

OBAG 4 County Program Base Application

Instructions

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

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

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

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

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

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

Project Eligibility

Project Eligibility

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

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

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

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

Project meets regional eligibility requirements:

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

Need and Benefits

Need and Benefits

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

Local Priority

Community Support

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

Letters of Support

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

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

Equity Impacts

Equity Impacts

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

EPC Relationship

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

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

Applicant ADA Transition Plan Link

Required for all applications, attach copy if not available

Reference

Page reference(s) if applicable

Regional Alignment**Plan Strategies**

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

Safety/Vision Zero

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

Complete Streets

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

Transit Transformation

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

Transit Priority

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

Federal Performance

Federal Performance Measures

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

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

Deliverability and Risk

Delivery Risks

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

Environmental Approval and Right-of-Way

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

Select the anticipated NEPA class of action for the project:

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

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

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

Schedule and Funding Plan

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

Funding and Schedule Requirements

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

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

Contribution to Geographic Minimum

PDA and TOC Relationship

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

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

Applicant Acknowledgements

Applicant Acknowledgements

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

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

OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

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

San Francisco Supplemental Project Evaluation Criteria

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).

5th priority

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.

Within the Chinatown CBTP proposed plan area, there are five corridors identified in the High Injury Network: Broadway, Jackson St, California St, Stockton St, and Columbus Ave. Chinatown's streets and sidewalks report a number of conditions that may contribute to its safety challenges, including:

- Some of the narrowest sidewalk widths in San Francisco (most <10ft), combined with market displays that protrude into the sidewalk and further reduce usable width
- High foot traffic, especially on Stockton St
- High residential concentration of seniors and people with disabilities
- A lack of any biking and rolling infrastructure

As part of the final plan, the CBTP will include proposals to improve pedestrian safety. The plan team will work with the community and subject-matter experts to incorporate safety as a plan goal and then identify intersections or corridors of highest concern. This identification process will take into consideration locations with a history of traffic injuries, corridors identified in the High Injury Network, proximity to schools, senior centers, and other community assets, and other relevant factors. Potential locations may include Broadway & Stockton (four injuries in the last two years, located near the Broadway Tunnel and Jean Parker Elementary School), Stockton St & Pacific Ave (five injuries, located between Chinatown's two largest affordable housing complexes),

or Stockton St & Sacramento St (three injuries, located near the Stockton Tunnel, Willie Woo Playground, and Mei Lun Senior Housing).

Once priority locations are identified, the plan team with subject-matter experts will propose interventions to improve safety. These may include strategies which have been previously implemented to success in Chinatown, such as scrambles, accessible pedestrian signals, crosswalk restriping, or novel strategies, such as biking and rolling education and youth street safety education programs.

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](#).

As a comprehensive transportation plan, the Chinatown CBTP will work with the community to identify transit priorities and propose strategies to optimize existing transit accessibility, reliability, and connectivity. While acknowledging the current fiscal constraints Muni is facing, the CBTP will work with Chinatown to ensure existing transit service is best serving their needs. As resources allow, we will consider ways to optimize or reallocate existing transit service to maintain or improve trip times, overcrowding, and connectivity to connected Chinese communities.

Based on previous community engagement and agency priorities, two potential areas for improvement include 1) access, reliability, and scheduling for the T Third light rail line serving the Chinatown-Rose Pak Station, and 2) curb management on corridors with bus service.

T Third line/Chinatown Rose Pak Station

Since its opening in 2022, the T Third light rail line has reported less ridership than anticipated. While in part due to the COVID-19 pandemic and overall decline in transit ridership, the agency continues to explore ways to increase its usage and make it a fast and convenient option to improve residents' access, bring more visitors, and connect the neighborhood to satellite Chinese communities. Improvements to the T Third are currently being studied and implemented as part of Muni Forward's T Third Improvement Project, Train Control Upgrade Project (TCUP), and Central Subway Extension Study. The CBTP will enable SFMTA to not only engage in a broad and extensive

engagement process with all of the Chinatown community to understand the specific challenges that prevent more ridership for Chinatown users but will also help articulate their needs and priorities to shape related projects, like the T Third Improvements, TCUP, and Central Subway Extension Study. The CBTP aims to summarize Chinatown's specific needs and challenges and propose potential solutions, such as station activations and wayfinding, community ambassadors, and improved transfers to local and regional transit to better connect satellite Chinese communities.

Curb management for bus routes

Chinatown is located on some of the oldest and narrowest streets in the city. Five of its nine east-west corridors and one of its four north-west corridors are only wide enough to accommodate one lane of traffic for most of its length. Consequently, congestion and double parking can have significant impacts on travel times and reliability. However, due to vocal community input, complex delivery and disabled access needs, and the high number of bus routes, assessing the neighborhood's curb management needs has been a resource-intensive and challenging endeavor that the agency has been unable to accommodate. The CBTP would enable the SFMTA to fund both staff resources and community outreach partners to engage in a survey of Chinatown's curb needs and priorities. Paired with community input, curb data, and transit service needs, the CBTP would aim to produce a comprehensive curb management strategy to address the community's complex curb access needs, reduce double parking, and improve transit trip times for a community that is already heavily transit-dependent.

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.

Chinatown is one of San Francisco's (and the nation's) densest neighborhoods and reports a high concentration of low-income households, seniors, limited-English proficient people, and zero-car households. Most of its residents rely on walking and transit to access daily needs. Additionally, Chinatown is a regional trip generator, bringing in tourists and visitors from satellite Chinese communities from across the Bay Area. Its network of senior centers, schools, community centers, parks, health facilities, and other community and cultural assets thus attracts both local residents and regional visitors.

