



**San Francisco  
County Transportation  
Authority**

BD041426

RESOLUTION NO. 26-52

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RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 4 COUNTY FRAMEWORK, INCLUDING RECOMMENDING PROGRAMMING \$2,153,000 TO THE TRANSPORTATION AUTHORITY FOR CONGESTION MANAGEMENT AGENCY PLANNING, \$5,843,000 TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM, AND \$48,660,000 TO PROJECTS TO BE SELECTED THROUGH A CALL FOR PROJECTS

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first One Bay Area Grant Program (OBAG Cycle 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth; and

WHEREAS, In November 2015, MTC adopted the OBAG Cycle 2 framework, which largely maintained the same funding guidelines and policies as OBAG 1 and built on progress made by OBAG 1 by making some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular; and

WHEREAS, In January 2022, MTC adopted the OBAG 3 Cycle framework, which maintained the same goals as prior OBAG cycles while soliciting nominations for 120% of the available funding capacity for the County Program, from which MTC selected projects to award the available funding; and



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WHEREAS, In February 2026, MTC adopted the OBAG Cycle 4 framework and expanded upon prior OBAG cycles' minimum geographic investment thresholds to include Transit Oriented Communities (TOCs), which are places within one half-mile of transit stops and stations that are designed to enable people to access and use transit more often for more types of trips, as an eligible geography, in addition to PDAs, reflecting the need to support both geographies; and

WHEREAS, The OBAG Cycle 4 framework made \$319 million in federal funds available for the OBAG County Program to support a wide range of projects and fund local, PDA and TOC supportive priorities such as transit reliability and access improvements, safety and complete streets improvements, state of good repair, and PDA Planning; 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, In early 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 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 about \$47.2 million at 100% of available programming over the next four fiscal years (2026/27-2029/30); and

WHEREAS, CMAs are required to comply with MTC's requirements, including screening and prioritization criteria but have flexibility to include additional criteria that reflect local priorities; and



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WHEREAS, Staff recommended an OBAG 4 funding framework including a funding distribution for San Francisco's \$56,656,000 target shown in Attachment 1 and project screening and prioritization criteria, which include the addition of some San Francisco-specific criteria as detailed in Attachment 2; and

WHEREAS, Consistent with San Francisco priorities established for prior OBAG cycles and as allowed by MTC's OBAG guidelines, staff recommends programming \$2,153,000 in OBAG 4 County Program funds for CMA planning activities and \$5,843,000 to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program as described in detail in Attachment 3 leaving the remaining \$48,660,000 for a competitive call open to all OBAG-eligible projects; and

WHEREAS, MTC requires Transportation Authority Board approval of the recommended OBAG 4 programming for CMA Planning and the Safe Routes to School Non-Infrastructure Program; and

WHEREAS, Transportation Authority staff will conduct San Francisco's OBAG 4 County Program call for projects consistent with MTC's OBAG 4 guidelines and will seek Board approval of San Francisco's priorities this fall, in time to submit them to MTC by its October 31, 2026 deadline with the draft call for projects schedule shown in Attachment 4; and

WHEREAS, At its March 25, 2026 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 4 County Framework, including recommending programming \$2,153,000 to the Transportation Authority for CMA Planning, \$5,843,000 to SFMTA's Safe Routes to School Non-Infrastructure Program, and \$48,660,000 to projects to be selected through a call for projects; and be it further



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RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC and all other relevant agencies and interested parties.

Attachments:

1. Proposed OBAG Cycle 4 Funding Framework Distribution
2. Screening and Prioritization Criteria
3. Safe Routes to School Non-Infrastructure Application
4. Call for Projects Schedule



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RESOLUTION NO. 26-52

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of April 2026, by the following votes:

**Ayes:** Commissioners Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (9)

**Absent:** Chan and Fielder (2)

DocuSigned by:  
*Myrna Melgar* 4/29/2026  
C3882B7D874248C...  
Myrna Melgar Date  
Chair

ATTEST: DocuSigned by:  
*Tilly Chang* 4/30/2026  
FFD2528AB8BE49B...  
Tilly Chang Date  
Executive Director

