

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)

OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Digital Wayfinding and New Paratransit Software Procurement

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).

4th priority out of 6 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 Digital Wayfinding project will be implemented at up to five Muni bus routes that serve Equity Priority Communities and all underground Muni Metro stations, helping vulnerable transit riders, such as seniors and individuals with disabilities who are disproportionately affected by traffic violence in San Francisco, successfully navigate complex street environments safely. It provides a data-driven feedback loop that helps planners continuously refine and execute local Vision Zero safety goals. As vulnerable residents, seniors, and paratransit riders interact with these digital tools, the platforms securely log real-time data on localized traffic delays, high-demand pickup zones, and specific physical barriers that cause pedestrians to abandon a route. This telemetry gives municipal planners empirical, real-world evidence to allow them to precisely target future infrastructure spending. By highlighting exactly where a corridor lacks accessible infrastructure, the software ensures that San Francisco's physical and digital resources work in tandem to eliminate traffic fatalities.

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](#).

Digital wayfinding increases transit accessibility, reliability, and connectivity across San Francisco through the installation of navigational wayfinding along key Muni routes and stations and the procurement/maintenance of software for NEMT Paratransit reimbursement. It provides additional sources for transit information, especially at temporary stop relocations due to special events or repairs and permanent changes to help speed up service, and it directly mitigates the resulting confusion or extended walking distances for vulnerable passengers. The project installs interactive, high-contrast displays featuring tactile panels for low-vision riders and responsive QR codes for mobile screen-readers to ensure that vital travel information improvements are universally accessible. This information can be also provided in non-English formats, such as Spanish, Chinese, Tagalog, and Vietnamese.

Indirectly, the NEMT software, which facilitates reimbursement for eligible Paratransit trips, reduces the need to use SFMTA operating funds. Paratransit has historically relied on local funding sources, but this specialized software allows the agency to tap directly into state healthcare budgets for Medi-Cal eligible medical trips. Bringing in new revenue would allow SFMTA to reinvest designated funds to accelerate high-priority enhancements, such as purchasing redundant underground elevator units or expanding elevated concrete boarding islands in Equity Priority Communities.

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.

Digital wayfinding directly improves access to schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites and destinations by removing the informational and cognitive barriers that frequently isolate transit-dependent populations. For older adults trying to access senior centers or medical appointments, the platform replaces the anxiety of navigating overlapping, separate transit lines through providing a QR code app that provides real time transit information and directions to navigate transit stations.

Furthermore, digital wayfinding advances transit equity by customizing critical destination information to the specific demographic and physical needs of local neighborhoods. It embeds responsive, high-contrast QR codes at transit shelters, to give people information on transit routes and community facility maps in multiple languages. For passengers utilizing wheelchairs, walkers, or strollers to visit community anchors, it integrates directly with station asset management systems. This connection streams real-time elevator and escalator uptime alerts to riders before they even

board, while simultaneously mapping step-free, accessible pathways through the surrounding urban environment to guide them smoothly through the final block of their journey.

Project locations have not been finalized yet beyond 5 Muni routes and all underground Muni Metro stations.

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.

To achieve cost savings, staff will coordinate with the Service Planning team to determine if there are upcoming stop changes or construction-related activities. If so, staff will coordinate for the installation of the wayfinding technology so we can make use of existing outreach around new signage and planned construction for its installation. Two potential bus lines are slated for such signage updates so depending on the approval and distribution of funds, staff can prioritize the planning and design engineering for this project.

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)

Although the project is eligible and competes well for other fund sources, the project still has a funding gap due to a scoring error of another grant application. The project currently has funding from FTA 5310 administered by Caltrans that funds a portion of the project, but Caltrans' score of our FTA 5310 application differed from their rubric. Upon Caltrans' further review, had it been scored correctly, we would have received the full ask amount. Since Caltrans already made the awards, the project still has a funding gap. OBAG 4 will fill that funding gap and enable the project to expand its scope to cover more Muni routes and stations.