The Chinatown CBTP will propose comprehensive transportation improvements that will improve the safety and access to all of Chinatown, including to community assets. In fact, the location of community assets will be considered for the identification of priority spots for pedestrian safety, curb management, and other improvements because of their role in generating trips and the concentration of vulnerable populations (e.g. youth, seniors, people with disabilities). Potential improvements already raised by previous community engagement and subject-matter experts have included changes to loading zones, signaling and crosswalk improvements, walking school buses, and improved transit transfers to regional transit to better connect satellite Chinese communities.

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.

Not applicable as this is a planning process with no related construction projects. Note that there are three major construction projects in Chinatown starting in June 2026, but it may not coincide with the timeline of this CBTP.

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: The Chinatown CBTP is eligible and applied for the Caltrans Sustainable Communities Grant, but was not awarded funding due to Caltrans's other funding priorities.

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

Project Name:	Chinatown Community Based Transportation Plan
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	%	In-house,	Month	Calendar	Month	Calendar
Planning/Conceptual Engineering	0%	Both	Jan	2028	Dec	2030
Environmental Studies (PA&ED)	N/A					
Design Engineering (PS&E)	N/A					
Right-of-way	N/A					
Advertise Construction	N/A					
Start Construction (e.g. Award Contract)	N/A					
Open for Use	N/A					

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

Project Name:	Chinatown Community Based Transportation Plan
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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	\$669,000	\$592,000	\$77,000		Previous SFMTA estimates	
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$0					
Right-of-Way	\$0					
Construction	\$0					
TOTAL PROJECT COST	\$669,000	\$592,000	\$77,000	\$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	\$592,000	N/A	N/A	\$592,000
<i>Prop L</i>	\$77,000			\$77,000
<i>Source 2</i>				\$0
TOTAL	\$669,000	\$0	\$0	\$669,000

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 - Project Management and Administration	Task 2 - Needs and Opportunity Assessment	Task 3 - Outreach and Engagement	Task 4 - Development and Evaluation of Recommendations	Task 5 - Draft and Final Recommendations	Task 6 - Final Report and Board Approval	Total
SFMTA Staff Labor	\$ 46,189	\$ 53,736	\$ 154,411	\$ 115,164	\$ 53,150	\$ 44,039	\$ 466,689
Consultant	\$ 2,000	\$ -	\$ 112,000	\$ 40,000	\$ 6,000	\$ -	\$ 160,000
Other Direct Costs *	\$ -	\$ -	\$ 10,000	\$ -		\$ -	\$ 10,000
Contingency (5%)	\$ 2,409	\$ 2,687	\$ 13,821	\$ 7,758	\$ 2,958	\$ 2,202	\$ 31,834
Total	\$ 50,598	\$ 56,423	\$ 290,232	\$ 162,922	\$ 62,108	\$ 46,241	\$ 668,523

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

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost Estimated (assume 3% increase for FY27)		FTE	Total
5502 Project Manager 2 - Streets	125	\$ 92.21	2.60	\$ 240.00		0.07	\$ 30,000
5290 Transportation Planner 4 - Street	555	\$ 88.47	2.61	\$ 230.94		0.33	\$ 128,174
5288 Transportation Planner 2 - Street	625	\$ 62.88	2.70	\$ 169.54		0.18	\$ 105,961
1314 Public Relations Officer	330	\$ 67.70	2.68	\$ 181.25		0.03	\$ 59,812
5408 Communications Manager	55	\$ 78.86	2.63	\$ 207.71		0.01	\$ 11,424
5211 Senior Engineer	25	\$ 115.68	2.57	\$ 296.79		0.05	\$ 7,420
5241 Engineer	85	\$ 99.95	2.59	\$ 258.73		0.18	\$ 21,992
5207 Associate Engineer	335	\$ 87.98	2.61	\$ 229.76		0.07	\$ 76,971
5203 Assistant Engineer	127	\$ 74.17	2.65	\$ 196.34		0.07	\$ 24,935
Total	2262					0.98	\$ 466,689

Agency 2 (e.g., SFCTA)	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost		FTE	Total
Deputy Director		\$ -		\$ -		0.00	\$ -
Senior Planner		\$ -		\$ -		0.00	\$ -
Total	0.00					0.00	\$ -

Sustainable Streets - Fully Loaded Rates (PTO + OH)

