

## OBAG 4 County Program Base Application

### Instructions

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

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

### General Information

|                           |  |
|---------------------------|--|
| <b>Agency Name</b>        |  |
| <b>Contact Name/Title</b> |  |
| <b>Contact Email</b>      |  |
| <b>Contact Phone</b>      |  |

|                     |                             |
|---------------------|-----------------------------|
| <b>Project Name</b> | <b>TIP ID if applicable</b> |
|                     |                             |

|                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Location</b><br><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> |
|                                                                                                                                                                                                                     |

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

|                                                              |                   |                |                |             |              |
|--------------------------------------------------------------|-------------------|----------------|----------------|-------------|--------------|
| <b>Project Mode(s):</b>                                      | <b>Pedestrian</b> | <b>Bicycle</b> | <b>Transit</b> | <b>Auto</b> | <b>Other</b> |
| <b>Percent Share</b><br><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).*

| <b>Plan Name</b><br><i>List any local plans that identify or prioritize the application project</i> | <b>Plan Year</b><br><i>Completed or last updated</i> | <b>Plan Type</b><br><i>CBTP, PDA, CTP, or other</i> | <b>Plan Link</b><br><i>Attach copy if not available</i> | <b>Reference</b><br><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<br><i>Phase start</i> | OBAG 4<br>Request | Other<br>Amount | Other Description<br><i>Fund source name(s), secured/unsecured</i> |
|------------------------------|-----------------------------------|-------------------|-----------------|--------------------------------------------------------------------|
| Preliminary Engineering (PE) |                                   |                   |                 |                                                                    |
| Right-of-Way (ROW)           |                                   |                   |                 |                                                                    |
| Construction (CON)           |                                   |                   |                 |                                                                    |
| Non Infrastructure (NI)      |                                   |                   |                 |                                                                    |
| <b>Total</b>                 | <i>Latest 2031</i>                |                   |                 | <i>Non-federal share must be ≥11.47%</i>                           |

#### Funding and Schedule Requirements

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

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

### Contribution to Geographic Minimum

#### PDA and TOC Relationship

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

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

## Applicant Acknowledgements

### Applicant Acknowledgements

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

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

## OBAG Cycle 4 County Program San Francisco Supplemental Application Form

### Instructions

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

### San Francisco Supplemental Project Evaluation Criteria: West Portal Horseshoe Improvement

**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).*

This project is priority 3 out of 6

**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.*

While the project area is not a part of San Francisco's High-Injury Network, it was the location of a catastrophic traffic crash in March 2024. An elderly woman lost control of her speeding car and crashed into a bus stop within the project area, killing a family of four. The predecessor project described earlier was launched in April 2024 both in response to this collision and in consideration of a broader context of community requests and City and agency priorities for the area. The proposed project builds on these improvements to further improve safety, including:

- Potentially bulbding out the intersection of Ulloa Street at Lenox Way to decrease crossing distances and increase pedestrian visibility.
- Separating pedestrians' and rail vehicles' access points into West Portal Station with physical barriers like fencing to improve safety

These changes are particularly important for safety because of the overall high levels of pedestrian and multi-modal activity. Because the project area and nearby surroundings include a Muni rail station, bus stops, a public park and playground, a library, and an elementary school, this area benefits from extra attention to pedestrian safety.

**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](#).*

**Transit Reliability:** This project is a part of the Muni Forward program. The rail right-of-way through the project area was already designated as a transit lane and colored red as a part of the predecessor project described earlier in the application. Additionally, the predecessor project implemented private vehicle restrictions to discourage through traffic and prioritize transit travel time in the area. The project would further enhance transit priority by physically separating pedestrian and rail movements through West Portal Station. Currently, rail operators must travel slowly through this area and may occasionally need to wait for pedestrians that may be crossing through the middle of the tracks, contributing to travel time variability. The predecessor project decreased these pedestrian movements by 75% through strategic placement of planters and a bikeshare station. The potential addition of fencing through the project could decrease these undesirable pedestrian movements further and provide operators a less stressful and more reliable experience passing through the project area.

**Transit Accessibility:** The project will improve accessibility to West Portal Station's rail and bus stops through 1) widening sidewalks to address pinch points 2) station design upgrades such as fencing to guide pedestrians away from rail traffic 3) improving customer experience through wayfinding upgrades consistent with MTC's new Regional Mapping and Wayfinding Project standards; and 4) Improving safety of the intersections in the station vicinity through upgrades like bulb-outs at Ulloa Street and Lenox Way.

**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 West Portal station project area is located near many important community destinations. In the immediate station vicinity is West Portal Elementary, the West Portal Library, as well as many businesses and services along the West Portal Avenue commercial corridor. Around the corner on Lenox Way, there is the West Portal Playground, a Montessori preschool, and the West Portal Clubhouse where Self Help for the Elderly provides a regular Senior Lunch. In the wider neighborhood, within about a half mile, there is Terrace Green Park, San Francisco Waldorf High School, and Herbert Hoover Middle School. The project would improve accessibility to these locations by increasing the safety, accessibility, and invitingness of taking transit or walking to or from these locations.

**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.*

This project team has not identified any other planned construction projects in the area to coordinate with.

**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 OBAG source of funding is an important funding source for this project for the following reasons:

- Difficulty in finding design phase funding. Proposed OBAG design phase funding is critical to getting the project ready to take advantage of programmed TIRCP construction phase funding.
- Leveraging TIRCP funding to provide a full construction phase budget. The proposed OBAG construction phase funding would allow us to leverage programmed TIRCP funds to provide a full construction phase budget. In addition, should TIRCP funds become unavailable, OBAG construction phase funding would allow us to proceed with a



downscoped version of improvements or increase the fundability of finding a separate funding source to cover the difference.

