

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—[SFMTA Signal Cabinet and Fiber Communications Upgrade Program](#)**

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).

2nd 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.

All of the proposed locations are on the High Injury Network (HIN). The replacement of the outdated traffic signal cabinets and wireless radios will modernize critical infrastructure and prepare the intersections to integrate with the agency's new Central Management System (ETA late 2026). The deployment of the Central Management System (CMS) will enhance safety through real-time monitoring of intersections via immediate alerts of traffic signal issues (e.g. power outage, signal on flash, no network connection) to allow dispatched staff to respond and solve issues in a quicker and more efficient manner. CMS will also provide high resolution signal timing data, allowing staff to have accurate and up to date information to implement and optimize signal timing adjustments to better match intersection needs for pedestrians and transit.

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](#).

The proposed project is part of the Muni Forward program as the upgrades provide the backbone for the future deployment of Cloud Based Transit Signal Priority (TSP). The existing TSP system is no longer supported by the manufacturer, and the industry as a whole is transitioning to the next generation TSP systems that are deployed via a cloud-based architecture.

A transition to a cloud-based TSP system will reduce the maintenance burdens of the existing TSP system and enable more effective TSP that leverages machine-based learning to update bus travel times to the traffic signal controller via historical data. This next generation upgrade will reduce red light delays and improve travel time reliability on the bus network. The Fiber connectivity ensures that TSP requests and traffic signal responses occur quickly and consistently to maximize benefits to transit.

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 proposed upgrade locations will improve access to key community resources, several of which are within the Equity Priority Communities that will be served by the Muni Routes that will benefit from our improvements.

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 proposed work on California St will be coordinated with the upcoming 1 California Muni Forward project, currently in the early planning stages, to ensure minimal disruption to residents. Work to be done as part of this project if the grant is awarded would begin in Fall 2027 and have a project duration of 2 years. The most noticeable aspect of the work, construction of new traffic signal cabinets will commence once the materials are procured, estimated to be 3-6 months from grant funds being secured.

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 competes poorly for other discretionary fund sources (explain)

Traffic signal cabinet replacements and fiber upgrades are typically funded as part of corridor-wide improvement projects or as part of the SFCTA Prop L Program in EP1 and EP17. However, no funds have been planned for the selected 25 intersections. Given the dispersed nature of the proposed locations, OBAG4 funding is the most suitable source for this work.

☐ Other ____ (explain)

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

Project Name: Traffic Signal Cabinet and Fiber	
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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	100%	In-house	Jan	2026	Mar	2026
Environmental Studies (PA&ED)	N/A					
Design Engineering (PS&E)	100%	In-house	Apr	2026	Jun	2026
Right-of-way	N/A					
Advertise Construction	0%	In-house	Oct	2027	N/A	N/A
Start Construction (e.g. Award Contract)	0%	In-house	Jan	2028	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Dec	2031

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

Project Name: Traffic Signal Cab	0
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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)	\$0					
Right-of-Way	\$0					
Construction	\$3,016,000	\$2,666,000	\$350,000		Engineer's Estimate	2027/28
TOTAL PROJECT COST	\$3,016,000	\$2,666,000	\$350,000	\$0		*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	\$2,666,000	N/A	N/A	\$2,666,000
<i>Prop L</i>		\$350,000		\$350,000
<i>Source 2</i>				\$0
TOTAL	\$2,666,000	\$350,000	\$0	\$3,016,000

Comments

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	Agency 1 (SFMTA)	Agency 2 (Department of Technology)
1. Cabinet Replacement (Materials and Labor)	\$ 1,000,000	33%		\$ 1,000,000	
2. Construction Management/Support	\$ 350,000	12%		\$ 350,000	
3. Fiber Installation (Materials and Labor)	\$ 1,400,000	46%			\$ 1,400,000
3. Other Direct Costs *					
4. Contingency	\$ 266,000.00	9%		\$ 266,000.00	
TOTAL CONSTRUCTION PHASE	\$ 3,016,000		\$ -	\$ 1,616,000	\$ 1,400,000

* 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

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:

Traffic Signal Cabinet and Fiber Communications Upgrade Program

Project Location:

South San Francisco

Project Description:

The proposed upgrades will replace outdated traffic signal cabinets and network devices and transition communications from wireless radios to fiber to support modern traffic signal operations at various locations throughout the city on the High Injury Network and have transit.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, 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

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 traffic signal infrastructure as key to increasing transit ridership and supporting growth in San Francisco

Transit Plan: MTC Transit 2050+, 2026 - Shares goals of improving transit speed and reliability as well as reducing barriers to transit

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to upgrade signals to prioritize transit, walking, and bicycling, especially on the High Injury Network. 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:

Because this infrastructure upgrade is behind-the-scenes, the project does not affect bicycle and pedestrian facilities.

Is there a MTC Mobility Hub within the project area?

