



## Agenda

### **COMMUNITY ADVISORY COMMITTEE Meeting Notice**

**DATE:** Wednesday, June 28, 2023, 6:00 p.m.

**LOCATION:** Hearing Room, SFCTA Offices

Join Zoom Meeting: <https://us02web.zoom.us/j/84625889169>

Meeting ID: 846 2588 9169

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833 548 0282

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#### **PUBLIC COMMENT DURING THE MEETING:**

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

**MEMBERS:** Kevin Ortiz (Chair), Kat Seigal (Vice Chair), Sara Barz, Rosa Chen, Najuawanda Daniels, Mariko Davidson, Calvin Ho, Sean Kim, Jerry Levine, Rachael Ortega, and Eric Rozell

#### **Remote Access to Information and Participation**

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments



to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair's Report – **INFORMATION**

### **Consent Agenda**

3. Approve the Minutes of the May 24, 2023 Meeting – **ACTION\*** **page 5**
4. State and Federal Legislation Update – **INFORMATION\*** **page 17**  
**Oppose Unless Amended:** AB 825 (Bryan)
5. Major Capital Project Update: Caltrain Modernization Program - **INFORMATION\*** **page 21**

### **End of Consent Agenda**

6. Adopt a Motion of Support to Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – **ACTION\*** **page 53**  
**Programs:** 1) Paratransit, 2) Street Resurfacing, Rehabilitation and Maintenance, 3) Pedestrian and Bicycle Facilities Maintenance, 4) Neighborhood Transportation Program
7. Adopt a Motion of Support to Allocate \$998,000 and Appropriate \$100,000 in Prop L Funds, with Conditions, and Allocate \$300,000 in Prop AA Funds for 4 Requests – **ACTION\*** **page 71**  
**Projects:** Prop AA: TJPA: Salesforce Transit Center Wayfinding Phase 1B (\$300,000). Prop L: SFCTA: Neighborhood Transportation Program (NTP) Coordination (\$100,000). SFMTA: NTP Coordination (\$100,000). SFPW: Street Repair and Cleaning Equipment (\$380,000), Public Sidewalk and Curb Repair (\$518,000).
8. Adopt a Motion of Support to Approve the Revised Procurement Policy and Travel, Conference, Training and Business Expense Reimbursement Policy – **ACTION\*** **page 149**
9. Adopt a Motion of Support to Approve the Fiscal Year 2023/24 Transportation Fund for Clean Air Program of Projects – **ACTION\*** **page 179**  
**Projects:** SFCTA: Program Administration (\$55,535). SFE: Emergency Ride Home (\$116,252). SFMTA: Short Term Bike Parking (\$422,963), Taxi Electrification - Vehicles (\$186,000), Taxi Electrification - EV Infrastructure (\$162,000).

### **Other Items**

10. Introduction of New Items – **INFORMATION**



## 12. Adjournment

\*Additional Materials

### **Next Meeting: July 26, 2023**

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Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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# DRAFT MINUTES

## **Community Advisory Committee**

Wednesday, May 24, 2023

### **1. Committee Meeting Call to Order**

Chair Ortiz called the meeting to order at 6:02 p.m.

CAC members present at Roll: Sara Barz, Rosa Chen, Najuwanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, Rachael Ortega, Kevin Ortiz, Eric Rozell, and Kat Siegal (10)

CAC Member Absent at Roll: Calvin Ho (1)

### **2. Chair's Report - INFORMATION**

Chair Ortiz reported that outreach was conducted for the District 1 Multimodal Transportation Study through June and that a multilingual survey was available on the project website. Next, Chair Ortiz announced that the Transportation Authority was conducting outreach for Prop L implementation and project prioritization, noting that there was a multilingual survey available online until June 30<sup>th</sup> and a virtual Town Hall on June 20<sup>th</sup>. Finally, Chair Ortiz welcomed Sean Kim to the CAC as the new District 1 representative.

Member Kim introduced himself, stating that he was a small business owner, originally from South Korea, who used multiple modes of transportation to get his family around the Richmond district and the city at large.

There was no public comment.

## **Consent Agenda**

### **3. Approve the Minutes of the April 26, 2023 Meeting - ACTION**

### **4. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2023 - INFORMATION\***

### **5. State and Federal Legislation Update - INFORMATION\***

There was no public comment on the Consent Agenda.

Member Levine moved to approve the Consent Agenda, seconded by Member Rozell.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, Rozell and Siegal (10)

Absent: CAC Member Ho (1)



## **End of Consent Agenda**

### **6. Adopt a Motion of Support to Adopt the Ocean Avenue Mobility Action Plan [NTIP Planning] – ACTION\***

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Member Barz stated that she was a member of the task force and supported the plans but wished that the infrastructure recommendations would have gone farther.

Member Davidson stated that she and her family used the corridor frequently and it was great to see improvements. She echoed Member Barz's comments about there being a need for more robust infrastructure and stated that as a cyclist she wanted to see more protected bike lanes, especially on arterial roads.

Member Rozell stated that he would like more information on why the plan proposes the sharrows and asked what wayfinding was incorporated in the project. He stated that the mix of lane styles could be confusing so there needed to be very visible wayfinding.

Mx. Paz responded that way finding would be a part of the next phase of detailed design.

Member Rozell stated that he liked the idea of mountable curbs but that he believed that wayfinding should be included in the first phase.

Vice Chair Siegal echoed the comments of the other members and asked if daylighting was recommended for all the project intersections.

Mx. Paz responded that the plan appendix lists which recommendations were made for each intersection and that daylighting was recommended for most of the intersections.

Vice Chair Siegal asked why daylighting was not recommended for all the intersections.

Mx. Paz responded that there were certain intersections limited by design concerns.

Member Ortega asked if the study had considered removing cars from the K train lane.

Michael Rhodes, San Francisco Municipal Transportation Agency (SFMTA), responded that they had evaluated that possibility, but it was not ultimately recommended.

During public comment, Paula Katz stated that train stops should not be removed along the K-line. She stated that it would create a hardship for seniors, riders with disabilities, and other mobility issues. She pointed out that the SFMTA surveys only asked if the respondent was ok with stop removals, not if they were ok with making seniors and those with mobility challenges walk further.

Alyssa Chung stated that she was supportive of the recommendations but was concerned about the lack of protected bike lanes and inadequate traffic calming. She stated that her family bikes down Holloway Avenue frequently and she has had a few close calls. She stated that there needed to be more robust infrastructure improvements to protect cyclists and pedestrians.



Justin stated that he bikes down Holloway but did not often see other bikers. He supported better bike infrastructure and hoped that it would lead to more people feeling comfortable biking.

Chair Ortiz asked how many bus stops would be removed.

Michael Rhodes stated that they recommended removing one at the intersection of Westgate and Cerritos because the island was shorter than the train car and because the street was curved, the island could not be lengthened.

Chair Ortiz asked how close the next nearest train stop was.

Mr. Rhodes stated that it was at Aptos Middle School, a short block away.

Chair Ortiz asked if it would be possible to move the Westgate stop up one block.

Mr. Rhodes responded that they could look into that and they would need to consider the geometry. He stated that SFMTA would be doing community outreach as a part of the final stop removal proposal and that those results would be shared with senior leadership.

Member Barz asked what was the limitation on dedicated bike lanes on Holloway.

Mx. Paz stated that some blocks of Holloway had many driveways that make protected bikeways difficult to install. They also explained that some blocks of Holloway have existing curb extensions / rain gardens which would need to be removed in order to add bi-directional separated bike lanes.

Member Barz asked about whether traffic calming could still be considered, such as whether Holloway could become a neighborway in the future.

Mx. Paz stated that this was correct.

Member Barz asked whether this recommendation could be added to the report.

Rachel Hiatt, Deputy Director for Planning, responded that SFMTA could describe how new neighborways would be designated. She added that in order to change the recommendations in the report, the Task Force should weigh in, to respect the process of the Task Force making the study recommendations.

Member Barz moved to approve the item, seconded by Member Davidson.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Kim, Levine, Ortega, Ortiz, Rozell and Siegal (10)

Abstain: CAC Member Daniels (1)

Absent: CAC Member Ho (1)

## **7. TNCs 2020: A Profile of Ride Hailing in California – INFORMATION\***

Joe Castiglione, Deputy Director for Technology, Data, and Analysis, presented the item per the staff memorandum.

Member Rozell stated that he was concerned with the accuracy of the reported data and asked how the TNCs could be held accountable.



Mr. Castiglione responded that the report was meant to shine a light on the data and that the lack of integrity of the data was surprising. He added that one of the ways the Transportation Authority could do that was by engaging with the California Public Utilities Commission (CPUC) and that both the Transportation Authority and SFMTA had flagged these issues for the CPUC over a year ago.

Member Levine echoed Member Rozell's comments and stated that the data was unacceptable and not very useful. He stated that he was especially concerned with the public safety data and that data needed to be consistent and accurate.

Chair Ortiz asked about Prop D tax revenue.

Mr. Castiglione responded that using the data to understand Prop D revenue posed some challenges because a lot of the information that was reported by the CPUC had been redacted and that made it hard to audit tax revenue collection.

Deputy Director LaForte added that Prop D was a per trip tax and that data was extremely limited as far as who paid what. She emphasized that this was one reason why this report was so important.

Member Levine asked when the next report would be.

Director Castiglione stated when unreacted data becomes available, the Transportation Authority would provide an update.

Chair Ortiz asked whether San Francisco had joined with Los Angeles and San Diego to advocate against TNCs to the CPUC.

Director Castiglione responded that the Transportation Authority worked mostly with SFMTA and the Mayor's office to coordinate on TNC issues. He stated that while other cities have not been as active as San Francisco, they are involved.

Member Davidson asked if there was any talk of penalizing companies for withholding data. She asked if there was any standardized reporting or definitions.

Mr. Castiglione replied that there have been discussions about potential actions regarding potential penalties, but that ultimately that was the discretion of the Commissioners.

During public comment, Edward Mason stated that this was a result of the culture of convenience and that TNCs were having a negative economic and climatic effect.

**8. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2023/24 Budget and Work Program – ACTION\***

Lily Yu, Principal Management Analyst, presented the item per the staff memorandum.

There was no public comment.

Member Barz moved to approve the item, seconded by Vice Chair Siegal.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, Rozell and Siegal (10)

Absent: CAC Member Ho (1)



**9. Adopt a Motion of Support to Adopt the Octavia Improvements Study Final Report [NTIP Planning] - ACTION\***

Rachel Hiatt, Deputy Director for Planning, presented the item per staff memorandum.

Vice Chair Siegal stated that she was generally supportive of the report recommendations but would like to see more robust infrastructure improvements including pedestrian bulb outs at every intersection along Oak and Fell Streets. She also stated that she wanted more aggressive intersection treatments to meter traffic. She asked why raised sidewalks were generally limited to side streets and not on the Boulevard.

Case Hildreth, SFMTA, responded that they would get pushback both internally and from the San Francisco Fire Department as raised sidewalks created a challenge for them on multi-lane streets with high volumes of vehicles. He said SFMTA planned to pilot raised sidewalks in the Tenderloin and would evaluate the results.

Vice Chair Siegal asked why the signals cannot be timed across Octavia Street.

Casey Hildreth responded that it was tricky because it would lead vehicles to get backed up and have to wait longer. It was assumed that this would cause driver frustration leading to increased bad driving behavior. He stated that the intersection of Market and Octavia was the bottleneck and any changes to signal timing would require a ripple effect of needed signal changes stretching all the way to downtown.

Vice Chair Siegal expressed support for the recommendation to study a dedicated HOV/transit lane on Oak, and asked why the lane would end at the Wiggle and whether it could be extended further along Oak.

Deputy Director Hiatt responded that SFMTA was installing a Quickbuild project on Oak Street west of the Wiggle that would mirror the protected bike lane on Fell Street.

Member Ortega supported the proposed regional transit hub at Civic Center as she believed the city needed more transit centers outside of the Downtown.

Member Kim stated that he had a different view from some of the members. He explained that small businesses owners need to drive to locations like the south bay and produce market or have vendors from the south bay travel to businesses, and that they use Octavia Boulevard for these trips, along with other cross town routes such as 19<sup>th</sup> Avenue. He stated that the traffic calming recommendation for the Octavia side streets is a better balance between the needs of safety and the need for traffic flow.

Member Barz asked for clarification about the regional bus network recommendation.

Deputy Director Hiatt responded that SamTrans conducted an Express Bus Feasibility Study pre pandemic which recommended routes serving the west side of San Francisco, but those routes were not being implemented because of the financial impacts of the pandemic on transit. Ms. Hiatt explained that the recommendation for regional express bus planning would include revising that study for post pandemic conditions.

There was no public comment.

Vice Chair Siegal moved to approve the item, seconded by Member Levine.



The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, Rozell and Siegal (10)

Absent: CAC Member Ho (1)

**10. Adopt a Motion of Support to Adopt the Prop L Strategic Plan Baseline - ACTION\***

Anna LaForte, Deputy Director for Policy and Programming, and Amelia Walley, Program Analyst, presented the item per the staff memorandum.

Member Kim expressed that as a new member, he was unsure of what specifically to ask and requested a general explanation for a beginner.

Ms. LaForte acknowledged that the item was complicated and went on to explain that Prop L passed in November and superseded Prop K. She stated that the last of the Prop K allocations were allocated in March and that the Transportation Authority was developing the Strategic Plan and 5-Year Prioritization Programs (5YPPs) in order to implement Prop L. She remarked that these documents were how the Transportation Authority manages the program on a financial basis and provides transparency to the Board and the public. She also noted that agencies would still need to request allocation of funds from the Board later on, but that programming status was very important.

Vice Chair Siegal commented that she would like to see the Strategic Plan specifically call out and prioritize Vision Zero projects given the number of fatalities last year and the upcoming deadline.

Member Barz asked if each Prop L programs' share of revenue was set in the ballot measure.

Ms. LaForte confirmed that was correct.

Member Barz asked how the new project delivery oversight guidelines were taking shape.

Ms. LaForte responded that the Transportation Authority has had project delivery oversight guidelines on a [major capital] projects on a project basis and anticipated basing the new guidelines on what the Transportation Authority has been doing in order to oversee that a given project is advancing according to scope, schedule, budget, and funding plan.

Member Barz commented that the new guidelines sound like an evolution of existing guidelines and asked if the intent was to avoid projects taking a long time and ballooning in cost.

Ms. LaForte replied that those were things that the Transportation Authority hoped to achieve with these guidelines. She continued that the Transportation Authority felt that if it was funding projects, it should be engaged in oversight and even if pitfalls could not be avoided, they could at least be assessed, risk could be managed, and the CAC and Board could be kept aware.



Member Rozell echoed Vice Chair Siegal's earlier comment and emphasized a desire to expedite the Vision Zero mission.

Chair Ortiz asked for further detail on the BART Core Capacity rail car replacement contract.

Ms. LaForte replied that the contract was for expansion vehicles and that the Transportation Authority was working closely with funding partners as part of a larger conversation.

Chair Ortiz opined that BART district counties should identify warehouse space so that BART could assemble and manufacture its own cars to save time and resources.

During public comment, Edward Mason remarked that given the context of multiple store closures recently, it would be a challenge to maintain revenue. He expressed concern about the instruments used to generate investment income considering interest rates and pointed to Silicon Valley Bank as an example. He referenced the Central Subway project's change orders and cost overruns and wondered if there was a need for an Auditor General, or if that was something the Transportation Authority could take on, similar to the Valley Transportation Authority.

Roland Lebrun commented that BART cars were being manufactured in the East Bay already. He said he thought it would be great if the CAC would advocate for the manufacture of high-speed trains at the same factory. He stated that as far as mega-projects go, he believed Central Subway went well. He said that the Valley Transportation Authority was being audited by the State of California and that results were scheduled to be published in October. He said the Federal government would be next.

Vice Chair Siegal moved to approve the item, seconded by Member Chen.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Kim, Levine, Ortega, Ortiz, Rozell and Siegal (9)

Absent: CAC Members Davidson and Ho (2)

**11. Adopt a Motion of Support to Adopt Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs - ACITON\***

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Member Ortega asked how major projects like Central Subway were funded.

Mr. Pickford replied that larger projects tended to have more complex funding plans and that locally controlled funding sources like the Prop L sales tax were helpful for matching outside funding sources including state and federal grants. He said that funding large projects was often a process of packaging multiple funding sources together.

Member Kim asked about the status of the District 1 Mobility Study and the 19th Avenue Subway Study and whether those projects would be included in 5YPPs.



Mr. Pickford replied that the District 1 Mobility Study was funded through the Prop K Neighborhood Program. He said that Prop L Expenditure Plan included a dedicated program for the Neighborhood Transportation Program and that staff expected to recommend \$700,000 in funding for each district in that program over the coming five years, which would be the same as the prior five years. Mr. Pickford said that this item was outlining the process through which individual projects would be selected to be included in 5YPPs, adding that the item before the CAC did not identify individual projects yet.

Anna LaForte replied that recommendations coming out of neighborhood plans, such as the District 1 Mobility Study or the District 5 or District 7 studies that were considered earlier in the meeting would potentially be eligible for Prop L funding. She said that Prop L Neighborhood Transportation Program funds were intended to help with early phases of these projects, such as planning and design, to help them compete for larger grant sources and that Prop L could provide matching funds.