**Attachment 1.**

**Proposed San Francisco One Bay Area Grant 4 Funding Framework Distribution**

<b>Fiscal Year(s)</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Phase(s)</b>	<b>District(s)</b>	<b>Total Project Cost</b>	<b>OBAG 4 Funds Proposed</b>
FY 2026/27- FY 2029/30	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning such the San Francisco Transportation Plan and follow-on studies, as well as Priority Development Area (PDA) planning, Transit-Oriented Community (TOC) planning, equity studies, modal market surveys, and water front planning, among other planning efforts.	Planning	Citywide	N/A	\$ 2,153,000
FY 2026/27- FY 2029/30	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program	This request would fund San Francisco's SRTS Non-Infrastructure Program for approximately three years, from July 2027 after the current OBAG Cycle 3 grant is exhausted through September 2030 which is the end of the OBAG 4 cycle. Led by the SFMTA and in partnership with the San Francisco Unified School District, the program's goals are to increase students commuting to school by walking, bicycling, taking transit, and carpooling, and reduce school-related collisions and injuries. OBAG 4 funds will fund planning, program administration and evaluation, in addition to implementing specific SRTS programming. Priority is given to the SRTS Non-Infrastructure Program given the history of support for SRTS in all of the prior OBAG cycles and the limited discretionary funding opportunities for such ongoing programs.	Construction	Citywide	\$ 6,694,400	\$ 5,843,000
FY 2026/27- FY 2029/30	TBD	Call for Projects	The Transportation Authority will release a call for projects inviting eligible project sponsors to apply for OBAG 4 funds. Projects will be evaluated and scored based on the screening and prioritization criteria adopted by the Transportation Authority Board. Staff will present the list of recommended projects to the Board for approval, prior to submitting the list to MTC on October 31, 2026.	TBD	TBD	TBD	\$ 48,660,000
						<b>Total</b>	<b>\$ 56,656,000</b>

Project Nomination Target (120%)<sup>2</sup> \$ 56,656,000

Project Nomination Target (100%)<sup>2</sup> \$ 47,213,000

<sup>1</sup> Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

<sup>2</sup> MTC has established a target funding amount for each county based on population and housing production. San Francisco's target share is 14.8%, or approximately \$47.2 million of the \$319 million available regionwide. To ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding for the County Program. With a total of \$319 million available for programming, the nomination target for the call for projects totals \$389 million (120%) and San Francisco's targeted share of \$389 million is approximately \$57 million. MTC will award \$319 million to projects selected from the larger nomination pool.

# Attachment 2

## One Bay Area Grant (OBAG) Cycle 4

### Draft 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).

# San Francisco County Transportation Authority

## One Bay Area Grant Cycle 4 Request Form

<b>Project Name:</b>	Safe Routes to School Non-Infrastructure Program
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

<b>Supervisory District</b>	Citywide
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### REQUEST

#### Brief Project Description

The San Francisco Safe Routes to School (SRTS) Non-Infrastructure program supports San Francisco families by providing access to the tools, skills and knowledge to build student independence and increase safe travel to and from schools. Led by the SFMTA and in partnership with the SFUSD, the program's goals are to increase students commuting to school by walking, bicycling, taking transit, and carpooling, and to reduce school-related collisions and injuries. Prop L funds would provide the local match to federal One Bay Area Grant cycle 4 funds covering July 2027 through September 2030.

#### Detailed Scope, Project Benefits and Community Outreach

See attached scope.

#### Project Location

Citywide

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

#### Project Phase(s)

Construction (CON)

# San Francisco County Transportation Authority One Bay Area Grant Cycle 4 Request Form

<b>Project Name:</b>	Safe Routes to School Non-Infrastructure Program
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2027		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2030

# San Francisco County Transportation Authority One Bay Area Grant Cycle 4 Request Form

<b>Project Name:</b>	Safe Routes to School Non-Infrastructure Program
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop L Sales Tax	\$516,000	\$335,400	\$0	\$851,400
One Bay Area Grant (OBAG) Cycle 4	\$5,843,000	\$0	\$0	\$5,843,000
<b>Phases In Current Request Total:</b>	\$6,359,000	\$335,400	\$0	\$6,694,400

## COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$6,694,400	Existing contract and SFMTA staff estimates
Operations	\$0	
<b>Total:</b>	\$6,694,400	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

**PROJECT BUDGET - CONSTRUCTION**

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)</b>				
<b>Budget Line Item</b>	<b>Totals</b>	<b>SFUSD</b>	<b>SFMTA</b>	<b>Contractor</b>
<b>SFMTA</b>				
Program Management	\$ 1,781,300		\$ 1,781,300	
<b>SFUSD</b>				
Outreach and coordination	\$ 461,400	\$ 461,400		
Contractor/Professional Service Contract	\$ 4,451,700			\$ 4,451,700
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 6,694,400</b>	<b>\$ 461,400</b>	<b>\$ 1,781,300</b>	<b>\$ 4,451,700</b>

# San Francisco County Transportation Authority One Bay Area Grant Cycle 4 Request Form

<b>Project Name:</b>	Safe Routes to School Non-Infrastructure Program
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Deliverables</b>
<p>1. Annually, SFMTA staff will provide a report on how the SRTS Non-Infrastructure program is doing with respect to achieving the established goals of reducing single-family vehicle trips to school to 30% by 2030 and school-related collisions by 50% from an annual average of 2 severe- and 32 total-injury collisions. The next annual report, covering the 2025-26 school year, is expected in December 2026.</p>

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Ben Frazier	Kathryn Studwell
<b>Title:</b>	Transportation Planner III	Grant Administration Manager
<b>Phone:</b>		(415) 517-7015
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# SF Safe Routes to School

## OBAG Cycle 4 Project Scope



### Program Objectives:

#### SF SRTS Outcomes (City Goals)

- Reduction of single-family car trips to 30%
- Reduce School collisions by 50% from 2018 baseline