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

|                      |                                           |
|----------------------|-------------------------------------------|
| <b>Project Name:</b> | West Portal Horseshoe Improvement Project |
|----------------------|-------------------------------------------|

| <b>DELIVERY MILESTONES</b>               | <b>Status</b> | <b>Work</b>      | <b>Start Date</b> |                 | <b>End Date</b> |                 |
|------------------------------------------|---------------|------------------|-------------------|-----------------|-----------------|-----------------|
| <b>Phase</b>                             | <b>%</b>      | <b>In-house,</b> | <b>Month</b>      | <b>Calendar</b> | <b>Month</b>    | <b>Calendar</b> |
| Planning/Conceptual Engineering          | 0%            | In-house         | Jul               | 2026            | Dec             | 2026            |
| Environmental Studies (PA&ED)            | 0%            | In-house         | Oct               | 2026            | Apr             | 2027            |
| Design Engineering (PS&E)                | 0%            | In-house         | Jan               | 2027            | Dec             | 2027            |
| Right-of-way                             | N/A           | N/A              |                   |                 |                 |                 |
| Advertise Construction                   | 0%            | N/A              | Jan               | 2028            | N/A             | N/A             |
| Start Construction (e.g. Award Contract) | 0%            | Contracted       | Jul               | 2028            | N/A             | N/A             |
| Open for Use                             | 0%            | N/A              | N/A               | N/A             | Jan             | 2030            |

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

**Project Name: West Portal Horse**

West Portal Horseshoe Improvement Project

| 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 | \$411,392          |                         |            | \$411,392          | SFMTA/PW Staff          |                                                                     |
| Design                          | \$598,101          | \$509,493               |            | \$88,608           | SFMTA/PW Staff          | 2026/27                                                             |
| Construction                    | \$2,990,507        | \$990,507               |            | \$2,000,000        | SFMTA/PW Staff          | 2028/29-2029/30                                                     |
|                                 | \$0                |                         |            |                    |                         |                                                                     |
|                                 | \$0                |                         |            |                    |                         |                                                                     |
| <b>TOTAL PROJECT COST</b>       | <b>\$4,000,000</b> | <b>\$1,500,000</b>      | <b>\$0</b> | <b>\$2,500,000</b> |                         | *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              |
|---------------------|--------------------|--------------------|------------------|--------------------|
| <b>OBAG 4</b>       | \$1,500,000        | N/A                | N/A              | \$1,500,000        |
| <i>K - TIRCP</i>    |                    | \$2,000,000        |                  | \$2,000,000        |
| <i>Local Prop B</i> |                    |                    | \$500,000        | \$500,000          |
| <b>TOTAL</b>        | <b>\$1,500,000</b> | <b>\$2,000,000</b> | <b>\$500,000</b> | <b>\$4,000,000</b> |

**Comments**

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

**PROJECT BUDGET TEMPLATE - PLANNING, CER**

**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 **Conceptual Engineering Reports:**

- Provide total labor cost by agency and discipline (e.g. SFMTA Operations, SFMTA Engineering, SFPW Engineering), consultant costs, other direct costs, and contingency.

For **Other Planning and/or Conceptual Engineering Work:** (e.g. neighborhood transportation plans)

- Provide a detailed labor cost estimate by task and agency, consultant costs by task, other direct costs, contingency.
- For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.

**MAJOR LINE ITEM BUDGET FOR PLANNING**

**BUDGET SUMMARY**

| Budget Line Item     | Task 1 -<br>Project<br>Management | Task 2 - Concept<br>Design | Task 3 -<br>Outreach |             |             | Total             |
|----------------------|-----------------------------------|----------------------------|----------------------|-------------|-------------|-------------------|
| SFMTA                | \$ 177,902                        | \$ 52,934                  | \$ 32,112            | \$ -        | \$ -        | <b>\$ 262,947</b> |
| PW                   | \$ 40,122                         | \$ 108,323                 | \$ -                 | \$ -        | \$ -        | <b>\$ 148,444</b> |
| Consultant           | \$ -                              | \$ -                       | \$ -                 | \$ -        | \$ -        | <b>\$ -</b>       |
| Other Direct Costs * | \$ -                              | \$ -                       | \$ -                 | \$ -        | \$ -        | <b>\$ -</b>       |
| <b>Total</b>         | <b>\$ 218,024</b>                 | <b>\$ 161,256</b>          | <b>\$ 32,112</b>     | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 411,392</b> |

\* e.g. Direct Costs include mailing, reproduction costs room rental fees.

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

| DETAILED LABOR COST ESTIMATE - BY AGENCY |               |                  |                     |                            |             |                   |
|------------------------------------------|---------------|------------------|---------------------|----------------------------|-------------|-------------------|
| SFMTA                                    | Hours         | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE         | Total             |
| Project Manager I                        | 192           | \$ 92.21         | 2.53                | \$ 233.01                  | 0.10        | \$ 44,738         |
| Transportation Planner III               | 384           | \$ 74.63         | 2.57                | \$ 191.72                  | 0.20        | \$ 73,620         |
| Transportation Planner I                 | 384           | \$ 51.75         | 2.67                | \$ 138.37                  | 0.20        | \$ 53,134         |
| Engineer                                 | 72            | \$ 99.95         | 2.51                | \$ 251.20                  | 0.04        | \$ 18,086         |
| Assistant Engineer                       | 72            | \$ 74.17         | 2.57                | \$ 190.62                  | 0.04        | \$ 13,724         |
| Senior Engineer                          | 36            | \$ 115.68        | 2.49                | \$ 288.15                  | 0.02        | \$ 10,373         |
| Public Information Officer               | 144           | \$ 56.35         | 2.67                | \$ 150.18                  | 0.08        | \$ 21,626         |
| Public Affairs Manager                   | 52            | \$ 78.30         | 2.58                | \$ 201.66                  | 0.03        | \$ 10,486         |
| Transportation Planner III               | 20            | \$ 74.63         | 2.57                | \$ 191.72                  | 0.01        | \$ 3,834          |
| Project Manager II                       | 24            | \$ 105.94        | 2.52                | \$ 267.05                  | 0.01        | \$ 6,409          |
| Senior Engineer                          | 24            | \$ 115.68        | 2.49                | \$ 288.15                  | 0.01        | \$ 6,915          |
| <b>Total</b>                             | <b>960.00</b> |                  |                     |                            | <b>0.51</b> | <b>\$ 262,947</b> |