CLASS	CLASS TITLE	MTA Job Calss	CityWide Rate or SFMTA Rate	Job Class in FY26 Budget	eTurn Emp Org Code	eTurn Emp Org Code Title	CLASS	FY26 Hrly Rate 7/1/25-6/30/26	FY26 Fully Burdened Hourly Rate	3% COLA Adjustm ent + FY26 Fully Burdene
1310	Public Relations Assistant	Y	SFMTA	Y	790	790 - LOCAL 790, SEIU	1310	42.84	116.81	120.3194
1312	Public Information Officer	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	1312	56.76	150.18	154.6843
1314	Public Relations Officer	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	1314	67.70	175.97	181.2498
5201	Junior Engineer	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5201	65.68	171.21	176.3497
5203	Assistant Engineer	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5203	74.17	190.62	196.3354
5207	Assoc Engineer	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5207	87.98	223.07	229.7645
5209	Industrial Engineer	Y	SFMTA	N	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5209	86.33	219.20	225.7729
5211	Eng/Arch/Landscape Arch Sr	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5211	115.68	288.15	296.7897
5212	Engineer/Architect Principal	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5212	134.30	331.89	341.8462
5241	Engineer	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5241	99.95	251.20	258.7338
5277	Planner 1	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5277	51.75	138.37	142.5167
5278	Planner 2	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5278	62.88	164.60	169.5375
5283	Planner V	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5283	104.99	263.03	270.9202
5288	Transportation Planner II	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5288	62.88	164.60	169.5375
5289	Transportation Planner III	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5289	74.63	191.72	197.4691
5290	Transportation Planner IV	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5290	88.47	224.22	230.9442
5291	Planner 3	Y	SFMTA	N	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5291	74.63	191.72	197.4691
5293	Planner IV	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5293	88.47	224.22	230.9442
5298	Planner 3-Environmental Review	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5298	74.63	191.72	197.4691
5299	Planner 4-Environmental Review	Y	SFMTA	N	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5299	88.47	224.22	230.9442
5408	Coord of Citizen Involvement	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5408	78.86	201.66	207.7051
5502	Project Manager 1	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5502	92.21	233.01	240.0005
5504	Project Manager 2	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5504	106.70	267.05	275.063
5506	Project Manager 3	Y	SFMTA	Y	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5506	129.53	320.67	330.295
5508	Project Manager 4	Y	SFMTA	N	021	021 - LOCAL 21, PROFESSIONAL AND TECHNICAL ENG	5508	144.43	355.70	366.3702
9179	Manager V, Municipal Transportation Agency	Y	SFMTA	Y	351	351 - MEA, MUNICIPAL EXECUTIVES ASSOCIATION	9179	103.39	264.29	272.2208

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:

Chinatown Community-based Transportation Plan

Project Location:

San Francisco

Project Description:

The Chinatown Community-Based Transportation Plan is a comprehensive transportation plan developed through extensive outreach and analysis of its curb, circulation, safety, and transit conditions to improve mobility to and within the neighborhood.

Project Phase(s):

Planning (PLN)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Non-Roadway Transit (heavy rail, ferries, etc.), Driver/Automobile

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

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

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

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Policy to prioritize public transit and other alternatives to the private automobile.

Bicycle, Pedestrian and/or Active Transportation Plan(s): San Francisco Bicycle Strategy, 2013; San Francisco Biking and Rolling Plan, 2025. The Bicycle Strategy developed a prioritization framework for bicycle infrastructure, and the Biking and Rolling Plan developed a map of the City's North Star bicycle network, recommending Chinatown have a separate Community-based Transportation Plan for biking and rolling.

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.

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

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

Yes

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

The 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.

Is there a MTC Mobility Hub within the project area?

Yes

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

Project team will incorporate needs of Muni operations, Bay Wheels bike share, taxi drivers, and internal bike and car parking/curb access teams. The project will plan for improved transit and inter-modal access.

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

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Unknown; this planning project will help identify that

Infrastructure elements included in this phase of the project:

Other: Unknown; most of these options are on the table, and this planning project will help identify that.

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:

010700, 011300, 061100, 011800, 011700

Will the project integrate green infrastructure?

N/A

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), AC Transit (Alameda-Contra Costa Transit District), Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), SamTrans (San Mateo County Transit District)

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:

SFMTA is the only transit agency that has routes directly within the project area.

SFMTA, AC Transit, Golden Gate Transit, and SamTrans have surface bus lines within a half mile of the project extent.

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

No

Has a local BPAC reviewed this Checklist?