Ms. LaForte said other programs such as Muni Metro Core Capacity would help projects advance to compete for big money at the federal level. She said that the Portal/Downtown Rail Extension (DTX) project was competing for funds from the Federal Capital Investment Grant Program. She said it was important to put local funds on DTX to demonstrate local commitment and qualify the project for \$3.3 billion from the federal government.

Chair Ortiz expressed concern that the Neighborhood Transportation Program and Equity Priority Transportation Program were toward the bottom of the list of 28 programs in Prop L and that that did not demonstrate a commitment to those programs. He said that focusing on the neighborhoods and interconnecting them with transportation would really help bring back a lot of trust.

Chair Ortiz also recommended conducting some in-person town halls, in addition to the planned virtual town hall. He suggested working and partnering with community-based organizations in equity priority communities, especially Chinatown, the Mission, and Bayview. He suggested working with partners who had previously been involved in community-based transportation plans and that had a preexisting network to plug into.

Chair Ortiz also said that it was a problem that BART was outsourcing developing and manufacturing rail cars rather than doing that work in house. He said he would like to prioritize potentially looking at a project to manufacture rail cars.

Mr. Pickford replied that the Expenditure Plan programs were not in priority order and that the Expenditure Plan established the proportion of funds for each program, so they do not compete with one another.

Mr. Pickford said that staff were available to present on Prop L to community-based organizations at their meetings. He asked if CAC members had suggestions for organizations with upcoming meetings that may be interested in receiving a presentation.

Ms. LaForte said that the Transportation Authority sent out an email to community-based organizations regarding rescheduling the town hall to June 20<sup>th</sup> from 6pm to 7pm and notifying them that the online survey had been extended through the end of June.





During public comment, Roland Lebrun said that BART cars would be maintained at the Hayward facility. He said that there would be a massive maintenance facility just north of Diridon Station. He said that he wanted to echo Ms. LaForte's comments about the importance of local match funding for DTX. He said regarding the Development Oriented Transportation program that there would need to be more of that type of investment. He said that intermodal planning was important for areas like the boundary between San Francisco and San Mateo counties near Candlestick Point. He said that this area would have 20,000 jobs and 10,000 housing units and that we need to make transportation work with this development. He said that developers would pay for most of the infrastructure.

Vice Chair Siegal moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Kim, Levine, Ortega, Ortiz, Rozell and Siegal  
(8)

Absent: CAC Members Daniels, Davidson, and Ho (3)

**12. San Francisco Municipal Transportation Agency Commuter Shuttle Bus Program - INFORMATION\***

Phillip Cranna, SFMTA Enforcement and Legal Affairs Manager, and Danny Yeung, Permits and Administration Acting Manager, presented the item per the staff memorandum.

Member Levine stated that he was worried about the large number of unlicensed or unpermitted vehicles on the streets. He stated that the information that was publicly reported did not seem to go anywhere. He stated that enforcement of these violations needed to be stepped up, especially as commuter bus ridership plummeted but the buses still blocked traffic.

Mr. Cranna responded that SFMTA had a staffing shortage but had explored shifting taxi investigators over to monitor commuter shuttle buses.

Mr. Yeung stated that there was a wide range and variety of shuttle buses, so it was not accurate to think of the commuter shuttle bus operators as all the same.

Member Levine stated that based on the feedback that the CAC had heard from members of the public, there needed to be more enforcement.

Mr. Yeung stated that the program was voluntary and not all commuter shuttle bus companies participated, for example casino and tour buses. He stated that SFMTA only controlled the local shuttle stops.

Member Rozell expressed similar concerns about the number of unpermitted buses that have been reported. He stated that he would like forced participation in the program. He asked if there was any relationship between the number of commuter buses on a street and it being included in the high injury network.

Vice Chair Siegal questioned if the program was limited to cost recovery or if it could generate revenue.



Mr. Yeung responded that a state mandate limited the program to cost recovery, including staff time, but ultimately did not give them much power.

Vice Chair Siegal asked what the basis for the state mandate was.

Mr. Cranna stated that it was Proposition 26 that limited the program to cost recovery.

Mr. Yeung elaborated that the law stated that agencies cannot impose or raise a tax without voter approval.

Chair Ortiz asked for clarification about the difference between a parking violation and an administrative violation of the program permit terms.

Mr. Cranna stated that as a requirement of companies getting a permit is that they abide by the program rules and if they violate those rules their permit can be revoked.

Chair Ortiz followed up and asked if SFMTA could set its own fines amount.

Mr. Cranna stated that the maximum amount was \$1,000.

Chair Ortiz asked if we could enforce the \$1,000 fine for every double-parking violation.

Mr. Cranna stated that there was a matrix which guided how SFMTA set fine amounts and often it was hard to tell exactly what the violation was.

Mr. Yeung stated that most of the participants in the program abided by the rules.

Chair Ortiz stated that there needed to be more deterrence of bad commuter shuttle bus behavior.

Mr Cranna stated that SFMTA had done what it could with its resources but unfortunately moving violations required the police to catch buses in the act.

Member Rozell stated that scooters had technology that indicated when they were being ridden on the sidewalk and concluded that buses could have a similar set up.

During public comment Edward Mason stated that commuter shuttle buses began to appear around 20 years ago and there was no environmental impact report. He stated that Parking Control Officers enforcement was down in recent years.

Paula Katz stated that the commuter shuttle bus companies should be assessed a tax to operate in the city. She stated that the buses did not help most people and that they symbolized the culture of convenience.

Kevin Wallace stated that technology companies came in the city 10 years ago as carpet bagger who just wanted to make money. He stated that he observed the rules broken every day and that there needed to be more enforcement.

Chair Ortiz asked why commuter shuttle buses were not regulated similar to taxis.

Mr. Cranna responded that the commuter shuttle buses fell under the CPUC's jurisdiction, so SFMTA did not have the authority to regulate and that was why the program was voluntary.

Member Levine stated that the City should develop more control over the commuter shuttle buses.



## **Other Items**

### **13. Introduction of New Business - INFORMATION**

Member Barz stated that the San Francisco Chronicle published a story about SFMTA's lack of traffic enforcement. She asked what was SFMTA's strategy for traffic enforcement, how they prioritized for safety, and how they chose their routes.

Member Rozell echoed Member Barz's comments and specified that there should be a focus on enforcement of the five most deadly traffic violations. He then reiterated his previous request for information on the requirements of sub-contractors to meet ADA compliance. He stated anecdotally that he had seen multiple instances of ADA ramps being out of compliance.

Vice Chair Siegal asked for a breakdown of how much SFMTA and SFPD spent on traffic enforcement and how they worked together.

Chair Ortiz asked for a report on how many crosswalks had been daylighted in equity priority communities. He requested representative from Assemblymember Ting's and Senator Wiener's offices present to the CAC about what their offices were doing about traffic enforcement and the transit fiscal cliff.

Member Rozell requested a presentation from SFMTA and more information on the plans to extend the hours of parking meters.

Member Ortega echoed Member Rozell's comments and asked what the reasoning behind the expansion was.

Vice Chair Siegal requested a data report on the speed reductions in the Tenderloin.

Member Kim requested information on SFMTA's future plans for parking enforcement.

Member Barz asked for information on how transit would be funded if there was no state bailout. She stated that while the decision was still pending, Assemblymember Ting's advocacy was not adequate and the Assembly needed to pass a new budget that included more funding for transit.

Member Rozell requested information about traffic enforcement in relation to the High Injury Network.

Chair Ortiz requested that Assemblymember Ting and Senator Weiner appear before the Transportation Authority Board to discuss the transit fiscal cliff.

During public comment, Roland Lebrun stated that it may be appropriate to start having two CAC meetings a month.

### **14. Public Comment**

During public comment, Ed Mason stated that commuter shuttle buses had clogged streets and damaged the environment but the fees the companies paid did not cover those costs. He stated that SFMTA was losing potential revenue and that the cost were passed on to the taxpayers. He closed by saying that ridership was down and commuter bus companies should be assessed a taxi medallion fee of \$250,000 to operate.

Paula Katz stated that she appreciated the timer that showed how much time callers



had remaining to make their comment.

Roland Lebrun requested that Clerk Saunders show a video about the 22<sup>nd</sup> Street Caltrain station and its lack of intermodal connections to other transit operators.

**15. Adjournment**

The meeting was adjourned at 9:36 p.m.

San Francisco County Transportation Authority  
Agenda Item 4

**State Legislation - June 2023**

(Updated June 6, 2023)

To view documents associated with the bill, click the bill number link.

Staff is recommending a new oppose unless amended position on Assembly Bill (AB) 825 (Bryan) as shown in **Table 1**.

**Table 2** shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring as part of the watch list.

**Table 1. Recommended New Positions**

Recommended Positions	Bill # Author	Title and Summary
Oppose Unless Amended	<a href="#">AB 825</a> <a href="#">Bryan D</a>	<p><b>Vehicles: bicycles on sidewalks.</b></p> <p>Existing law authorizes a local authority to adopt rules and regulations regarding the operation of bicycles on public sidewalks. San Francisco has chosen to implement a prohibition of bicycles on sidewalks except for riders under 13 years of age, primarily due to safety concerns given the city's narrow sidewalks and high concentration of pedestrians. AB 825 would authorize the operation of bicycles on sidewalks statewide, unless the adjacent street has a striped or otherwise separated bicycle lane or trail. It would also require cyclists to yield to pedestrians and not exceed 10 miles per hour. It would remove the existing option for local jurisdictions to adopt alternate rules and regulations about bicycle use on sidewalks that are reflective of local conditions.</p> <p>We are recommending an oppose unless amended position, as the bill would introduce significant new dangers for pedestrians, in particular seniors, people with disabilities. Further, the proposed 10 miles per hour speed limit is too high and would be, in practicality, unenforceable.</p> <p>SFMTA has submitted a letter to the author detailing their concerns and hopes to work with him on amendments that would retain discretion for San Francisco and other jurisdictions to determine whether and where to authorize sidewalk riding. We understand that one of the author's major objectives for introducing the legislation is to address the social harms created by policing public spaces, which disproportionately impact Black, Latin American, and low income people. We will support SFMTA in advancing an alternative way to accomplish this, such as the approach of Assemblymember Ting's bill last year (AB 2147) which prohibited enforcement of jaywalking laws statewide.</p>

San Francisco County Transportation Authority  
Agenda Item 4

**Table 3. Bill Status for Positions Taken in the 2023-24 Session**

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 06/08/2023)
Support	<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D Haney D  Principal Coauthor: <a href="#">Wiener</a> D	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b>  Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.	<i>Assembly Local Government</i>
	<a href="#">AB 251</a> <a href="#">Ward</a> D	<b>California Transportation Commission: vehicle weight safety study.</b>  Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	<i>Senate Transportation</i>
	<a href="#">AB 361</a> <a href="#">Ward</a> D	<b>Vehicles: video imaging of bicycle lane parking violations.</b>  Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.	<i>Senate Transportation</i>
	<a href="#">AB 645</a> <a href="#">Friedman</a> D	<b>Vehicles: speed safety system pilot program.</b>  Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Senate Desk</i>
Watch	<a href="#">AB 6</a> <a href="#">Friedman</a> D	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</b>  Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	<i>Senate Desk</i>

San Francisco County Transportation Authority  
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	<a href="#">AB 7 Friedman</a> D	<p><b>Transportation: planning: project selection processes.</b></p> <p>Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, ZEV infrastructure, not increasing passenger VMT) and requires the next update to the California Transportation Plan include a financial element.</p>	<i>Senate Desk</i>
	<a href="#">AB 761 Friedman</a> D	<p><b>Transit Transformation Task Force.</b></p> <p>Establishes a task force to develop policies to grow transit ridership and improve the transit experience, requiring a report to the Legislature by January 1, 2025.</p>	<i>Senate Transportation</i>

<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.

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# Memorandum

## AGENDA ITEM 5

**DATE:** June 20, 2023

**TO:** Transportation Authority Board

**FROM:** Carl Holmes - Deputy Director for Capital Projects

**SUBJECT:** 06/27/23 Board: Major Capital Project Update: Caltrain Modernization Program

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> Information   <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The Caltrain Modernization (CalMod) program is a \$2.72 billion suite of projects, which includes Positive Train Control (PTC) and the Peninsula Corridor Electrification Project (PCEP). PTC was completed in December 2020. PCEP is comprised of electrification of the Caltrain line between San Jose and San Francisco, upgrade of the signal system, and the procurement of electric multiple-unit vehicles (EMUs). As of April 30, 2023, PCEP has expended 82.19% of its current budget. Work is continuing on the installation of the Overhead Contact System (OCS) poles, cantilever arms, and contact wire, and the traction power facilities are nearing completion. The first four EMU trainsets have been delivered and are undergoing static testing. On June 5, 2023, the first train was run on the project’s drill track under OCS power, a most anticipated event. The current PCEP Baseline Budget is \$2.44 billion, and the project is fully funded. In January 2023, Caltrain received \$367 million from the state’s Transit and Intercity Rail Capital Program which, together with the previously awarded \$43 million from the federal Omnibus Appropriations Bill, fully covers the \$410 million funding shortfall resulting from the December 2021 Baseline Budget adjustment. The planned revenue service date is September 2024. Caltrain staff will attend the June 27 Board meeting to provide a brief project update.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

CalMod is a \$2.72 billion suite of sustainable projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality and reducing greenhouse gas emissions. CalMod includes the PTC Project, which was completed on December 17, 2020, and the PCEP, which has two components: electrification of the Caltrain line between San Jose and San Francisco; and the purchase of EMUs to operate on the electrified railroad. Revenue service is scheduled for September 2024.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs. The CalMod Program is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. The Federal Transit Administration (FTA) approved the Full Funding Grant Agreement for the project in 2017.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners including the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, MTC, and the California High-Speed Rail Authority (CHSRA), in addition to the FTA. Funding contributions were codified in a series of memorandums of agreement, of which the latest included an oversight protocol. The three PCJPB counties have provided a local contribution of \$80 million each to the CalMod program. The Transportation Authority provided about \$41 million, primarily from the Prop K sales tax and One Bay Area Grant programs. The San Francisco Municipal Transportation Agency provided the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond.

The Funding Partners oversight protocol for CalMod requires the Executive Director of Caltrain to attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of the President of the Board of Supervisors, the updates since 2019 have taken place at Transportation Authority Board meetings.

## DISCUSSION

The paragraphs below provide a brief status update on the CalMod program.

**Positive Train Control (PTC) [COMPLETED].** This \$329.3 million project is complete. PTC is an advanced signal system that equipped the corridor with federally mandated safety technology. Caltrain received conditional approval of the PTC Safety Plan from the Federal Railroad Administration (FRA) in December 2020. PTC is currently in Revenue Service and is fully interoperable with all tenants. Caltrain's Interoperable Electronic Train Management System is now certified by the FRA as a mixed PTC system. Caltrain has established a follow-on maintenance agreement with Wabtec Corporation, the project's contractor.



**Peninsula Corridor Electrification Project (PCEP).** As of April 30, 2023, expenditures on the PCEP reached \$2.04 billion, 82.19% of the \$2.44 billion current budget. Work is progressing on both the Electrification and the Vehicles components of the project.

**Electrification design-build contract.** In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was initially issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017.

Overhead Contact System (OCS) poles, cantilever arm, and wire installation continues. OCS foundations are complete and pole installation is 99% complete. Contact wire installation is 84% complete. Completion of all work on the OCS is anticipated for October 2023.

Work continues on the ten Traction Power Facilities. Nine of the ten Traction Power Substations are over 90% complete, with the exception of Power Substation 3. Punchlist work is underway.

Signals and Communication Systems construction also continues. Signal cutovers for Segment 3 (Palo Alto, Mountain View, and Sunnyvale) were completed in April 2023. As of that date, the project has completed cutovers for Segments 2, 3 and 4. Only Segment 1 (San Francisco) remains. It is expected to be complete by October 2023.

**Tunnels. [COMPLETED]** Work on modifications to the 100-year-old San Francisco tunnels reached Substantial Completion on September 17, 2020, and Final Acceptance was reached in December 2020.

**Vehicles.** On September 6, 2016, Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City, Utah.

The first four trainsets have been delivered to Caltrain and are undergoing static testing prior to dynamic testing on Segment 4 (Santa Clara to San Jose). Two additional trainsets have been completed and are in storage at the Stadler facility. The balance of the original 14 trains will be delivered by March 2024 and the 19<sup>th</sup> and final trainset's anticipated arrival is in summer 2024. Trains 15 through 19 represent additional trainsets purchased with funding outside of the PCEP budget.

Operator training has been underway since August 2022 and will continue until all operators are trained, anticipated by the end of June 2023.

On June 5, the first train was run on the project's drill track under OCS power.

**Central Equipment and Maintenance Facility. [COMPLETED]** Located in San Jose since 2007, this facility accommodates inspections, maintenance, repair, train washing, and storage for the rail fleet. As part of the PCEP, the facility just went through an overhaul to accommodate the new electric vehicles. All work at the facility was completed in July 2022.



**Cost and Schedule.** The current Baseline Budget for the PCEP, adopted by the PCJPB in December 2021, is \$2.44 billion. The December 2021 change to the Baseline Budget represented an increase of \$462 million over the original Baseline Budget.

The current budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool and \$40 million in allocated and unallocated contingency. As of April 30, 2023, \$74.86 million in contingency remained. The Revenue Service date remains unchanged for September 2024, which includes a six-month contingency.