| SF Public Works    | Hours         | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE         | Total             |
|--------------------|---------------|------------------|---------------------|----------------------------|-------------|-------------------|
| Project Manager II | 48            | \$ 112.44        | 2.50                | \$ 281.10                  | 0.03        | \$ 13,492.80      |
| Project Manager I  | 96            | \$ 97.14         | 2.50                | \$ 242.85                  | 0.05        | \$ 23,313.60      |
| Section Manager    | 4             | \$ 97.86         | 2.81                | \$ 274.99                  | 0.00        | \$ 1,099.96       |
| Associate Engineer | 64            | \$ 74.40         | 2.81                | \$ 209.06                  | 0.03        | \$ 13,379.84      |
| Assistant Engineer | 128           | \$ 62.70         | 2.81                | \$ 176.19                  | 0.07        | \$ 22,552.32      |
| Section Manager    | 4             | \$ 97.86         | 2.81                | \$ 274.99                  | 0.00        | \$ 1,099.96       |
| Associate Engineer | 64            | \$ 74.40         | 2.81                | \$ 209.06                  | 0.03        | \$ 13,379.84      |
| Assitant Engineer  | 128           | \$ 62.70         | 2.81                | \$ 176.19                  | 0.07        | \$ 22,552.32      |
| Section Manager    | 4             | \$ 97.86         | 2.85                | \$ 278.90                  | 0.00        | \$ 1,115.60       |
| Larch Associate II | 64            | \$ 74.40         | 2.85                | \$ 212.04                  | 0.03        | \$ 13,570.56      |
| Larch Associate I  | 128           | \$ 62.74         | 2.85                | \$ 178.81                  | 0.07        | \$ 22,887.68      |
| <b>Total</b>       | <b>732.00</b> |                  |                     |                            | <b>0.39</b> | <b>\$ 148,444</b> |

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

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

**General Instructions**

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

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

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

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

| BUDGET SUMMARY          |                   |            |
|-------------------------|-------------------|------------|
| Budget Line Item        | Totals            | % of phase |
| 1. Total Labor          | \$ 508,386        | 85%        |
| 2. Consultant           | \$ -              | 0%         |
| 3. Other Direct Costs * |                   |            |
| 4. Contingency          | \$ 89,715         | 15%        |
| <b>TOTAL PHASE</b>      | <b>\$ 598,101</b> |            |

\* e.g. PUC costs

| TOTAL LABOR COST BY AGENCY |                   |
|----------------------------|-------------------|
| <b>SFMTA</b>               | \$ 418,671        |
| <b>SFPW</b>                | \$ 179,430        |
| <b>TOTAL</b>               | <b>\$ 598,101</b> |

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

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

**PROJECT BUDGET TEMPLATE - CONSTRUCTION**

**General Instructions**

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

For **Construction Phase**:

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

**MAJOR LINE ITEM BUDGET FOR CONSTRUCTION**

**BUDGET SUMMARY (BY AGENCY LABOR BY TASK)**

| Budget Line Item                   | Totals              | % Total | Contractor          | SFMTA             | SFPW              |
|------------------------------------|---------------------|---------|---------------------|-------------------|-------------------|
| 1. Contract                        |                     |         |                     |                   |                   |
| Task 1: Horseshoe improvements     | \$ 1,794,304        | 60%     | \$ 1,794,304        |                   |                   |
|                                    |                     |         |                     |                   |                   |
|                                    |                     |         |                     |                   |                   |
|                                    |                     |         |                     |                   |                   |
| Subtotal                           | \$ 1,794,304        | 60%     | \$ 1,794,304        |                   |                   |
| 2. Construction Management/Support | \$ 598,101          | 20%     |                     | \$ 418,671        | \$ 179,430        |
| 3. Other Direct Costs *            | N/A                 |         |                     |                   |                   |
| 4. Contingency                     | \$ 598,101          | 20%     |                     | \$ 418,671        | \$ 179,430        |
| <b>TOTAL CONSTRUCTION PHASE</b>    | <b>\$ 2,990,507</b> |         | <b>\$ 1,794,304</b> | <b>\$ 837,342</b> | <b>\$ 358,861</b> |

\* Applicant to provide details

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

# MTC Complete Streets Checklist - DRAFT

## Section 1: Contact and Project Information

**Contact Name:**

Darryl Yip

**Email Address:**

Darryl.Yip@sfmta.com

**Contact Phone Number:**

415-646-2725

**Project Sponsor:**

San Francisco Municipal Transportation Agency (SFMTA) / Muni

**County:**

San Francisco

**Is your project seeking regional discretionary funds or an endorsement?**

Regional discretionary funding

**Regional Funding Program(s):**

One Bay Area Grant Program (OBAG)

**Project Name/Title:**

West Portal Horseshoe Improvement Project

**Project Location:**

San Francisco

**Project Description:**

Design and construct upgrades to the West Portal Station area to enhance safety and improve customer experience. Potential scope includes expanding sidewalks, fencing along the tracks, station wayfinding, and pedestrian bulb-outs.

