

OBAG 4 County Program Base Application

Instructions

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

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

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

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

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

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

Project Eligibility

Project Eligibility

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

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

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

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

Project meets regional eligibility requirements:

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

Need and Benefits

Need and Benefits

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

Local Priority

Community Support

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

Letters of Support

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

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

Equity Impacts

Equity Impacts

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

EPC Relationship

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

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

Applicant ADA Transition Plan Link

Required for all applications, attach copy if not available

Reference

Page reference(s) if applicable

Regional Alignment**Plan Strategies**

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

Safety/Vision Zero

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

Complete Streets

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

Transit Transformation

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

Transit Priority

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

Federal Performance

Federal Performance Measures

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

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

Deliverability and Risk

Delivery Risks

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

Environmental Approval and Right-of-Way

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

Select the anticipated NEPA class of action for the project:

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

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

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

Schedule and Funding Plan

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

Funding and Schedule Requirements

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

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

Contribution to Geographic Minimum

PDA and TOC Relationship

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

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

Applicant Acknowledgements

Applicant Acknowledgements

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

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

OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

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

San Francisco Supplemental Project Evaluation Criteria: 1-California Transit Optimization

Project Eligibility

Confirm San Francisco County eligibility requirements.

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

Sponsor Project Priority Order

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

1st priority out of 6 applications

Increase Safety

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

There is a safety need on California Street. The project area is on the City's High-Injury Network and has seen a high rate of injury collisions over the last five years. From September 2020 and October 2025, there have been 101 injury collisions, with 25 involving a pedestrian.

Based on extensive data analysis, the project has identified proven safety countermeasures to manage speed and improve pedestrian safety along the segments of California Street that need it the most.

The project scope includes pedestrian safety improvements such as higher-visibility crosswalks, corner bulbs and transit bulbs. The project also includes improved stop lighting at high ridership stops with poor lighting. The project team will be reviewing traffic signal timing to ensure pedestrian signals are implemented at all feasible locations and include a leading pedestrian interval. The project is also considering a road diet on Presidio Street approaching California Street, to manage speeds on Presidio Street.

Improve Transit Reliability and Accessibility

Describe how the project increases transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit), and how the project supports existing or proposed rapid transit network or rail. Indicate whether the project is identified in transit performance plans or programs such as the [San Francisco Municipal Transportation Agency's Muni Forward program](#).

This project would improve accessibility, reliability, and connectivity by implementing various enhancements throughout the corridor, such as transit stop placement optimization, bus bulbs, pedestrian improvements, and traffic and turn lane modifications. These Muni Forward transit priority improvements seek to improve service reliability, reduce travel time on transit, and improve service efficiency and the customer experience. Transit riders will not only benefit from faster and more reliable trips but will also experience enhanced transit safety and overall effectiveness.

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

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

The project area provides access to community-serving destinations within 3 blocks of California Street including several schools, parks, libraries, senior centers, full-service grocery stores, and a recreation center. Prioritizing improvements on California Street would improve transit options and reliable access to these destinations without using a car.



Construction Coordination

Identify if the project is or will be coordinated with other construction projects to mitigate construction impacts and/or achieve cost savings. Clearly identify the related improvements, describe the scope, and provide a timeline for major milestones for coordination.

There are no construction projects planned by SFMTA or Public Works after the project will have completed detailed design. Construction impacts will be limited to the delivery of corner and bus bulbs at transit stops.

Limited Funding Options

Indicate the project's eligibility and competitiveness for other funding options:

- ☐ Project is eligible and competes well for other fund sources
- ☒ Project is ineligible or completes poorly for other discretionary fund sources (explain)

The SFMTA usually competes well for other funding sources like TIRCP and USDOT BUILD. However, political priorities at both the state and federal levels have made transit priority projects not competitive in the most recent cycles so the SFMTA is counting on regional discretionary funds to fill the gap.