**Funding.** The project is now fully funded. On January 31, 2023, Caltrain received \$367 million from the state's Transit and Intercity Rail Capital Program (TIRCP) which, together with the previously awarded \$43 million from the federal Omnibus Appropriations Bill, fully covers the \$410 million funding shortfall resulting from the December 2021 Baseline Budget adjustment. Achieving full funding had the added benefit of pushing off Caltrain's projected operating deficit for two years (i.e., anticipated operating deficit of \$33 million is now in Fiscal Year 2025/2026) by freeing up Measure RR funds that would have otherwise been needed to help close the funding gap.

**Progress Reports.** Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available. Peninsula Corridor Electrification Project reports are located at:

[http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod\\_Document\\_Library.html - electric](http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html - electric)

**Challenges and Opportunities.** There are some challenges that may impact Caltrain's ability to complete CalMod, even within a new schedule and budget. The Risk Management Team meets on a monthly basis to evaluate risks and make any needed adjustments. The results of the most recent Monte Carlo quantitative risk analysis forecasted a reduced risk to the budget and schedule. Broadly, this analysis indicates that the program is headed in the right direction. The primary risk items that we are monitoring include the risks that:

- TASI (Caltrain's operating contractor) may not have sufficient field support resources (Rail Worker in Charge, watchmen, flaggers, signal maintainers) for testing.
- Delivery of permanent low voltage (power for power drops for new signal and wayside power cubicle locations along PCEP alignment may delay schedule.
- Potential for Stadler's sub-suppliers to fall behind schedule or delays in parts supply chain result in late completion of vehicles.
- OCSs construction productivity continues to fall below what's required to meet the scheduled completion of October 2023.
- Short-circuit test failure at traction power substation-2 may signal a larger issue.

The Transportation Authority's PMO continues to oversee the project in accordance with the



Funding Partners Oversight Protocol.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item. The Community Advisory Committee will consider this item at its June 28, 2023 meeting.

Attachment:

1. Caltrain Electrification Presentation

# Caltrain Electrification Update

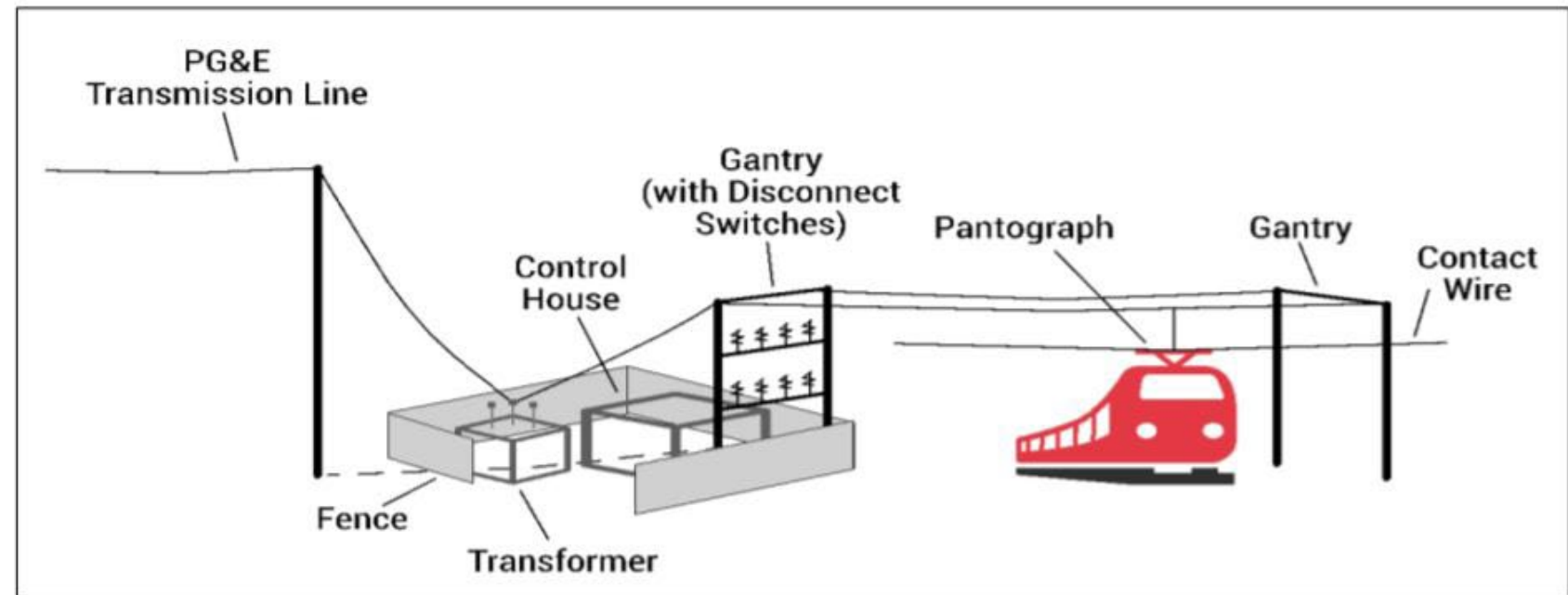
San Francisco County  
Transportation Authority CAC  
June 28, 2023



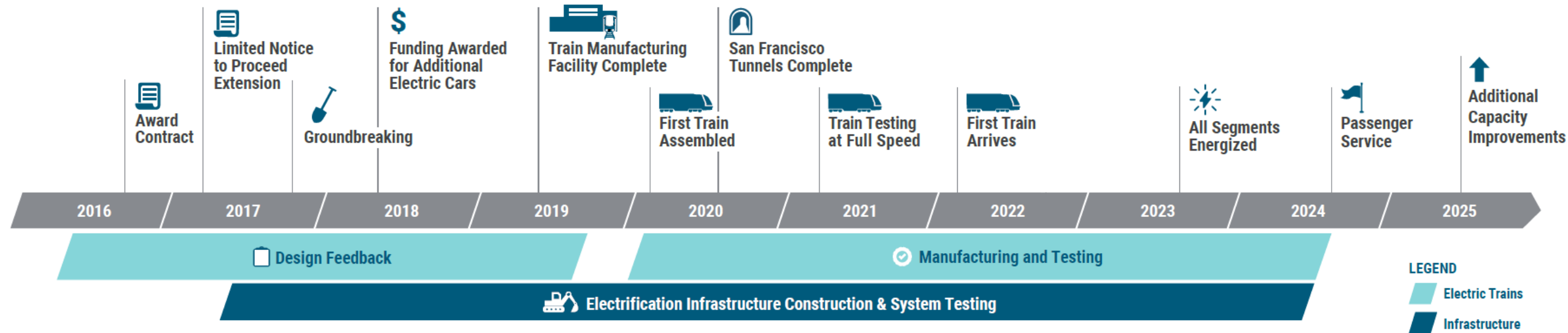
# Transition from Diesel to Electric

## First Electric Commuter Railroad in CA

- 25KV Overhead Contact System (used by high-speed rail system)
- 19 EMU 7-car trainsets (replaces 75% of diesel fleet)
- Two-Speed Check signal system (approved by FRA, UP and CHSRA)



# Timeline





# Project Milestones

- Overhead Contact System
  - 99% of poles installed
  - 86% of wire installed
  - Overhead Contact System construction completion in October 2023
- Electric Trains
  - Drill tracks live runs started June 5, 2023
  - Main track live runs Summer 2023
  - All train cars in production
  - 4 trainsets on site at Caltrain; next two trainsets expected fall 2023
- Pre-Revenue Service: Spring 2024
- Revenue Service: September 2024



*Foundations*



*Overhead Catenary System*

# Project Fully Funded!





# Project Budget

	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
<b>Electrification</b>	\$1,097,149,881	\$1,097,149,881	\$13,193,833	\$917,528,775	\$179,505,106	\$1,097,033,881
<b>EMU Procurement</b>	\$556,072,601	\$556,248,486	\$0	\$420,210,493	\$144,452,993	\$564,663,486
<b>Minor Construction Contracts ( SSF, 25th Grade, Tunnel, CEMOF, SCADA, Non-BBI OCS)</b>	\$67,055,072	\$68,091,194	\$0	\$64,677,734	\$3,413,459	\$68,091,194
<b>Real Estate Acquisition &amp; Support</b>	\$34,914,177	\$34,914,177	\$32,986	\$24,052,357	\$10,861,820	\$34,914,177
<b>PG&amp;E, Utilities</b>	\$132,088,994	\$132,088,994	\$471,589	\$204,034,318	-\$75,774,924	\$128,259,394
<b>Management Oversight &amp; Support</b>	\$312,699,697	\$315,007,767	\$3,089,399	\$269,617,046	\$45,390,721	\$315,007,767
<b>TASI Support</b>	\$114,488,767	\$114,488,767	\$1,774,608	\$97,279,623	\$17,209,144	\$114,488,767
<b>Finance Charges</b>	\$9,898,638	\$9,898,638	\$0	\$9,361,780	\$536,858	\$9,898,638
<b>Insurance</b>	\$6,581,851	\$6,581,851	\$0	\$6,118,411	\$463,440	\$6,581,851
<b>Other Required Projects &amp; Services</b>	\$9,084,176	\$10,484,176	\$352,862	\$4,216,324	\$6,467,852	\$10,684,176
<b>Environmental Mitigation</b>	\$14,438,866	\$13,038,866	\$434	\$1,242,663	\$11,596,203	\$12,838,866
<b>Caltrain Capital Overhead (ICAP)</b>	\$48,217,887	\$48,217,887	\$663,057	\$23,771,053	\$24,446,834	\$48,217,887
<b>Contingency</b>	\$40,000,089	\$36,480,012	\$0	\$0	\$32,010,612	\$32,010,612
<b>Total</b>	\$2,442,690,697	\$2,442,690,697	\$19,578,768	\$2,042,110,578	\$400,580,119	\$2,442,690,697

Notes: "Re-Baseline Budget" includes executed change orders and awarded contracts;

"Cost This Month" represents cost of work performed April 2023;

"Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) as of April 2023;

"Contingency" budget is drawn down and transferred to other elements after CMB approvals as reflected in the Estimate at Completion.



# Project Contingency and Shared Risk Pool

Item	Amount	Executed in April 2023	Executed To Date	Amount Remaining
BBII Shared Risk Pool	\$50.00M	\$1.86M	\$7.09M	\$42.91M
Project Contingency	\$40.00M	\$0.00M	\$3.52M	\$36.48M
<b>Total</b>	<b>\$90.00M</b>	<b>\$1.86M</b>	<b>\$10.61M</b>	<b>\$79.39M</b>

- \$1.73M for temporary generators for signal houses from BBII Shared Risk Pool
- \$0.12M for track access delays and differing site conditions from BBII Shared Risk Pool

# Top Risks and Mitigations

- Overhead Contact System Installation Productivity
- Traction Power Substations Short Circuit Testing
- Quality Control & Quality Assurance

# 34 Signal System Update

- Electrified system requires new signal and grade crossing activation system to be installed
- 39 crossings cutover as of May 2023
- Subsequent Crossing Optimization Project (separate from Electrification) will provide real-time information between train and signal system

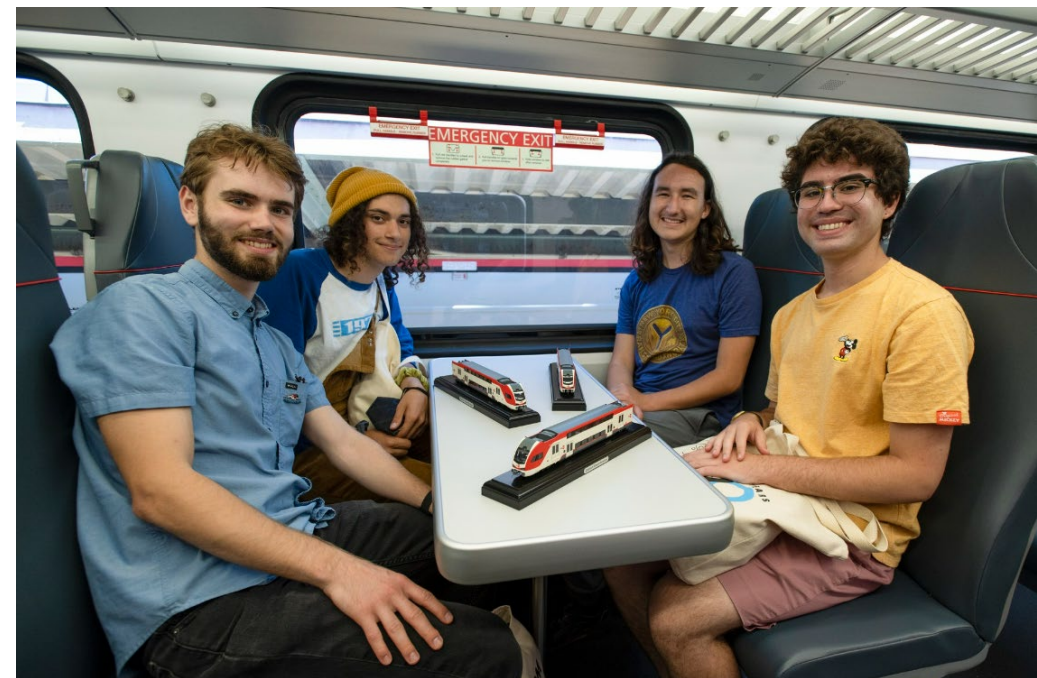
City	Number of Crossings	2 Speed Check Implementation
San Jose	2	Completed
Millbrae	1	Completed
Burlingame	6	Completed
San Mateo	9	Completed
South San Francisco	1	Completed
San Bruno	1	Completed
Redwood City	6	Completed
Atherton	2	Completed
Menlo Park	4	Completed
Palo Alto (Alma and Churchill)	2	Completed
Palo Alto (Charleston and East Meadow)	2	Completed
Mountain View	2	Completed
Sunnyvale	2	Completed
San Francisco	2	August 2023



Public Train Tours  
San Jose - July 29<sup>th</sup>, 2023  
San Francisco – September 2023  
San Mateo County – Fall/Winter 2023



35



# Caltrain Fiscal Cliff Update



# Caltrain Projected Operating Deficit

Fiscal Year 2024: \$0

Fiscal Year 2025: \$0

(Thanks to Federal and State TIRCP funds for the Electrification Project)

Fiscal Year 2026: \$33M (13% percent of operating budget)



Fiscal Year 2027: \$58M (22% percent of operating budget)



Fiscal Year 2028: \$57M (21% percent of operating budget)



FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)



# Caltrain Corridor Overview

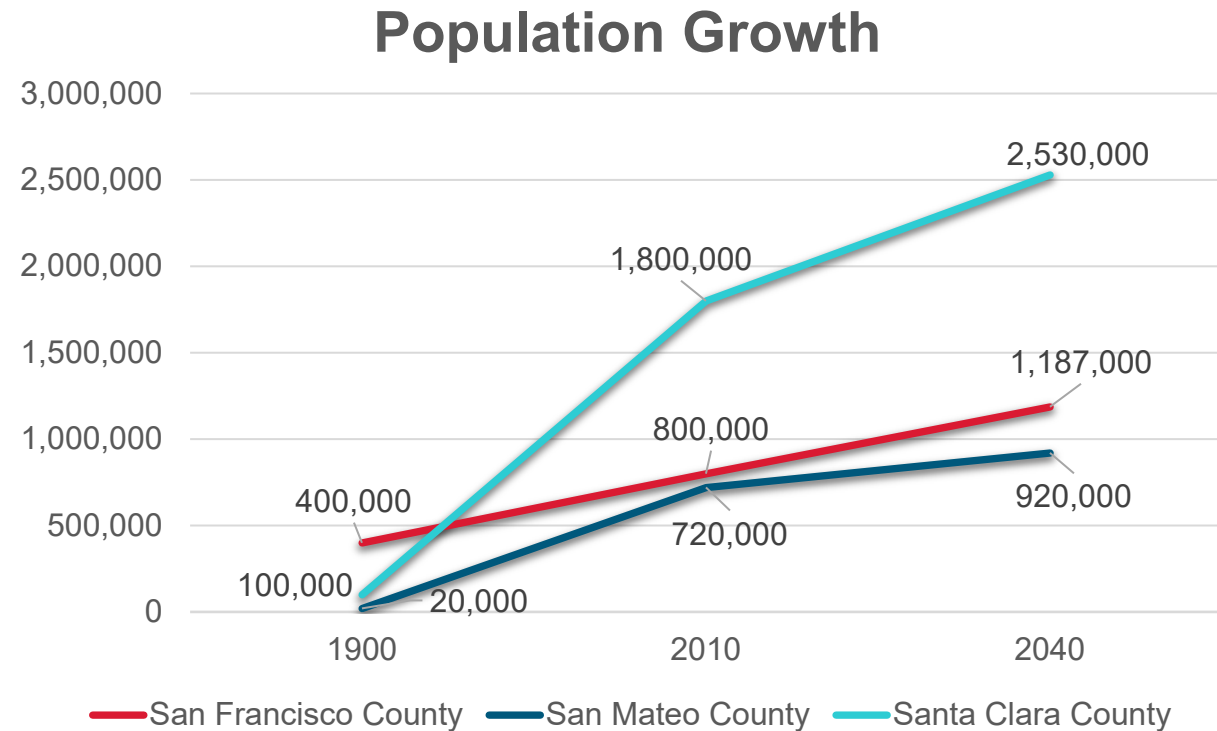
# Caltrain Corridor

- 77 miles of track from end to end
- 31 stations
- Bi-directional commute
- 41 at-grade crossings
- Pre-pandemic:
  - 7<sup>th</sup> largest commuter rail in the country
  - 70% farebox recovery
  - Over 18 million Unlinked Passenger Trips (UPT) in 2019
  - Frequently overcrowded trains, standing room only



# Corridor Growth 40% Increase

By 2040, an additional 1.2 million people will work and live within 2 miles of the Caltrain corridor.