**Project Phase(s):**

Design Engineering (PSE), 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):

This project builds on previously implemented improvements completed in Fall 2024 as a part of the West Portal Station Safety and Community Improvements Project (SFMTA.com/WestPortalProject), this therefore helps implement the vision that that project's planning phase created.

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: San Francisco Transportation Plan 2050, 2022 - This is a traffic safety and fatality reduction investment. Makes permanent changes that improve transit priority and reliability, improve West Portal Avenue and Ulloa streets as multimodal locations.

Transit Plan: Transit Effectiveness Project, 2014 (now called Muni Forward) - Implement transit priority treatments on Muni rapid lines, including Muni Metro, and other high-ridership routes.

Transit Plan: Muni Service Equity Strategy, updated 2026 - identifies the Muni Metro K Ingleside and M Ocean View lines as "Equity Routes", which means these routes are vital for San Francisco's Oceanview and Ingleside Equity Priority Communities. The proposed project aims to improve transit travel time and reliability for these lines as they pass through West Portal Station, providing benefits to riders of these lines.

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

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. Plan is currently being updated as part of the Street Safety Initiative.

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

Yes

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

The SFMTA designs for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board. While there are no bicycle facilities directly in the project area, the project retains bicycle facilities that intersect with the project area and enhances cycling in the area by increasing the attractiveness of West Portal Station as a multi-modal hub.

### Is there a MTC Mobility Hub within the project area?

Yes

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

Transit shelters, waiting areas, short-term bike parking, Micromobility bikeshare station with Baywheels, wayfinding elements. The SFMTA will coordinate with the bikeshare station operator, Lyft, on any adjustments to the bikeshare location that occur through the project.

**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?**

No

**Summary of traffic safety conditions and traffic safety countermeasures:**

The project is not on a known HIN. However, there was a noteworthy fatal traffic collision in March 2024 at the intersection of Lenox Way and Ulloa Street resulting in four fatalities; this incident has drawn an increased focus on safety in this area.

The area receives high foot traffic as a transportation hub. With a transit station, public park and playground, library, and elementary school near the project area, this area benefits from extra attention to pedestrian safety. Potential safety measures to be studied include a bulb out at Ulloa and Lenox to decrease crossing distances and increase pedestrian visibility. In addition, treatments within the horseshoe such as widened sidewalks and potential fencing are intended to improve safety by separating pedestrian and rail movements.

**Infrastructure elements included in this phase of the project:**

Sidewalk Widening, Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs)

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

No

**Will the project integrate green infrastructure?**

No

### **Section 3: Compliance and Exception Review**

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

Yes

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

Yes

**Transit agency (or agencies) serving the project community:**

Muni (San Francisco Municipal Transportation Agency)

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

No

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

The following SFMTA routes all serve West Portal Station: the K Ingleside, L Taraval, M Ocean View Muni light-rail lines, the 48 Quintara, 57 Parkmerced bus routes, in addition to late night/early morning bus service provided by the K Bus and 91 OWL. Transit-supportive design elements include enhanced pedestrian crossings, widened sidewalks to relieve crowded pinch points, barriers to protect pedestrians from rail traffic, and transit wayfinding signage.

