

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**Howard Streetscape Project****Instructions**

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

San Francisco Supplemental Project Evaluation Criteria**Project Eligibility**

Confirm San Francisco County eligibility requirements.

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

Sponsor Project Priority Order

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

6th 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.

This project will improve traffic safety and livability in one of the highest conflict roadways in the City's vibrant commercial, entertainment, and residential corridors. High traffic volumes, limited protection for bicyclists, and substandard pedestrian crossings result in high rates of traffic-related pedestrian and bicycle injuries and fatalities that make the corridor uncomfortable and discouraging for those who do travel by car. The Project will address dire safety concerns that place the corridor on San Francisco's High Injury Network, where 13 percent of San Francisco's streets endure 74 percent of the total severe and fatal traffic collisions. More than half of which involved a person walking or biking.

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](#).

Although there are no transit elements in this project, the Project does promote safer travel for all road users and safer access to transit routes that cross Howard Street as well as those along Folsom and other parallel streets. This is due to the improvement of all intersections along the 1-mile project corridor as well as the inclusion of raised crosswalks and mid-block crossings. Many of the improvements are pedestrian-focused. Many transit users in the area are also pedestrians when approaching or leaving a bus stop.

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's safety and pedestrian focus will make it safer for many elders and seniors in the community to access medical and other services, shopping, jobs and education throughout the neighborhood and the region more broadly. The Project is also the location of multiple community-serving institutions such as the Planning for Elders Center, Access ARC: Special Education Center. Both organizations serve special education students and seniors, who will greatly benefit from these improvements. The Project also will aid community members who are visiting regional and local destinations including Yerba Buena Gardens, the Moscone Center, and the Gene Friend Recreational Center.

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.

The project is part of the key east-west corridor couplet with Folsom Street in the fast-growing SoMa neighborhood. Construction on Howard will follow the completion of the parallel Folsom Streetscape project, which is due in fall 2026. Sequencing the construction of these two large projects will reduce the construction impacts on the surrounding neighborhood.

Limited Funding Options

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

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

The project is both eligible and has competed well for other fund sources. The current Howard Streetscape funding plan includes a mix of local, state, and federal funds. However, the FY22 RAISE federal grant for \$23 million, while programmed to the project, is not yet obligated due to the USDOT's changes in how grants are reviewed. The request for OBAG4 funds is a part of the SFMTA's contingency plan to backfill RAISE grant funds, should the grant agreement not be executed (please see funding plan showing alternative funding scenarios with and without RAISE funding). The obligation deadline for the FY22 RAISE grant has been move to September 2031. Therefore, should USDOT ultimately execute the grant agreement after OBAG4 funds are programmed, the SFMTA will not request an allocation of those funds.

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

Project Name:	Howard Streetscape Project
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
Right-of-way						
Advertise Construction	0%	N/A	Mar	2027	N/A	N/A
Start Construction (e.g. Award Contract)	0%	in-house	Jun	2027	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Mar	2031

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

Project Name:	Howard Streetscape 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	\$0					
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$6,360,575			\$6,360,575		
Right-of-Way	\$0					
Construction	\$52,000,000	\$8,937,000		\$43,063,000	SFPW	2026/27
TOTAL PROJECT COST (Rounded)	\$58,360,575	\$8,937,000	\$0	\$49,423,575		*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 - see comment below		N/A	N/A	\$0
TOTAL	\$0	\$0	\$0	\$0

Comments

See the last worksheets in this workbook "Funding Plan Y RAISE N OBAG" and "Funding Plan N RAISE Y OBAG" for two scenarios for the Funding Plan. OBAG 4 will help cover that funding gap should RAISE not be obligated.

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

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Contractor	\$ 40,000,000		\$ -	\$ -	\$ 40,000,000
Task 2: City Crew Support	\$ 1,800,000		\$ -	\$ 1,800,000	\$ -
3. Construction Management/Support	\$ 6,200,000	15%	\$ 4,500,000	\$ 1,700,000	\$ -
4. Other Direct Costs *	\$ -		\$ -		\$ -
5. Contingency	\$ 4,000,000	10%	\$ -	\$ 4,000,000	\$ -
TOTAL CONSTRUCTION PHASE	\$ 52,000,000		\$ 4,500,000	\$ 7,500,000	\$ 40,000,000

* 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.