#### SF SRTS - NI Behavior Change model objectives to achieve:

- Increasing individual positive perceptions of safe routes to schools and the Four Fun Ways: walking, biking and rolling, taking transit, and carpooling
- Increase access to safe and active transportation modes
- Support program participants engage in active use of the Four Fun Ways

#### Key participation Goals: with no funding increase (a net resource reduction due to increased costs):

- 275-300 events/activities a year
- 18,000-20,000+ annual engagements

### Scope:

The SRTS non-infrastructure program (Safe Routes Program/SRTS) supports San Francisco families by providing access to the tools, skills and knowledge to build student independence and increase safe travel to and from schools for families. By providing increased access to safe, easy and convenient transportation of children to schools in San Francisco while providing greater transportation options to families, this application would fund the SRTS non-infrastructure program (Safe Routes Program) for an additional three years (July 2027 to October 2030). Led by the San Francisco Municipal Transportation Agency (SFMTA) and in robust partnership with the San Francisco Unified School District (SFUSD) the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

An iteration of this program is currently funded through School Year 2026/2027, and the proposed scope of work would build on the foundation of the current Safe Routes Program which includes educational, encouragement, experiential, and evaluation activities. In coordination with the SFMTA's larger Safe Routes to School Project, the Safe Routes Program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, support families, reduce city congestion and air pollution, and to inspire the next generations of confident walkers, bicyclists, and transit users.

Specific tasks to be accomplished through the grant include:

- Identify and implement opportunities for in-school education related to transportation safety and choices
- Hold neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, age-appropriate Muni transit-trainings parent-led walking school buses and bike trains; weekend bike classes at shared schoolyards; annual Take Muni to School week Walk and Roll to School Day, and Bike and Roll to School week

# SF Safe Routes to School

## OBAG Cycle 4 Project Scope



- Identify clusters of schools with common routes to school and connect parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Provide technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinate between SFUSD and SFMTA’s school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes

To achieve this, the program will be updated through a new call for contracting support via an RFP in the Fall of 2026, with final program design selected from proposals submitted by interested respondents. When developed, the RFP will provide clear guidance on outcomes and areas of focus, but will retain flexibility for interested respondents to propose how they will achieve best-practice outcomes is selected. The following framework outlines the principles for this:

### 1. School Assessment and Engagement

- a. The Safe Routes Program will assess and evaluate SFUSD public, non-charter, schools to determine a ranked list of 30-35 “Focus Schools” that will be prioritized for program activities and support. Prioritization shall elevate both serving underserved communities and Safe Routes Program mode shift goals.
  - i. Potential evaluation criteria can include: socio-economic/demographic data, student distance from school data, student travel tallies, school/student location with PDAs/TOCs/etc., and others.
- b. The Safe Routes Program will operate under a structure that will distribute program resources across the city:
  - i. The Safe Routes Program will prioritize activities at the selected Focus Schools, reserving an allotment for SFUSD non-Focus Schools.
  - ii. The Safe Routes Program will generate communication and other engagement touchpoints with *ALL* non-charter SFUSD schools.

### 2. Program Activity Implementation

- a. The Safe Routes Program will have a catalog of educational, experiential, and engaging activities that will:
  - i. Implement age-appropriate in-school education related to transportation safety, choices, and best practices.
  - ii. Provide school and neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, such as weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day, Ride Muni to School Week and Bike and Roll to School week, and carpool coordination.

# SF Safe Routes to School

## OBAG Cycle 4 Project Scope



- iii. Provide technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school.
      - iv. Provide technical assistance to schools with drop-off/ circulation concerns, and coordination with SFMTA staff as needed.
      - v. Work towards building student travel confidence and independence.
    - b. Safe Routes Program activities will also work towards implementing selected recommendations from the SFCTA School Access Plan (2023), such as:
      - i. Infrastructure Safety Improvements (continue coordination, see 2.e.i)
      - ii. Pickup/ Drop-off Zone Guidance (continue)
      - iii. Transit Trainings (continue/modify existing activities)
      - iv. Fare Program Awareness (continue activities such as Free Muni for Youth Outreach)
  - c. The Safe Routes Program, in close coordination with the SFUSD will develop two sets of in-classroom/schoolyard/assembly educational class modules. One module will be geared towards younger students and one towards high school students. The intent of these modules is to have a lesson or series of lessons that every student in grades X and Y would receive.
    - i. These modules will convey engaging, age-appropriate safety and encouragement information/content about walking, biking, transit, and carpooling. Content will be interactive/physically active (experiential) when possible.
    - ii. Modules will work towards building student travel confidence and independence.
    - iii. The high school module will include a greater focus on public transit, transportation decision making, and understanding their built environment.
  - d. Parent-Focused Programing
    - i. The Safe Routes Program will create educational and general promotional engagement and communication strategies targeted at parents and guardians. This messaging will be used to promote safety, travel options, programming opportunities, and other types of communications.
  - e. Infrastructure and Agency Coordination
    - i. The SFMTA will continue to coordinate all school-related efforts in the broader Safe Routes to School Project with the Safe Routes Program. These efforts would be led by the SFMTA Schools Manager and Schools Coordinator.
      - 1. The SFMTA will share updates on street safety or transit improvement projects near schools (including those from the School Walk Audit Program) with the Safe Routes Program who will coordinate with schools to propose

# SF Safe Routes to School

## OBAG Cycle 4 Project Scope



activities to educate the students/school community about the changes and encourage them to use/experience them.