**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*

Location of the West  
Portal Horseshoe  
Improvement Project



# West Portal Horseshoe Improvement Project – Appendix

## Project Area Map

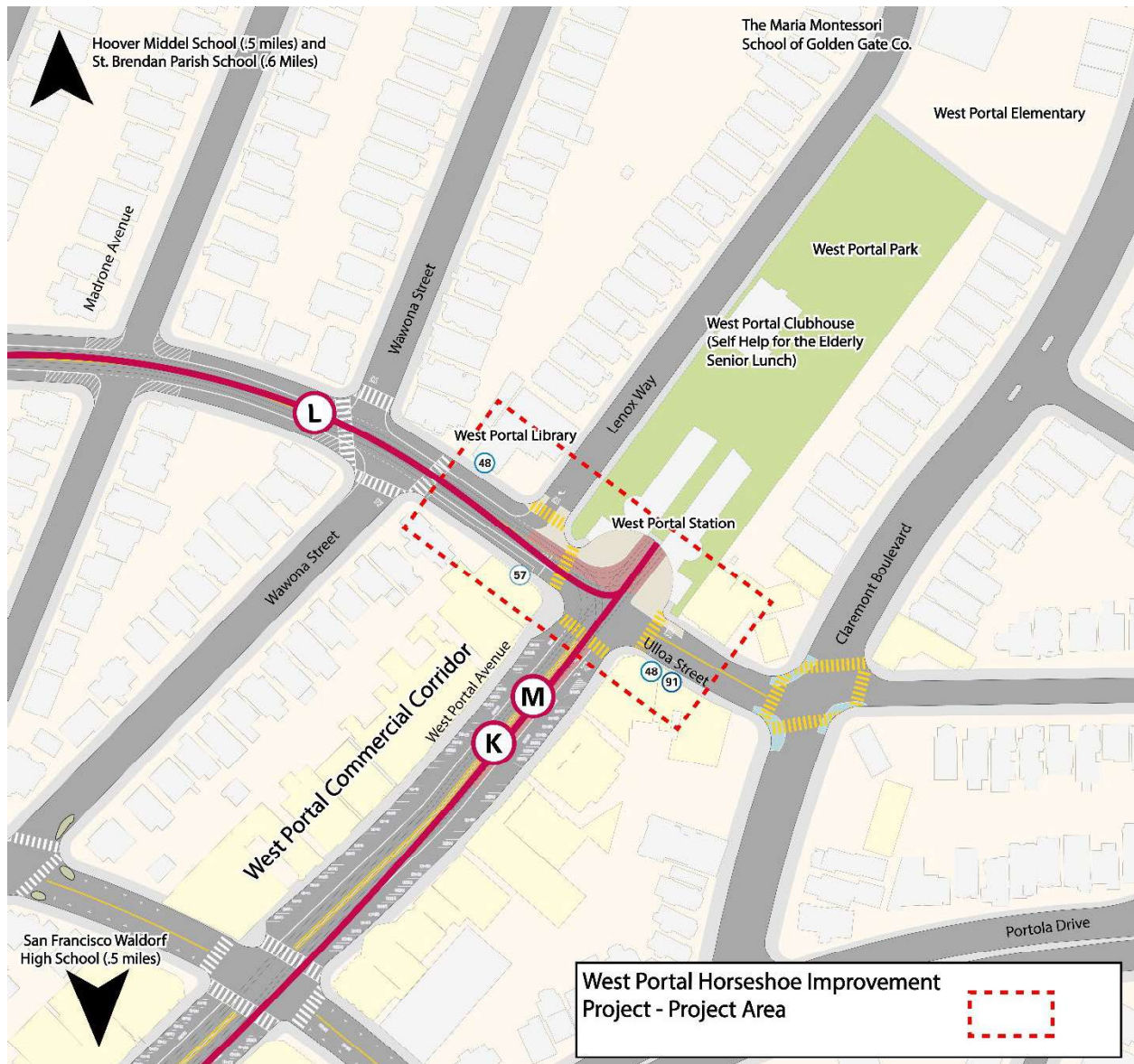


Figure 1 – A map of the project area, and immediate surroundings of West Portal Station. Important destinations for pedestrians and people that take transit are the West Portal commercial corridor, West Portal Library, West Portal Park, West Portal Elementary, The Maria Montessori School of Golden Gate Co., and the West Portal Clubhouse. Further

south is the San Francisco Waldorf High School , and to the north is Hoover Middel School and the St. Brendan Parish School.

## Horseshoe Predecessor Project Improvements



Figure 2 – West Portal station after the predecessor project implementation, aerial view. The planters (left of the rail tracks) and the bike share (right of the rail tracks) guide pedestrian traffic away from the Muni light-rail tracks and towards the sidewalk paths.



Figure 3 - Aerial view of West Portal Station facing westbound, showing the improvements to the intersection of Ulloa Street and Lenox Way towards the top of the photo. The street murals and planters extend the pedestrian safety zones at the intersection, as well as help to enforce the right turn only and one-way restriction on Lenox Way.



Figure 4 - Eastbound view of Ulloa Street in front of West Portal Station. The planters and the street murals are intended to be temporary, lasting three to five years. OBAG funding would allow for the implementation of features intended to be more permanent, and still provide the same benefits of beautification, extension of pedestrian safety zones, and a protective barrier from traffic and Muni rails.

# Relevant West Portal Safety Project Evaluation Survey Results

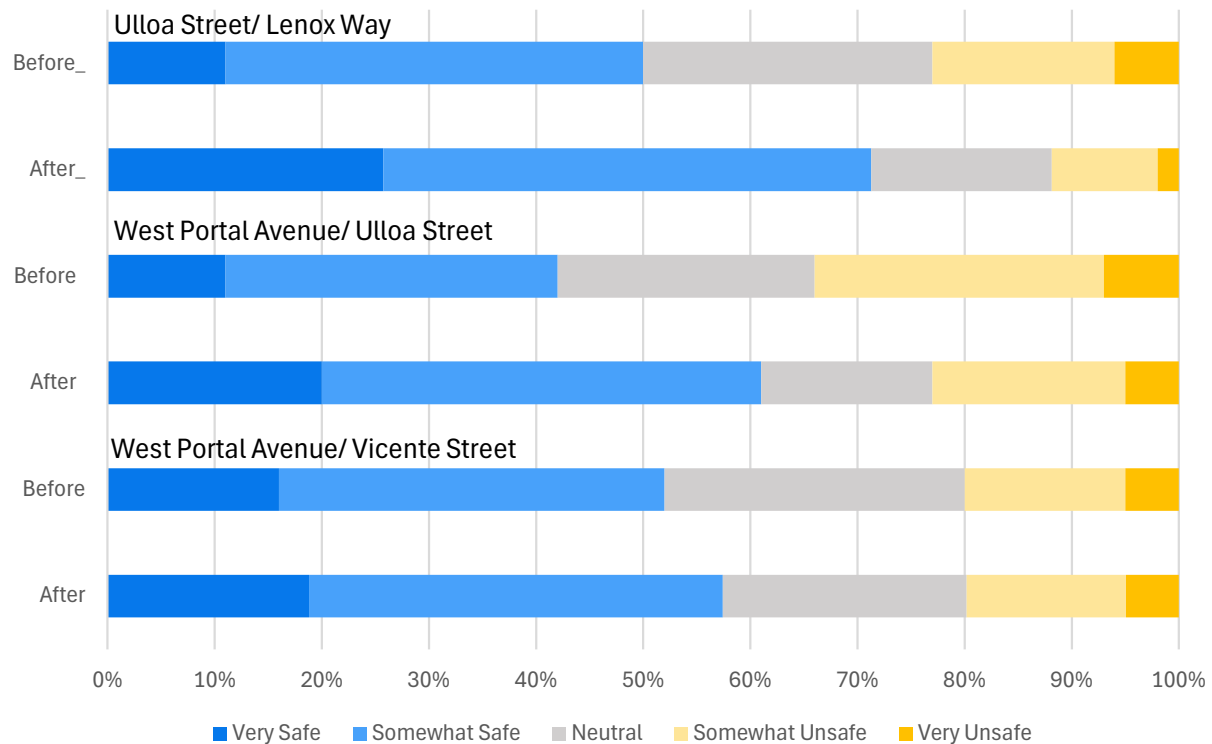


Figure 5 - Response to “For the following locations, how safe do you feel NOW compared to A YEAR AGO, in terms of avoiding a collision? (n=545). The share of respondents who reported feeling “very safe” or “somewhat safe” increased at all three intersections as compared to a year prior, with 72% reporting feeling very or somewhat safe at the

intersection of Ulloa Street and Lenox Way. The predecessor project very clearly increased resident and visitor perception of safety in the neighborhood.