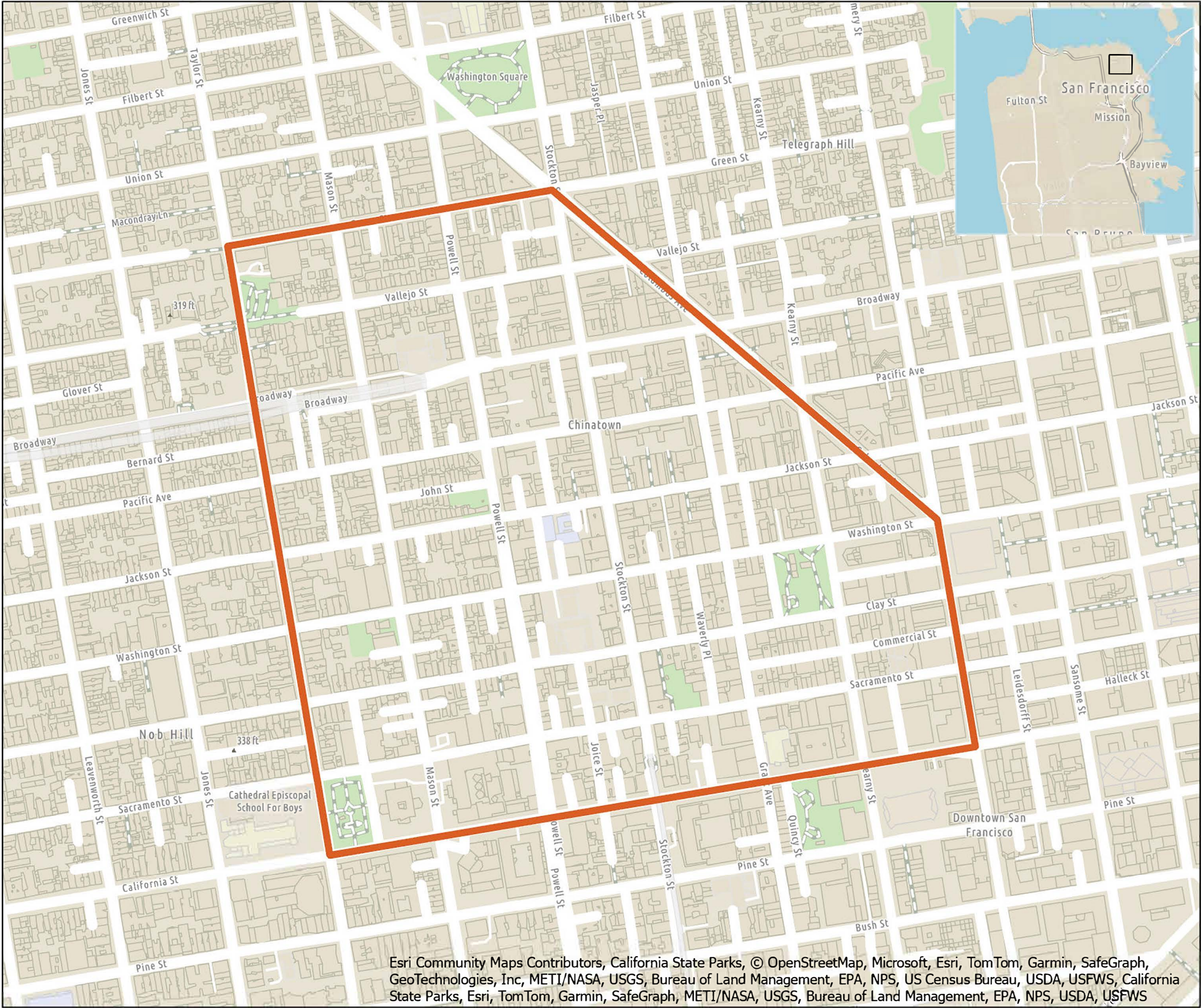
No

BPAC meeting date(s):

2026-08-06

Generated on: 7/2/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493



Project Area

Chinatown SF CBTP

June 2026

LEGEND

 Project Area

  0.2 miles
Scale 1:5,233

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."

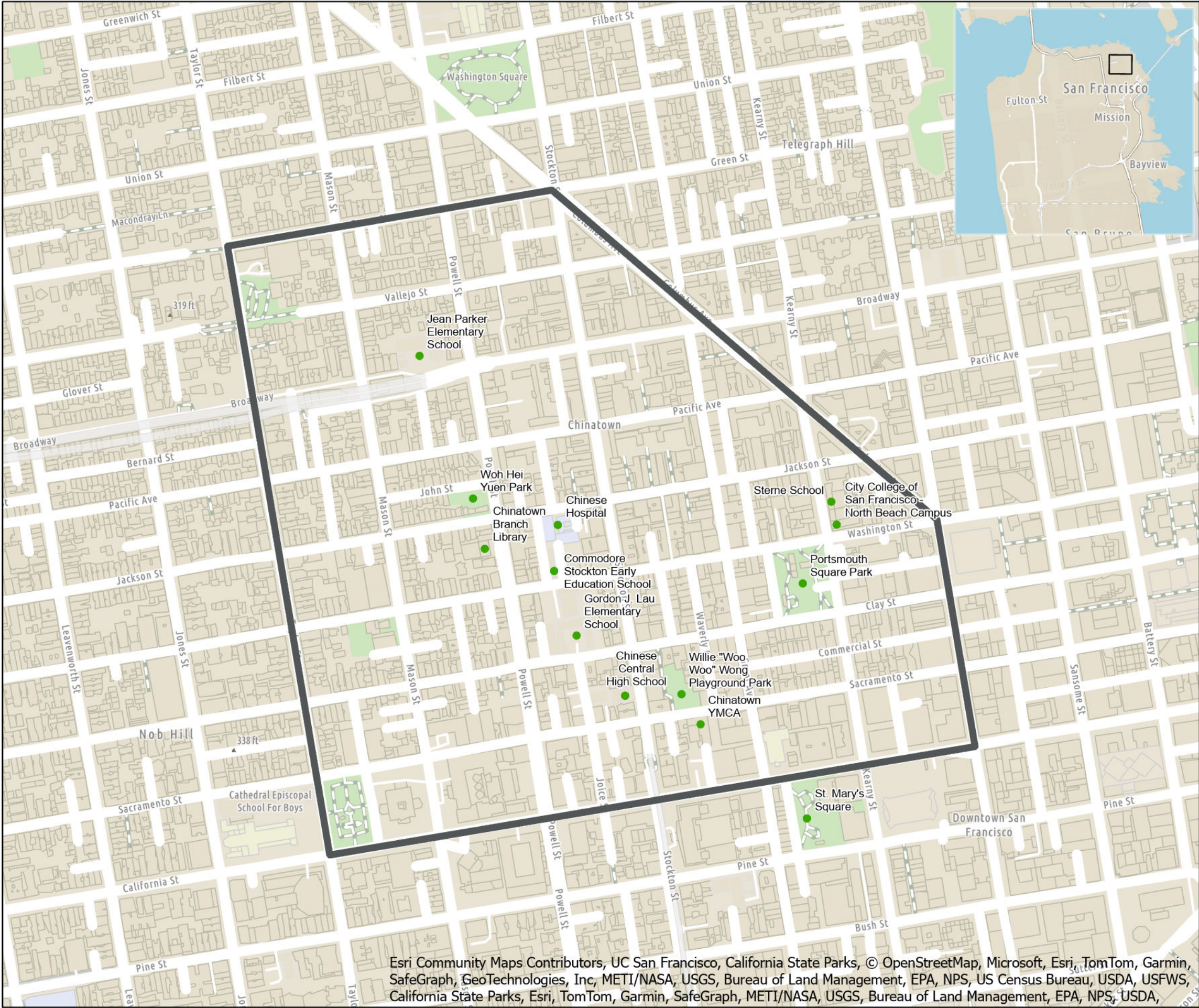
Esri Community Maps Contributors, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, California State Parks, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS



Community Assets

Chinatown SF CBTP

June 2026



LEGEND

-  Project Area
-  Community Assets



0.2 miles

Scale 1:5,233
Date Saved: 6/30/2026

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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



November 18, 2025

Marlon Flournoy
Deputy Director of Planning and Modal Programs
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Letter of Support for San Francisco Municipal Transportation Agency's Application for a Chinatown Community-Based Transportation Plan

Dear Deputy Director Flournoy,

We are writing to express our strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Caltrans Sustainable Transportation Planning grant application for the Chinatown Community-Based Transportation Plan (CBTP).