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

Project Name:	
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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			In-house	Oct	2026	Dec	2026
Environmental Studies (PA&ED)							
Design Engineering (PS&E)				Jan	2027	Jun	2027
Right-of-way							
Advertise Construction			N/A			N/A	N/A
Start Construction (e.g. Award Contract)			Both	Jul	2027	N/A	N/A
Open for Use		N/A	N/A	N/A	N/A	Sept	2031

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

Project Name: 0

COST ESTIMATE		Funding Source by Phase				Desired Federal Fiscal Year (FFY) for OBAG Funds (Oct 1 - Sept 30)*
Phase	Cost	OBAG 4	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineering	\$14,273	\$14,273				2027
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$72,235	\$47,235		\$25,000	General Fund	2027
Right-of-Way	\$0					
Construction	\$488,228	\$445,228		\$43,000	General Fund	2027
TOTAL PROJECT COST (Rounded)	\$575,000	\$507,000	\$0	\$68,000		*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	\$507,000	N/A	N/A	\$507,000
<i>General Fund</i>		\$68,000		\$68,000
<i>Source 2</i>				\$0
TOTAL	\$507,000	\$68,000	\$0	\$575,000

Comments

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

PROJECT BUDGET TEMPLATE - PLANNING, CER

General Instructions

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

For **Conceptual Engineering Reports:**

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

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

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

MAJOR LINE ITEM BUDGET FOR PLANNING

BUDGET SUMMARY						
Budget Line Item	Task 1 - (e.g., Project Initiation)	Task 2 - (e.g., Needs and Opportunity Assessment)	Task 3 - (e.g., Public Participation)	Task 4 - (e.g., Develop Recommendations)	Task 5 - (e.g., Project Management)	Total
SFMTA	\$ 4,041	\$ -	\$ -	\$ 5,667	\$ 12,628	\$ 22,336
Agency 1 (e.g., SFCTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,041	\$ -	\$ -	\$ 5,667	\$ 12,628	\$ 22,336

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

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

DETAILED LABOR COST ESTIMATE - BY AGENCY						
Agency 1 (e.g., SFMTA)	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner IV	4	\$ 88.47		\$ 232.59	1.00	\$ 930
Transportation Planner III	36	\$ 74.63		\$ 199.20	1.00	\$ 7,171
Transportation Planner II	36	\$ 62.88		\$ 171.41	1.00	\$ 6,171
Total	76.00				3.00	\$ 14,273

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

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

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

General Instructions

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

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

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

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

BUDGET SUMMARY		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 47,235	
2. Consultant		
3. Other Direct Costs *		
4. Contingency		0%
TOTAL PHASE	\$ 47,235	

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 47,235
Agency 2 (e.g. SFPW)	
TOTAL	\$ 47,235

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	SFMTA	Agency 2 (e.g., SFMTA)
1. Contract (Procurement)					
Task 1: Muni Metro Station (up to 12 stations)			\$ 168,000.00		
Task 2: Muni Bus Route (up to 550 bus stops)			\$ 108,284.00		
Task 3: NEMT Software			\$ 60,000.00		
Task 4:					
Subtotal	\$ 336,284		\$ 336,284.00		
2. Construction Management/Support	\$ 108,944			\$ 108,944	
3. Other Direct Costs	\$ -				
4. Contingency	\$ -	0%			
TOTAL CONSTRUCTION PHASE	\$ 445,228		\$ 336,284	\$ 108,944	\$ -

* 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.

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

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:

Digital Wayfinding and New Paratransit Software Procurement

Project Location:

San Francisco

Project Description:

The Digital Wayfinding and New Paratransit Software Procurement project supports the public transit and paratransit service in San Francisco through the installation of navigational wayfinding along key Muni routes and stations, and the procurement of software for the reimbursement of Non-Emergency Medical Transportation (NEMT) Paratransit trips.

Project Phase(s):

Preliminary Engineering (PE), Construction (CON)

Project Mode(s):

Roadway Transit (bus, light rail, streetcar)

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:

Other

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

MTC Coordinated Public Transit-Human Services Transportation Plan (December 2024)

Healthcare Access: The Plan identified transportation for dialysis patients and the lack of affordable non-emergency medical transportation options as critical needs. The needs assessment specifically calls out the commingling of paratransit and Medi-Cal-funded trips to healthcare as a potential solution, (pp. 61 and 72). This need will be addressed with the NEMT billing software.