- ☐ Other ____ (explain)

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

Project Name:	California Street Transit & Safety Project
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	%	In-house,	Month	Calendar	Month	Calendar
Planning/Conceptual Engineering			Jan	2024	Jun	2027
Environmental Studies (PA&ED)						
Design Engineering (PS&E)			Jul	2027	Jun	2029
Right-of-way						
Advertise Construction		N/A	Jul	2029	N/A	N/A
Start Construction (e.g. Award Contract)			Jul	2027	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jun	2031

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

Project Name:	California Street Transit & Safety Project
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COST ESTIMATE		Funding Source by Phase				Desired Federal Fiscal Year (FFY) for OBAG Funds (Oct 1 - Sept 30)*
Phase	Cost	OBAG 4	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineering	\$3,016,020			\$3,016,020	SFMTA CIP FY27-31	
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	\$5,320,000		\$3,991,000	\$1,329,000	SFMTA CIP FY27-31	
Right-of-Way						
Construction	\$10,878,000	\$10,878,000			SFMTA CIP FY27-31	FFY 2027/28, FFY2029/30
TOTAL PROJECT COST	\$19,214,020	\$10,878,000	\$3,991,000	\$4,345,020		*Call for projects will program funds in FFYs 2026/27 - 2029/30.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 4	\$10,878,000	N/A	N/A	\$10,878,000
<i>Prop B</i>		\$2,599,420	\$1,745,600	\$4,345,020
<i>Prop L</i>		\$3,991,000		\$3,991,000
<i>TBD</i>	\$0			\$0
TOTAL	\$10,878,000	\$6,590,420	\$1,745,600	\$19,214,020

Comments

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

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

General Instructions

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

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

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

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

BUDGET SUMMARY		
Budget Line Item	Totals	% of phase
1. MTA: Design Support and Review	\$ 1,220,000	23%
2. PW: Detailed Design (100% PS&E Package) and Advertisement	\$ 1,840,000	35%
4. Contingency and inflation	\$ 2,260,000	42%
TOTAL PHASE	\$ 5,320,000	100%

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY	
Agency 1 (e.g. SFMTA)	\$ 2,125,400
Agency 2 (e.g. SFPW)	\$ 3,194,600
TOTAL	\$ 5,320,000

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

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

PROJECT BUDGET TEMPLATE - CONSTRUCTION

General Instructions

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

For **Construction Phase**:

- Provide total labor cost by agency, contract costs (include major line item detail), construction management/support (includes project management, inspection, design services during construction, outreach during construction), other direct costs (includes Job Order Contracting, inter-agency costs, owner provided materials and services), and contingency.

MAJOR LINE ITEM BUDGET FOR CONSTRUCTION

BUDGET SUMMARY (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	Contractor	SFMTA	SFDPW
1. Contract					
Sidewalk widening (transit and ped bulbs)	\$ 5,680,000		\$ 5,680,000		
Curb ramp upgrades	\$ 700,000		\$ 700,000		
Streetscaping on transit bulbs	\$ 100,000		\$ 100,000		
OCS modifications	\$ 500,000		\$ 500,000		
Roadway improvements (bus pads)	\$ 120,000		\$ 120,000		
Subtotal	\$ 7,100,000		\$ 7,100,000		
2. Non-Contract Work (paint, signage, signal-timing changes, transit stop changes)	\$ 624,000				
2. Construction Management/Support	\$ 2,020,000	28%		\$ 1,070,000	\$ 950,000
3. Other Direct Costs *					
4. Contingency	\$ 1,134,000.00	16%			
TOTAL CONSTRUCTION PHASE	\$ 10,878,000		\$ 7,100,000	\$ 1,070,000	\$ 950,000

* Applicant to provide details

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

California Street Transit and Safety Project

Project Location:

San Francisco

Project Description:

This Muni Forward project on the 3.5-mile western segment of the Muni 1 California bus route on California St in San Francisco between Steiner St and 32nd Ave, plus parts of 32nd Ave, Geary Boulevard Inbound Terminal, and Clement St consists of delivering transit priority program improvements such as stop optimization, bulbs and signal timing upgrades to improve transit reliability, and improvements to pedestrian and traffic safety.

