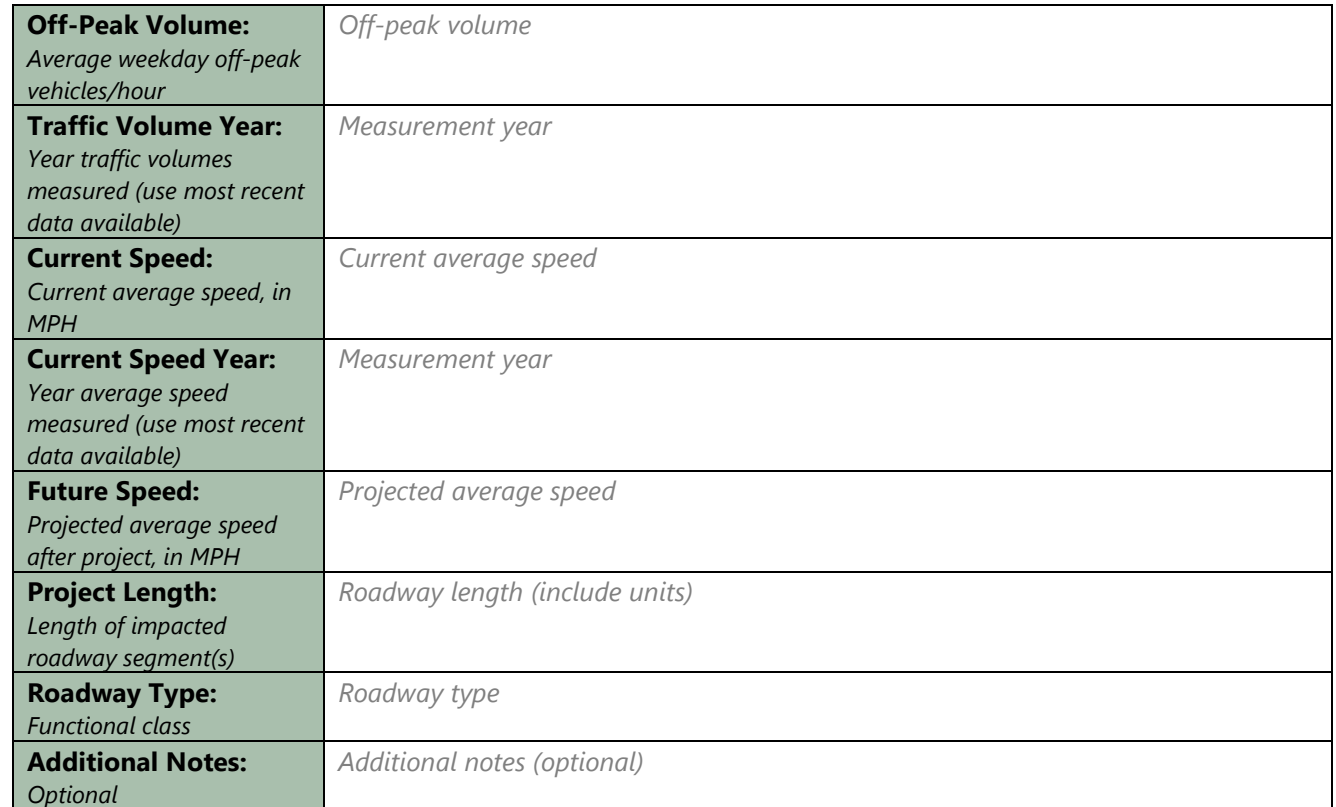
Electric Vehicle Charging Stations

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>

Version 1.2



Existing Turn Percentages

[illegible][illegible]

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



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>
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>
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



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>
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

California Legislature

July 10 2026

Mr. Andrew Fremier
Executive Director, Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Re: Support for the One Bay Area Grant Cycle 4 (OBAG 4) Application for the San Francisco County Transportation Authority's (SFCTA) Geary/19th Avenue Subway project

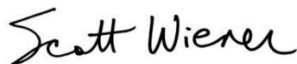
Dear Director Fremier,

On behalf of San Francisco's legislative delegation, we urge you to support SFCTA's request for OBAG 4 grant funding to advance planning for the Geary/19th Avenue Subway project. The project represents a transformative investment in the Bay Area's transportation network, advancing planning for a subway connecting high demand markets that are underserved by rail today.

This project is critical for meeting the goals outlined in Plan Bay Area 2050+. The high forecasted ridership of the Geary/19th Avenue Subway would reduce auto mode share, reducing vehicle miles traveled and greenhouse gas emissions. This mode shift would also make our streets safer for pedestrians, bicyclists, and transit riders. Transit investment in the areas to be served by the subway are also critical to realizing San Francisco's housing production targets.