Project Name:	Howard Streetscape
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PROJECT COST ESTIMATE

Phase	Cost
Planning	
PE	
DD	\$6,360,575
Construction	\$52,000,000
TOTAL COST	\$58,360,575

FUNDING PLAN - ALL PHASES - ALL SOURCES											
Fund Source	Phase	Fund Source Status	Total Funding	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Prop K	Detailed Design	Allocated	\$500,000	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund	Detailed Design	Allocated	\$5,640,000	\$ -	\$ -	\$2,440,000	\$1,621,746	\$1,578,254	\$ -	\$ -	\$ -
IPIC	Detailed Design	Allocated	\$220,575	\$220,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE	Construction	Programmed	\$23,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$23,000,000	\$ -	\$ -
Prop B Bond	Construction	Programmed	\$4,000,000	\$ -	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -
LPP	Construction	Programmed	\$14,000,000	\$ -	\$ -	\$ -	\$ -	\$14,000,000	\$ -	\$ -	\$ -
Prop AA	Construction	Programmed	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000,000	
HIP EP6 Exchange	Construction	Programmed	\$4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$ -
AHSC	Construction	Programmed	\$4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$ -
Prop L EP18	Construction	Programmed	\$1,303,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,303,313	\$ -	\$ -
TFCA	Construction	Planned	\$696,687	\$ -	\$ -	\$ -	\$ -	\$ -	\$696,687	\$ -	\$ -
Total By Fiscal Year			\$58,360,575	\$220,575	\$500,000	\$2,440,000	\$1,621,746	\$19,578,254	\$33,000,000	\$1,000,000	\$ -

Notes

As of 7/7/2026, this scenario assumes RAISE is obligated. It includes both RAISE and recommended TFCA funding but no OBAG. Prop L EP18 previously \$2,000,000; reduced by TFCA amount.

Project Name:	Howard Streetscape
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PROJECT COST ESTIMATE

Phase	Cost
Planning	
PE	
DD	\$6,360,575
Construction	\$52,000,000
TOTAL COST	\$58,360,575

FUNDING PLAN - ALL PHASES - ALL SOURCES

Fund Source	Phase	Fund Source Status	Total Funding	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Prop K	Detailed Design	Allocated	\$500,000	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund	Detailed Design	Allocated	\$5,640,000	\$ -	\$ -	\$2,440,000	\$1,621,746	\$1,578,254	\$ -	\$ -	\$ -
IPIC	Detailed Design	Allocated	\$220,575	\$220,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE (offset by orange highlights)	Construction	VOID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop AA	Construction	Programmed	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$ -
HIP EP6 Exchange	Construction	Programmed	\$14,270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$14,270,000	\$ -	\$ -
Prop B General Fund	Construction	Programmed	\$1,996,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,996,313	\$ -	\$ -
Prop L EP18	Construction	Programmed	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -
Prop L EP18 Active Communities line	Construction	Planned	\$1,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,100,000	\$ -	\$ -
TFCA	Construction	Planned	\$696,687	\$ -	\$ -	\$ -	\$ -	\$ -	\$696,687	\$ -	\$ -
AHSC	Construction	Programmed	\$4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$ -
Prop B Bond	Construction	Programmed	\$4,000,000	\$ -	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -
LPP	Construction	Programmed	\$14,000,000	\$ -	\$ -	\$ -	\$ -	\$14,000,000	\$ -	\$ -	\$ -
OBAG	Construction	Planned	\$8,937,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,937,000	\$ -	\$ -
Total By Fiscal Year			\$58,360,575	\$220,575	\$500,000	\$2,440,000	\$1,621,746	\$19,578,254	\$33,000,000	\$1,000,000	\$ -

Notes

As of 7/7/2026, this scenario is a possible funding contingency plan that assumes RAISE is not obligated and therefore will leave a funding gap that OBAG 4 will help fill. It assumes recommended TFCA funding and replaces RAISE with OBAG 4. Funds highlighted in orange have been added to the funding plan to fill gap from potential of no RAISE.