2. Coordinate updates/needs with Muni Transit Assistance Program (MTAP), SFMTA engineering staff, crossing guards, parking control officers, SFUSD Transportation, and other groups/services.
  3. Respond to requests for assistance from School District to support transportation services for students (including homeless and foster youth).
- f. Program Incentives for Student and Community Participations (Purchasing)
- i. The Safe Routes Program can provide age-appropriate incentives for participation in program activities. Incentives can include items like bike lights, reflective stickers, reflective backpack straps, etc.
  - ii. The Safe Routes Program can also provide safety equipment, like helmets, to students and class participants when needed.
  - iii. Incentives will have a safety benefit when reasonable.
- g. Program Communications
- i. The Safe Routes Program will develop fun, audience-appropriate communications for interactions with school administrators and staff, school district staff, the general public (when appropriate), and students.
3. Program Evaluation
- a. The Safe Routes Program will revise its 2023-2027 Evaluation Framework and will conduct annual evaluations based on the updated Framework.
  - b. The Safe Routes Program will plan and help implement bi-annual (every other year) student travel tallies surveys to all SFUSD schools with support from SFUSD.
    - i. Student travel tallies shall cover all grades across the district and occur during the fall of even numbered years.



## 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

<b>Agency Name</b>	San Francisco Municipal Transportation Agency
<b>Contact Name/Title</b>	Ben Frazier, Transportation Planner/Program Coordinator
<b>Contact Email</b>	ben.frazier@sfmta.com
<b>Contact Phone</b>	(415) 646-2156

<b>Project Name</b>	<b>TIP ID if applicable</b>
San Francisco Safe Routes to School – Non-Infrastructure Program	

<b>Project Location</b>
<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>
Citywide - San Francisco. Map is attached.

<b>Project Scope</b>
<i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>
The SRTS non-infrastructure program (Safe Routes Program/SRTS) supports San Francisco families by providing access to the tools, skills and knowledge to build student independence and increase safe travel to and from schools for families.

<b>Project Mode(s):</b>	<b>Pedestrian</b>	<b>Bicycle</b>	<b>Transit</b>	<b>Auto</b>	<b>Other</b>
<b>Percent Share</b> <i>Portion of total project cost</i>	30%	30%	30%	10%	0%



**Project Eligibility**

<p><b>Project Eligibility</b> <i>Specify applicable federal fund source(s) and confirm regional eligibility requirements</i></p>
<p>Project is eligible for the following OBAG 4 federal fund sources:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Surface Transportation Block Grant Program (STP) (<a href="#">23 U.S.C. § 133</a>)</li> <li><input checked="" type="checkbox"/> Congestion Mitigation and Air Quality Improvement Program (CMAQ) (<a href="#">23 U.S.C. § 149</a>)</li> </ul> <p><i>Note: applications for \$1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed <a href="#">Air Quality Input Form</a> as an attachment.</i></p> <p>Project meets regional eligibility requirements:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Project is consistent with <i>Plan Bay Area 2050+</i> (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's <a href="#">OBAG 4 webpage</a>).</li> <li><input checked="" type="checkbox"/> Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's <a href="#">OBAG 4 webpage</a>), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.</li> </ul>

**Need and Benefits**

<p><b>Need and Benefits</b> <i>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.</i></p>
<p>The SRTS non-infrastructure program (Safe Routes Program/SRTS) supports San Francisco families by providing access to the tools, skills and knowledge to build student independence and increase safe travel to and from schools for families. The program will be anchored by supporting the Four Fun Ways to get to school: taking transit/yellow school bus, walking and rolling, carpooling, and biking and rolling. By providing increased access to safe, easy and convenient transportation of children to schools in San Francisco while providing greater transportation options to families, this application would fund the SRTS non-infrastructure program (Safe Routes Program) for an additional three years (July 2027 to October 2030). Led by the San Francisco Municipal Transportation Agency (SFMTA) and in robust partnership with the San Francisco Unified School District (SFUSD) the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.</p> <p>An iteration of this program is currently funded through School Year 2026/2027, and the proposed scope of work would build on the foundation of the current Safe Routes Program which includes educational, encouragement, experiential, and evaluation activities. In coordination with the SFMTA's larger Safe Routes to School Project, the Safe Routes Non-infrastructure Program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, support families, reduce city congestion and air pollution, and to inspire the next generations of confident transit users, walkers, and bicyclists.</p> <p>Through an array of age-appropriate events and activities, the Safe Routes Program will provide educational, encouragement, and experiential opportunities for students and families across San Francisco that support the Program's primary goals of improving safety and shifting school trips away from single-family vehicles to any of the Four Fun Ways. The Safe Routes Program will work to support schools and families in building the foundations, knowledge, and systems to foster increasing use and comfort with taking transit, walking, carpooling, biking, and rolling.</p> <p>Working in close coordination with the SFMTA's umbrella Safe Routes to School Program (inclusive of traffic engineering, crossing guards, school walk audits, etc.), the non-infrastructure Program will help schools understand and encourage use of new infrastructure, support infrastructure/circulation relation needs of schools, and coordinate needs and requests to other SFMTA teams including crossing guards, parking control officers, traffic engineering, and others.</p>