Information Access: Stakeholders highlighted the need for available and reliable information that is ADA accessible, from bus timetables to cancellation notices, elevator issues, and route changes. (p. 61) Frank Welte with the San Francisco LightHouse for the Blind and Visually Impaired is quoted in the Coordinated Plan under the Needs Assessment Summary section Appendix F Page F.10 identifying what support services people could use: "Overall trends in the blind community are towards greater use of wayfinding technology. Transit agencies still have room for improvement in making their apps more accessible. For example, Washington DC Metro has good indoor mapping options such as Waymaps and Goodmaps." This need will be addressed with the proposed wayfinding solutions.

SFMTA Accessible Transportation Needs Assessment (2024)

SFMTA conducted a 2024 Accessibility Needs Survey, receiving 1,300 responses from seniors, individuals with disabilities, community advocates, and members of the public to identify priority projects. Improved wayfinding while navigating the public transit system in San Francisco as identified as a priority. This need will be addressed with the proposed wayfinding solutions.

SFMTA Southeast San Francisco Mobility Hubs Plan (2026)

Wayfinding referenced throughout, with fragmented wayfinding between BART, Muni Metro, and bus stops, resulting in confusing transfers and unclear paths identified as a key issue, particularly in the Balboa Park area. This need will be addressed with the proposed wayfinding solutions.

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 SFMTA designs for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board.

Is there a MTC Mobility Hub within the project area?

Yes

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

Project team will work directly with Muni operations, Bay Wheels bike share, taxi drivers, and internal bike and car parking/curb access teams. The project will support improved transit and inter-modal access.

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:

Non-Emergency Medical Transportation software and digital wayfinding helps planners continuously refine and execute local safety goals by providing information to users and staff on accessible infrastructure, enabling seniors and people with disabilities to navigate complex street environments safely.

Infrastructure elements included in this phase of the project:

Other: Digital wayfinding installed at existing transit stops

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:

011700, 012501, 012402, 017601, 020100, 011300, 061100, 017801

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

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

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

No

Description of transit routes/stations and measures to mitigate impacts:

Digital wayfinding will be installed at up to 12 underground Muni Metro Stations and at two to-be-determined Muni bus routes. There are no mitigation measures needed.

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

Yes

Has a local BPAC reviewed this Checklist?