Neighborhoods on the other side of San Francisco, such as the Sunset and Portola, which have significant Chinese-speaking populations, have many residents who regularly travel to Chinatown, a cultural and economic hub for the city's Chinese communities. Because of the distance, many rely on public transit to access this dense, highly pedestrian-oriented area. Despite the robust multimodal network, the ability to drive and park in Chinatown is still often cited as an important consideration in transportation planning.

The CBTP provides an opportunity for the SFMTA to engage directly with community organizations and stakeholders through events, meetings, and site walkthroughs. By gathering feedback holistically, the SFMTA and the community can identify transportation solutions that improve pedestrian safety and expand mobility options.

Previous CBTPs have enhanced government accountability and attracted investments that deliver tangible improvements. This CBTP will offer a balanced forum for stakeholders to reach mutual understanding, shaping Chinatown's future and facilitating the movement of people and goods. Its ultimate goal is a transportation plan grounded in the real experiences of residents and visitors.

The Chinatown CBTP is a strong candidate for the Caltrans Sustainable Communities Grant Program because it will create a community-centered plan that reflects the needs of residents and visitors while establishing a foundation for ongoing collaboration with the SFMTA. This project aligns closely with Caltrans' mission and the grant program's objectives.

For these reasons, we respectfully request your support for the SFMTA's grant application for the Chinatown Community-Based Transportation Plan. Thank you for your consideration.

Sincerely,



Scott Wiener, 11th Senate District



Matt Haney, 17th Assembly District



Catherine Stefani, 19th Assembly District



615 Grant Avenue
San Francisco, CA 94108
TEL 415.984.1450
FAX 415.362.7992
TTY 415.984.9910
www.chinatowncdc.org

October 28, 2025

Marlon Flournoy
Deputy Director of Planning and Modal Programs
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: San Francisco Municipal Transportation Agency's Application for Caltrans' Sustainable Transportation Planning/Sustainable Communities Grant: Chinatown Community-Based Transportation Plan

Dear Deputy Director Flournoy,

We are writing to express our support for the San Francisco Municipal Transportation Agency's (SFMTA) grant application for the **Chinatown Community-Based Transportation Plan (CBTP)**.

Residents of neighborhoods like the Sunset and Portola, which have significant Chinese speaking populations, regularly visit Chinatown due to its draw as the cultural and economic hub. Many people rely on transit to access Chinatown, one of the densest pedestrian-oriented areas in the United States. Despite the robust multimodal network, the ability to drive and park in Chinatown is often cited as an important priority during the transportation planning process. In past project efforts, this feedback has been difficult to address and has led to neighborhood sentiments that the SFMTA's engagement has not been genuine. This CBTP is an important opportunity to take a step back from individual projects and allow the SFMTA to meet with community organizations and stakeholders where they are at—at cultural events, regular meetings, and doing walkthroughs. Then, by holistically reviewing feedback on needs, the SFMTA in partnership with the community can identify transportation solutions that improve pedestrian safety and expand mobility choices.

Chinatown Community Development Center is a 501(c)(3) with a mission of building community and enhancing the quality of life for San Francisco residents. We are committed to the empowerment of low-income residents, diversity and coalition building, and social and economic justice. We are a place-based community development organization primarily serving the Chinatown neighborhood, but also other areas including North Beach and the Tenderloin. We believe in a comprehensive vision of community, a quality environment, a healthy neighborhood economy, and active voluntary associations. Formed by five grassroots organizations in 1977, our organization has a long history of community advocacy, planning, and affordable housing development in Chinatown and the City of San Francisco.

As a community development organization, we have many roles: neighborhood advocates, organizers and planners, developers and managers of affordable housing, etc. We strive to address justice on multiple fronts, including working closely with grassroots groups, such as Chinatown Transportation Research and Improvement Project (TRIP) regarding transportation. By forging bonds with other community groups, we're able to leverage connections and work together to address community needs. Our past advocacy and projects include the Central Subway Rose-Pak Station, Broadway Streetscape Improvement, and pedestrian scramble systems.



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TEL 415.984.1450
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www.chinatowncdc.org

Chinatown San Francisco CBTP is a strong candidate for funding under the Caltrans Sustainable Communities Grant Program because it will create a community-centered transportation plan that encompasses the needs and perspectives of residents and visitors alike. Not only will the plan serve as a roadmap for future implementation, but it will also establish a solid foundation for future collaboration between the neighborhood and the SFMTA by strengthening relationships.

We want to be a part of this new CBTP process that empowers Chinatown stakeholders to identify policies and priority investments that reflect community values. I believe that this project embodies a commitment to Caltrans' mission and the grant program's objectives, and I am offering my strongest support for SFMTA's Chinatown SF Community Based Transportation Plan application.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Chen", on a light gray background.

Rosa Chen
Director of Programs – Planning & Policy

October 28, 2025

Marlon Flournoy
Deputy Director of Planning and Modal Programs
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: San Francisco Municipal Transportation Agency's Application for Caltrans' Sustainable Transportation Planning/Sustainable Communities Grant: Chinatown Community-Based Transportation Plan

Dear Deputy Director Flournoy,

We are writing to express our support for the San Francisco Municipal Transportation Agency's (SFMTA) grant application for the **Chinatown Community-Based Transportation Plan (CBTP)**.

