



**San Francisco
County Transportation
Authority**

BD091526

RESOLUTION NO. 27-11

RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE
4 (OBAG 4) PROJECT NOMINATIONS

WHEREAS, In February 2026, MTC adopted the OBAG Cycle 4 framework and made \$319 million in federal funds available regionwide in Fiscal Years 2026/27-2029/30 for the OBAG 4 County Program to support a wide range of projects that will advance implementation of the Regional Transportation Plan, incorporate recent MTC policy initiatives, address federal planning and programming requirements, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies, like the Transportation Authority; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 4 County Program priorities and submitting them to MTC by October 31, 2026; and

WHEREAS, By February 2027, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 14.8% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its estimated share of available funding capacity to ensure a sufficient pool of project nominations; and

WHEREAS, San Francisco's estimated share of revenues is \$56.7 million for the 120% target; and

WHEREAS, In April 2026, through approval of Resolution 26-52, the Transportation Authority Board adopted the OBAG 4 funding framework, including a funding distribution for San Francisco's \$56.7 million 120% target that set aside: \$2.15 million for CMA planning activities, \$5.84 million to the San Francisco



**San Francisco
County Transportation
Authority**

BD091526

RESOLUTION NO. 27-11

Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program, and \$48.66 million for a competitive call for projects, and;

WHEREAS, The adopted OBAG 4 funding framework also included local project screening and prioritization criteria (Attachment 1) (reflecting MTC-required criteria and additional San Francisco-specific criteria) to be used for the competitive call for projects; and

WHEREAS, Consistent with the Board-adopted OBAG 4 framework, on April 17, 2026, Transportation Authority staff issued a call for projects for \$48.66 million in OBAG 4 County Program funds, and received fourteen applications from six different agencies requesting a total of \$89.2 million by the July 7, 2026, deadline as summarized in Attachment 2; and

WHEREAS, Transportation Authority staff screened project submissions for eligibility and after determining that all applications received were eligible for OBAG County Program funds, then evaluated the applications by applying the Board-adopted prioritization criteria; and

WHEREAS, Transportation Authority staff recommended six projects on a Project List for the 120% Nomination Target, with all but one nominated for the full amount of OBAG funds requested, as described in Attachment 3; and

WHEREAS, The projects are listed in rank order which generally follow score order, except for SFMTA's West Portal Station Horseshoe Improvement project; and

WHEREAS, While the West Portal Station Horseshoe Improvement project scored well enough so as to have been seventh on the Project List for the 120% Nomination Target, staff recommended prioritizing the project for Prop D Transportation Network Company Tax funds to enable the project to move forward sooner, if ready; to avoid federalizing the project which triggers additional administrative and project delivery requirements; and to accommodate closer to the full OBAG amount requested for TIMMA's Treasure Island Electric Ferry Pilot within



**San Francisco
County Transportation
Authority**

BD091526

RESOLUTION NO. 27-11

the 120% nomination target given limited alternative fund sources to support transit operations; and

WHEREAS, Three of the applications received (San Francisco Public Works' Mission Street Safety Improvements, SFMTA's Howard Streetscape, and Caltrain's 22nd Street Station ADA Improvement) are for projects that also applied for or have pending grants from non-OBAG programs, and the outcomes of these pending grants could result in up to \$32.23 million of San Francisco's \$48.66 nomination target being fulfilled by other sources, as described in Attachment 3; and

WHEREAS, Due to these pending grants and in consultation with MTC, Transportation Authority staff recommended nominating seven projects in rank order for a Contingency List to ensure a sufficiently sized pool of San Francisco projects, and staff will coordinate with MTC to consider applying any additional or freed up OBAG 4 funds to unfunded projects in rank order, as shown in Attachment 3; and

WHEREAS, SFMTA's Digital Wayfinding and New Paratransit Software Procurement project was the lowest scoring application and is not competitive for OBAG, but is an important project for disadvantaged groups; and

WHEREAS, Staff recommended prioritizing SFMTA's Digital Wayfinding and New Paratransit Software Procurement project for prior year Prop L Paratransit program funds; and