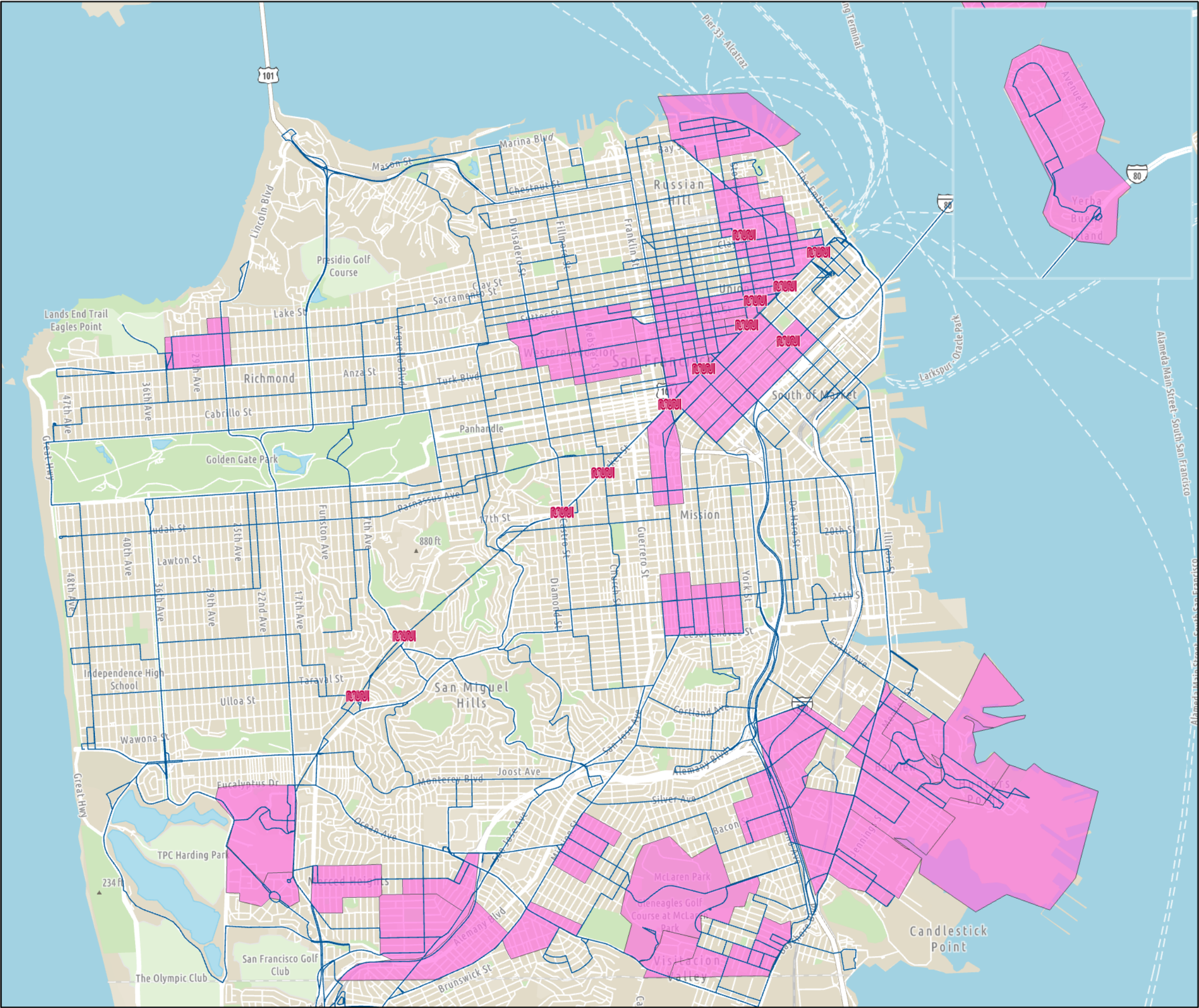
No

BPAC meeting date(s):

2026-08-06

Generated on: 7/2/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493



Project Area Map

Digital Wayfinding and New Paratransit Software Procurement

July 2026

The project supports the public transit and paratransit service in San Francisco through the installation of navigational wayfinding along five Muni routes and all underground stations and the procurement/maintenance of software for NEMT Paratransit reimbursement.

- ### LEGEND
- Project locations: SFMTA Underground Muni Metro Stations
 - Project location options: SFMTA Muni routes that intersect EPCs
 - Equity Priority Communities

0.2 miles

Scale 1:51,345

Date Saved: 7/7/2026

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



OFFICE OF THE MAYOR
SAN FRANCISCO



DANIEL LURIE
MAYOR

June 30th, 2026

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

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

RE: Support for San Francisco Municipal Transportation Agency Applications for One Bay Area Grant Cycle 4 Program

Dear Executive Director Chang and Executive Director Fremier,

I am writing to express my support for the San Francisco Municipal Transportation Agency's (SFMTA's) applications for \$21 million for the One Bay Area Grant Cycle 4 (OBAG 4) Program funded by the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The projects SFMTA is applying for include:

1. **California Street Transit and Safety Project** – Design and construct transit reliability improvements for the 1 California bus route between 33rd Ave and Steiner St.
2. **Traffic Signal Cabinet and Fiber Communications Upgrade Program** – Upgrade traffic signal cabinets and communications infrastructure to improve reliability at 25 signalized intersections citywide.
3. **West Portal Station Horseshoe Improvement Project** – Plan and design transit reliability improvements at the key multimodal hub, West Portal Station.
4. **Accessible Wayfinding Equipment and Software** – Implement navigation and user experience software improvements for people with disabilities and anyone needing additional assistance.
5. **Chinatown Community-based Transportation Plan** – Develop Community-based Transportation Plan for a unified multimodal transportation vision in Chinatown.
6. **Howard Streetscape** – Construct bicycle, pedestrian, loading and parking, and public realm improvements on Howard St between 4th St and 11th St.