Project Phase(s):

Construction (CON)

Project Mode(s):

Pedestrian, Roadway Transit (bus, light rail, streetcar)

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

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Transit Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

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

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Objective to establish public transit as the primary mode of transportation. The project area is listed as a "Transit Oriented" and "Secondary Transit Street".

City/County General + Specific Area Plans: San Francisco Transportation Plan 2050, 2022 - This is a traffic safety and fatality reduction investment. Makes permanent changes that improve transit priority and reliability.

Transit Plan: Transit Effectiveness Project, 2014 (now called Muni Forward) - Implement transit priority treatments along the 22 Fillmore Muni route

Transit Plan: ConnectSF Transit Strategy, 2021 - San Francisco's long-range transit plan, identifies California Street in its Five-Minute Network investment strategy for transit priority, street safety, and accessibility improvements.

Transit Plan: MTC Transit 2050+, 2026 - Shares goals of improving transit speed and reliability as well as reducing barriers to transit. The project has a higher benefit-cost ratio as a lower cost and less capital-intensive transit reliability project that can be planned, designed, and implemented using quick-build delivery.

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to slow vehicle speeds and improve visibility & reduce conflicts for vulnerable road users, prioritizing the High Injury Network, which includes California Street. Plan is currently being updated as part of the Street Safety Initiative.

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

Yes

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

The SFMTA designs for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board. While there are no bicycle facilities directly in the project area, the project will retain any bicycle facilities that intersect with the project area.

Is there a MTC Mobility Hub within the project area?

Yes

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

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

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

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Within the project extent, California St between Laurel St and Broderick St is within the San Francisco High Injury Network. Based on extensive data analysis, the project scope includes pedestrian safety improvements such as higher-visibility crosswalks, corner bulbs and transit bulbs. The project also includes improved stop lighting at high-ridership stops with poor lighting. The project team will be reviewing traffic signal timing to ensure pedestrian signals are implemented at all feasible locations and include a leading pedestrian interval. The project is also considering a road diet on Presidio Street approaching California Street, to manage speeds on Presidio Street.

Infrastructure elements included in this phase of the project:

Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs), New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device, Other: Lane reconfiguration, turn restrictions

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

Yes

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

042700

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

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

Yes

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

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

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

No

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

The SFMTA is the only transit agency with service in the project extent, including the 1 California and 1X California Express. Several Muni lines intersect the project.