WHEREAS, Programming and allocation of Prop D and Prop L funds are subject to future Board actions that staff anticipate will be agendized at a Board meeting later this fiscal year; and

WHEREAS, Transportation Authority staff will work with sponsors to identify alternative funding sources for projects that ultimately do not receive OBAG or other funding (e.g. from pending grants); and

WHEREAS, At its September 9, 2026 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it



**San Francisco
County Transportation
Authority**

BD091526

RESOLUTION NO. 27-11

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 4 Project Nominations, including the Project List for the 120% Nomination Target and the Contingency List, as shown in Attachment 3; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's project nominations and required supporting materials for the OBAG 4 County Program to the MTC by its October 31, 2026 deadline.

Attachments:

1. OBAG 4 San Francisco Screening and Prioritization Criteria
2. Summary of OBAG 4 Applications Received
3. Staff Recommended OBAG 4 Nominations in Rank Order



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County Transportation
Authority**

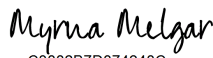
BD091526

RESOLUTION NO. 27-11

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 22nd day of September 2026, by the following votes:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (10)

Absent: Commissioner Sherrill (1)

DocuSigned by:
 9/22/2026
C3882B7D074248C...
Myrna Melgar Date
Chair

ATTEST: DocuSigned by:
 9/23/2026
FFD2528AB8BE49B...
Tilly Chang Date
Executive Director

ATTACHMENT 1**One Bay Area Grant (OBAG) Cycle 4****San Francisco Screening and Prioritization Criteria**

To develop a program of projects for San Francisco's OBAG 4 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 4 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 4 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4740](#) Attachment A: OBAG 4 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050+, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2050 or the underway SFTP 2050+ update).
5. Project must demonstrate the ability to meet all OBAG 4 programming policy requirements described in MTC Resolution 4740, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual.

Additional Screening Criteria for Street Resurfacing Projects

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

OBAG 4 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

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

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

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

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

Additional Considerations

1. Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
2. Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

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

Attachment 2.
San Francisco One Bay Area Grant Cycle 4 (OBAG 4)
Summary of Applications Received¹

Project #	Project Name (Sponsor) ²	Brief Description	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG Amount
1	16th Street Mission Elevator Modernization (BART)	Construction funds are requested to upgrade the two existing elevators at the 16th Street Mission BART Station. One elevator provides access from the street to the concourse level, and the other provides access from the concourse to the platform levels. Both elevators have exceeded their useful service lives and experience outages that limit mobility and create barriers to accessing transit. The project will upgrade structural, electrical, mechanical, and architectural components and add remote monitoring technology to restore dependable vertical circulation, reduce lifecycle maintenance costs, and ensure that riders with disabilities, seniors, and other transit-dependent populations can access the regional rail network reliably. If funded, BART would start construction in summer 2029 and expects the elevators to be open for use in fall 2032.	9	Construction	\$20,570,000	\$8,000,000
2	16th Street Plaza Redesign (BART)	Requested funds would be used to redesign the northeast and southwest plazas at the 16th Street Mission BART Station, one of the busiest stations in the BART system. Project scope includes final design documents informed by community input, for plaza paving, enhanced lighting, closed-circuit televisions, overhead shade structures, moveable seating, wayfinding signage, and art integration to improve transit access and rider experience. If funded, design would be done by summer 2028.	9	Design	\$10,500,000	\$1,062,000
3	22nd Street Station ADA Improvement (Caltrain) [Project with pending grant ⁴]	The 22nd Street Station is the only non-wheelchair accessible station on Caltrain's weekday rail line, creating a mobility gap for riders with disabilities, seniors, and other transit-dependent users. Requested funds would be used to install ADA-compliant ramps between street level and the northbound and southbound platforms at the station. The project scope also includes platform resurfacing, tactile tiles, lighting, signage, and wayfinding to improve accessibility, safety, and connectivity. If funded, Caltrain anticipates starting construction in spring 2028 with the project open for use in fall 2029.	10	Construction	\$19,134,000	\$14,147,000
4	Bayview Caltrain Station (SFCTA)	Requested funds would be used to advance pre-environmental work for the infill Bayview Caltrain Station at Oakdale Avenue. The new station would restore Caltrain access in the Bayview since the Paul Avenue Station was closed in 2005, increasing transit accessibility, reliability, and connectivity for southeast San Francisco residents. In coordination with Caltrain and building on the Bayview Caltrain Station Location Study (seeking Board approval in October), this project includes the development of project alternatives, outreach, conceptual cost estimates and funding plan, refined project designs, and a Project Study Report with recommended alternatives to evaluate in a subsequent environmental phase. If funded, SFCTA anticipates completing the OBAG scope of work in summer 2028.	10	Planning	\$2,000,000 (planning only)	\$1,062,000