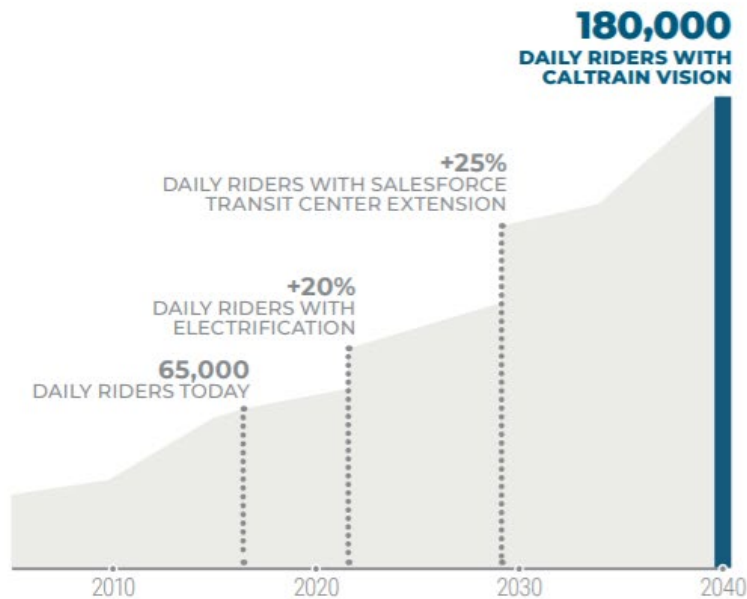
# 2040 Vision

## Zero Emission Future

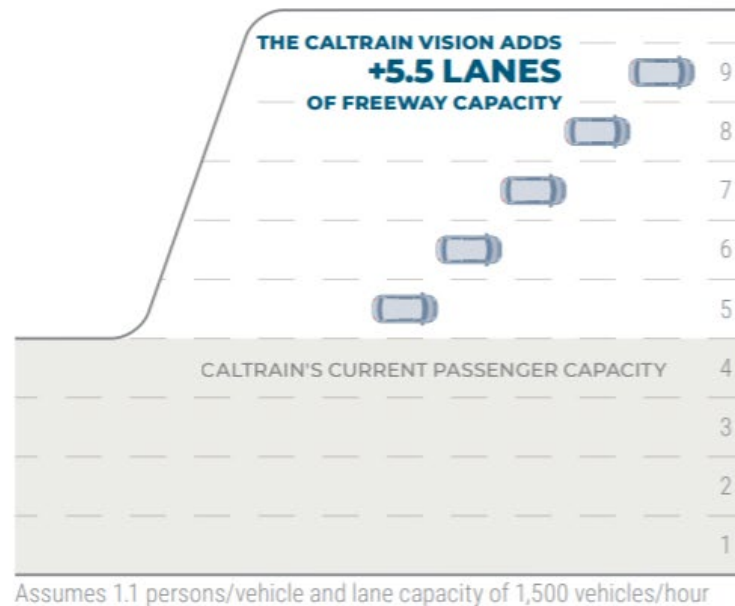
### MORE TRANSPORTATION CAPACITY



#### CARRYING MORE PEOPLE



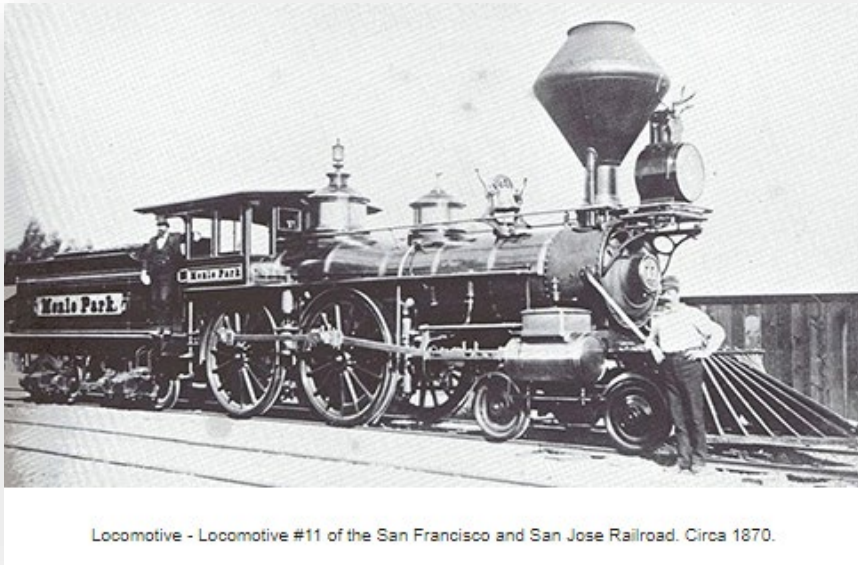
#### TRAINS VS LANES



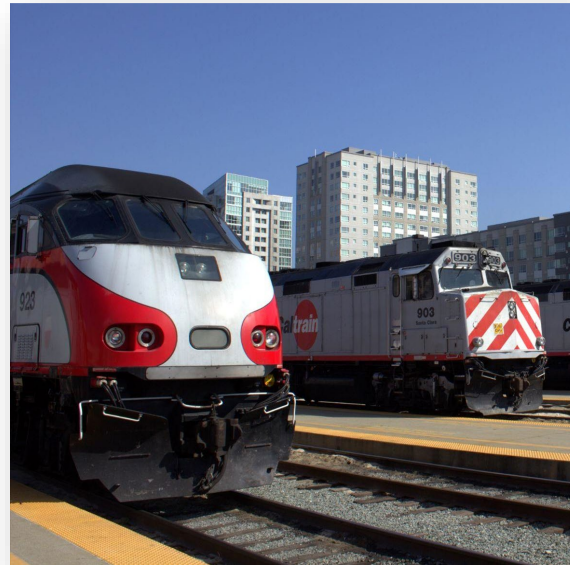
Caltrain's 2040 future service vision supports regional growth, arrival of high-speed rail, and more equitable, sustainable service.

# Transformational Moment

Electrification will help Caltrain become a cleaner, more efficient component of the transportation network.



Steam 1860s



Diesel 1950s to present



Electric 2024





# A Connected Future

- Electrified Caltrain corridor will enable additional investments expanding the Bay Area intercity rail network.
- Existing and future tenants
  - Capital Corridor (Amtrak)
  - Altamont Corridor Express
  - California High Speed Rail
- Expansion projects
  - San Francisco Downtown Extension
  - San Jose Diridon Station Rebuild
  - Grade Separations



California High-Speed Rail, Draft Business Plan, Pg. 23



# Electrification Project Benefits

# Safety

- Crash energy management technology (meets FRA Alternate Compliance requirements for mixed traffic).
- Crash absorption system protecting train driver and passengers (meets FRA crashworthiness standard).
- Latest generation of vehicle control systems including detailed diagnostic features.
- Improved braking performance.



# Sustainability

- Eliminates 2.09 million tons of carbon emissions.
- Future Caltrain will carry equivalent of 5½ lanes of freeway traffic.



## SUSTAINABILITY

Replacing old diesel trains with new electric trains will reduce GHG emissions and improve air quality



# Energy Independence

- Reduce dependence on foreign energy sources; Rely on cleaner, renewable domestic energy sources.
- California committed to renewable and zero-carbon energy resources supplying 100% electric retail sales to customers by 2045.
- EMU trains include regenerative braking for additional energy savings



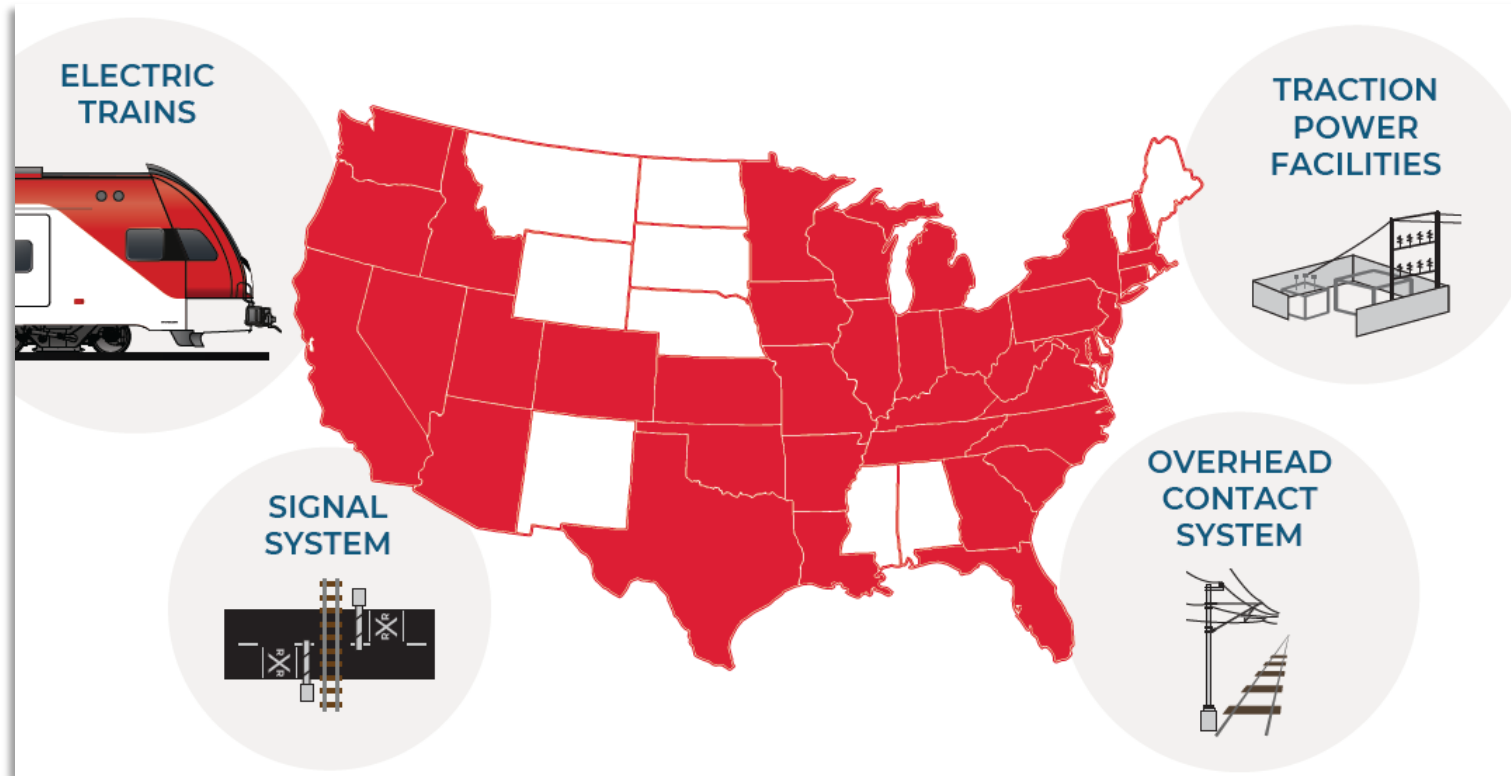
# Equity

- Decreases emissions and noise pollution in communities of concern
- Benefits disadvantaged communities:
  - San Francisco (Bayview)
  - Santa Clara
  - Redwood City
  - San Bruno
  - South San Francisco
- Improves mid-day and off-peak service for essential workers



# Economic Growth and Job Creation

33,000 Jobs Created in 36 States



# Buy America Compliant

- Stadler (Switzerland based company) opened first facility in the US with guarantee of Caltrain Electrification Project contract
- Stadler Salt Lake City Facility:
  - 400+ employees
  - Local apprenticeship program
- Additional foreign suppliers opening US locations in order to be Buy America compliant



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## Memorandum

### AGENDA ITEM 6

**DATE:** June 22, 2023

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 7/11/2023 Board Meeting: Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

#### RECOMMENDATION

Information

Action

Adopt four 2023 Prop L 5-Year Prioritization Programs (5YPPs)

- Paratransit
- Street Resurfacing, Rehabilitation and Maintenance
- Pedestrian and Bicycle Facilities Maintenance
- Neighborhood Transportation Program

Amend the Strategic Plan Baseline

#### SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. In June 2023, the Board gave initial approval for the Strategic Plan Baseline and the guidance for development of the 2023 Prop L 5YPPs covering the 5-year period starting July 1, 2023. Among other features, the Baseline established the initial budget or amount of cash flow by fiscal year available to each program. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in 3 rounds, with this first round in July comprised of just four 5YPPs with time sensitive needs for allocation of funds. Project sponsors have submitted allocation requests (part of a separate item on this agenda) that are conditioned upon approval of three of the subject 5YPPs. We are recommending concurrent adoption of an amendment to the Strategic Plan Baseline to incorporate the recommended programming and cash flow for the five-year project lists in the subject 5YPPs. The Pedestrian and Bicycle Facilities Maintenance and Neighborhood Transportation

Fund Allocation

Fund Programming

Policy/Legislation

Plan/Study

Capital Project  
Oversight/Delivery

Budget/Finance

Contract/Agreement

Other: \_\_\_\_



<p>Program 5YPPs require advancement of funds in the first five years primarily to provide sufficient funding given the lower available cash in that period due to carryforward Prop K obligations (e.g., remaining grant balances). This results in about a 2.4% (\$15.1 million) increase in debt costs in the Baseline. The accelerated funding to support SF Paratransit operations is already included in the Baseline. We will bring the remaining 5YPPs to the Board for approval this fall, followed by adoption of the final 2023 Strategic Plan.</p>	
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## **BACKGROUND**

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

The 5YPPs also provide transparency about how Prop L projects are prioritized. We work in close collaboration with project sponsors eligible for Prop L funds from a particular program, as well as any other interested agencies, to develop each 5YPP. Input from the Board, sponsors, and the public inform the 5YPP process.

Final Board adoption of the 2023 Prop L Strategic Plan Baseline is anticipated at the June 27, 2023 meeting. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery.

For the remaining 5 programs - BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, and Paratransit, the Baseline advanced cash flow in advance of 5YPP development. This was done primarily to meet the needs of two major transit projects:

- The Portal/Caltrain Downtown Rail Extension is seeking the \$300 million Prop L programming commitment needed to meet a Federal Transit Administration Capital Investment Grants (CIG) funding milestone in August 2023. The project is seeking a \$3+ billion CIG grant.



- BART Core Capacity is seeking \$100 million in the first 10 years of the Expenditure Plan, including a partial allocation this fall to exercise an option on its railcar replacement contract.

This approach provides a more realistic picture of financing costs for The Portal and BART Core Capacity, while ensuring we can meet other programs' requests for advancing funds.

## **DISCUSSION**

Each 5YPP document includes the following sections:

- **Eligibility and Expected Fund Leveraging.** Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. For each 5YPP, we provide the Expenditure Plan program description of eligible project types and project sponsors, and highlight leveraging expectations established in the 30-year Expenditure Plan.
- **Public Engagement.** We are continuing to conduct public engagement to inform the development of the 2023 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.
- **Performance measures.** Each program includes performance measures to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time) and inform programming of future Prop L funds and other fund sources programmed by the Transportation Authority. The performance measures are informed by San Francisco's Congestion Management Program and developed in consultation with sponsor agencies.
- **Project Delivery Snapshot.** Project delivery for previously-funded sales tax projects is an important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness. Since this is the inaugural Prop L 5YPP, this section lists open Prop K grants and describes project delivery challenges that apply to each program and what agencies are doing to address those challenges. Future 5YPP updates will include the delivery status of projects funded by Prop L.
- **Project Prioritization.** All projects are evaluated according to Prop L wide prioritization criteria as described in the 5YPP - project readiness, relative level of need or urgency, benefits to disadvantaged populations, level and diversity of community support, and leveraging - as well as criteria that we always consider - safety, cost-effectiveness, and a fair geographic distribution. Many programs have additional program-specific criteria to inform priorities,



such as replacing assets at the end of their useful lives, multi-modal benefits, and proximity to key resources.

- **Project List.** This section includes the Project Scoring Tables that indicate how each project performs against the prioritization criteria. It also includes the 5-Year Project List with programming and cash flow (i.e. proposed Prop L reimbursement schedule) by fiscal year, and anticipated leveraging of non-Prop L funds in the 5YPP compared to the expected leveraging in the Expenditure Plan, calling out if anticipated leveraging is significantly below expectations and how that will be addressed.
- **Project Information Forms.** The 5YPP appendices include a Project Information Form for each proposed project. It includes information on the scope, schedule, cost, and funding plan, in addition to supplemental information that supports project evaluation using the prioritization criteria.

**Round 1 5YPPs.** We are recommending approval of the four enclosed 5YPPs. Highlights from each 5YPP are described below.

**Paratransit.** This Prop L program funds paratransit operations: door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service. The Transportation Authority advanced funds for the Paratransit program in the Prop L Strategic Plan Baseline beyond the pay-as-you-go amounts to provide funding stability for this critical program. The baseline includes \$13 million in FY 2023/24 with an annual inflationary increase until funds run out.