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

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

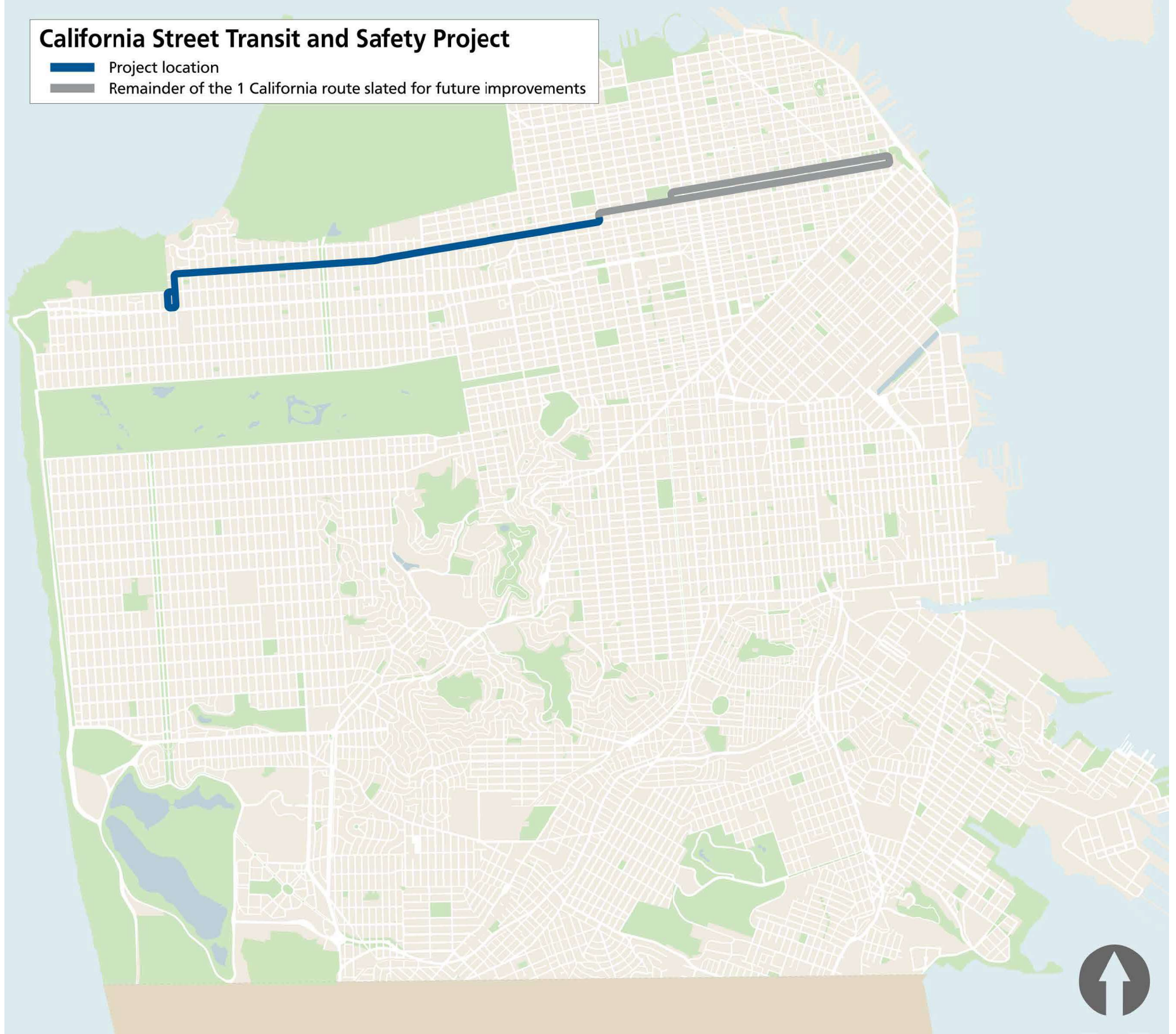
2026-08-06

Generated on: 7/2/2026

This is a DRAFT version - not yet submitted

California Street Transit and Safety Project

- Project location
- Remainder of the 1 California route slated for future improvements



California Street Transit and Safety Project

OBAG 4 County Program Base Application
Attachments



Project Location 2

Needs and Benefits..... 3

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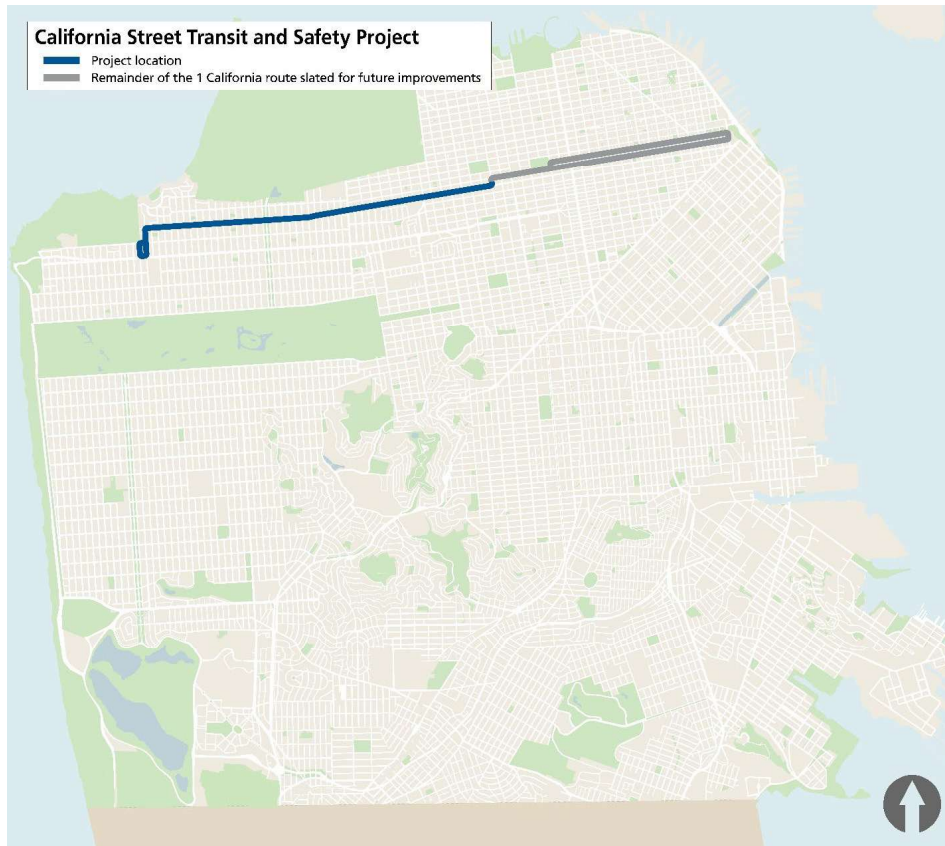
Contribution to Geographic Minimum 6