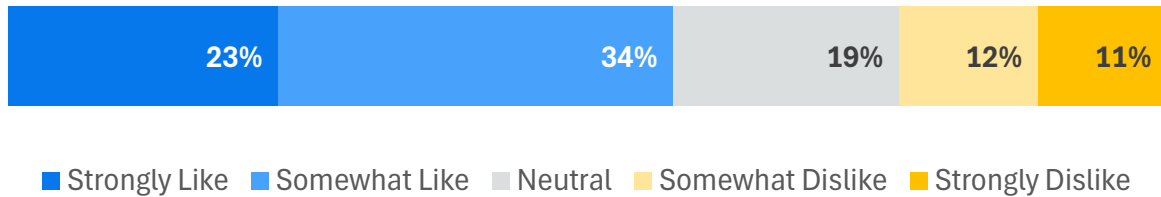
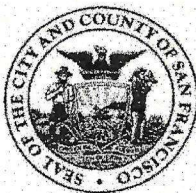


Figure 6 - Responses to “How do you feel about these recent changes to West Portal station? (N=493). The majority of respondents liked the changes at West Portal station. Fifty-seven percent of survey respondents strongly or somewhat liked the changes. Twelve percent somewhat disliked the changes and 11% strongly disliked the changes.

OFFICE OF THE MAYOR  
SAN FRANCISCO



**DANIEL LURIE**  
MAYOR

June 30<sup>th</sup>, 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 33<sup>rd</sup> 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 4<sup>th</sup> St and 11<sup>th</sup> 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 be "D. 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, 11<sup>th</sup> District



**Catherine Stefani**  
Assemblymember, 19<sup>th</sup> District



**Matt Haney**  
Assemblymember, 17<sup>th</sup> District



June 25, 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

**Subject: OBAG grant for SFMTA's West Portal Horseshoe Improvement Project**

Dear Director Chang and Director Fremier,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) West Portal Horseshoe Improvement Project application for One Bay Area Grant (OBAG) funds.

As a representative of the Asian Urbanist San Francisco community organization, we focus on the desires and needs of the Asian community in San Francisco, providing a platform to voice the concerns of an evolving population dedicated to improving the urban environment for all. Our core mission is to foster a safe space that encourages civic activation among members of the Asian community. We focus on issues fundamental to the long-term health, safety, and integration of Asian communities, working to combat negative stereotypes related to civic participation. By drawing on diverse backgrounds and experiences, we utilize these perspectives to guide policy and practical solutions that prioritizes creating community spaces that facilitate greater intergenerational connection with a focus on public safety on public transportation, unencumbered mobility and pedestrian spaces for seniors and young children.

West Portal Station is a key connection point in San Francisco's transportation system. Three rail lines and two bus routes serving 50,000 daily riders intersect at West Portal Avenue and Ulloa Street.

In 2025, the West Portal horseshoe - the half circle immediately in front of the station – was transformed from a parking area for SFMTA maintenance and operation vehicles to a welcoming entrance to West Portal Station. Improvements included planters, a bikeshare station and colorful wall and roadway murals. These improvements were designed with an approximate three-to-five year lifespan to allow these changes to be tested before implementing a more permanent version of them. Recently, the SFMTA completed an evaluation of these improvements finding that they have succeeded in achieving their goal to discourage pedestrians from crossing the middle of the tracks and that most people like these changes.

Based on the positive results of this installation, the SFMTA is now seeking OBAG funds to leverage \$2.5 million in other programmed funding to deliver a permanent version of these improvements. Potential scope elements to be studied include expanding the sidewalk area to provide more room for transit riders to access this area, fencing along the tracks to further separate pedestrians and rail vehicles, station wayfinding beacons to improve customer experience and ease of navigating the area, as well bulb-outs near the intersection of Ulloa Street and Lenox Way to improve pedestrian safety.

This project will benefit residents and visitors to the West Portal neighborhood by encouraging active and multi-modal transportation use and improving safety for everyone in the West Portal Station area, an MTC-designated Transit Oriented Community (TOC). The more pedestrian friendly space in front of the West Portal MUNI station makes it more accessible for seniors and children to navigate. I strongly urge you to fund the West Portal Horseshoe Improvement Project to ensure the current benefits of the station improvements continue in the long term. If you have any questions, please feel free to contact me at [janellebikessf@gmail.com](mailto:janellebikessf@gmail.com) or (415) 637-5153.

Sincerely,

A handwritten signature in cursive script that reads "Janelle P. Wong".

Janelle P. Wong

Co-Founder  
The Asian Urbanist San Francisco  
[janellebikessf@gmail.com](mailto:janellebikessf@gmail.com)



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

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

June 23, 2026

**RE: OBAG grant for SFMTA's West Portal Horseshoe Improvement Project**

Dear Directors Chang and Fremier,

I am writing to express Walk San Francisco's strong support for the San Francisco Municipal Transportation Agency's (SFMTA) West Portal Horseshoe Improvement Project application for One Bay Area Grant (OBAG) funds.

Walk San Francisco ('Walk SF') works on behalf of all pedestrians in San Francisco, advocating for solutions to make our streets safe for every age and ability.