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:

Howard Streetscape Project

Project Location:

San Francisco

Project Description:

Howard Streetscape will improve the safety and efficiency of the San Francisco's regional transportation system and enhance mobility for the Equity Priority Community. The project will reduce vehicle lanes from three to two lanes, replace existing bicycle lane with two-way protected bikeway, install safety measures - including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with bicycle and vehicle phases, and placemaking elements.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

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, Bicycle, Pedestrian and/or Active Transportation Plan(s), 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 - Policy to prioritize public transit and other alternatives to the private automobile.

City/County General + Specific Area Plans: Better Streets Plan, 2010, to illustrate best practices for and provide public guidance on improving the public right-of-way.

City/County General + Specific Area Plans: The 2009 Eastern Neighborhoods Plan and the 2011 Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) specifically articulate a vision for the project area and outline opportunities for increased improvements to the transportation network.

City/County General + Specific Area Plans: The project implements several of the 2018 Central SoMa Plan, primarily the transportation goals, policies and objectives, which refined the recommendations of the Eastern Neighborhoods transportation strategy (EN TRIPS) and examined potential growth to year 2040 in Central SoMa.

Bicycle, Pedestrian and/or Active Transportation Plan(s): San Francisco Bicycle Strategy, 2013; San Francisco Biking and Rolling Plan, 2025. The Bicycle Strategy developed a prioritization framework for bicycle infrastructure and the Biking and Rolling Plan developed a map of the City's North Star bicycle network, recommending Howard St as a two-way separated bikeway.

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, highlighting Howard St on the City's High Injury Network.

Safety-Related Plans: Mayor's Street Safety Executive Directive, 2025 - recommends city continue implementing Biking and Rolling Plan to improve street safety.

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 Howard Streetscape Project area contains segments of the regional Active Transportation Network. The Project will close a gap in the low stress bicycle network by converting the temporary existing bike lane on Howard Street to a permanent separated facility able to serve all ages and abilities. The Project also will close gaps by addressing inadequate and missing sidewalks, enhancing crossings, and providing ADA upgrades. The Project will dramatically improve the street design to better serve current residents while also accommodating future population growth and supporting affordable housing to curb displacement. The Project design ensures a safer bikeway for both directions, while utilizing enough space to install elements that greatly improve pedestrian safety, and while accommodating vehicle traffic, creating a multimodal Complete Street. Design standards include: (1) NACTO Urban Bikeway Design Guide; (2) AASHTO Guide for the Development of Bicycle Facilities; (3) CAMUTCD 3D.01, 3H.01, 3I.01. Further, design considerations included: (1) Providing a bikeway operating width greater than preferred 10' minimum width), (2) Providing a bikeway buffer width greater than the minimum 3' width; (3) Installing bicycle signals with separated phasing for turning vehicles. Pedestrian mobility and connectivity will be addressed through infrastructure improvements, such as raised crosswalks, pedestrian bulb-outs, protected intersections, and pedestrian-scale lighting. Each element of the streetscape project will be designed to the latest ADA standards, reviewed by both the SFMTA and SF Public Work's Accessibility Coordinator.

Is there a MTC Mobility Hub within the project area?

Yes

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

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

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

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Project also addresses dire safety issues on Howard Street, a corridor on San Francisco's Vision Zero High Injury Network (i.e., the 12 percent of San Francisco streets with 68 percent of severe and fatal traffic collisions). Between 2019 and 2023, one fatality occurred on the corridor along with 107 traffic crashes on Howard Street, with more than half of these involving people walking or biking. The project addresses traffic safety through the following elements: reduce vehicle lanes from three to two lanes, replace existing bicycle lane with two-way protected bikeway, install safety measures - including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with bicycle and vehicle phases, and placemaking elements.

Infrastructure elements included in this phase of the project:

Class 4 Separated Bikeway, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), New Traffic Signal or Control Device

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:

017601, 017802, 017801

Will the project integrate green infrastructure?

Yes

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), Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), SamTrans (San Mateo County Transit District), SolTrans (Solano County Transit)

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:

Project intersects multiple transit agency routes, including the SamTrans 713 SF Transit Center - San Francisco International, 292 SFO-Hillsdale, 397 Palo Alto Transit Center; Golden Gate Transit 114 Mill Valley, 132 San Anselmo, 154 Novato, 172 Santa Rosa

Has a local BPAC reviewed this Checklist?