California Street Transit and Safety Project

OBAG 4 County Program Base Application Attachments



Project Location



California Street Transit and Safety Project

OBAG 4 County Program Base Application
Attachments



Needs and Benefits



California Street Transit and Safety Project

OBAG 4 County Program Base Application
Attachments



SFMTA

Equity Impacts



California Street Transit and Safety Project

OBAG 4 County Program Base Application Attachments



Safety / Vision Zero



California Street Transit and Safety Project

OBAG 4 County Program Base Application
Attachments



SFMTA

Contribution to Geographic Minimum



OFFICE OF THE MAYOR
SAN FRANCISCO



DANIEL LURIE
MAYOR

June 30th, 2026

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

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

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

Dear Executive Director Chang and Executive Director Fremier,

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

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

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

At my best,

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

Daniel Lurie
Mayor of San Francisco

California Legislature

July 10, 2026

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

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

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

Dear Directors Chang and Fremier,

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

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

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

Sincerely,



Scott Wiener
Senator, 11th District



Catherine Stefani
Assemblymember, 19th District



Matt Haney
Assemblymember, 17th District



June 30, 2026

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

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

RE: Support for San Francisco Municipal Transportation Agency (SFMTA) Application for OBAG 4.

Dear Tilly Chang and Andrew Fremier,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) One Bay Area Grant (OBAG) Cycle 4 application requesting funding for the California Street Transit and Safety Project.

This OBAG Cycle 4 grant would be used to construct transit reliability and travel time enhancements along the 1 California bus route, between 33rd Avenue and Steiner Street on California Street. The 1 California is one of San Francisco's busiest and most crowded routes. It faces significant congestion and other obstacles that affect transit reliability. This Muni Forward project would improve reliability and travel times by optimizing transit stops and delivering bus bulbs, pedestrian safety features and traffic and turn lane modifications.

Since last spring, the project has been undergoing extensive multilingual outreach. Top concerns of residents and transit riders surveyed on California Street are slow or unreliable Muni service. The project supports the city's Transit-First Policy to reduce transit delays, improve schedule reliability and customer experience along the 1 California. Pedestrian and traffic safety improvements will be targeted along the segments of California Street that fall along the City's Vision Zero High Injury Network. The project also includes accessibility improvements and amenities at bus stops.

Our organization firmly supports the proposed California Street Transit and Safety Project. The project would improve transit reliability, safety and sustainability along the 1 California within the Richmond District, Presidio Heights and Laurel Heights. This project would improve transit reliability and access along California Street and the 1 California's connections to Pacific Heights, Nob Hill, Chinatown and the Financial District. I urge you to consider this application for funding support.

Sincerely,

Sara Johnson
Executive Director
[San Francisco Transit Riders](http://www.sftransitriders.org)



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

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

June 30, 2026

RE: OBAG grant for SFMTA's California Street Transit and Safety Project

Dear Directors Chang and Fremier,

I am writing to express Walk San Francisco's strong support for the San Francisco Municipal Transportation Agency's (SFMTA) California Street Transit and Safety Project application for One Bay Area Grant (OBAG) funds.