West Portal Station is a key connection point in San Francisco's transportation system, with tens of thousands of transit riders and pedestrians passing through every day.

In 2025, the West Portal horseshoe – located directly in front of the station – was fitted with temporary changes to beautify the neighborhood and discourage pedestrians from crossing the middle of the tracks. These included planters, a bikeshare station, and wall and roadway murals.

Now, the SFMTA is seeking OBAG funds to deliver a permanent version of these improvements. Walk SF is excited by and supportive of potential improvements that will improve the pedestrian experience. These include expanded sidewalks, fencing along the tracks to reduce conflict between pedestrians and rail vehicles, and wayfinding beacons. We are especially excited by the proposed bulb-outs near the intersection of Ulloa Street and Lenox Way, which would improve pedestrian safety



by shortening the crossing distance and improving visibility for drivers and pedestrians.

This project will benefit residents and visitors to the West Portal neighborhood by encouraging multi-modal transportation use and improving safety for everyone in the West Portal Station area. **Walk San Francisco offers our enthusiastic support for the West Portal Horseshoe Improvement Project.**

Sincerely,

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

Jodie Medeiros, Executive Director  
Walk San Francisco



June 26, 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: OBAG grant for SFMTA's West Portal Horseshoe Improvement Project

Dear Tilly Chang and Andrew Fremier,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) West Portal Horseshoe Improvement Project application for One Bay Area Grant (OBAG) funds.

San Francisco Transit Riders (SFTR) is a rider-centered nonprofit organization that advocates to make public transit the first choice for getting around San Francisco. Among other things, we fight for improvements that benefit the safety, convenience, accessibility, and comfort for public transit riders. After the fatal crash near West Portal Station in 2024, we became heavily involved in advocating for improvements to the station area to help prevent future tragedies so close to one of San Francisco's major transit hubs. Our then-interim executive director was a member of District Supervisor Myrna Melgar's Welcoming West Portal Committee, which was convened to identify street safety improvements around the station.

Three rail lines and two bus routes serving 50,000 daily riders intersect at West Portal Avenue and Ulloa Street, which makes West Portal Station a key connection point for many transit riders and many SFTR members.

In 2025, the West Portal horseshoe - the half circle immediately in front of the station – was transformed from a parking area for SFMTA maintenance and operation vehicles to a welcoming entrance to West Portal Station. Improvements included planters, a bikeshare station and colorful wall and roadway murals. These improvements were designed with an approximate three-to-five year lifespan to allow these changes to be tested before implementing a more permanent version of them. Recently, the SFMTA completed an evaluation of these improvements finding that they have succeeded in achieving their goal to discourage pedestrians from crossing the middle of the tracks and that most people like these changes. When surveyed, over 75% of transit riders indicated that they liked the station changes.

Based on the positive results of this installation, the SFMTA is now seeking OBAG funds to leverage \$2.5 million in other programmed funding to deliver a permanent version of these improvements.



Potential scope elements to be studied include expanding the sidewalk area to provide more room for transit riders to access this area, fencing along the tracks to further separate pedestrians and rail vehicles, station wayfinding beacons to improve customer experience and ease of navigating the area, as well bulb-outs near the intersection of Ulloa Street and Lenox Way to improve pedestrian safety.

This project will benefit residents and visitors to the West Portal neighborhood by encouraging active and multi-modal transportation use and improving safety for everyone in the West Portal Station area, an MTC-designated Transit Oriented Community (TOC). I strongly urge you to fund the West Portal Horseshoe Improvement Project to ensure the current benefits of the station improvements continue in the long term. If you have any questions, please feel free to contact us at [info@sftransitriders.org](mailto:info@sftransitriders.org).

Sincerely,

Dylan Fabris  
Community & Policy Manager  
San Francisco Transit Riders

June 26, 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

**Subject: OBAG grant for SFMTA's West Portal Horseshoe Improvement Project**

Dear Tilly Chang and Andrew Fremier,

We, the Parents Club of West Portal Elementary School, are writing to express our strong support for the San Francisco Municipal Transportation Agency's (SFMTA) West Portal Horseshoe Improvement Project application for One Bay Area Grant (OBAG) funds.

Our organization (West Portal Parents Club or "WPPC") consists of all parents and guardians of West Portal Elementary School students. Our nearly 600 students and families traverse Lenox Way, Ulloa Street and West Portal Avenue multiple times every day. The safety of this area is of paramount importance to our community, especially in light of the horrific accident in front of the West Portal Public Library two years ago. It is imperative that families and children – especially children commuting without an adult, as many of our students begin to do in their upper elementary years – can go to and from school in the safest conditions possible.

West Portal Station is a key connection point in San Francisco's transportation system. Three rail lines and two bus routes serving 50,000 daily riders intersect at West Portal Avenue and Ulloa Street.

In 2025, the West Portal horseshoe - the half circle immediately in front of the station – was transformed from a parking area for SFMTA maintenance and operation vehicles to a welcoming entrance to West Portal Station. Improvements included planters, a bikeshare station and colorful wall and roadway murals. These improvements were designed with an approximate three-to-five year lifespan to allow these changes to be tested before implementing a more permanent version of them. Recently, the SFMTA completed an evaluation of these improvements finding that they have succeeded in achieving their goal to discourage pedestrians from crossing the middle of the tracks and that most people like these changes.

Based on the positive results of this installation, the SFMTA is now seeking OBAG funds to leverage \$2.5 million in other programmed funding to deliver a permanent version of these improvements. Potential scope elements to be studied include expanding the sidewalk area to provide more room for transit riders to access this area, fencing along the tracks to further separate pedestrians and rail vehicles, station wayfinding beacons to improve customer experience and ease of navigating the area, as well bulb-outs near the intersection of Ulloa Street and Lenox Way to improve pedestrian safety.