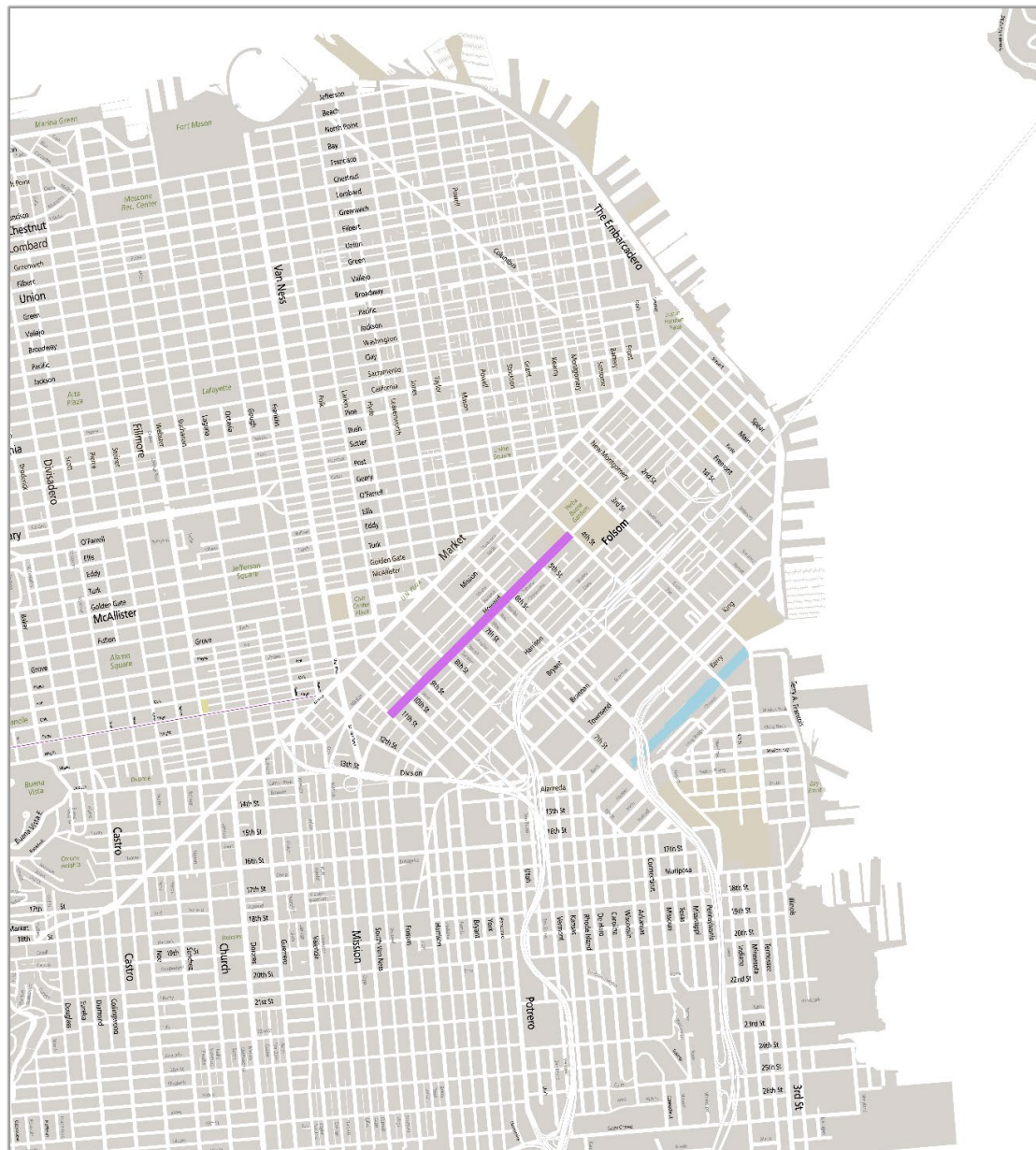
No

BPAC meeting date(s):