Residents of neighborhoods like the Sunset and Portola, which have significant Chinese speaking populations, regularly visit Chinatown due to its draw as the cultural and economic hub. Many people rely on transit to access Chinatown, one of the densest pedestrian-oriented areas in the United States. Despite the robust multimodal network, the ability to drive and park in Chinatown is often cited as an important priority during the transportation planning process. In past project efforts, this feedback has been difficult to address and has led to neighborhood sentiments that the SFMTA's engagement has not been genuine. This CBTP is an important opportunity to take a step back from individual projects and allow the SFMTA to meet with community organizations and stakeholders where they are at—at cultural events, regular meetings, and doing walkthroughs. Then, by holistically reviewing feedback on needs, the SFMTA in partnership with the community can identify transportation solutions that improve pedestrian safety and expand mobility choices.

Chinatown Transportation Research and Improvement Project (TRIP) is a volunteer advocacy group made up of residents, workers, and interested individuals seeking to maintain and enhance public transit, traffic flow, and pedestrian safety in and around Chinatown. TRIP was formed during the City Employees Strike of 1976 when Chinese bus drivers volunteered to shuttle Chinatown elderly to their appointments. We have worked on transportation issues in the community since then.

The mission of Chinatown TRIP is to enhance the quality of life of our community by empowering their voices. We advocate for transit accessibility, livability, and equity among low-income neighborhoods, monolingual, and immigrant communities who are high-needs and transit-dependent. TRIP has conducted several ridership assessments and advocacy projects over the past 40 years, including a Chinatown Core Area Traffic Circulation Study, Pedestrian Scramble System Advocacy, Park & Ride Program, and the Central Subway Station. Chinatown

TRIP advocates for transportation improvements and access through community organizing and research. Outside of existing studies performed by SFMTA and other government agencies, Chinatown TRIP seeks to bridge the gap between traditional research methods and historically underrepresented and underserved demographics, whose stories are often overlooked. In the past, this included ridership counts, tracking bus headways, and gathering community travel patterns from a grassroots level. We believe this new plan will be a foundation to evaluate Chinatown transportation holistically, rather than mode by mode, and project by project.

Chinatown San Francisco CBTP is a strong candidate for funding under the Caltrans Sustainable Communities Grant Program because it will create a community-centered transportation plan that encompasses the needs and perspectives of residents and visitors alike. Not only will the plan serve as a roadmap for future implementation, it will also establish a solid foundation for future collaboration between the neighborhood and the SFMTA by strengthening relationships.

Being a part of this new CBTP process is important to empower Chinatown stakeholders to identify policies and priority investments that reflect community values. We believe that this project embodies a commitment to Caltrans' mission and the grant program's objectives and are offering our strongest support for SFMTA's Chinatown SF Community Based Transportation Plan application.

Sincerely,



Jon Hee, Chinatown TRIP Chair



Chinese Newcomers Service Center

777 Stockton Street Room 104, San Francisco, CA 94108 USA Phone: (415) 421-2111 Fax: (415) 421-2323
Website: www.chinesenewcomers.org Email: cnsc@chinesenewcomers.org facebook: chinesenewcomers

October 20, 2025

Marlon Flournoy
Deputy Director of Planning and Modal Programs
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Letter of Support for San Francisco Municipal Transportation Agency's application for a Chinatown Community-Based Transportation Plan

Dear Deputy Director Flournoy,

I am George Chan, Executive Director, of the Chinese Newcomers Service Center (CNSC). I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) grant application for the **Chinatown Community-Based Transportation Plan (CBTP)**.

Residents of neighborhoods like the Sunset and Portola, which have significant Chinese speaking populations, regularly visit Chinatown due to its draw as the cultural and economic hub. Many people rely on transit to access Chinatown, one of the densest pedestrian-oriented areas in the United States. Despite the robust multimodal network, the ability to drive and park in Chinatown is often cited as an important priority during the transportation planning process. In past project efforts, this feedback has been difficult to address and has led to neighborhood sentiments that the SFMTA's engagement has not been genuine. This CBTP is an important opportunity to be able to take a step back from individual projects and allow the SFMTA to meet with community organizations and stakeholders where they are at---at cultural events, regular meetings, and by doing walkthroughs. Then, by reviewing feedback on needs holistically, the SFMTA in partnership with the community can identify transportation solutions that improve pedestrian safety and expand mobility choices.

For more than five decades, CNSC has served as a cultural and linguistic bridge for thousands of Chinese immigrants, providing resources that help families become self-sufficient and thrive in San Francisco. Each year we serve over 18,000 clients through programs such as employment services, ESL and computer classes, youth development, tax assistance and community workshops. Beyond meeting urgent needs, our goal has always been to build community connections and foster a sense of belonging.

Chinatown San Francisco CBTP is a strong candidate for funding under the Caltrans Sustainable Communities Grant Program because it will create a community-centered transportation plan that encompasses the needs and perspectives of residents and visitors alike. Not only will the plan serve as a roadmap for future implementation, it will also establish a solid foundation for future collaboration between the neighborhood and the SFMTA by strengthening relationships.

We want to be a part of this new CBTP process that empowers Chinatown stakeholders to identify policies and priority investments that reflect community values. I believe that this project embodies a commitment to Caltrans' mission and the grant program's objectives, and I am offering my strongest support for SFMTA's Chinatown SF Community Based Transportation Plan application.