Anticipated leveraging in this 5YPP (61%) is below expected leveraging in the Expenditure Plan (81.1%). For FY 2023/24, the lower than usual leveraging is due to SFMTA reducing contributions to Paratransit from its operating budget and relying solely on the sales tax (including \$2 million in Prop K cost savings, plus Prop L) to fill the gap. We recognize the fiscal challenges facing SFMTA resulting from the City's slow recovery from the pandemic and the impact of remote work, both of which are depressing the General Fund, fare revenues, and other sources that support SFMTA's operating budget. We will work with agency staff seeking to improve leveraging in future years, including increasing SFMTA's contribution, looking to other funding sources (e.g., FTA formula funds, BART's contribution) to keep pace with increased costs or at least grow over time, and identifying new revenue sources for this important program. We will also continue to closely monitor annual Paratransit costs, de-obligating any leftover sales tax funds and returning them to the Paratransit program in Prop L for future use.

**Street Resurfacing, Rehabilitation and Maintenance.** This program has two sub-programs: Repaving and Reconstruction of City Streets, and Replacement of Street



Repair and Cleaning Equipment. SFPW has not requested advancement of funds. Expected leveraging for the Street Resurfacing, Rehabilitation, and Maintenance program is 94.7%, which is based on the leveraging for the entire street resurfacing program rather than just Prop L-funded projects. Anticipated leveraging is good (64%) for the proposed paving projects. Anticipated leveraging for SFPW's entire 5-year street resurfacing program, including Prop L and non-Prop L funded projects, exceeds leveraging assumptions at 98%. The full 5-year street resurfacing program funding plan is shown in Appendix C to this 5YPP. There are not as many funding options for street repair and cleaning equipment. SFPW is seeking a modest General Fund contribution for equipment, pending approval in the City's budget.

**Pedestrian and Bicycle Facilities Maintenance.** This program funds public sidewalk and curb repair (unrelated to tree damage, which is covered by Prop E) by SFPW and bicycle facility maintenance by SFMTA. The recommended project list would advance funds over 2.5 times the pay-go amount in the first five years of the 30-year program. The need for advancing Prop L funds is due to lower pay-go funding available in the first five years resulting from Prop K carry forward obligations, which has the highest cash flow in the first three years (FYs 2023/24 -2025/26) and the project sponsors' desire to maintain or increase these annual maintenance programs. For example, in FY 2023/24 SFPW proposed programming represents a modest decrease over Prop K levels (e.g., \$518,000 vs. \$612,238), which they offset by increased matching funds. SFMTA's proposed programming represents an increase over Prop K levels (\$400,000 in FY 2021/22 and \$200,000 in FY 2022/23) vs. Prop L (FY 2023/24 in \$459,000). SFMTA's increased need reflects growth in the amount of quick-builds, slow streets, and bicycle network improvements citywide that require maintenance.

Anticipated Prop L leveraging for the proposed 5-year project list is significantly below expected leveraging in the Expenditure Plan (26.6% overall vs. 77.5%). SFPW's Public Sidewalk and Curb Repair anticipates leveraging ranging from 43% in FY 2023/24 to 23% in FY 2027/28. The first three years have better leveraging as SFPW has proposed an increased State Transportation Development Act Article 3 match using a surplus accumulated from prior years. SFMTA is not proposing any leveraging for the Bicycle Facilities Maintenance. We encourage SFMTA to identify matching funds to improve leveraging and avoid depleting funds too quickly. We will re-evaluate anticipated leveraging when we receive allocation requests, particularly for FYs 2024/25 and beyond, and expect to see a non-zero amount. We will work with SFMTA and SFPW to identify other funding sources for these types of capital maintenance projects, such as the General Fund, Traffic Congestion Mitigation Tax (TNC Tax), and SFMTA operating funds (including the Prop B General Fund set aside).



**Neighborhood Transportation Program.** Since 2014, the Prop K Neighborhood Transportation Program has provided funds for Transportation Authority Board members to direct funds to community-based, neighborhood-scale planning and capital efforts. Ultimately, each Board members recommends which project(s) will be funded with a Neighborhood Transportation Program grant, subject to Board approval.

Largely continuing the approach followed under Prop K, Appendix B to this 5YPP includes the new Prop L Neighborhood Program Guidelines that describe the types of planning and capital projects that can be funded, and the process for developing a project proposal. Minor guideline changes include combining the prior planning and capital grant amounts for each office into one 'bucket' that can be used for eligible NTP planning and/or capital grants; and project eligibility is expanded to cover any project type eligible under Prop L, while retaining the neighborhood-scale focus. Examples of expanded project eligibility include incentives-based travel demand management projects, electric vehicle charging infrastructure, and new mobility pilots.

Consistent with the Neighborhood Program Guidelines, the proposed project list is primarily comprised of placeholder programming that will be updated when the Board takes action to approve specific Neighborhood Program projects for funding. The 5YPP project list also includes funding for the SFCTA and SFMTA Neighborhood Program Coordinators who facilitate the identification and scoping of potential projects consistent with the program guidelines.

We have proposed advancement of funds for the Neighborhood Transportation Program in this 5YPP period at over double the pay-go amounts in order to continue Prop K funding levels for the program with \$700,000 available for each district supervisor to recommend for Neighborhood Program planning and capital projects. At this time, we do not anticipate recommending advancement of funds in the future 5YPP periods as pay-go amounts are expected to be sufficient to fund the program.

**Strategic Plan Baseline Amendment.** Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. In some cases, we may recommend advancement of sales tax funds to support project delivery, which results in financing costs and lowers the overall amount of funds available for project costs in the Expenditure Plan program(s) advancing funds. As noted above, in this first round of 5YPPs, we recommend advancing funds as requested by sponsors in the Pedestrian and Bicycle Facility and Neighborhood Transportation Program 5YPPs. These are relatively small programs (\$19 million and \$46 million in 2020 \$, respectively) with relatively modest advancement requests so



the impact on overall debt needs is correspondingly small - about a 2.4% (or \$15.1 million) increase in debt costs estimated in the Baseline.

**Next Steps.** We are working with project sponsors to develop the remaining 23 5YPPs and anticipate bringing them to the Board for adoption in the fall in two groups, followed by adoption of the final 2023 Prop L Strategic Plan for in November/December 2023. Meanwhile, we are continuing outreach and public engagement efforts, just having hosted a virtual Town Hall on June 20. We encourage the public to submit input on what types of projects they want to see funded in the next five years by completing the survey on our website that is open through June 27. The survey is available in English, Chinese, Spanish, and Filipino. The survey and a link to request a presentation on Prop L are on our website at [sfcta.org/ExpenditurePlan](http://sfcta.org/ExpenditurePlan). We will bring a summary of outreach findings to the Community Advisory Committee and Board this fall.

## **FINANCIAL IMPACT**

There is no impact on the proposed FY 2023/24 agency budget. The Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes the maximum annual reimbursement for each of the Expenditure Plan programs, and estimates debt needs to advance funds to support project delivery. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

## **CAC POSITION**

The Community Advisory Committee will consider this item at its June 28, 2023 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
- Attachment 3 - Amended Prop L Strategic Plan Sources and Uses
  
- Enclosure - 2023 Prop L 5 Year Prioritization Programs (4)

**Attachment 1.**  
**Programs in the Prop L Expenditure Plan**

Board approval of a 5-Year Prioritization Program or 5YPP is a prerequisite for allocation of Prop L funds from that program. As part of the 5YPP development process, for some of the 28 programs, we have created sub-programs to help track minimum funding amounts established in the Expenditure Plan for certain projects types (e.g. Safe Routes to School education and outreach), to group like projects together to facilitate project ranking, and/or to help ensure funding is set aside for key priorities (e.g. transit vehicle replacement and capital maintenance).

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
  - Vehicles (sub-program)
  - Facilities and Guideways (sub-program)
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
  - Repaving and Reconstruction of City Streets (sub-program)
  - Replacement of Street Repair and Cleaning Equipment (sub-program)
16. Pedestrian and Bicycle Facilities Maintenance
  - Sidewalk Repair (sub-program)
  - Bicycle and Pedestrian Facilities (sub-program)
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
  - Capital Projects (sub-program)
  - Outreach & Education Programs (sub-program)
  - New Traffic Signals (sub-program)
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program



**Attachment 1.**  
**Programs in the Prop L Expenditure Plan**

26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning

Attachment 2: Amended 2023 Strategic Plan Baseline Programming Pending July 2023 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Rows are categorized into A. MAJOR CAPITAL PROJECTS (I. Muni, II. BART, III. Caltrain), B. TRANSIT MAINTENANCE AND ENHANCEMENTS (I. Transit Maintenance, Rehabilitation, and Replacement; II. Transit Enhancements), and C. PARATRANSIT. Each row includes sub-totals for Programming and Interest Costs.



Attachment 2: Amended 2023 Strategic Plan Baseline Programming Pending July 2023 Board Action

Table with columns: EP No., EP Line Item, FY2039/40, FY2040/41, FY2041/42, FY2042/43, FY2043/44, FY2044/45, FY2045/46, FY2046/47, FY2047/48, FY2048/49, FY2049/50, FY2050/51, FY2051/52, FY2052/53. Rows include: A. MAJOR CAPITAL PROJECTS (I. Muni, II. BART, III. Caltrain), B. TRANSIT MAINTENANCE AND ENHANCEMENTS (I. Transit Maintenance, Rehabilitation, and Repairs, II. Transit Enhancements), C. PARATRANSIT, D. STREETS AND FREEWAYS (I. Maintenance, Rehabilitation, and Repairs).



Attachment 2: Amended 2023 Strategic Plan Baseline Programming Pending July 2023 Board Action

Table with columns for EP No., EP Line Item, and fiscal years from FY2039/40 to FY2052/53. Rows include categories like Traffic Signs & Signals Maintenance, Safer and Complete Streets, Curb Ramps, Tree Planting, Vision Zero Ramps, Managed Lanes and Express Bus, and Transportation Demand Management. Includes sub-sections II. Safer and Complete Streets, III. Freeway Safety and Operational Impr, and E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA.

Attachment 2: Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup> Pending July 2023 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Rows include Major Capital Projects (Muni, BART, Caltrain), Transit Maintenance and Enhancements (Muni, BART, Caltrain, Ferry, Bayview, Mission Bay, Next Generation), and Paratransit.

Attachment 2:  
Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>  
Pending July 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39	
217	Traffic Signs & Signals Maintenance	\$ 124,422,383	0.00%	Programming \$ 124,256,712 Interest Costs \$ - Total \$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909	
<b>II. Safer and Complete Streets</b>																						
218	Safer and Complete Streets	\$ 210,135,581	0.00%	Programming \$ 208,637,942 Interest Costs \$ - Total \$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182	
219	Curb Ramps	\$ 40,091,657	0.00%	Programming \$ 40,038,274 Interest Costs \$ - Total \$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
220	Tree Planting	\$ 27,649,419	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
<b>III. Freeway Safety and Operational Improvements</b>																						
221	Vision Zero Ramps	\$ 11,059,767	0.00%	Programming \$ 11,045,041 Interest Costs \$ - Total \$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
222	Managed Lanes and Express Bus	\$ 13,824,709	0.00%	Programming \$ 13,806,301 Interest Costs \$ - Total \$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
223	Transformative Freeway and Major Street Projects	\$ 27,649,419	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
<b>TOTAL STREETS AND FREEWAYS</b>				Programming \$ 620,711,375 Interest Costs \$ 3,088,276 Total \$ 623,799,651	\$ -	\$ 4,013,789	\$ 10,235,578	\$ 9,404,578	\$ 9,907,578	\$ 9,724,578	\$ 22,552,983	\$ 21,902,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977	
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>																						
<b>I. Transportation Demand Management</b>																						
224	Transportation Demand Management	\$ 24,884,477	0.00%	Programming \$ 24,851,342 Interest Costs \$ - Total \$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
<b>II. Transportation, Land Use, and Community Coordination</b>																						
225	Neighborhood Transportation Program	\$ 56,681,308	11.09%	Programming \$ 50,344,018 Interest Costs \$ 6,287,543 Total \$ 56,631,560	\$ -	\$ 1,355,000	\$ 3,895,000	\$ 2,125,000	\$ 1,125,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058	
226	Equity Priority Transportation Program	\$ 58,063,779	0.00%	Programming \$ 57,986,466 Interest Costs \$ - Total \$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 1,938,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	
227	Development-Oriented Transportation	\$ 27,649,419	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
228	Citywide / Modal Planning	\$ 13,824,709	0.00%	Programming \$ 13,806,301 Interest Costs \$ - Total \$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>				Programming \$ 174,600,730 Interest Costs \$ 6,287,543 Total \$ 180,888,272	\$ -	\$ 2,301,173	\$ 5,787,347	\$ 4,017,347	\$ 3,017,347	\$ 2,092,347	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967	
<b>TOTAL PROP L STRATEGIC PLAN</b>				Programming \$ 2,709,428,453 Interest Costs \$ 283,648,159 Total \$ 2,993,076,612	\$ -	\$ 45,225,151	\$ 80,631,303	\$ 106,181,303	\$ 93,100,303	\$ 107,418,303	\$ 137,552,873	\$ 191,975,566	\$ 137,395,175	\$ 143,517,027	\$ 129,708,452	\$ 105,903,312	\$ 107,124,477	\$ 128,372,582	\$ 104,648,280	\$ 93,118,070	\$ 81,855,957	
<b>Prop. K Related Cashflow (since 7/1/22)</b>				Cashflow \$ 457,048,985 Interest Costs \$ 375,715,334 Total \$ 832,764,319	\$ 119,963,721	\$ 151,355,838	\$ 85,306,328	\$ 92,521,357	\$ 4,934,001	\$ 2,283,466	\$ 674,274	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

<sup>1</sup>This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.



Attachment 2:  
Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>  
Pending July 2023 Board Action

Table with columns: EP No., EP Line Item, FY2039/40, FY2040/41, FY2041/42, FY2042/43, FY2043/44, FY2044/45, FY2045/46, FY2046/47, FY2047/48, FY2048/49, FY2049/50, FY2050/51, FY2051/52, FY2052/53. Rows include A. MAJOR CAPITAL PROJECTS (I. Muni, II. BART, III. Caltrain), B. TRANSIT MAINTENANCE AND ENHANCEMENTS (I. Transit Maintenance, Rehabilitation, and Repairs, II. Transit Enhancements), C. PARATRANSIT, and D. STREETS AND FREEWAYS.



**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
Pending July 2023 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	\$ -
<b>II. Safer and Complete Streets</b>																
218	Safer and Complete Streets	\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
<b>III. Freeway Safety and Operational Impr</b>																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,483,459	\$ 26,917,077	\$ 27,358,969	\$ 26,640,377	\$ 27,079,896	\$ 29,137,867	\$ 30,121,198	\$ 30,668,210	\$ -	\$ -	
		\$ 160,906	\$ 192,856	\$ 182,179	\$ 177,566	\$ 171,223	\$ 162,874	\$ 152,178	\$ 108,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -	\$ -	\$ -	
		\$ 25,011,176	\$ 25,440,721	\$ 25,834,009	\$ 26,239,818	\$ 26,654,682	\$ 27,079,951	\$ 27,511,147	\$ 26,749,071	\$ 27,149,156	\$ 29,177,637	\$ 30,133,078	\$ 30,668,210	\$ -	\$ -	
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA</b>																
<b>I. Transportation Demand Management</b>																
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -
<b>II. Transportation, Land Use, and Commu</b>																
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 298,250	\$ 357,552	\$ 337,832	\$ 329,347	\$ 317,651	\$ 302,231	\$ 282,450	\$ 255,221	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
		\$ 2,551,797	\$ 2,647,156	\$ 2,664,069	\$ 2,692,803	\$ 2,719,425	\$ 2,743,446	\$ 2,763,851	\$ 2,777,569	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,194,414	\$ 8,331,414	\$ 8,469,947	\$ 8,610,022	\$ -	\$ -	
		\$ 298,250	\$ 357,552	\$ 337,832	\$ 329,347	\$ 317,651	\$ 302,231	\$ 282,450	\$ 255,221	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
		\$ 7,498,608	\$ 7,673,115	\$ 7,770,444	\$ 7,880,878	\$ 7,991,613	\$ 8,102,209	\$ 8,210,831	\$ 8,314,432	\$ 8,423,184	\$ 8,532,507	\$ 8,642,017	\$ 8,751,812	\$ -	\$ -	
<b>TOTAL PROP L STRATEGIC PLAN</b>		\$ 82,605,600	\$ 83,367,279	\$ 84,141,153	\$ 84,927,395	\$ 85,735,523	\$ 86,567,390	\$ 87,415,075	\$ 88,277,945	\$ 89,156,655	\$ 90,051,950	\$ 90,964,500	\$ 91,895,000	\$ -	\$ -	
		\$ 14,772,369	\$ 15,587,658	\$ 12,801,230	\$ 11,129,945	\$ 9,459,012	\$ 7,807,335	\$ 6,198,728	\$ 4,669,947	\$ 3,214,022	\$ 1,821,929	\$ 772,201	\$ -	\$ -	\$ -	
		\$ 97,377,969	\$ 98,954,937	\$ 96,942,382	\$ 96,057,340	\$ 95,194,535	\$ 94,374,726	\$ 93,613,803	\$ 92,579,891	\$ 91,442,677	\$ 90,229,921	\$ 89,042,299	\$ 87,917,000	\$ -	\$ -	
<b>Prop. K Related Cashflow (since 7/1/22)</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,874,381	\$ 19,000,342	\$ 17,924,503	\$ 17,447,780	\$ 16,802,221	\$ 15,960,773	\$ 14,890,751	\$ 13,431,066	\$ 11,574,740	\$ 10,573,465	\$ 7,875,693	\$ 1,439,381	\$ -	\$ -	
		\$ 15,874,381	\$ 19,000,342	\$ 17,924,503	\$ 17,447,780	\$ 16,802,221	\$ 15,960,773	\$ 14,890,751	\$ 13,431,066	\$ 11,574,740	\$ 10,573,465	\$ 7,875,693	\$ 1,439,381	\$ -	\$ -	

<sup>1</sup>This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.