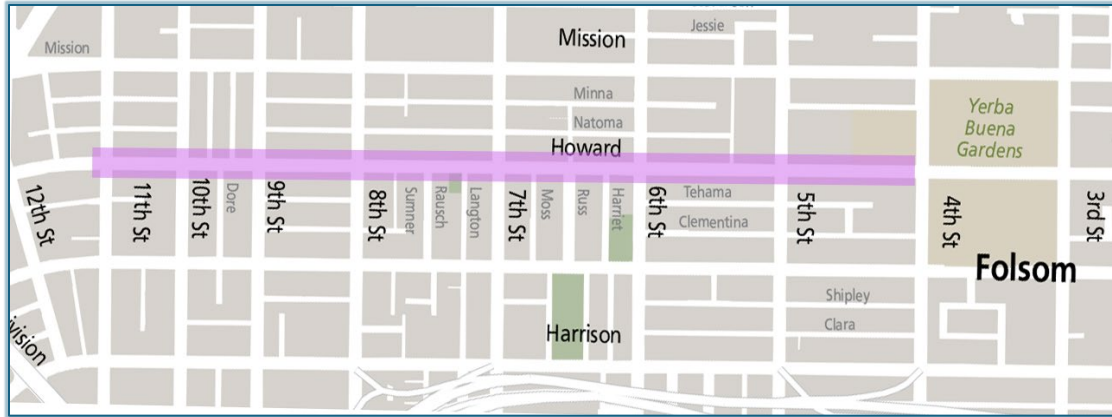
2026-08-06

Generated on: 7/2/2026

This is a DRAFT version - not yet submitted



Howard Streetscape Project Area



Howard Streetscape Project Area

Howard Streetscape Project



 Howard Streetscape Project

 1 Yerba Buena Gardens

 2 Moscone Center

 3 San Francisco AIDS Foundation

 4 L'Academy Language Immersion Pre-School

 5 The Arc Services for People with Disabilities

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

CAPITOL OFFICE
STATE CAPITOL, ROOM 5100
SACRAMENTO, CA 95814
TEL (916) 651-4011
FAX (916) 651-4911

DISTRICT OFFICE
455 GOLDEN GATE AVENUE
SUITE 14800
SAN FRANCISCO, CA 94102
TEL (415) 557-1300
FAX (415) 557-1252
SENATOR.WIENER@SENATE.CA.GOV

California State Senate

SENATOR
SCOTT WIENER

威善高

ELEVENTH SENATE DISTRICT



ASSISTANT MAJORITY WHIP
LEGISLATIVE JEWISH CAUCUS
VICE CHAIR
MENTAL HEALTH CAUCUS
CHAIR
COMMITTEES:
HOUSING
CHAIR
GOVERNANCE & FINANCE
HEALTH
JUDICIARY
PUBLIC SAFETY
LEGISLATIVE ETHICS
CHAIR
SELECT COMMITTEE ON
MENTAL HEALTH & ADDICTION
CHAIR

May 12, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95815

RE: Letter of Support for Howard Streetscape Project Active Transportation Program (ATP)
Application

Dear Director Weiss,

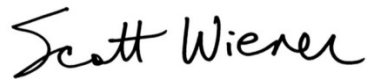
I am writing to express my support for the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application requesting funding for the Howard Streetscape Project. This project supports the City of San Francisco's Vision Zero goals and Transit First Policy by transforming Howard Street between 4th and 11th streets into a multimodal corridor through safety improvements developed in partnership with the South of Market (SoMa) community.

The Howard Streetscape Project is a transformative Complete Streets project of regional significance that will improve traffic safety and livability on a high-injury corridor for the diverse residents and businesses residing in the South of Market (SoMa) neighborhood. The Project will provide direct benefits to residents surrounding the project area who are heavy users of the local and regional transit systems and are most likely to walk and bike for commute and non-commute trips. The project will transform the heavily traveled arterial consisting of generally three travel lanes to a two-lane street with permanent two-way protected bike lanes, intersection improvements and green infrastructure. This transformation exemplifies the principles of a safer and more sustainable complete street design.

Furthermore, the project is a key component of San Francisco's Central SoMa Plan, which guides growth in the neighborhood. SoMa is a culturally and socioeconomically diverse neighborhood designated as an Equity Priority Community, where 58% of the residents in the neighborhood earn an income less than 200% of the federal poverty level. The outreach process included critical input from the community, especially those from disadvantaged populations, to shape the scope of this project.