These projects represent a coordinated and forward-looking investment strategy that positions San Francisco and the Bay Area to meet regional transportation goals. Thank you for your consideration for these important investments for San Francisco residents.

At my best,

A handwritten signature in black ink, appearing to read "Daniel Lurie", written over a horizontal line.

Daniel Lurie
Mayor of San Francisco

1 DR. CARLTON 8. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

California Legislature

July 10, 2026

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

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

RE: Support for San Francisco Municipal Transportation Agency's (SFMTA) Applications for One Bay Area Grant Cycle 4 (OBAG 4) Program

Dear Directors Chang and Fremier,

On behalf of San Francisco's legislative delegation, we write to express our support for the SFMTA's applications for the OBAG 4 Program. The projects include:

- **California Street Transit and Safety Project** – Design and construct transit reliability improvements for the 1 California bus route between 33rd Ave and Steiner St.
- **Traffic Signal Cabinet and Fiber Communications Upgrade Program** – Upgrade traffic signal cabinets and communications infrastructure at 25 signalized intersections citywide.
- **West Portal Station Horseshoe Improvement Project** – Plan and design transit reliability improvements at the important connection point at West Portal Station.
- **Accessible Wayfinding Equipment and Software** – Implement navigation and user experience software improvements to improve accessibility within the Muni system.
- **Chinatown Community-based Transportation Plan** – Develop Community-based Transportation Plan for a unified multimodal vision in the Chinatown neighborhood.
- **Howard Streetscape** – Construct bicycle, pedestrian, loading and parking, and public realm improvements on Howard St. between 4th St and 11th St.

These projects represent a coordinated and forward-looking investment strategy that positions San Francisco and the Bay Area to meet regional transportation, climate, and equity goals. For these reasons, we support these applications and urge your consideration.

Sincerely,



Scott Wiener
Senator, 11th District



Catherine Stefani
Assemblymember, 19th District



Matt Haney
Assemblymember, 17th District

San Francisco Paratransit Coordinating Council
c/o Muni
1 South Van Ness, 7th floor, San Francisco, CA 94103
(415) 646-2760

September 3, 2025

Mr. Mark Barry, Branch Chief
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: SFMTA Application for 2025 FTA 5310 Program Funds

Dear Mr. Barry,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) application for funding through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) administered by the California Department of Transportation (Caltrans). The SFMTA is proposing a program that will test innovative technologies targeted towards people with disabilities utilizing transit, paratransit, and taxis. The project will address key needs identified by the Metropolitan Transportation Commission's Coordinated Plan, including wayfinding apps for riders with disabilities, paratransit fare payments through Clipper, and the commingling of paratransit and Medi-Cal funded trips for health care appointments.

The Paratransit Coordinating Council (PCC) is comprised of seniors and people with disabilities who are regular consumers of the SF Paratransit service, representatives from community organizations, and service providers. As chair, our committee advises the SFMTA on the SF Paratransit program and transportation issues that impact our ability to navigate San Francisco and its surrounding region.

One in ten San Francisco residents report a disability, among them people with mobility, cognitive, and sensory disabilities, as well as people who face barriers to independent living and personal care. San Francisco is also home to an estimated 187,000 adults aged 60 and older, a population that is continuing to grow. Many accessibility improvements are needed to allow people with disabilities and others to travel more independently throughout our region.

I urge you to consider the SFMTA's applications for both capital and mobility management. We appreciate Caltrans' support of the SFMTA's goals to eliminate barriers and deliver reliable and equitable transportation services for all users.

Sincerely,

Marty Smith

San Francisco Paratransit Coordinating Council
c/o Muni
1 South Van Ness, 7th floor, San Francisco, CA 94103
(415) 646-2760

Marty Smith
Chair, Paratransit Coordinating Council

:LIGHTHOUSE:

FOR THE BLIND AND VISUALLY IMPAIRED

September 3, 2025

Mr. Mark Barry, Branch Chief
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: **SFMTA Application for 2025 FTA 5310 Program Funds**

Dear Mr. Barry,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) application for funding through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) administered by the California Department of Transportation (Caltrans). The SFMTA is proposing a program that will test innovative technologies targeted towards people with disabilities utilizing transit, paratransit, and taxis. The project will address key needs identified by the Metropolitan Transportation Commission's Coordinated Plan, including wayfinding apps for riders with disabilities, paratransit fare payments through Clipper, and the commingling of paratransit and Medi-Cal funded trips for health care appointments.