The Geary/19th Avenue Subway is an investment in equity. Equity Priority Communities (EPCs) would be the largest beneficiaries of key project benefits, increasing access to jobs via transit. The subway would also unlock more convenient access for car-free households to schools, medical centers, major parks, museums, and more. These benefits accrue in EPCs in San Francisco and across the Bay Area, as the subway will facilitate seamless transfers or run-through service with other regional transit. For these reasons, we strongly support SFCTA's OBAG 4 application for the Geary/19th Avenue Subway project.

Sincerely,



Scott Wiener
Senator, 11th District



Catherine Stefani
Assemblymember, 19th District



Matt Haney
Assemblymember, 17th District



July 10, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Seamless Bay Area urge you to support the San Francisco County Transportation Authority's (SFCTA) request for One Bay Area Grant Cycle 4 County Program grant funding to advance planning for the Geary/19th Avenue Subway project. The project represents a transformative investment in the Bay Area's transportation network, advancing planning for a subway connecting high demand markets that are underserved by rail today.

This project is an important part of meeting the goals outlined in Plan Bay Area 2050+. The high forecasted ridership of the Geary/19th Avenue Subway would result in significant mode shift away from auto trips, reducing vehicle miles traveled and greenhouse gas emissions. This mode shift would also help reduce traffic volumes on surface streets, contributing to Vision Zero efforts to make our streets safer for pedestrians, bicyclists, and transit riders. Investments into mass transit in the areas to be served by the Subway are also critical to realizing San Francisco's housing production targets.

The Geary/19th Avenue Subway is an investment in equity. Early analysis suggests that residents of Equity Priority Communities (EPCs) would be the largest beneficiaries of key project benefits, like increased access to jobs via transit. The subway would also unlock more convenient access for car-free households to important community resources like schools, medical centers, major parks, museums, and more. These benefits would accrue to EPCs in San Francisco and throughout the region, as the subway will facilitate seamless transfers or run-through service with other regional transit operations.

Seamless Bay Area supports a world-class, rider-friendly, well-connected equitable and accessible public transportation system for the San Francisco Bay Area that is easily accessible by active transportation, where communities and transit are planned together. This project represents an important improvement to one of the highest used transit corridors in the city and region, with opportunities for better transit connections and support for housing goals.

We strongly support SFCTA's application for OBAG Cycle 4 funds for the Geary/19th Avenue Subway project to assess opportunities to deliver this project in a well-connected, cost-effective and timely manner.

Sincerely,

A handwritten signature in black ink, appearing to be 'Adina', with a horizontal line extending to the left and a vertical line extending downwards from the end of the signature.

Adina Levin
Executive Director
Seamless Bay Area
<https://seamlessbayarea.org>
650-646-4344



July 10, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Transbay Coalition, I urge you to support the San Francisco County Transportation Authority's (SFCTA) request for One Bay Area Grant Cycle 4 County Program grant funding to advance planning for the Geary/19th Avenue Subway project. The project represents a transformative investment in the Bay Area's transportation network, advancing planning for a subway connecting high demand markets that are underserved by rail today.

This project is an important part of meeting the goals outlined in Plan Bay Area 2050+. The high forecasted ridership of the Geary/19th Avenue Subway would result in significant mode shift away from auto trips, reducing vehicle miles traveled and greenhouse gas emissions. This mode shift would also help reduce traffic volumes on surface streets, contributing to Vision Zero efforts to make our streets safer for pedestrians, bicyclists, and transit riders. Investments into mass transit in the areas to be served by the Subway are also critical to realizing San Francisco's housing production targets.

The Geary/19th Avenue Subway is an investment in equity. Early analysis suggests that residents of Equity Priority Communities (EPCs) would be the largest beneficiaries of key project benefits, like increased access to jobs via transit. The subway would also unlock more convenient access for car-free households to important community resources like schools, medical centers, major parks, museums, and more. These benefits would accrue to EPCs in San Francisco and throughout the region, as the subway will facilitate seamless transfers or run-through service with other regional transit operations.

Transbay Coalition represents over 14,000 transit riders in the 9 County Bay Area and we firmly believe in this project's ability to make SF more accessible and transit friendly while connecting in with other regional transit options.

Transbay Coalition strongly supports the SFCTA's application for OBAG Cycle 4 funds for the Geary/19th Avenue Subway project.

Sincerely,

Carter Lavin
Co-Founder
Transbay Coalition