**Local Priority**

**Community Support**

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

The Safe Routes Program (or many of the activities the Program implements) are supported by the following plans: 1) Biking and Rolling Plan and the five Community Action Plans (SFMTA, 2025), 2) San Francisco School Access Plan (SFCTA, 2023), 3) Street Safety Initiative (Office of the Mayor, 2025).

The Safe Routes Program collects/receives feedback from students, parents, school staff, and community members in a variety of ways. School community members have described many of the benefits the Program provides students and their communities including: gaining self-confidence (generally and with specific transportation skills), helping build community, opening up new transportation options for students and families, bringing fun and joy to the school community, helping bridge access and resources gaps in transportation.

**Letters of Support**

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

<b>Plan Name</b> <i>List any local plans that identify or prioritize the application project</i>	<b>Plan Year</b> <i>Completed or last updated</i>	<b>Plan Type</b> <i>CBTP, PDA, CTP, or other</i>	<b>Plan Link</b> <i>Attach copy if not available</i>	<b>Reference</b> <i>Page(s) with named project</i>
Biking and Rolling Plan	2025	Other	<a href="https://www.sfr">https://www.sfr</a>	Pg. 44, 79, 93
School Access Plan	2023	Other	<a href="https://www.sfc">https://www.sfc</a>	Pg. 39-50
Street Safety Initiative	2025	Other	<a href="https://media.a">https://media.a</a>	Pg. 1-6



**Equity Impacts**

**Equity Impacts**

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

The Safe Routes Program serves students and families across San Francisco, prioritizing San Francisco Unified School District schools. The Program will update its equity-based method of selecting about 30 Focus Schools. These are SFUSD schools that have, historically, been selected for more targeted and prioritized programming based on the socioeconomic status of the school community (equity) and transportation factors (mode shift potential). Focus Schools are assigned a School Engagement Lead that will be responsible for engaging the school and working with them to determine what the needs of each school community are and what Program resources can be brought to help support their students and families. Engagement Leads work to curate potential activities that serve school needs, build student travel confidence, support student independence, and promote and educate travel safety .

Within San Francisco, there are multiple EPCs across the city, including within the Western Addition, Tenderloin, Chinatown, South of Market, and Bayview Hunters Point neighborhoods. The Focus School selection process will continue to include a variety of metrics to ensure the students and families of those school communities receive the resources and support they need. There are many barriers to active transportation in these neighborhoods, and the Program’s encouragement and support activities can help build comfort and confidence walking and rolling, especially in groups.

**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)

<b>Applicant ADA Transition Plan Link</b> <i>Required for all applications, attach copy if not available</i>	<b>Reference</b> <i>Page reference(s) if applicable</i>
<input type="checkbox"/> <a href="https://www.sf.gov/sites/default/files/2022-10/2050-RampSidewa">https://www.sf.gov/sites/default/files/2022-10/2050-RampSidewa</a>	



### Regional Alignment

#### Plan Strategies

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

The Safe Routes Program supports the following Plan Bay Area strategy: EN9: Expand Transportation Demand Management Initiatives. At its core, the Safe Routes Program is a behavior change program, focused on shifting trips to schools away from single-family vehicles to the Four Fun Ways (taking transit, walking, carpooling, and biking and rolling). By providing experiential educational, encouragement, and behavior change programming, the Safe Routes Program will work to shift single-family vehicle trips to walking and rolling, biking and rolling, taking transit, and carpooling. The Program will collect student travel tallies from SFUSD schools every two years to monitor how students across the city are traveling.

#### Safety/Vision Zero

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

The Safe Routes Program supports Regional Vision Zero policy and San Francisco's Safe Streets policy by providing walking- and biking-focused educational activities. Activities will teach students and families how to walk, bike, and roll safely and educate them about infrastructure, rules of the road, best practices, and other items. The Program will also coordinate with the infrastructure teams at the SFMTA to coordinate (when appropriate) educational and encouragement activities to coincide with the opening of new nearby safety infrastructure improvements.