Summary of Proposal/Background Information:

CNSC's Mission is "To provide underserved communities with social, economic, workforce and business services to transform their lives"



Chinese Newcomers Service Center

777 Stockton Street Room 104, San Francisco, CA 94108 USA Phone: (415) 421-2111 Fax: (415) 421-2323
Website: www.chinesenewcomers.org Email: cnsc@chinesenewcomers.org facebook: chinesenewcomers

Co-led by SFMTA and a community partner, the Chinatown Community Based Transportation Plan (CBTP) is a medium- to long-range (5 to 15 years) transportation plan that aims to create a unified transportation vision for Chinatown. The neighborhood serves multiple roles-- neighborhood commercial district, regional cultural hub, international tourist destination, and home to roughly 15,000 residents. A CBTP with a clear vision will help Chinatown advocate for its needs to continue thriving and support a better working relationship between SFMTA and the people of Chinatown.

While previous studies focused on mode-specific planning in Chinatown, this CBTP effort will take a holistic view and evaluate the challenges and solutions for pedestrians, transit riders, and motorists while considering the context of parking and curb management. Chinatown, an Equity Priority Community identified by the Metropolitan Transportation Commission as a neighborhood with a high concentration of underserved populations, is still recovering from the impacts of the COVID-19 economic downturn. Merchants believe that customers and workers come from other parts of San Francisco via personal cars, which has raised the value of parking and vehicular access to Chinatown despite recent investment in the Central Subway extension and robust Muni bus service. The SFMTA and CCDC team is also interested in highlighting community ties to Chinatown from other neighborhoods such as the Sunset (Irving and Noriega Streets) and Portola (San Bruno Ave) Districts.

One goal of the CBTP is to rebuild trust with the community after many years of sentiments that the SFMTA has implemented changes to city streets without consultation and genuine engagement. To rectify this, a guiding principle of the CBTP is to meet stakeholders where they are at their cultural events, regular meetings, and by doing walkthroughs, to listen intently to community feedback and respond accordingly. Further outreach strategies will include forming a steering committee with various stakeholder groups represented to meet regularly and provide feedback and insights on the plan development.

Our experience with previous CBTPs is that the process has been a vehicle for improved government accountability and is a tool for bringing in investment that produces tangible results in improving transportation options. This CBTP will provide a slower paced and balanced forum for different stakeholders to find mutual understanding. The CBTP will shape the future of Chinatown and facilitate the movement of goods and people. The ultimate goal is to collaboratively develop a future transportation plan that is grounded in the real experiences of Chinatown's residents and visitors.

George Chan

Executive Director

Chinese Newcomers Service Center

777 Stockton Street, #104

San Francisco, CA 94108

Tel: 415 421-2111

Fax: 415 421-2323



November 12, 2025

Marlon Flournoy
Deputy Director of Planning and Modal Programs
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Letter of Support for San Francisco Municipal Transportation Agency's application for a Chinatown Community-Based Transportation Plan

Dear Deputy Director Flournoy,

I am writing to express Chinese for Affirmative Action's (CAA) support for the San Francisco Municipal Transportation Agency's (SFMTA) grant application for the **Chinatown Community-Based Transportation Plan (CBTP)**.

CAA Action is a 56-year-old civil rights organization whose mission is to protect the civil and political rights of Chinese Americans and advance a multiracial democracy. We advocate for systemic change that protects immigrant rights, promotes language diversity, and remedies racial and social injustice. Our office is located in San Francisco's Chinatown, directly across from Portsmouth Square park. We are open from 9 AM to 5 PM Monday through Friday, and as such, we receive foot traffic of community members inquiring about a variety of issues, including questions around public transit. Over the last few years, CAA has worked closely with SFMTA to address issues of transit safety and deepen community engagement amongst Chinatown residents and limited-English proficient Chinese community members. With SFMTA's support, we have successfully urged the California State Legislature to pass and Governor Newsom to sign two state bills to advance transit safety. We have also collaborated with SFMTA on data gathering and research, as well as public events to promote public transit initiatives.

Transportation planning is critical in San Francisco Chinatown, which is one of the densest pedestrian-oriented areas in the United States. Chinatown residents, many of whom live in Single Room Occupancy buildings, do not own cars and instead rely on public transit. Residents of other neighborhoods like the Sunset and Portola, which have significant Chinese-speaking populations, also visit Chinatown for its cultural and economic offerings. Despite the robust multimodal network, the ability to drive and park in Chinatown is often cited as an important priority during the transportation planning process. In past project efforts, this feedback has been difficult to address and has led to neighborhood sentiments that SFMTA's engagement has not been genuine. This CBTP is an important opportunity to take a step back from individual projects and allow SFMTA to meet with community organizations and stakeholders where they are, including at cultural events, business and non-profit gatherings, and by doing walkthroughs. By

reviewing Chinatown's needs with this 360 lens, SFMTA--in partnership with the community--can identify transportation solutions that improve pedestrian safety and expand mobility choices.

The Chinatown CBTP is a strong candidate for funding under the Caltrans Sustainable Communities Grant Program because it will create a community-centered transportation plan that encompasses the needs and perspectives of residents and visitors alike. Not only will the plan serve as a roadmap for future implementation, but it will also establish a solid foundation for future collaboration between the Chinatown and SFMTA by strengthening relationships.