5	Geary-19th Avenue Subway (SFCTA)	Following on the Geary/19th Avenue Subway and Regional Connections Study (June, 2026), requested funds would advance planning and project development for a rail rapid transit subway oriented under Geary Boulevard and 19th Avenue. The subway corridor would begin in Downtown San Francisco near the Salesforce Transit Center, continue west through the Western Addition, turn south through Golden Gate Park, continue beneath 19th Avenue, and terminate near the existing Daly City BART station. The project would address critical transportation needs by providing high-capacity, reliable, and fast transit in one of San Francisco’s most heavily traveled and transit-dependent corridors. The project team would conduct a preliminary alternatives analysis that will reduce the number of options for subway routing, station locations and configuration, operations and maintenance facility size and location, regional integration, and train technology. If funded, SFCTA staff anticipates completing the preliminary alternatives analysis by summer 2029.	1, 4, 5, 6, 7	Planning	\$15,000,000 (planning only)	\$1,500,000
6	California Street Transit and Safety (SFMTA)	Construction funds are requested for transit priority and pedestrian safety improvements on the 1 California bus route. This request would help fund Phase 1 of the project which covers the 3.5-mile western segment of the route on California Street between Steiner Street and 32nd Avenue, as well as 32nd Avenue, the Geary Boulevard inbound terminal, and Clement Street. The project is part of SFMTA's Muni Forward program and located on the High Injury Network. The planning phase is underway, to be followed by the project design phase. The scope would include Muni Forward elements such as stop improvements, stop optimization, and signal timing upgrades as well as elements to provide safe pedestrian access to the bus stops such as higher-visibility crosswalks, enhanced lighting, and corner bulb-outs. If funded, SFMTA anticipates starting construction in spring 2030 and finishing by winter 2031.	1, 2	Construction	\$19,214,020	\$10,878,000
7	Chinatown Community-Based Transportation Plan (SFMTA)	Requested funds would be used to develop a comprehensive community-based transportation plan (CBTP) to identify existing transportation connections to Chinatown, ways to optimize and preserve essential transit access, and multimodal options that increase or improve access between this neighborhood and other areas of the city and region. The CBTP includes a curb management strategy, transit access optimization, and a streetscape plan that emphasizes pedestrian safety. Project partners include the Chinatown Community Development Center and Chinatown Transportation Research and Improvement Project. The SFMTA anticipates completing the CBTP by winter 2030.	3	Planning	\$669,000	\$592,000