Walk San Francisco ('Walk SF') works on behalf of all pedestrians in San Francisco, advocating for solutions to make our streets safe for every age and ability. On this 3.5 mile segment of the project, there have been 101 injury collisions between 2020 - 2025, and 25% of those collisions have been pedestrians. More needs to be done to make this corridor safer for the more than 19,000 daily passengers riding the 1 California line.

SFMTA is requesting OBAG Cycle 4 grant funding to construct transit reliability and travel time enhancements along the 1 California bus route, between 33rd Avenue and Steiner Street on California Street. This Muni Forward project would improve reliability and travel times by optimizing transit stops and delivering bus bulbs, pedestrian safety features and traffic and turn lane modifications.

The project supports the city's Transit-First Policy to reduce transit delays, improve schedule reliability and customer experience. Pedestrian and traffic safety improvements will be targeted along the segments of California Street that fall along the City's Vision Zero High Injury Network. Yes, this is primarily a Transit-First Muni Forward project, yet, pedestrians will benefit from this proposal.



Walk San Francisco offers our enthusiastic support for the California Street Transit and Safety Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jodie", followed by a long, horizontal, wavy line that extends to the right.

Jodie Medeiros, Executive Director
Walk San Francisco



June 23, 2026

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

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

RE: Support for San Francisco Municipal Transportation Agency (SFMTA) Application for OBAG 4.

Dear Tilly Chang and Andrew Fremier,

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Sincerely,

David Alexander

Executive Director

Westside Collective

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Background & Instructions

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

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

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

General Information (All CMAQ-Eligible Projects)

Project Name:	California Street Transit and Safety Project
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	\$10,878,000
Completion Year:	2031
General Notes: <i>Optional</i>	<i>General notes (optional)</i>

Bicycle & Pedestrian Facilities

Facility Length/Type

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

Crossing County/Type

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

Additional Project Information

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

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



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

Rideshare Programs

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

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

Carshare Programs

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

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

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

Additional Project Information

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

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

MTC CMAQ Air Quality Calculation Inputs

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

Transit Improvements – Roadway

Current Daily Ridership: <i>Average number of current weekday riders</i>	The 1 California and 1 California express have 19,763 daily riders
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	September and October 2025
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	SFMTA's Transtat (internal data platform). NTD not available for a specific route
Future Daily Ridership: <i>Projected number of weekday riders</i>	21,460 for the 1 California and 1X, an increase of 1,700 riders
Daily Revenue Miles: <i>Weekday transit vehicle revenue miles (total)</i>	1 California and 1 California express have 1,746 daily revenue miles
Project Length: <i>Length of roadway improvements</i>	3.5 Miles (7.0 both directions)
Current Route Length: <i>Length of current route</i>	5.7 Miles (11.4 both directions)
Future Route Length: <i>Length of completed route</i>	5.7 Miles (11.4 both directions)
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Rail/Ferry

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

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

Transit Improvements – Station

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
New Stop Count: <i>Number of new bus bays/stops, rail platforms</i>	<i>New bus stop/bay, rail platform count</i>
Roadway Improvements: <i>List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length</i>	<i>Description of roadway improvements</i>
Active Transportation Improvements: <i>List bicycle/pedestrian access improvements, including length of new path if applicable</i>	<i>Description of bicycle/pedestrian improvements</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Fleet Expansion

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

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

Zero-Emissions Transit Fleet Replacement

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

Electric Vehicle Charging Stations

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

Traffic Signal Synchronization

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

MTC CMAQ Air Quality Calculation Inputs

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

Roundabouts

Existing Turn Percentages

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

Roundabout Entry Lanes

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

Additional Project Information

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

MTC CMAQ Air Quality Calculation Inputs

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

Intersection Improvements

Project Area Types

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

Intersection Signalization

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

Additional Project Information

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

MTC CMAQ Air Quality Calculation Inputs

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

Revisions

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

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

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