I believe that this project is a strong fit for the Active Transportation Program's goals, and we urge you to consider this application for funding support.

Sincerely,

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

Scott Wiener
Senator, District 11

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0017
(916) 319-2017
FAX (916) 319-2117

E-MAIL
Assemblymember.Haney@assembly.ca.gov



DISTRICT OFFICE
455 GOLDEN GATE AVENUE, ROOM 14300
SAN FRANCISCO, CA 94102
(415) 557-3013
FAX (415) 557-3015

June 8, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95815

RE: Letter of Support for Howard Streetscape Project Active Transportation Program (ATP) Application

Dear Director Weiss,

I am writing to express my support for the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application requesting funding for the Howard Streetscape Project. This project supports the City of San Francisco's Vision Zero goals and Transit First Policy by transforming Howard Street between 4th and 11th streets into a multimodal corridor through safety improvements developed in partnership with the South of Market (SoMa) community.

The Howard Streetscape Project is a transformative Complete Streets project of regional significance that will improve traffic safety and livability on a high-injury corridor for the diverse residents and businesses residing in the South of Market (SoMa) neighborhood. The Project will provide direct benefits to residents surrounding the project area who are heavy users of the local and regional transit systems and are most likely to walk and bike for commute and non-commute trips. The project will transform the heavily traveled arterial consisting of generally three travel lanes to a two-lane street with permanent two-way protected bike lanes, intersection improvements and green infrastructure. This transformation exemplifies the principles of a safer and more sustainable complete street design.

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STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0017
(916) 319-2017
FAX (916) 319-2117

E-MAIL
Assemblymember.Haney@assembly.ca.gov



DISTRICT OFFICE
455 GOLDEN GATE AVENUE, ROOM 14300
SAN FRANCISCO, CA 94102
(415) 557-3013
FAX (415) 557-3015

I am offering my support for the SFMTA's Howard Streetscape Project ATP Cycle 6 application. We believe that this project is a strong fit for the Active Transportation Program's goals, and we urge you to consider this application for funding support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Haney", with a stylized flourish at the end.

Matt Haney
Assemblymember, District 17



San Francisco Bicycle Coalition
1720 Market Street
San Francisco, CA 94102

T 415.431.BIKE
F 415.431.2468

sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95815

June 2, 2022

RE: Letter of Support for Howard Streetscape Project Active Transportation Program (ATP) Application

Dear Director Weiss,

I am writing to express my support for the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application requesting funding for the Howard Streetscape Project. This project supports the City of San Francisco's Vision Zero goals and Transit First Policy by transforming Howard Street between 4th and 11th streets into a multimodal corridor through safety improvements developed in partnership with the South of Market (SoMa) community.

The San Francisco Bicycle Coalition's mission is to promote the bicycle for everyday transportation, and we have 10,000 members supporting our cause. For many years, we have been actively supporting bicycle and pedestrian safety improvements on Folsom and Howard streets in San Francisco's South of Market (SoMa) neighborhood. Howard Street falls under Vision Zero's High Injury Network, 13 percent of streets that account for 75 percent severe and fatal injuries. In 2019, the only recorded fatal bike crash that year occurred on Howard Street. Since San Francisco adopted Vision Zero in 2014, traffic fatalities have remained the same fluctuating between 28-32 fatalities a year. Too many lives have been lost on these two streets, and there is an urgent need for change.

The Howard Streetscape Project is a transformative Complete Streets project of regional significance that will improve traffic safety and livability on a high-injury corridor for the diverse residents and businesses residing in the South of Market (SoMa) neighborhood. The Project will provide direct benefits to residents surrounding the project area who are heavy users of the local and regional transit systems and are most likely to walk and bike for commute and non-commute trips. The project will transform the heavily traveled arterial consisting of generally three travel lanes to a two-lane street with permanent two-way protected bike lanes, intersection improvements and green infrastructure. This transformation exemplifies the principles of a safer and more sustainable complete street design.

Furthermore, the project is a key component of San Francisco's Central SoMa Plan, which guides growth in the neighborhood. SoMa is a culturally and socioeconomically diverse neighborhood designated as an Equity Priority Community, where 58% of the residents in the neighborhood earn an income less than 200% of the federal poverty level. The outreach process included critical input from the community, especially those from disadvantaged populations, to shape the scope of this project.