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I urge you to consider the SFMTA's applications for both capital and mobility management. We appreciate Caltrans' support of the SFMTA's goals to eliminate barriers and deliver reliable and equitable transportation services for all users.

Sincerely,



Brandon Cox
Interim Chief Executive Officer
Lighthouse for the Blind and Visually Impaired



P.O. Box 423388
San Francisco, CA 94142
415-546-1333
www.sdaction.org

August 29, 2025

Mr. Mark Barry, Branch Chief
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: SFMTA Application for 2025 FTA 5310 Program Funds

I am writing on behalf of Senior and Disability Action (SDA) to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) application for funding through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) administered by the California Department of Transportation (Caltrans). The SFMTA is proposing a program that will test innovative technologies targeted towards people with disabilities utilizing transit, paratransit, and taxis. The project will address key needs identified by the Metropolitan Transportation Commission's Coordinated Plan, including wayfinding apps for riders with disabilities, paratransit fare payments through Clipper, and the commingling of paratransit and Medi-Cal funded trips for health care appointments.

One in ten San Francisco residents report a disability, among them people with mobility, cognitive, and sensory disabilities, as well as people who face barriers to independent living and personal care. San Francisco is also home to an estimated 187,000 adults aged 60 and older, a population that is continuing to grow. Many accessibility improvements are needed to allow people with disabilities and others to travel more independently throughout our region.

SFMTA and SDA have a long professional relationship, working together on many transit related projects and campaigns, including our work together on the San Francisco Paratransit program. Based on history, it is our organization's opinion that SFMTA will execute the duties of their grant proficiently. I urge you to consider the SFMTA's applications for both capital and mobility management. We appreciate Caltrans' support of the SFMTA's goals to eliminate barriers and deliver reliable and equitable transportation services for all users.

Sincerely,

A handwritten signature in black ink that reads "Erik Greenfrost". The signature is written in a cursive, flowing style.

Erik Greenfrost
Executive Director
San Francisco Senior and Disability Action



*For people with intellectual
and developmental disabilities*

The Arc San Francisco

1500 Howard Street San Francisco, CA 94103

phone (415) 255.7200 fax (415) 255.9488

www.thearcsf.org

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September 3, 2025

Mr. Mark Barry, Branch Chief
California Department
of Transportation
1120 N Street
Sacramento, CA
95814

Re: SFMTA Application for 2025 FTA 5310 Program Funds

Dear Mr. Barry,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) application for funding through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) administered by the California Department of Transportation (Caltrans).

The SFMTA is proposing a program that will test innovative technologies targeted towards people with disabilities utilizing transit, paratransit, and taxis. The project will address key needs identified by the Metropolitan Transportation Commission's Coordinated Plan, including wayfinding apps for riders with disabilities, paratransit fare payments through Clipper, and the commingling of paratransit and Medi-Cal funded trips for health care appointments.

One in ten San Francisco residents report a disability, among them people with mobility, cognitive, and sensory disabilities, as well as people who face barriers to independent living and personal care. San Francisco is also home to an estimated 187,000 adults aged 60 and older, a population that is continuing to grow. Many accessibility improvements are needed to allow people with disabilities and others to travel more independently throughout our region.

Achieve with us.

I urge you to consider the SFMTA's applications for both capital and mobility management. We appreciate Caltrans' support of the SFMTA's goals to eliminate barriers and deliver reliable and equitable transportation services for all users.

Sincerely,

Esther Landau

A handwritten signature in black ink, appearing to be 'EL' with a stylized flourish at the end.

Sr. Director of Advancement
The Arc San Francisco
1500 Howard St.
San Francisco, CA 94102
elandau@thearcsof.org
415-918-7343