### Attachment 3: Prop L Sources and Uses

SOURCES	(YOES)	USES	(YOES)
Sales Tax Revenue	\$4,668.4 M	Funds Available for Projects	\$3,076.5 M
Investment Income	\$2.9 M	Long Term Bond Principal	\$1,065.8 M
Long Term Bond Proceeds	\$857.5 M	Financing Costs	\$654.0 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$434.5 M
<b>TOTAL</b>	<b>\$5,655.5 M</b>	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		<b>TOTAL</b>	<b>\$5,655.5 M</b>



## Memorandum

### AGENDA ITEM 7

**DATE:** June 22, 2023  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 7/11/2023 Board Meeting: Allocate \$998,000 and Appropriate \$100,000 in Prop L Funds, with Conditions, and Allocate \$300,000 in Prop AA Funds for 4 Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$898,000 in Prop L funds to San Francisco Public Works (SFPW), with conditions, for:</p> <ol style="list-style-type: none"> <li>Street Repair and Cleaning Equipment (\$380,000)</li> <li>Public Sidewalk and Curb Repair (\$518,000)</li> </ol> <p>Allocate and Appropriate \$200,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) and SFCTA for:</p> <ol style="list-style-type: none"> <li>Neighborhood Transportation Program (NTP) Coordination (SFMTA \$100,000, SFCTA \$100,000)</li> </ol> <p>Allocate \$300,000 in Prop AA funds to Transbay Joint Powers Authority (TJPA) for:</p> <ol style="list-style-type: none"> <li>Salesforce Transit Center Wayfinding Phase 1B (\$300,000)</li> </ol> <p><b>SUMMARY</b></p> <p>These are the first three Prop L allocation requests to advance to the Board for approval. Consistent with the Expenditure Plan, the Prop L allocations are conditioned upon Board adoption of the Prop L 5-Year Prioritization Program (5YPP) for the relevant programs (i.e., Street Resurfacing, Rehabilitation, and Maintenance; Pedestrian and Bicycle Facility Maintenance; and the Neighborhood Transportation Program) and amendment of the Strategic Plan Baseline to incorporate the programming and cash flow for the recommended 5-year project lists. These actions are part of a separate item on this</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>agenda. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	
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## **DISCUSSION**

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

## **FINANCIAL IMPACT**

The recommended action would allocate \$998,000 and appropriate \$100,000 in Prop L funds, with conditions, and allocate \$300,000 in Prop AA. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L and Prop AA Fiscal Year 2023/24 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year 2023/24 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

## **CAC POSITION**

The CAC will consider this item at its June 28, 2023, meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations



- Attachment 4 - Prop L and Prop AA Allocation Summaries - FY 2023/24
- Attachment 5 - Allocation Request Forms (4)

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	215	SFPW	Street Repair and Cleaning Equipment	\$ 380,000		\$ 380,000	95%	0% <sup>5</sup>	Construction	Citywide
Prop L	216	SFPW	Public Sidewalk and Curb Repair	\$ 518,000		\$ 909,760	78%	43%	Construction	Citywide
Prop L	225	SFCTA/ SFMTA	Neighborhood Transportation Program (NTP) Coordination	\$ 200,000		\$ 200,000	78%	0%	Planning	Citywide
Prop AA	703	TJPA	Salesforce Transit Center Wayfinding Phase 1B		\$ 300,000	\$ 300,000	NA	0%	Construction	Citywide
<b>TOTAL</b>				<b>\$ 1,098,000</b>	<b>\$ 300,000</b>	<b>\$ 1,789,760</b>				

## Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.
- <sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority), SFPW (San Francisco Public Works), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item (e.g. Pedestrian and Bicycle Facilities Maintenance) by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that category, and Prop L should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.
- <sup>5</sup> SFPW plans to purchase additional street repair and cleaning equipment with an estimated \$2.8 million in General Fund, subject to approval of the CCSF annual budget.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
215	SFPW	Street Repair and Cleaning Equipment	\$ 380,000	\$ -	This request would fund the purchase of one full size street sweeper to replace equipment that has exceeded its useful life. The equipment will have the newest safety features available, and improve safety for workers and efficiency of street cleaning and repair work. The equipment is California Air Resources Board compliant and will meet current emissions standards. SFPW expects to receive the equipment funded by this request by March 2025.
216	SFPW	Public Sidewalk and Curb Repair	\$ 518,000	\$ -	Public Works is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. The passage of Proposition E (2016) resulted in annual funding set-aside to maintain all street trees in the public right-of-way and for sidewalk repairs due to City-maintained trees. Any other damaged public sidewalks, curb and gutters, and angular returns, not due to tree damage, will be repaired with Prop L funds and State Transportation Development Act, Article 3 funds. SFPW expects to complete the work funded by this request by June 2024.
225	SFCTA/ SFMTA	Neighborhood Transportation Program (NTP) Coordination	\$ 200,000	\$ -	This request provides support for a Neighborhood Transportation Program (also known as the Neighborhood Program or NTP) Coordinator role at both the Transportation Authority and the SFMTA to support Transportation Authority Board members' efforts to identify potential NTP projects, to develop proposed scope, schedule, budget and funding to support allocation requests, and to conduct project delivery oversight. The attached allocation request form includes the NTP Guidelines that provide additional detail on how NTP projects are identified and developed in collaboration between SFCTA, SFMTA, and District Supervisors. This request would fund work to be done in FY 2023/24.
703	TJPA	Salesforce Transit Center Wayfinding Phase 1B	\$ -	\$ 300,000	Requested funds will improve the Salesforce Transit Center's wayfinding system by replacing 100 of the 318 media players at interactive and non-interactive kiosks throughout the Transit Center that have reached the end of their useful life. This project was recommended in the TJPA's Wayfinding Gap Analysis (2020) to improve the reliability and functionality of the wayfinding system. It would improve the commuter and visitor experiences by connecting them quickly and more efficiently to transit connections and to the public open space and activities provided at the Center's rooftop park. This project is consistent with the Metropolitan Transportation Commission's (MTC) current standards for wayfinding and supports a smoother rollout of MTC's new regional standards (when completed) to support seamless transit connections across the region. TJPA expects to complete the work funded by this request by December 2023.
<b>TOTAL</b>			<b>\$1,098,000</b>	<b>\$300,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
215	SFPW	Street Repair and Cleaning Equipment	\$ 380,000	\$ -	<b>Special Condition:</b> The recommended allocation is contingent upon approval of the Prop L Street Resurfacing, Rehabilitation, and Maintenance 5-Year Prioritization Program and amendment of the Strategic Plan Baseline which are part of a separate item on this agenda.
216	SFPW	Public Sidewalk and Curb Repair	\$ 518,000	\$ -	<b>Special Condition:</b> The recommended allocation is contingent upon approval of the Prop L Pedestrian and Bicycle Facilities Maintenance 5YPP and amendment of the Strategic Plan Baseline which are part of a separate item on this agenda.
225	SFCTA/ SFMTA	Neighborhood Transportation Program (NTP) Coordination	\$ 200,000	\$ -	<b>Special Condition:</b> Approval of this request is contingent upon approval of the Prop L Neighborhood Transportation Program 5-Year Prioritization Program and amendment of the Strategic Plan Baseline which are part of a separate item on this agenda.
703	TJPA	Salesforce Transit Center Wayfinding Phase 1B	\$ -	\$ 300,000	
<b>TOTAL</b>			<b>\$ 1,098,000</b>	<b>\$ 300,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.



**Attachment 4.  
Prop L Summary - FY2023/24**

<b>PROP L SALES TAX</b>					
<b>FY2023/24</b>	<b>Total</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,098,000	\$ 355,000	\$ 743,000	\$ -	\$ -
New Total Allocations	\$ 1,098,000	\$ 355,000	\$ 743,000	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2023/24 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

<b>PROP AA VEHICLE REGISTRATION FEE</b>					
<b>FY2023/24</b>	<b>Total</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2023/24 allocations approved to date, along with the current recommended allocation(s).

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Neighborhood Transportation Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Neighborhood Transportation Program
<b>Current PROP L Request:</b>	\$200,000
<b>Supervisorial District</b>	Citywide

## REQUEST

### Brief Project Description

The Transportation Authority's Neighborhood Program (NTP) funds planning, development, and implementation of community-based, neighborhood-scale transportation improvements. This request provides support for a NTP Coordinator role at both the Transportation Authority and the SFMTA to support Transportation Authority Board members' efforts to identify potential NTP projects, to develop proposed scope, schedule, budget and funding to support allocation requests, and to conduct project delivery oversight.

### Detailed Scope, Project Benefits and Community Outreach

The requested Prop L funds will enable the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority staff to work with district supervisor offices, implementing agencies, and community stakeholders to support Transportation Authority Board members' efforts to identify potential NTP projects and to develop proposed scope, schedule, budget and funding information to support allocation of NTP grants, as well as project delivery oversight. It also includes ongoing support of the NTP including regular communications with the district supervisors' offices regarding progress on NTP projects.

The NTP Guidelines are attached and provide additional detail on how NTP projects are identified and developed in collaboration between SFCTA, SFMTA, and District Supervisors.

### Project Location

Funding enables support of projects in all supervisorial districts.

### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$200,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Neighborhood Transportation Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Apr-May-Jun	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Neighborhood Transportation Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$200,000	\$0	\$0	\$200,000
<b>Phases In Current Request Total:</b>	\$200,000	\$0	\$0	\$200,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$200,000	\$200,000	Previous work of similar scope
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$200,000	\$200,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

#### BUDGET SUMMARY

Agency	Program	Total
SFCTA	\$ 100,000	\$ 100,000
SFMTA	\$ 100,000	\$ 100,000
<b>Total</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>

#### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	147	\$ 106.56	2.4	\$ 257.58	0.07	\$ 37,864
Senior Engineer	21	\$ 78.26	2.4	\$ 189.17	0.01	\$ 3,973
Senior Program Analyst	32	\$ 62.85	2.4	\$ 151.92	0.02	\$ 4,861
Senior Transp. Planner	242	\$ 67.12	2.4	\$ 162.25	0.12	\$ 39,265
Transportation Planner	42	\$ 57.88	2.4	\$ 139.90	0.02	\$ 5,876
Intern	120	\$ 28.00	2.4	\$ 67.68	0.06	\$ 8,122
<b>Total*</b>	<b>604</b>				<b>0.29</b>	<b>\$ 100,000</b>

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transit Planner IV (5290)	185	\$ 82.63	2.5	\$ 206.74	0.09	\$ 38,247
Engineer (5241)	174	\$ 93.36	2.5	\$ 233.59	0.08	\$ 40,644
Planner II (5278)	83	\$ 58.73	2.5	\$ 146.94	0.04	\$ 12,196
Principal Administrative Analyst (1824)	46	\$ 77.54	2.5	\$ 194.01	0.02	\$ 8,924
<b>Total*</b>	<b>488</b>				<b>0.23</b>	<b>\$ 100,000</b>

\* Sum totals rounded to nearest \$100

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Neighborhood Transportation Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$200,000	<b>Total PROP L Recommended</b>	\$200,000

<b>SGA Project Number:</b>		<b>Name:</b>	Neighborhood Transportation Program Coordination
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	12/31/2024
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP L EP-225	\$100,000	\$100,000

#### Deliverables

1. Quarterly progress reports shall report on work performed for each supervisorial district as well as general program support and coordination.

#### Special Conditions

1. Recommendation is contingent upon approval of the Prop L Neighborhood Transportation Program 5-Year Prioritization Program and amendment of the Prop L Strategic Plan Baseline, which is a separate item on this agenda.

<b>SGA Project Number:</b>		<b>Name:</b>	Neighborhood Transportation Program Coordination
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2024
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP L EP-225	\$100,000	\$100,000

#### Deliverables

1. Quarterly progress reports shall report on work performed for each supervisorial district as well as general program support and coordination.

**Special Conditions**

1. Allocation is contingent upon approval of the Prop L Neighborhood Transportation Program 5-Year Prioritization Program and amendment of the Prop L Strategic Plan Baseline, which is a separate item on this agenda.

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Neighborhood Transportation Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$200,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MP

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Mike Pickford	Mike Pickford
<b>Title:</b>	Principal Transportation Planner	Principal Transportation Planner
<b>Phone:</b>	(415) 522-4822	(415) 522-4822
<b>Email:</b>	mike.pickford@sfcta.org	mike.pickford@sfcta.org

**Neighborhood Transportation Improvement Program (NTIP) Cycle 1  
Planning Projects (as of 6/12/2023)**

<b>District</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>NTIP Amount Allocated</b>	<b>Year of Allocation</b>	<b>Year Completed</b>
1	District 1 NTIP Planning Project	SFMTA	\$100,000	14/15	2017
2	Managing Access to the "Crooked Street" (1000 Block of Lombard Street)	SFCTA	\$100,000	14/15	2017
3	District 3 Pedestrian Safety Improvements	SFMTA	\$100,000	15/16	2020
4	66 Quintara Reconfiguration Study	SFMTA	\$100,000	16/17	2018
5	Western Addition Community-Based Transportation Plan	SFMTA	\$100,000	14/15	2017
6	Pedestrian Safety in SOMA Youth and Family Zone - Folsom-Howard Streetscape Project	SFMTA	\$48,000	15/16	2019
6	Pedestrian Safety in SOMA Youth and Family Zone - Vision Zero Ramp Intersection Study	SFCTA	\$52,000	15/16	2018
7	Balboa Area TDM Study	Planning	\$100,000	15/16	2018
8	Valencia Street Bikeway Implementation Plan	SFMTA	\$50,000	17/18	2019
9	Alemany Interchange Improvement Study	SFCTA	\$100,000	14/15	2017
10	District 10 Mobility Management Study	SFCTA	\$100,000	17/18	2018
11	Geneva-San Jose Intersection Study	SFMTA	\$100,000	15/16	2020

**Neighborhood Transportation Improvement Program (NTIP) Cycle 1  
Capital Projects (as of 6/12/2023)**

<b>District</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>NTIP Amount Allocated</b>	<b>Year of Allocation</b>	<b>Year Completed</b>
1	Arguello Blvd Near-Term Improvements	SFMTA	\$188,931	15/16	2018
1	Arguello Blvd Improvements	SFMTA	\$70,700	17/18	N/A Deobligated
1	Fulton Street Safety	SFMTA	\$82,521	18/19	2020
2	Lombard Street Corridor	SFMTA	\$400,000	15/16	2020
2	Lombard Crooked Street Reservation & Pricing System Development	SFCTA	\$200,000	16/17	2019
3	Portsmouth Square Community Based Transportation Plan	SFCTA	\$50,000	17/18	2020
3	Jefferson Street Improvements Phase 2	SFPW	\$200,000	17/18	2021
3	Battery and Sansome Bicycle Connections	SFMTA	\$200,000	18/19	2019
4	Sloat/Skyline Intersection Alternatives Analysis	SFMTA	\$250,000	16/17	2022
4	Lower Great Highway Pedestrian Improvements	SFMTA	\$250,000	17/18	2021
5	Frederick/Clayton Traffic Calming	SFMTA	\$175,000	18/19	2022
5	Divisadero Intersection Improvements	SFMTA	\$273,500	18/19	2021
6	Golden Gate Avenue Buffered Bike Lane	SFMTA	\$50,000	15/16	2019
6	Bessie Carmichael Crosswalk	SFMTA	\$28,000	15/16	2018
6	South Park Traffic Calming	SFMTA	\$30,000	16/17	2018
6	Howard Street - Embarcadero to 3rd Street	SFMTA	\$75,000	18/19	2021
6	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements	SFMTA	\$160,000	18/19	2021
7	Lake Merced Bikeway Feasibility	SFMTA	\$150,000	18/19	2021
7	District 7 FY19 Participatory Budgeting Priorities	SFMTA	\$255,000	18/19	Underway
8	Elk Street at Sussex Street Pedestrian Safety Improvements	SFMTA	\$405,000	16/17, 18/19	Underway
9	Alemany Interchange Improvement Project Phase 1	SFMTA	\$276,603	16/17	2021
9	Alemany Interchange Improvement Project Phase 2	SFPW	\$123,392	17/18	Design completed 2021. Construction underway.
9, 10	Hairball Segments F & G	SFPW	\$400,000	16/17, 17/18	2021
10	Cesar Chavez/Bayshore/Potrero Intersection Improvements	SFMTA	\$100,000	14/15	2017
10	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	\$60,000	14/15	2022

**Neighborhood Transportation Improvement Program (NTIP) Cycle 1  
Capital Projects (as of 6/12/2023)**

<b>District</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>NTIP Amount Allocated</b>	<b>Year of Allocation</b>	<b>Year Completed</b>
11	District 11 Near-Term Traffic Calming	SFMTA	\$600,000	17/18	2022