Yes

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

Because this infrastructure upgrade is behind-the-scenes, there is no planned outreach to other mobility providers.

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:

Project locations were selected based on their locations on the High Injury Network and transit routes. The project is a pre-requisite to allow dispatched staff to respond and solve issues in a quicker and efficient manner, optimizing signal timing for transit and the pedestrian experience. The cloud-based system will reduce transit delay and ensure that transit signal priority requests and traffic signal responses occur quickly and consistently to maximize benefits of transit.

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:

026200, 012202, 012201, 015500, 010100, 010700, 010600, 016100, 026301, 015801, 017802

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:

Muni routes 1, 2, 5, 6, 7, 8, 12, 14/14R, 19, 22, 24, 31, 43, 54. The project will not affect other transit agencies and the benefits will be realized by only SFMTA buses.

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

Yes

Has a local BPAC reviewed this Checklist?

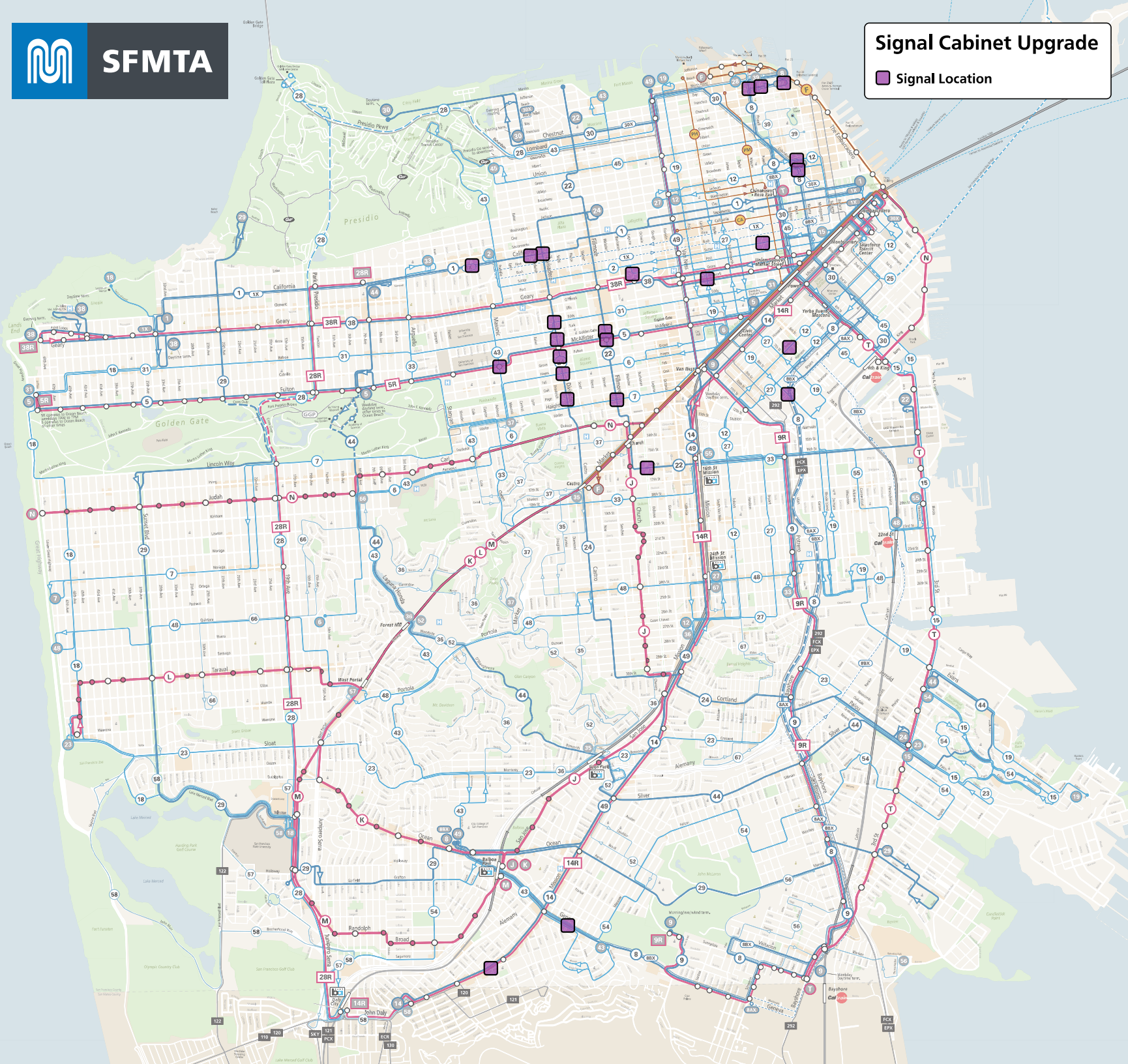
No

BPAC meeting date(s):

2026-08-06

Generated on: 7/2/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493



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