CAA believes that this project embodies a commitment to Caltrans' mission and the grant program's objectives. CAA hopes to be a part of this new CBTP process to empower Chinatown stakeholders to identify policies and priority investments that reflect community needs and values. Based on CAA's experiences working with SFMTA, we have seen first-hand the agency's dedication to improving and investing in transit infrastructure in Chinatown. With the additional support of this grant, SFMTA can ensure that the Chinatown community is not left behind in planning processes but involved from the very start. San Francisco's Chinatown is not only historic, but it continues to serve multiple roles as neighborhood commercial district, regional cultural hub, international tourist destination, and home to roughly 15,000 residents. In order to ensure that Chinatown continues to thrive, there must be collaboration between residents and SFMTA for a clear, holistic vision of pedestrian safety and transit to, through, and around Chinatown.

CAA offers our support for SFMTA's Chinatown SF Community Based Transportation Plan application. Thank you for your consideration.

Sincerely,



Annette Wong
Managing Director of Programs
Chinese for Affirmative Action



**Self-Help for
the Elderly**
安老自助處

www.selfhelpelderly.org

731 Sansome Street, Suite 100 | San Francisco, CA 94111-1725

t: (415) 677-7600 | f: (415) 296-0313 | e: info@selfhelpelderly.org

Providing strength, hope and empowerment to seniors since 1966

November 4, 2025

Marlon Flournoy

Deputy Director of Planning and Modal Programs

California Department of Transportation

1120 N Street

Sacramento, CA 95814

RE: Letter of Support for San Francisco Municipal Transportation Agency's application for a Chinatown Community-Based Transportation Plan

Dear Deputy Director Flournoy,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) grant application for the Chinatown Community-Based Transportation Plan (CBTP).

Residents of neighborhoods like the Sunset and Portola, which have significant Chinese-speaking populations, regularly visit Chinatown due to its draw as the cultural and economic hub. Many people rely on transit to access Chinatown, one of the densest pedestrian-oriented areas in the United States. Despite the robust multimodal network, the ability to drive and park in Chinatown is often cited as an important priority during the transportation planning process. In past project efforts, this feedback has been difficult to address and has led to neighborhood sentiments that the SFMTA's engagement has not been genuine. This CBTP is an important opportunity to take a step back from individual projects and allow the SFMTA to meet with community organizations and stakeholders where they are at---cultural events, regular meetings, and by doing walkthroughs. Then, by reviewing feedback on needs holistically, the SFMTA, in partnership with the community, can identify transportation solutions that improve pedestrian safety and expand mobility choices.

Self-Help for the Elderly, with 59 years of experience serving Bay Area seniors, has been a key advocate in improving transportation access for older adults. We have identified seniors' top priorities through community engagement, including safe, affordable, and reliable transportation to access medical care, essential services, and social activities. Our focus is on culturally competent, door-to-door transportation solutions that address language and mobility needs, promoting independence and reducing isolation for seniors.

San Francisco

415.677.7500
601 Jackson Street
San Francisco, CA 94133

San Mateo

650.342.0822
50 East Fifth Avenue
San Mateo, CA 94401

South Bay

408.733.1883
550 East Remington Drive
Sunnyvale, CA 94087

Alameda & Contra Costa

510.336.0144
2400 MacArthur Boulevard
Oakland, CA 94602



**Self-Help for
the Elderly**
安老自助處

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731 Sansome Street, Suite 100 | San Francisco, CA 94111-1725

t: (415) 677-7600 | f: (415) 296-0313 | e: info@selfhelpelderly.org

Providing strength, hope and empowerment to seniors since 1966

Chinatown San Francisco CBTP is a strong candidate for funding under the Caltrans Sustainable Communities Grant Program because it will create a community-centered transportation plan encompassing the needs and perspectives of residents and visitors alike. The plan will strengthen relationships and serve as a roadmap for future implementation, establishing a solid foundation for collaboration between the neighborhood and the SFMTA.

We want to be a part of this new CBTP process that empowers Chinatown stakeholders to identify policies and priority investments that reflect community values. I believe that this project embodies a commitment to Caltrans' mission and the grant program's objectives, and I am offering my strongest support for SFMTA's Chinatown SF Community-Based Transportation Plan application.

Sincerely,

Anni Chung
President and CEO
Self-Help for the Elderly

San Francisco

415.677.7500
601 Jackson Street
San Francisco, CA 94133

San Mateo

650.342.0822
50 East Fifth Avenue
San Mateo, CA 94401

South Bay

408.733.1883
550 East Remington Drive
Sunnyvale, CA 94087

Alameda & Contra Costa

510.336.0144
2400 MacArthur Boulevard
Oakland, CA 94602



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

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

June 30, 2026

RE: Support for OBAG Cycle 4 grant for SFMTA's Chinatown Community Based Transportation Plan 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) Chinatown Community Based Transportation Plan (CBTP) application for One Bay Area Cycle 4 Grant 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. The city's newly released High Injury Network (HIN) map shows that District 3 now has 24 streets designated on the HIN, an increase from the prior map. District 3 includes neighborhoods such as Chinatown, North Beach, Russian Hill, Nob Hill, Barbary Coast, and portions of downtown. Too many of these known injury streets are in Chinatown.

The SFMTA's Chinatown Community-Based Transportation Plan (CBTP) will be an opportunity to look at those streets not as individual projects, but look at the neighborhood holistically. By meeting the community where they are at cultural events and regular meetings, by doing walkthroughs, and reviewing community feedback, the SFMTA can identify pedestrian-safety solutions throughout the neighborhood. Not only will the Community-Based Transportation Plan serve as a roadmap for future implementation, it will also establish a solid foundation for future collaboration between the neighborhood, CBOs and the SFMTA.



Walk San Francisco offers our enthusiastic support for the SFMTA's Chinatown Community-Based Transportation Plan (CBTP) One Bay Area Grant Cycle 4 Application.

Sincerely,

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

Jodie Medeiros, Executive Director
Walk San Francisco