#### 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**

<p><b>Federal Performance Measures</b> Select the <u>federal performance measures (23 U.S.C. § 150)</u> that are supported by the project.</p>
<p><input checked="" type="checkbox"/> <b>Safety:</b> significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.</p> <p><input type="checkbox"/> <b>Infrastructure Condition:</b> maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.</p> <p><input checked="" type="checkbox"/> <b>Congestion Reduction:</b> significantly reduce congestion on the NHS in urbanized areas.</p> <p><input type="checkbox"/> <b>System Reliability:</b> improve the reliability of the Interstate system and NHS.</p> <p><input type="checkbox"/> <b>Freight Movement and Economic Vitality:</b> improve the reliability of the Interstate system for truck travel.</p> <p><input checked="" type="checkbox"/> <b>Environmental Sustainability:</b> improve emission reductions from the transportation system, specifically from CMAQ-funded projects.</p>

**Deliverability and Risk**

<p><b>Delivery Risks</b> 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.</p>
<p>No known risks to the project. The SFMTA has been successfully running the Safe Routes Program since 2018 and has experienced program staff in place to manage and support the program.</p>

<p><b>Environmental Approval and Right-of-Way</b> Specify applicable fund source(s) and confirm other eligibility requirements.</p>
<p>Select the anticipated NEPA class of action for the project:</p> <p><input checked="" type="checkbox"/> Categorical Exclusion (CE)</p> <p><input type="checkbox"/> Environmental Assessment (EA)</p> <p><input type="checkbox"/> Environmental Impact Statement (EIS)</p> <p>Select applicable right-of-way and utility challenges for the project:</p> <p><input type="checkbox"/> Project area is not located entirely on applicant right-of-way</p> <p><input type="checkbox"/> Project may require temporary use of areas outside of the applicant right-of-way</p> <p><input type="checkbox"/> Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility</p> <p><input type="checkbox"/> Project may require utility relocation</p>



**Schedule and Funding Plan**

<b>Phase</b>	<b>Fiscal Year</b> <i>Phase start</i>	<b>OBAG 4</b> <b>Request</b>	<b>Other</b> <b>Amount</b>	<b>Other Description</b> <i>Fund source name(s), secured/unsecured</i>
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infrastructure (NI)	27-28	\$ 5,843,000	\$ 851,400	Prop L local match, (unsecured)
<b>Total</b>	<i>Latest 2031</i>	<b>\$ 5,843,000</b>	<b>\$ 851,400</b>	<i>Non-federal share must be ≥11.47%</i>

<b>Funding and Schedule Requirements</b>
<i>Confirm that the project schedule and funding plan meet the following requirements.</i>
<input checked="" type="checkbox"/> Total requested award amount meets the minimum applicable threshold: <ul style="list-style-type: none"> <li>• \$500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties</li> <li>• \$250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties</li> <li>• \$150,000 or more with a request for an exception to the standard minimum</li> </ul>
<input checked="" type="checkbox"/> Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
<input checked="" type="checkbox"/> Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
<input checked="" type="checkbox"/> Requested award amount is rounded to the nearest \$1,000

**Contribution to Geographic Minimum**

<b>PDA and TOC Relationship</b>
<i>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 <a href="#">reference map</a>). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.</i>
<input type="checkbox"/> Project is located within a mile or less of a PDA and/or TOC
<input checked="" type="checkbox"/> Project is countywide or otherwise not confined to a fixed location
<input type="checkbox"/> Project is not located within a mile or less of a PDA or TOC (not disqualifying)