This project will benefit residents and visitors to the West Portal neighborhood by encouraging active and multi-modal transportation use and improve safety for everyone in the West Portal Station area, an MTC-designated Transit Oriented Community (TOC). I strongly urge you to fund the West Portal Horseshoe Improvement Project to ensure the current benefits of the station improvements continue in the long term. If you have any questions, please feel free to contact us at [wppc-president@westportalschool.com](mailto:wppc-president@westportalschool.com).

Sincerely,

**Julie McCord, Co-President**

On behalf of the West Portal Parents Club



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

T 415.431.BIKE  
F 415.431.2468

[sfbike.org](http://sfbike.org)

BRING AND ROLLING FOR EVERYDAY TRANSPORTATION

June 17, 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 OBAG grant for SFMTA's West Portal Horseshoe Improvement Project**

Dear Executive Directors Chang and Fremier:

On behalf of the San Francisco Bicycle Coalition, I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) West Portal Horseshoe Improvement Project application for One Bay Area Grant (OBAG) funds.

For over 50 years, the San Francisco Bicycle Coalition has advocated to transform city streets to safe, just, and livable places by promoting the bicycle for everyday transportation for future generations. Our organization and members participated extensively in the outreach process for the temporary safety improvements at West Portal Station of the past two years.

West Portal Station is a key connection point in San Francisco's transportation system, with three rail lines and two bus routes serving 50,000 daily riders. West Portal Station is also a crucial connection for people biking and rolling to and from the westside who rely on the rail and bus lines due to the geographic challenges of the area.

In 2025, the West Portal horseshoe - the half circle immediately in front of the station – was transformed from a parking area for SFMTA maintenance and operation vehicles to a welcoming entrance to West Portal Station. Improvements included planters, a bikeshare station and colorful wall and roadway murals. Recently, the SFMTA completed an evaluation of these improvements finding that they have succeeded in achieving their goal to discourage pedestrians from crossing the middle of the tracks and that most people like these changes. The SFMTA has also found that over 2,000 bike trips have started and/or ended at the bikeshare station in the horseshoe between August 2025 through March 2026.

Based on the positive results of this installation, the SFMTA is now seeking OBAG funds to leverage \$2.5 million in other programmed funding to deliver a permanent version of these improvements. I am pleased to see potential scope elements such as, expanding the sidewalk areas and bulb-outs near the intersection of Ulloa Street and Lenox Way to improve pedestrian safety.

This project will benefit residents and visitors to the West Portal neighborhood by encouraging active and multi-modal transportation use and improve safety for everyone in the West Portal Station area. I strongly urge you to fund the West Portal Horseshoe Improvement Project to ensure the current benefits of the station improvements continue in the long term.

Sincerely,

A handwritten signature in black ink, appearing to read "Rachel Clyde". The signature is fluid and cursive, with a long horizontal stroke extending from the end.

Rachel Clyde  
Senior Community Organizer  
San Francisco Bicycle Coalition



June 25, 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

Subject: Support for SFMTA's West Portal Horseshoe Improvement Project OBAG Grant Application

Dear Directors Chang and Fremier,

I am writing on behalf of Streets For All San Francisco to express our strong support for the San Francisco Municipal Transportation Agency's West Portal Horseshoe Improvement Project application for One Bay Area Grant funds.

Streets For All San Francisco is a community advocacy organization committed to creating safer, more accessible, and more people-centered streets and public spaces throughout San Francisco. We represent thousands of everyday San Franciscans who want our streets to be safe enough for kids and grandparents to walk, bike, and take transit to their daily destinations. We advocate for public spaces that are safe, welcoming, and truly usable by everyone—and the West Portal Horseshoe Improvement Project exemplifies exactly the kind of investment we champion.

West Portal Station is a critical node in San Francisco's transportation network, where three rail lines and two bus routes converge to serve 50,000 daily riders. The temporary improvements installed in 2025—including planters, a bikeshare station, and colorful murals—have already demonstrated measurable success: they have effectively discouraged dangerous mid-track pedestrian crossings, and community response has been overwhelmingly positive. This is exactly the kind of evidence-based, iterative approach to street design that Streets For All SF advocates for.

The permanent improvements now being proposed will benefit all road users in our community and establish an example for the city to improve public spaces near transit in several ways:

1. **Pedestrian safety and conflict reduction.** Expanded sidewalk areas and fencing along the tracks would further separate pedestrians from rail vehicles, reducing one of the most dangerous conflict points in the neighborhood. Streets For All SF believes no one should face unnecessary risk when trying to access transit

2. **Multimodal access and active transportation.** The project's scope includes bikeshare infrastructure, wayfinding beacons, and pedestrian bulb-outs at Ulloa Street and Lenox Way. These elements make it easier and safer for people to arrive on foot or by bike, reinforcing transit use and reducing car dependence.
3. **Equity and community benefit.** West Portal Station sits within an MTC-designated Transit Oriented Community. Investing in permanent, high-quality public realm improvements here sends a clear signal that transit riders deserve world-class infrastructure—not just temporary installations. The improvements will benefit residents, commuters, and visitors of all ages and abilities who rely on this station every day.
4. **Leveraging existing investment.** The OBAG funds would unlock \$2.5 million in already-programmed funding, ensuring that the community-tested improvements do not simply expire when the temporary installation reaches the end of its lifespan.

Streets For All San Francisco enthusiastically endorses the West Portal Horseshoe Improvement Project and strongly urges SFCTA and MTC to fund it through the One Bay Area Grant program. This is the kind of durable, people-first investment that makes San Francisco's streets safer and more welcoming for everyone. If you have any questions, please feel free to contact me for further information.

Sincerely,

Robin Pam  
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Streets For All  
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