**Neighborhood Transportation Improvement Program (NTIP) Cycle 2  
Planning Projects (as of 6/12/2023)**

<b>District</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>NTIP Amount Allocated</b>	<b>Year of Allocation</b>	<b>Year Completed</b>
1	Golden Gate Park Stakeholder Working Group and Action Framework	SFCTA	\$60,000	20/21	2021
2	District 2 Safety Study	SFCTA/SFMTA	\$270,000	22/23	Underway
3	District 3 Pedestrian Safety Improvements	SFMTA	\$69,800	19/20	Underway
4	District 4 Mobility Improvements Study	SFCTA	\$100,000	19/20	2021
5	Octavia Boulevard Circulation and Accessibility Study Update	SFCTA	\$100,000	19/20	2023
6	Treasure Island Supplemental Transportation Study	SFCTA	\$100,000	21/22	Underway
6	Mission Bay School Access Plan	SFCTA/SFMTA	\$229,307	22/23	Underway
7	Ocean Avenue Mobility Action	SFCTA	\$100,000	21/22	2023
8	Slow Duboce Triangle Study	SFCTA	\$7,000	22/23	2022
8	Jane Warner Plaza	SFPW	\$100,000	22/23	Underway
9	Alemaný Realignment Study	SFCTA/SFMTA	\$100,000	19/20	Cancelled
9	Valencia Long-Term Bikeway Study	SFMTA	\$210,000	22/23	Underway
10	District 10 15 Third Street Bus Study	SFCTA	\$30,000	19/20	2020
11	Alemaný Safety Project	SFMTA	\$100,000	19/20	2020

**Neighborhood Transportation Improvement Program (NTIP) Cycle 2  
Capital Projects (as of 6/12/2023)**

<b>District</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>NTIP Amount Allocated</b>	<b>Year of Allocation</b>	<b>Year Completed</b>
1	Anza Bike Lanes	SFMTA	\$220,000	19/20	2022
1	Fulton Street Safety	SFMTA	\$236,215	20/21	Underway
1	District 1 Multimodal Transportation Study	SFCTA	\$300,000	22/23	Underway
1	38th and Geary Rectangular Rapid Flashing Beacons	SFMTA	\$212,000	22/23	Underway
2	District 2 Safety Study Implementation	SFCTA/SFMTA	\$430,000	22/23	Underway
3	District 3 Pedestrian Safety Improvements	SFMTA	\$819,800	19/20	Underway
4	District 4 Mobility Improvements Study Additional Funds [NTIP Planning]	SFCTA	\$60,000	20/21	2021
4	District 4 Microtransit Business Plan	SFCTA	\$310,000	22/23	Underway
4	Ortega Street Improvements	SFMTA	\$330,000	22/23	Underway
5	Buchanan Mall Bulbouts - Golden Gate and Turk	SFPW	\$751,000	20/21	2022
6	Tenderloin Traffic Safety Improvements	SFMTA	\$177,693	20/21	2021
6	Mission Bay School Access Plan	SFCTA/SFMTA	\$90,000	22/23	Underway
6	District 6 Traffic Calming & Sideshow Deterrence	SFMTA	\$360,000	22/23	Underway
7	District 7 FY20 Participatory Budgeting Priorities	SFMTA	\$132,600	20/21	Underway
7	Lake Merced Quick Build	SFMTA	\$250,000	20/21	2022
7	Ocean Avenue Mobility Action Plan	SFCTA	\$175,000	21/22	2023
7	District 7 Ocean Ave Safety & Bike Access	SFMTA	\$237,000	22/23	Underway
8	Upper Market Street Safety Improvements	SFMTA	\$500,000	20/21	2023
8	14th Street Road Diet	SFMTA	\$60,700	21/22	2023
8	Next Generation Sanchez Slow Street	SFMTA	\$277,300	22/23	Underway
9	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods	SFMTA	\$150,000	20/21	Underway
9	District 9 Traffic Calming	SFMTA	\$165,000	21/22	Underway
9, 10	Hairball Segments F & G - Additional Funds	SFPW	\$150,000	19/20	2021
10	Visitacion Valley & Portola CBTP Implementation	SFMTA	\$435,000	22/23	Underway
10	Minnesota and 25th St Intersection Improvements	SFPW	\$400,000	20/21	Underway
11	District 11 Traffic Calming Cycle 2	SFMTA	\$600,000	19/20	Underway



# Neighborhood Program Guidelines



San Francisco County Transportation Authority

**Neighborhood**  
program

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Draft: June 2023

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The Neighborhood Program is made possible by the San Francisco County Transportation Authority through grants of Proposition L (Prop L) local transportation sales tax funds.

**PHOTO CREDITS:**

Cover photo courtesy of SFMTA Photography Department



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## Overview

### **WHY WAS THE NEIGHBORHOOD PROGRAM CREATED?**

The Transportation Authority's Neighborhood Program (also known as the Neighborhood Transportation Program) is intended to focus on community-based neighborhood-scale transportation improvements. The Transportation Authority developed the Neighborhood Program in 2014 under Prop K, the predecessor to Prop L. It was created in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) 2040 and to the public and the Transportation Authority Board's desire for more focus on neighborhoods, especially in Equity Priority Communities and other underserved neighborhoods.<sup>1</sup> The SFTP 2050 (December 2022) reaffirmed the importance of the Neighborhood Program by including it in its investment plan, noting that neighborhood transportation plans establish a pipeline of grant-ready projects throughout the city that reflect community priorities, such as street safety, mode shift, transit accessibility, and mobility.

### **WHAT DO WE WANT TO ACHIEVE WITH THE NEIGHBORHOOD PROGRAM?**

The purpose of the Neighborhood Program is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines and helping move individual projects more quickly toward implementation, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

### **WHAT TYPE OF WORK DOES THE NEIGHBORHOOD PROGRAM FUND?**

Neighborhood Program Planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Equity Priority Communities or other underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). Specifically, Neighborhood Program Planning funds can be used to support neighborhood-scale efforts that identify a community's transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. Neighborhood Program Planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. Recommendations resulting from Neighborhood Program Planning projects should be eligible for Neighborhood Program Capital funds, other Prop L programs, and/or additional sources.

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<sup>1</sup> <https://www.sfcta.org/policies/equity-priority-communities>

Neighborhood Program Capital funds can be used for implementation of Neighborhood Program Planning grant recommendations, or of other community-supported, neighborhood-scale projects that have already been identified.

All Neighborhood Program efforts must address one or more of the following SFTP priorities:

- Improve safety for pedestrians, cyclists and/or other street users
- Encourage walking, biking, and/or transit use
- Improve transit accessibility and/or reliability
- Improve mobility for Equity Priority Communities or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities)

Ultimately, Neighborhood Program efforts should prioritize and lead to the implementation of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop L transportation sales tax and/or other sources.

### **HOW MUCH FUNDING IS AVAILABLE? ARE THERE LOCAL MATCH REQUIREMENTS?**

The Neighborhood Program provides \$700,000 in Prop L funding for each supervisorial district to use over the next five years (Fiscal Years 2023/24 - 2027/28). The Neighborhood Program includes funds for Planning efforts and Capital project development and implementation. There is no prescribed proportion of funds between Planning and Capital; however, historically, \$100,000 has been programmed for Planning and \$600,000 for Capital for each district. Planning funds can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is strongly encouraged.

The Neighborhood Program Capital program funds are intended as matching funds for implementation of Neighborhood Program Planning grant recommendations or to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years. Neighborhood Program Capital funds must leverage other non-Prop L funds to help achieve the Prop L leveraging assumptions for the Neighborhood Program. Exceptions may be granted on a case-by-case basis with consideration given to, among other factors, whether other funding options exist and the status of overall Neighborhood Program leveraging to date.

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## Eligibility

Eligible project types are community-based neighborhood-scale transportation improvements that are eligible for other 2022 Transportation Expenditure Plan programs and result in public-facing benefits. Examples of eligible Planning and Capital efforts are described below.

### WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- Project-level plans or conceptual designs for smaller efforts (e.g. advancing conceptual design of a high priority project identified in a prior community planning effort, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identification and advancement of design of low-cost enhancements (e.g. new crosswalks, sidewalk bulbouts) to coordinate their construction with paving projects.
- District-wide needs and prioritization processes (e.g. the District 1 Multimodal Transportation Study).
- Traditional neighborhood transportation plan development (e.g. Mission Bay School Access Plan, Western Addition Community-Based Transportation Plan).
- Corridor plans (e.g. Valencia Long-Term Bikeway Study, Alemany Realignment Study, Ocean Avenue Mobility Action Plan).

The expectation is that Neighborhood Program funds will be leveraged like other Prop L funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 Neighborhood Program Planning grant could fund the smaller-scale planning efforts noted in the first three bullet points.

All Neighborhood Program Planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

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## WHAT TYPES OF CAPITAL EFFORTS CAN BE FUNDED?

Neighborhood Program Capital grants are intended to advance recommendations from Neighborhood Program Planning effort recommendations or other community-supported, neighborhood-scale plans and studies. For example, Neighborhood Program Capital funds could be used to fund design of a project that could then apply for construction funding from a competitive grant source.

Examples of eligible capital efforts include, but are not limited to, design and implementation of:

- Sidewalk bulbouts, crosswalks, and traffic calming measures (e.g. speed humps)
- New and upgraded bicycle lanes and paths
- New and upgraded traffic signals, including flashing beacons to improve safety for street users
- Bus stop improvements
- Transportation Demand Management pilots (e.g. to encourage walking, biking or transit use; to implement recommendations from a neighborhood parking management study)

The expectation is that Neighborhood Program funds will be leveraged like other Prop L funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above.

## WHO CAN LEAD A NEIGHBORHOOD PROGRAM EFFORT?

Neighborhood Program efforts can be led by Prop L project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop L-eligible sponsors: the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), or the Planning Department. If a non-Prop L sponsor is leading the Neighborhood Program project, it will need to partner with a Prop L sponsor or request that a Prop L sponsor act as a fiscal sponsor.

## HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for a Neighborhood Program grant, a project proposal must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop L project sponsors: SFCTA, SFMTA, SFPW, San Francisco Planning Department – or is a community-based organization partnering with a Prop L-eligible sponsor that is the grant recipient and fiscal sponsor.
- Project is eligible for funding from Prop L.

- 
- If a project is seeking funds for planning/conceptual engineering phase, a modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
  - Cumulative Neighborhood Program requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$700,000 in each 5-year cycle).
  - Project will address at least one of the SFTP priorities: improve safety for pedestrians, cyclists and/or other street users; encourage walking, biking and/or transit use; improve transit accessibility and/or reliability; and improve mobility for Equity Priority Communities or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
  - Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.
  - Project must include or be recommended by a collaborative planning process with community stakeholders.
  - Planning projects shall be proposed to be completed within two years.

Note that all proposed capital projects will be evaluated in accordance with Prop L prioritization criteria, specifically: readiness, urgency, benefits to disadvantaged populations, leveraging, cost effectiveness, and safety.

### **WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?**

Eligible Neighborhood Program Planning costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings.

Eligible Neighborhood Program Capital costs include: final or 100% design drawings, construction-related activities, requests for contracting proposals, contracting bid selection, notice of construction, procurement of materials, and construction. Public engagement activities supporting the design and construction phases are also eligible costs.

Further details on eligible expenses are included in the Prop L Standard Grant Agreement that is executed by the Transportation Authority and the Prop L grant recipient.

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## Project Initiation and Scoping

### WHERE DO NEIGHBORHOOD PROGRAM PROJECT IDEAS COME FROM?

The Neighborhood Program provides funds for each district supervisor to direct funds to community-based, neighborhood-scale planning and capital efforts. Ultimately, the district supervisor (acting in their capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with a Neighborhood Program grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with a Neighborhood Program grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the Neighborhood Program grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's Neighborhood Program Coordinator when they are interested in exploring Neighborhood Program proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, and/or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into Neighborhood Program grants.

### HOW DOES AN IDEA DEVELOP INTO A NEIGHBORHOOD PROGRAM GRANT?

**Initiating a request:** The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's Neighborhood Program Coordinator with a planning or capital proposal, a request to help identify potential planning or capital project ideas, or to help with a formal or informal call for projects for their respective district.

The Transportation Authority and the SFMTA have designated Neighborhood Program Coordinators who will work collaboratively to implement the Neighborhood Program grant program. The Neighborhood Program Coordinators will work with the District Supervisor and any relevant stakeholders throughout the Neighborhood Program proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

**Vetting Ideas and Scoping:** Once contacted by a District Supervisor, the SFCTA and SFMTA Neighborhood Program Coordinators will establish a dialogue with the Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a Neighborhood Program project, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible Neighborhood Program proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

Neighborhood Program grant funds are modest, but a great deal can be accomplished depending on how the effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong Neighborhood Program proposal.

**Agreement on Roles and Responsibilities:** As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA Neighborhood Program Coordinators will assist with this effort, which requires consideration of multiple factors such as how well the Neighborhood Program proposal matches an agency’s mission and goals; current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with Neighborhood Program efforts if that is found to be a viable approach to a particular proposal.

Agreeing upon the lead agency and the timing of the effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that the implementing agency’s participation in the project initiation and scoping process and involvement in the effort in some form (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency’s work program.

**Requesting allocation of funds:** The designated grant recipient must complete a Prop L allocation

**Table 1.**  
**Checklist for Developing a Strong  
Neighborhood Program Grant Proposal**

**Does your proposal have...?**

- Clear purpose/need statement and goals
- Clear list of deliverables/outcomes
- Well-defined scope, schedule, and budget
- Clear and diverse community support
- Coordination with other relevant planning efforts
- Inclusive community engagement strategy
- Equity Priority Community or underserved community focus
- Appropriate funding/leveraging commensurate with proposed scope
- Implementation model (lead agency; agency and community roles defined)

request form that details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness and compliance with Prop L requirements. Once it is finalized, the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Community Advisory Committee and Transportation Authority Board.

## Grant Award Terms

All Neighborhood Program projects must adhere to the Prop L Strategic Plan policies and the requirements set forth in the Prop L Standard Grant Agreement (available upon request). The sections below highlight answers to a few commonly asked questions.

### ARE THERE TIMELY USE OF FUNDS DEADLINES?

Planning efforts must be completed within two years of the grant award.

If a planning or capital grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

### WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?

Neighborhood Program grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop L grants. Requirements are set forth in the Prop L Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. For Neighborhood Program Planning grants, the Board will accept or approve the project's final report.

## For More Information

Visit the Transportation Authority's website at [sfcta.org/policies/neighborhood-program](https://sfcta.org/policies/neighborhood-program) or contact one of the Neighborhood Program coordinators:

### TRANSPORTATION AUTHORITY

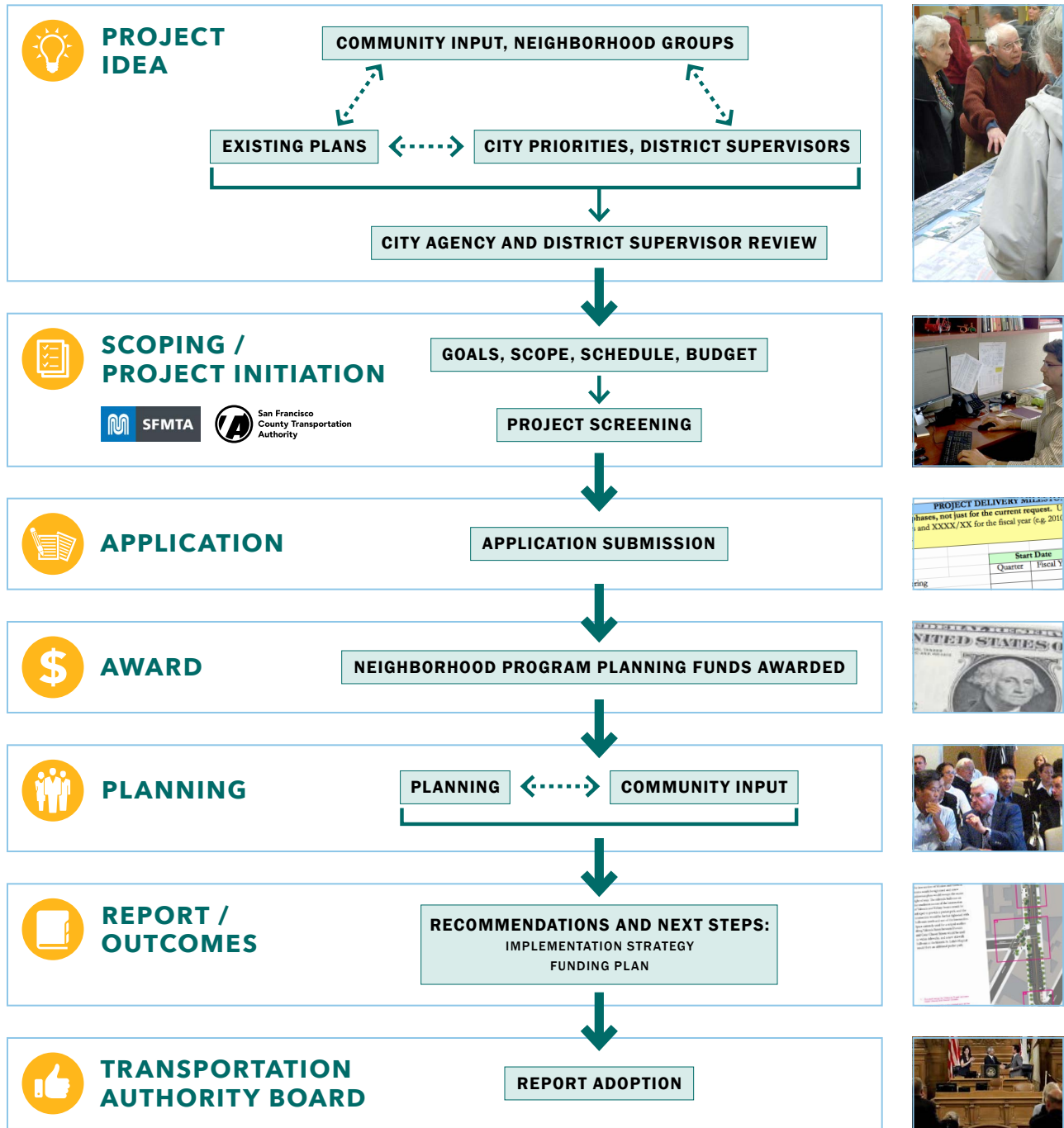
Anna LaForte  
415.522.4805  
anna.laforte@sfcta.org

### SFMTA





Jamie Parks  
415-646-2121  
jamie.parks@sfmta.com



# Neighborhood Program Planning Grant Process Flow-chart



The Neighborhood Program is funded by grants of Proposition L local transportation sales tax funds.