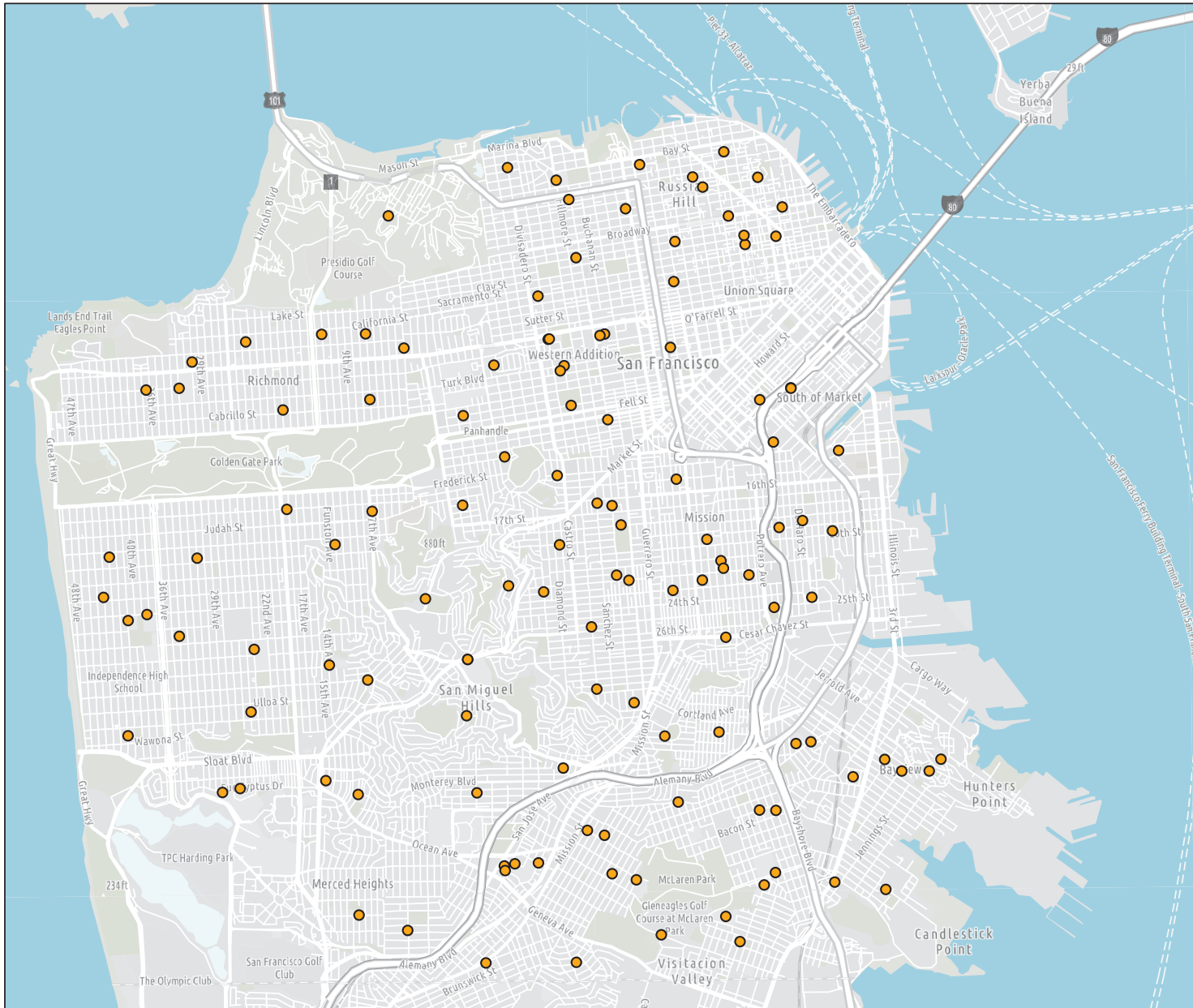


**Applicant Acknowledgements**

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*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)



# San Francisco Safe Routes to School Non-Infrastructure Program Area Map

**March 2026**  
 Map of San Francisco Safe Routes to School Non-Infrastructure program area, including all public schools in San Francisco Unified School District (SFUSD) from the California Department of Education.

## LEGEND

- SFUSD School (public non-charter)



Scale 1:51,345  
 Date Saved: 3/17/2026

For reference contact: [Ben.Frazier@sfmta.com](mailto:Ben.Frazier@sfmta.com)

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."



**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](mailto:hbrazil@bayareametro.gov).

**General Information (All CMAQ-Eligible Projects)**

<b>Project Name:</b>	San Francisco Safe Routes to School – Non-infrastructure Program
<b>Location:</b> <i>County</i>	San Francisco
<b>Funding Request:</b> <i>CMAQ amount</i>	\$5,843,000
<b>Completion Year:</b>	2030
<b>General Notes:</b> <i>Optional</i>	<i>General notes (optional)</i>

**Bicycle & Pedestrian Facilities**

*Facility Length/Type*

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

*Crossing County/Type*

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

*Additional Project Information*

<b>Bike Station Count:</b> <i>Number added</i>	<i>Bike station count</i>
<b>Roadway Type:</b> <i>Functional class, for on-street facilities</i>	<i>Roadway type</i>
<b>Roadway Lanes:</b> <i>Both directions</i>	<i>Lane count</i>
<b>Posted Speed Limit:</b> <i>MPH</i>	<i>Posted speed limit</i>
<b>Daily Traffic:</b> <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average daily traffic</i>
<b>Daily Traffic Year:</b> <i>Year AADT measured (use most recent data available)</i>	<i>Measurement year</i>

**MTC CMAQ Air Quality Calculation Inputs**

Version 1.2



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

**Rideshare Programs**

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

**Carshare Programs**

<b>Vehicles Available:</b> <i>Number of carshare vehicles available</i>	<i>Carshare vehicle count</i>
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**MTC CMAQ Air Quality Calculation Inputs**

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<b>Conventional Membership:</b> <i>Number of monthly members</i>	<i>Conventional carshare monthly member count</i>
<b>One-Way Membership:</b> <i>Number of one-way monthly members</i>	<i>One-way carshare monthly member count</i>
<b>Additional Notes:</b> <i>Optional</i>	<i>Additional notes (optional)</i>

**Bike Share & Scooter Share Programs**

*Micromobility Fleet Size/Ridership*

<b>Micromobility Fleet Type</b> <i>Complete one row per micromobility mode</i>	<b>Fleet Size</b> <i>Number of micromobility devices</i>	<b>Ridership</b> <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*

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

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

<b>New Walking Trips:</b> <i>Number of new walking trips per weekday, replacing SOV trips</i>	360 new trips (2% growth)
<b>New Biking Trips:</b> <i>Number of new biking trips per weekday, replacing SOV trips</i>	20 new trips (1% growth)
<b>New Carpool Trips:</b> <i>Number of new carpool trips per weekday, replacing vehicle trips</i>	30 new trips (1% growth)
<b>Carpool Ridership:</b> <i>Average number of riders per new carpool</i>	<i>Riders per carpool</i>
<b>Additional Notes:</b> <i>Optional</i>	300 new transit trips (1% growth). Student transit ridership is very significant in San Francisco.