The San Francisco Bicycle Coalition is offering our support for the SFMTA's Howard Streetscape Project ATP Cycle 6 application. We believe that this project is a strong fit for the Active Transportation Program's goals, and we urge you to consider this application for funding support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Justin Hu-Nguyen', with a stylized, cursive script.

Justin Hu-Nguyen
Director of Advocacy
San Francisco Bicycle Coalition



May 17, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95815

RE: Letter of Support for Howard Streetscape Project Active Transportation Program (ATP)
Application

Dear Director Weiss,

I am writing to express our support for the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application requesting funding for the Howard Streetscape Project. We look forward to the improvements the work will provide. This project supports the City of San Francisco's Vision Zero goals and Transit First Policy by transforming Howard Street between 4th and 11th streets into a multimodal corridor through safety improvements developed in partnership with the South of Market (SoMa) community.

The Howard Streetscape Project is a transformative Complete Streets project of regional significance that will improve traffic safety and livability on a high-injury corridor for the diverse residents and businesses residing in the South of Market (SoMa) neighborhood. The Project will provide direct benefits to residents surrounding the project area who are heavy users of the local and regional transit systems and are most likely to walk and bike for commute and non-commute trips. The project will transform the heavily traveled arterial consisting of generally three travel lanes to a two-lane street with permanent two-way protected bike lanes, intersection improvements and green infrastructure. This transformation exemplifies the principles of a safer and more sustainable complete street design.

Furthermore, the project is a key component of San Francisco's Central SoMa Plan, which guides growth in the neighborhood. SoMa is a culturally and socioeconomically diverse neighborhood designated as an Equity Priority Community, where 58% of the residents in the neighborhood earn an income less than 200% of the federal poverty level. The outreach process included critical input from the community, especially those from disadvantaged populations, to shape the scope of this project.

The LEATHER & LGBTQ Cultural District is offering our support for the SFMTA's Howard Streetscape Project ATP Cycle 6 application. We believe that this project is a strong fit for the Active Transportation Program's goals, and we urge you to consider this application for funding support.

Sincerely,

Bob Goldfarb, Executive Director

584 Castro Street #140, San Francisco, CA 94114, (415) 237-3237

SFLCD.org



May 13, 2022

Mitch Weiss

Executive Director

California Transportation Commission

1120 N Street, MS 52

Sacramento, CA 95815

Re: Letter of Support Howard Streetscape Project ATP Application

Dear Director Weiss,

SOMA Pilipinas Filipino Cultural Heritage District is in support of the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application that requests funding for the Howard Streetscape Project. This project supports San Francisco's Vision Zero goals and Transit First Policy by transforming Howard Street between 4th and 11th streets into a multimodal corridor. These funds will also allow the SFMTA to provide much needed amenities within the Cultural District specific to this corridor. This includes, but is not limited to, aspects such as street signage that would help residents, workers, and visitors know that they are within the Cultural District.

We ask that you support this application for funding and support the Filipino Cultural Heritage District.

Thank you,

Raquel Redondiez

A handwritten signature in black ink, appearing to read 'Raquel Redondiez', is placed over the printed name.

Director, SOMA Pilipinas



May 11, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95815

RE: Letter of Support for Howard Streetscape Project Active Transportation Program (ATP) Application

Dear Director Weiss,

I am writing to express Walk San Francisco's strong support for the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application requesting funding for the Howard Streetscape Project.

Walk San Francisco, founded in 1998, is the only pedestrian advocacy organization working to transform San Francisco's most dangerous streets. Because every day, at least three people are hit while walking on San Francisco's streets – and dangerous driving is all too common. Specifically, along Howard and Folsom - the corresponding street in this one-way couplet - 152 traffic crashes occurred over five years, including crashes that killed three people.

As a pedestrian advocacy organization, we know that the Howard Streetscape Project will be a strong example of what a Complete Streets project can be. The ATP grant will support safer and more connected walkways and bikeways and improve access to key destinations through proven treatments. Because Howard Street is a key connector to regional public transit, through the two-way protected bicycle lane, protected intersections, raised crosswalks, dedicated bicycle traffic signals, and upgraded loading zones along Howard Street will move more people, but in a safer, more sustainable way.