8	Digital Wayfinding and New Paratransit Software Procurement (SFMTA)	Funds are requested to plan, design, and implement digital wayfinding equipment to benefit the visually impaired along five to be determined Muni bus lines and at all underground Muni Metro stations. In addition, requested funds would also support procurement and maintenance of Non-Emergency Medical Transportation billing software to efficiently track paratransit and taxi service trips to health care appointments that qualify for reimbursement through managed care providers. This project would strengthen SFMTA's paratransit program by improving accessibility, streamlining payments, and enhancing coordination across services. Both elements of the project scope support objectives identified in SFMTA's Accessible Transportation Needs Assessment. If funded, this combined project would be completed by fall 2031.	citywide	Planning, Design, Construction	\$575,000	\$507,000
9	Howard Streetscape (SFMTA) [Project with pending grant ⁴]	Requested funds would help support construction of traffic safety improvements on Howard Street from 4th to 11th streets. This project includes a series of treatments on the High Injury Network corridor including traffic lane reduction, a two-way protected bikeway, raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases, mid-block crossings, and pedestrian lighting. If funded, SFMTA anticipates beginning the construction phase in summer 2027 with the project open for use in spring 2031.	6	Construction	\$58,360,575	\$8,937,000
10	Traffic Signal Cabinet and Fiber Communications Upgrade Program (SFMTA)	Requested funds would be used to replace outdated traffic signal cabinets and network devices and transition communications from wireless radios to fiber at 25 locations (see application for details) with transit service and on the High Injury Network. Upgrades would provide more reliable network connectivity to support existing operations like traffic cameras and lay the foundation for future integration of transportation systems, including cloud-based transit signal priority. If funded, construction is planned for early 2028 through winter 2031.	1, 2, 3, 5, 6, 8, 11	Construction	\$3,016,000	\$2,666,000
11	West Portal Station Horseshoe Improvement (SFMTA)	Requested funds would be used to design and construct transit and pedestrian safety improvements at the West Portal Muni Station. SFMTA installed near-term safety improvements in 2025 in the immediate vicinity of the station to allow measures to be tested before implementing a more permanent version. This project will consider more permanent improvements such as sidewalk expansion, fencing along the tracks, station wayfinding, and pedestrian bulb-outs to enhance safety and accessibility to the station, and improve customer experience. The scope includes additional public engagement to refine the designs. If funded, design would start in early 2027 and would be completed in winter 2027, with the project open for use in early 2030.	7	Design and Construction	\$4,000,000	\$1,500,000

12	Access for All: Downtown Curb Ramp and Access Improvements (SFPW)	Funds would be used to construct 29 curb ramps and install accessible (audible) pedestrian signals and restripe crosswalks at the following six priority intersections with sub-sidewalk basements: Clay Street and Montgomery Street, California Street and Montgomery Street, Bush Street and Grant Street, Powell Street and Sutter Street, Geary Street and Kearny Street, and Eddy Street and Mason Street. All but one location (Sutter Street and Powell Street) is located on the High Injury Network. The project stems from long-standing, community informed accessibility needs at these locations. Construction would be coordinated with paving work at three project locations to reduce construction impacts in the area and achieve cost savings. If funded, SFPW anticipates starting construction in summer 2028, with the project open for use in summer 2030.	3, 5	Construction	\$12,580,000	\$10,005,000
13	Mission Street Safety Improvements (SFPW) [Project with pending grant ⁴]	This request would fund construction of pedestrian, transit, and streetscape improvements on Mission Street from The Embarcadero to 3rd Street. The project would address critical pedestrian safety needs on this High Injury Network corridor with 8 pedestrian bulb-outs, 41 curb ramps, and enhanced lighting. It would improve transit efficiency with upgraded signals and red-painted transit-only lanes, and support resilience and stormwater management by enhancing urban greening. The project scope also includes state of good repair elements including street resurfacing, traffic signal upgrades, and transit system improvements to the overhead catenary system. If funded, SFPW would begin the construction phase in summer 2028 and expects to be done by summer 2030.	6	Construction	\$27,293,000	\$23,293,000
14	Treasure Island Electric Ferry Pilot (TIMMA)	Requested funds would be used for first three years of operation of an all-electric ferry service between Treasure Island and the San Francisco Ferry Building. This new service would utilize the first high-speed, high-capacity, zero-emission vessel in the country to provide a reliable alternative to congested freeway travel across the Bay Bridge and improve access to and from the island. The project aligns with local and regional planning priorities, including the Treasure Island Transportation Implementation Plan which identified ferry service as a top community and planning priority for the island. OBAG funds would be used to support ferry pilot service from fall 2027 to fall 2030.	6	Pilot Operations	\$14,400,000	\$5,000,000
				TOTAL	\$190,311,595	\$89,149,000
San Francisco's 120% OBAG Nomination Target ³						\$48,660,000

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

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

³ OBAG 4 nomination target reflects MTC's guidance to submit project nominations for 120% (\$48,660,000) of San Francisco's share of available funding capacity for the County Program (\$39,217,000).