**Transit Improvements – Roadway**

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

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

**Transit Improvements – Rail/Ferry**

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

**Transit Improvements – Station**

<b>Parking Spaces Added/Removed:</b> <i>If applicable</i>	<i>Change in parking spaces</i>
<b>New Stop Count:</b> <i>Number of new bus bays/ stops, rail platforms</i>	<i>New bus stop/bay, rail platform count</i>
<b>Roadway Improvements:</b> <i>List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length</i>	<i>Description of roadway improvements</i>

**MTC CMAQ Air Quality Calculation Inputs**

Version 1.2



<b>Active Transportation Improvements:</b> <i>List bicycle/pedestrian access improvements, including length of new path if applicable</i>	<i>Description of bicycle/pedestrian improvements</i>
<b>Additional Notes:</b> <i>Optional</i>	<i>Additional notes (optional)</i>

**Transit Fleet Expansion**

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

**Zero-Emissions Transit Fleet Replacement**

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

**Electric Vehicle Charging Stations**

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

**Traffic Signal Synchronization**

<b>AM Peak Volume:</b> <i>Average weekday AM peak hour vehicles/hour</i>	<i>AM peak volume</i>
<b>PM Peak Volume:</b> <i>Average weekday PM peak hour vehicles/hour</i>	<i>PM peak volume</i>
<b>Off-Peak Volume:</b> <i>Average weekday off-peak vehicles/hour</i>	<i>Off-peak volume</i>

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

**Roundabouts**

*Existing Turn Percentages*

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

*Roundabout Entry Lanes*

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

*Additional Project Information*

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

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

**Intersection Improvements**

*Project Area Types*

<b>Urban/Rural</b> <i>Select one option</i>	<b>Business District</b> <i>Select one option</i>
<input type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> Business District <input type="checkbox"/> Not a Business District

*Intersection Signalization*

<b>Existing/Proposed</b>	<b>Signalization</b> <i>Select as applicable</i>	<b>Turn Phases</b> <i>Select as applicable</i>
<b>Existing:</b>	<input type="checkbox"/> Signalized <input type="checkbox"/> Unsignalized	<input type="checkbox"/> Left turn phase <input type="checkbox"/> Right turn phase
<b>Propose:</b>	<input type="checkbox"/> Signalized <input type="checkbox"/> Unsignalized	<input type="checkbox"/> Left turn phase <input type="checkbox"/> Right turn phase

*Additional Project Information*

<b>Daily Peak Hours:</b> <i>AM and PM</i>	<i>Number of peak hours per day</i>
<b>Peak Hour Volume:</b> <i>Average weekday peak hour vehicles/hour, both directions</i>	<i>Peak hour volume</i>
<b>Truck Percentage:</b> <i>If applicable</i>	<i>Truck percentage</i>
<b>Existing Delay:</b> <i>Average weekday intersection delay seconds/vehicle</i>	<i>Average delay per vehicle</i>
<b>Measurement Year:</b> <i>Year traffic volume, composition, delay measured (use most recent data available)</i>	<i>Measurement year</i>
<b>Proposed Signal Time:</b> <i>Cycle length (seconds)</i>	<i>Cycle length</i>
<b>Green Time Ratio:</b> <i>Ratio of green time per cycle time</i>	<i>Green time ratio</i>
<b>Left Turn Lanes Added:</b> <i>Number added, single direction</i>	<i>Number of left turn lanes added</i>
<b>Additional Notes:</b> <i>Optional</i>	<i>Additional notes (optional)</i>

## MTC CMAQ Air Quality Calculation Inputs

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### **Revisions**

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*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*

## Attachment 4.

# San Francisco One Bay Area Grant (OBAG) Cycle 4 Call for Projects Schedule\*

March 25, 2026	Transportation Authority Community Advisory Committee - ACTION OBAG 4 County Framework
April 14, 2026	Transportation Authority Board - PRELIMINARY ACTION OBAG 4 County Framework  Transportation Authority issues conditional OBAG 4 Call for Projects (conditioned on final Board action, anticipated April 28, 2026)
April 28, 2026	Transportation Authority Board - FINAL ACTION OBAG 4 County Framework
May 7, 2026	Transportation Authority Call for Projects Workshop
<b>July 7, 2026, 5 PM</b>	<b>Applications due to the Transportation Authority</b>
September 23, 2026	Transportation Authority Community Advisory Committee - ACTION OBAG 4 Program of Projects
October 6, 2026	Transportation Authority Board - PRELIMINARY ACTION OBAG 4 Program of Projects
October 27, 2026	Transportation Authority Board - FINAL ACTION OBAG 4 Program of Projects
October 31, 2026	Transportation Authority submits OBAG 4 Project List to Metropolitan Transportation Commission
Early 2027	Metropolitan Transportation Commission programs OBAG 4 funds

\*Transportation Authority Board and Community Advisory Committee meeting dates are subject to change. Please visit <https://www.sfcta.org/events> for the most up to date information.