I offer Walk San Francisco's strongest support for the SFMTA's Howard Streetscape Project ATP Cycle 6 application. This is a transformative project and a great fit for the Active Transportation Program's goals and objectives, and I urge you to consider this application for funding support.

With appreciation,

A handwritten signature in blue ink, appearing to read "Jodie", with a long, flowing horizontal line extending to the right.

Jodie Medeiros
Executive Director



May 4, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95815

RE: Letter of Support for Howard Streetscape Project Active Transportation Program (ATP)
Application

Dear Director Weiss,

The Yerba Buena Community Benefit District (YBCBD) Board of Directors strongly supports the San Francisco Municipal Transportation Agency's (SFMTA) ATP Cycle 6 application requesting funding for the Howard Streetscape Project.

The YBCBD is dedicated to improving the quality of life in San Francisco's Yerba Buena district with a range of services to make it cleaner, safer, and more inviting. Our Yerba Buena Street Life Plan, created with the community, serves as a vision and guide to improve public spaces for district projects with the goals of enhancing livability, safety, vitality, inclusiveness, and sustainability.

The Howard Streetscape Project is a transformative Complete Streets project that will improve traffic safety and livability within San Francisco's South of Market (SoMa) neighborhood, and achieves many of the goals outlined in our Street Life Plan. During the planning phase, we understand that the SFMTA analyzed existing conditions and connected with neighborhood groups to gather input for redesigning Howard Street. Their public engagement revealed two critical community needs - improving the public realm and traffic safety. The ATP grant will be used to redesign Howard Street to provide safer and more connected walkways and bikeways, and improves access to key destinations, especially for SoMa's vulnerable populations who rely on transit, walking, and bicycling the most.

We are offering our strongest support for the SFMTA's Howard Streetscape Project's ATP Cycle 6 grant application. We firmly believe that this project is a great fit for the Active Transportation Program's goals and objectives, and urge you to strongly consider this application for funding support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cathy Maupin", is located below the "Sincerely," text.

Cathy Maupin
Executive Director

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:	Howard Streetscape Project
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	\$8,937,000
Completion Year:	2026
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>
Class IV Bikeway	1 mile	1 mile
<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>	0
Roadway Type: <i>Functional class, for on-street facilities</i>	Local, Westbound
Roadway Lanes: <i>Both directions</i>	Two (reduced from three)

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Posted Speed Limit: <i>MPH</i>	25
Daily Traffic: <i>Average annual daily traffic volume (AADT), both directions</i>	20,730 AADT
Daily Traffic Year: <i>Year AADT measured (use most recent data available)</i>	2024
Parallel Roadway Type, if Applicable: <i>Functional class of adjacent corridor</i>	Local, Eastbound
Parallel Roadway Lanes, if Applicable: <i>Both directions</i>	3 continuous lanes
Parallel Posted Speed Limit, if Applicable: <i>MPH</i>	25
Parallel Daily Traffic, if Applicable: <i>Average annual daily traffic volume (AADT), both directions</i>	17,225 AADT
Parallel Daily Traffic Year, if Applicable: <i>Year parallel AADT measured (use most recent data available)</i>	2016
Nearby Destinations: <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>	Yerba Buena Gardens, Moscone Center, Arc Services for People with Disabilities, L'Academie Language Immersion Pre-School
Nearby Colleges/Universities: <i>Within 2 miles of project</i>	UC San Francisco, City College of San Francisco, UC Law San Francisco, University of San Francisco
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Rideshare Programs

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

Version 1.2



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

Carshare Programs

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

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

Micromobility Fleet Type <i>Complete one row per micromobility mode</i>	Fleet Size <i>Number of micromobility devices</i>	Ridership <i>Number of average weekday riders</i>
Electric Bike	<i>Fleet size (count)</i>	<i>Daily ridership</i>
Conventional Bike	<i>Fleet size (count)</i>	<i>Daily ridership</i>
Scooter	<i>Fleet size (count)</i>	<i>Daily ridership</i>

Additional Project Information

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

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

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



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

Transit Improvements – Roadway

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

Transit Improvements – Rail/Ferry

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

Version 1.2



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

Version 1.2



Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
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

Version 1.2



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>

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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>

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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