⁴ This project has a pending grant, which if secured, would reduce or eliminate the need for OBAG funds. See Projects with Pending Grants section of memo for additional details.

Attachment 3.
San Francisco One Bay Area Grant Cycle 4 (OBAG 4)
Staff Recommended Nominations in Rank Order

Rank	Score	Project Name (Sponsor) ¹	Requested Phase(s)	Requested OBAG Amount	Recommended OBAG Nomination ³
1	63	Mission Street Safety Improvements (SFPW) ⁴	Construction	\$23,293,000	\$23,293,000
2	57	Howard Streetscape (SFMTA) ⁵	Construction	\$8,937,000	\$8,937,000
3	52	16th Street Plaza Redesign (BART)	Design	\$1,062,000	\$1,062,000
4	50	Access for All: Downtown Curb Ramp and Access Improvements (SFPW)	Construction	\$10,005,000	\$10,005,000
5	49	Bayview Caltrain Station (SFCTA)	Planning	\$1,062,000	\$1,062,000
6	49	Treasure Island Electric Ferry Pilot (TIMMA)	Pilot Operations	\$5,000,000	\$4,301,000
PROJECT LIST FOR 120% OBAG NOMINATION TARGET²				\$49,359,000	\$48,660,000
6	49	Treasure Island Electric Ferry Pilot (TIMMA)	Pilot Operations	\$699,000	\$699,000
7	48	22nd Street Station ADA Improvement (Caltrain) ⁶	Construction	\$14,147,000	\$14,147,000
8	46	Geary-19th Avenue Subway (SFCTA)	Planning	\$1,500,000	\$1,500,000
9	46	16th Street Mission Elevator Modernization (BART)	Construction	\$8,000,000	\$8,000,000
10	46	Chinatown Community-Based Transportation Plan (SFMTA)	Planning	\$592,000	\$592,000
11	43	California Street Transit and Safety (SFMTA)	Construction	\$10,878,000	\$10,878,000
12	43	Traffic Signal Cabinet and Fiber Communications Upgrade Program (SFMTA)	Construction	\$2,666,000	\$2,666,000
OBAG PROJECT CONTINGENCY LIST				\$38,482,000	\$38,482,000
	49	West Portal Station Horseshoe Improvement (SFMTA) ⁷	Design and Construction	\$1,500,000	To be prioritized for Prop D TNC Tax funds
	32	Digital Wayfinding and New Paratransit Software Procurement (SFMTA) ⁷	Planning, Design, Construction	\$507,000	To be prioritized for Prop L Paratransit program funds
PROJECTS RECOMMENDED FOR NON-OBAG FUNDS				\$2,007,000	

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Authority (Caltrain), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Treasure Island Mobility Management Agency (TIMMA).

² OBAG 4 nomination target reflects MTC's guidance to submit project nominations for 120% (\$48,660,000) of San Francisco's estimated share of available funding capacity for the County Program (100% share is estimated at \$39,217,000).

³ If additional OBAG 4 or other funds become available for San Francisco OBAG projects (e.g. Mission or Howard projects secure all or a portion of pending grants (See footnotes 4 and 5)), Transportation Authority staff will coordinate with MTC staff to consider applying any additional or freed up OBAG 4 funds to unfunded projects in rank order.

⁴ Pending grant application for \$23,293,000 in Active Transportation Program (ATP) funds. See Projects with Pending Grants section of memo for additional details.

⁵ Pending grant obligation of \$23,000,000 in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds. See Projects with Pending Grants section of memo for additional details.

⁶ Pending grant application for \$14,147,000 in All Stations Accessibility Program (ASAP) funds. See Projects with Pending Grants section of memo for additional details.

⁷ Project would be funded by non-OBAG sources. See memo for additional details.