 @sfcta  
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San Francisco County Transportation Authority

**Neighborhood**  
program

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Public Sidewalk and Curb Repair
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Pedestrian and Bicycle Facilities Maintenance
<b>Current PROP L Request:</b>	\$518,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Repair of damaged public sidewalk, curb and gutters, and angular returns not related to street tree damage

### Detailed Scope, Project Benefits and Community Outreach

Public Works is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. The passage of Proposition E in November 2016 resulted in annual funding set-aside to maintain all street trees in the public right-of-way. Tree Maintenance Fund (TMF) funds for sidewalk repairs due to City-maintained trees. Any other damaged public sidewalks, curb and gutters, and angular returns, not due to tree damage, will be repaired with Prop L funds and State Transportation Development Act, Article 3 (TDA-3) funds.

SFPW currently has a backlog of over 1,000 requested repairs to damaged public sidewalks, curb and gutters, and angular returns not related to street tree damage. Instead, damage at these locations is typically caused by trucks driving up on curbs, old age, heavy equipment, vehicular accidents, poor original construction. Provided is a list of outstanding repair locations, which will be used to identify work for this funding request. At an average cost of \$75 per square foot, and \$300 per linear foot, SFPW expects to address approximately 200 sidewalk and curb repair requests on an annual basis with Prop L and TDA funds.

Locations are determined by a combination of SFPW inspection and public complaints, and will be prioritized based on project readiness, community support, and time sensitive urgency. In addition to these locations, SFPW anticipates that emergency response may be required at locations fronting federal, state, school, and housing authority properties, undeveloped lands, roadway structures (i.e. stairways, tunnels, bridges, and retaining walls), as well as locations with special surface sidewalks such as Market Street bricks and Mission Street tiles. Any substitutions of locations would be made in accordance with the 5YPP prioritization criteria.

New locations continuously become priorities as a result of SFPW's ongoing inspections, daily complaints, and reports of trip-and-fall accidents. The locations identified in the current prioritized sidewalk repair list may change based on higher-need locations that cannot be anticipated at this time. SFPW has the flexibility to prioritize and complete locations on an expedited basis if there is potential significant impact to pedestrian access and/or have the highest likelihood of generating

claims against the City and County of San Francisco (CCSF). However, failure to correct sidewalk deficiencies, whether they front public or private properties, increases CCSF's exposure to claims and lawsuits resulting from trip-and-fall injuries.

### Project Location

Citywide

### Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$518,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Public Sidewalk and Curb Repair
<b>Grant Recipient:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Apr-May-Jun	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

## SCHEDULE DETAILS

Public sidewalk and curb repair locations are determined by a combination of both ongoing SFPW inspections and inspections informed by public complaints and reports of trip-and-fall accidents.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Public Sidewalk and Curb Repair
<b>Grant Recipient:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-216: Pedestrian and Bicycle Facilities Maintenance	\$518,000	\$0	\$0	\$518,000
Transportation Development Act, Article 3 (TDA-3)	\$391,760	\$0	\$0	\$391,760
<b>Phases In Current Request Total:</b>	<b>\$909,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$909,760</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$909,760	\$518,000	SFPW Program Cost Estimate
Operations	\$0		
Total:	\$909,760	\$518,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	15 Years

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Public Sidewalk and Curb Repair
<b>Grant Recipient:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$518,000	<b>Total PROP L Recommended</b>	\$518,000

<b>SGA Project Number:</b>	216-908001	<b>Name:</b>	Public Sidewalk and Curb Repair
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	12/31/2024
<b>Phase:</b>	Construction	<b>Fundshare:</b>	56.94%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-216	\$155,000	\$363,000	\$518,000

### Deliverables

- Quarterly progress reports shall provide the number of sidewalk repairs completed for the quarter and a list of completed repair location.
- With quarterly progress reports and at project completion, provide 2- 3 digital photos of construction work in progress and completed projects.

### Special Conditions

- The recommended allocation is contingent upon approval of the Prop L Pedestrian and Bicycle Facilities Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	43.06%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	43.06%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Public Sidewalk and Curb Repair
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$518,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

VC

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Marianna Williams	Victoria Chan
<b>Title:</b>	Acting Assistant Superintendent, Cement Shop	Principal Administrative Analyst
<b>Phone:</b>	(415) 695-2049	(415) 205-6316
<b>Email:</b>	marianna.williams@sfdpw.org	victoria.w.chan@sfdpw.org



# San Francisco County Transportation Authority 109 Allocation Request Form

## MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM		
Budget Line Item	Totals	SFPW
Labor	775,000	775,000
Materials	134,760	134,760
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 909,760</b>	<b>\$ 909,760</b>

# List of Outstanding Sidewalk and Curb Repairs by District as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 3700 CLEMENT ST	CLEMENT ST	38TH AVE	01	5/4/2023
Concrete Curb/Sidewalk Repair - 7115 GEARY BLVD	GEARY BLVD	35TH AVE	01	4/27/2023
Concrete Curb/Sidewalk Repair - 677 46TH AVE	46TH AVE	SUTRO HEIGHTS AVE	01	4/27/2023
Concrete Curb/Sidewalk Repair - 4150 GEARY BLVD	GEARY BLVD	05TH AVE	01	4/25/2023
Concrete Curb/Sidewalk Repair - 3100 FULTON ST	FULTON ST	07TH AVE	01	4/13/2023
Concrete Curb/Sidewalk Repair - 787 25TH AVE	25TH AVE	BALBOA ST	01	4/12/2023
Concrete Curb/Sidewalk Repair - 330 SEACLIFF AVE	SEACLIFF AVE	END	01	3/8/2023
Concrete Curb/Sidewalk Repair - 1300 CABRILLO ST	CABRILLO ST	14TH AVE	01	3/2/2023
Concrete Curb/Sidewalk Repair - 4455 GEARY BLVD	GEARY BLVD	08TH AVE	01	2/22/2023
Concrete Curb/Sidewalk Repair - 708 38TH AVE	38TH AVE	BALBOA ST	01	2/18/2023
Concrete Curb/Sidewalk Repair - 719 30TH AVE	30TH AVE	BALBOA ST	01	2/2/2023
Concrete Curb/Sidewalk Repair - 401 41ST AVE	41ST AVE	CLEMENT ST	01	1/31/2023
Concrete Curb/Sidewalk Repair - 5500 GEARY BLVD	GEARY BLVD	19TH AVE	01	1/24/2023
Concrete Curb/Sidewalk Repair - 4900 FULTON ST	FULTON ST	25TH AVE \ CROSSOVER DR	01	1/19/2023
Concrete Curb/Sidewalk Repair - 606 36TH AVE	36TH AVE	ANZA ST	01	1/13/2023
Concrete Curb/Sidewalk Repair - 646 36TH AVE	36TH AVE	ANZA ST	01	1/12/2023
Concrete Curb/Sidewalk Repair - 826 41ST AVE	41ST AVE	CABRILLO ST	01	1/12/2023
Concrete Curb/Sidewalk Repair - 635 23RD AVE	23RD AVE	BALBOA ST	01	11/29/2022
Concrete Curb/Sidewalk Repair - 4455 GEARY BLVD	GEARY BLVD	08TH AVE	01	11/23/2022
Concrete Curb/Sidewalk Repair - 3829 GEARY BLVD	GEARY BLVD	02ND AVE	01	10/24/2022
Concrete Curb/Sidewalk Repair - 2843 BALBOA ST	BALBOA ST	29TH AVE	01	10/12/2022
Concrete Curb/Sidewalk Repair - 322 STANYAN ST	STANYAN ST	MCALLISTER ST	01	10/7/2022
Concrete Curb/Sidewalk Repair - 219 STANYAN ST	STANYAN ST	STANYAN BLVD, TURK BLVD	01	9/28/2022
Concrete Curb/Sidewalk Repair - 863 ARGUELLO BLVD	ARGUELLO BLVD	MCALLISTER ST	01	9/9/2022
Concrete Curb/Sidewalk Repair - 2545 TURK BLVD	TURK BLVD	TAMALPAIS TER	01	8/31/2022
Concrete Curb/Sidewalk Repair - 2008 BALBOA ST	BALBOA ST	21ST AVE	01	8/25/2022
Concrete Curb/Sidewalk Repair - 639 21ST AVE	21ST AVE	BALBOA ST	01	8/22/2022
Concrete Curb/Sidewalk Repair - 201 ARGUELLO BLVD	ARGUELLO BLVD	LAKE ST	01	7/11/2022
Concrete Curb/Sidewalk Repair - 588 34TH AVE	34TH AVE	GEARY BLVD	01	7/5/2022
Concrete Curb/Sidewalk Repair - 495 39TH AVE	39TH AVE	CLEMENT ST	01	6/30/2022
Concrete Curb/Sidewalk Repair - 701 ANZA ST	ANZA ST	PARKER AVE	01	6/13/2022
Concrete Curb/Sidewalk Repair - 726 38TH AVE	38TH AVE	BALBOA ST	01	6/3/2022
Concrete Curb/Sidewalk Repair - 641 48TH AVE	48TH AVE	ANZA ST	01	5/26/2022
Concrete Curb/Sidewalk Repair - 671 19TH AVE	19TH AVE	BALBOA ST	01	5/10/2022
Concrete Curb/Sidewalk Repair - 300 16TH AVE	16TH AVE	CLEMENT ST	01	5/9/2022
Concrete Curb/Sidewalk Repair - 32 SUTRO HEIGHTS AVE	SUTRO HEIGHTS AVE	46TH AVE	01	4/20/2022
Concrete Curb/Sidewalk Repair - 655 09TH AVE	09TH AVE	BALBOA ST	01	3/15/2022
Concrete Curb/Sidewalk Repair - 419 07TH AVE	07TH AVE	GEARY BLVD	01	3/15/2022
Concrete Curb/Sidewalk Repair - 654 FUNSTON AVE	FUNSTON AVE	BALBOA ST	01	3/14/2022
Concrete Curb/Sidewalk Repair - 618 FUNSTON AVE	FUNSTON AVE	BALBOA ST	01	3/14/2022
Concrete Curb/Sidewalk Repair - 614 FUNSTON AVE	FUNSTON AVE	BALBOA ST	01	3/14/2022
Concrete Curb/Sidewalk Repair - 157 16TH AVE	16TH AVE	LAKE ST	01	1/7/2022
Concrete Curb/Sidewalk Repair - 4350 GEARY BLVD	GEARY BLVD	07TH AVE	01	1/5/2022
Concrete Curb/Sidewalk Repair - 706 23RD AVE	23RD AVE	CABRILLO ST	01	12/13/2021
Concrete Curb/Sidewalk Repair - 2636 FULTON ST	FULTON ST	02ND AVE	01	11/30/2021
Concrete Curb/Sidewalk Repair - 635 37TH AVE	37TH AVE	ANZA ST	01	11/17/2021
Concrete Curb/Sidewalk Repair - 631 37TH AVE	37TH AVE	ANZA ST	01	11/17/2021
Concrete Curb/Sidewalk Repair - 627 37TH AVE	37TH AVE	ANZA ST	01	11/17/2021
Concrete Curb/Sidewalk Repair - 714 23RD AVE	23RD AVE	CABRILLO ST	01	11/17/2021
Concrete Curb/Sidewalk Repair - 4710 CABRILLO ST	CABRILLO ST	48TH AVE	01	11/1/2021
Concrete Curb/Sidewalk Repair - 834 24TH AVE	24TH AVE	CABRILLO ST	01	10/14/2021
Concrete Curb/Sidewalk Repair - 599 CLEMENT ST	CLEMENT ST	06TH AVE	01	9/29/2021
Concrete Curb/Sidewalk Repair - 4540 FULTON ST	FULTON ST	21ST AVE	01	9/13/2021
Concrete Curb/Sidewalk Repair - 876 31ST AVE	31ST AVE	CABRILLO ST	01	9/13/2021
Concrete Curb/Sidewalk Repair - 771 30TH AVE	30TH AVE	BALBOA ST	01	8/11/2021
Concrete Curb/Sidewalk Repair - 6555 GEARY BLVD	GEARY BLVD	29TH AVE	01	7/29/2021
Concrete Curb/Sidewalk Repair - 4141 GEARY BLVD	GEARY BLVD	05TH AVE	01	7/22/2021
Concrete Curb/Sidewalk Repair - 790 06TH AVE	06TH AVE	CABRILLO ST	01	3/9/2021
Concrete Curb/Sidewalk Repair - 495 39TH AVE	39TH AVE	CLEMENT ST	01	2/24/2021
Concrete Curb/Sidewalk Repair - 2250 CLEMENT ST	CLEMENT ST	23RD AVE	01	1/25/2021
Concrete Curb/Sidewalk Repair - 850 LA PLAYA	LA PLAYA	CABRILLO ST	01	9/15/2020
Concrete Curb/Sidewalk Repair - 444 10TH AVE	10TH AVE	GEARY BLVD	01	9/14/2020
Concrete Curb/Sidewalk Repair - 305 CLEMENT ST	CLEMENT ST	04TH AVE	01	9/9/2020
Concrete Curb/Sidewalk Repair -	FULTON ST	GREAT HWY	01	8/17/2020
Concrete Curb/Sidewalk Repair - 409 10TH AVE	10TH AVE	GEARY BLVD	01	8/5/2020
Concrete Curb/Sidewalk Repair - 701 ANZA ST	ANZA ST	PARKER AVE	01	7/14/2020
Concrete Curb/Sidewalk Repair - 790 22ND AVE	22ND AVE	CABRILLO ST	01	2/12/2020
Concrete Curb/Sidewalk Repair - 701 11TH AVE	11TH AVE	CABRILLO ST	01	2/12/2020
Concrete Curb/Sidewalk Repair - 3716 GEARY BLVD	GEARY BLVD	ARGUELLO BLVD	01	9/25/2019
Concrete Curb/Sidewalk Repair - 492 45TH AVE	45TH AVE	POINT LOBOS AVE	01	10/20/2016
Concrete Curb/Sidewalk Repair - 5114 ANZA ST	ANZA ST	42ND AVE	01	10/20/2016
Concrete Curb/Sidewalk Repair - 2599 SACRAMENTO ST	SACRAMENTO ST	FILLMORE ST	02	5/3/2023
Concrete Curb/Sidewalk Repair - 2710 PINE ST	PINE ST	DIVISADERO ST	02	5/3/2023
Concrete Curb/Sidewalk Repair - 1963 MCALLISTER ST	MCALLISTER ST	LYON ST	02	4/27/2023
Concrete Curb/Sidewalk Repair - 3731 FILLMORE ST	FILLMORE ST	BEACH ST	02	4/25/2023
Concrete Curb/Sidewalk Repair - 1475 LOMBARD ST	LOMBARD ST	VAN NESS AVE	02	3/24/2023
Concrete Curb/Sidewalk Repair - 2240 FRANCISCO ST	FRANCISCO ST	ALHAMBRA ST \ SCOTT ST	02	2/21/2023
Concrete Curb/Sidewalk Repair - 250 CHERRY ST	CHERRY ST	WASHINGTON ST	02	12/23/2022
Concrete Curb/Sidewalk Repair - 3201 OCTAVIA ST	OCTAVIA ST	CHESTNUT ST	02	12/21/2022
Concrete Curb/Sidewalk Repair -	CHESTNUT ST	FILLMORE ST	02	12/19/2022
Concrete Curb/Sidewalk Repair - 1836 MCALLISTER ST	MCALLISTER ST	BAKER ST	02	10/24/2022
Concrete Curb/Sidewalk Repair - 2438 JACKSON ST	JACKSON ST	FILLMORE ST	02	10/24/2022
Concrete Curb/Sidewalk Repair - 2956 BUSH ST	BUSH ST	LYON ST	02	10/24/2022
Concrete Curb/Sidewalk Repair - 3141 JACKSON ST	JACKSON ST	LYON ST	02	10/5/2022
Concrete Curb/Sidewalk Repair - 800 TURK ST	TURK ST	FRANKLIN ST	02	9/19/2022
Concrete Curb/Sidewalk Repair - 2198 CHESTNUT ST	CHESTNUT ST	STEINER ST	02	9/14/2022
Concrete Curb/Sidewalk Repair - 2670 GEARY BLVD	GEARY BLVD	MASONIC AVE	02	9/14/2022
Concrete Curb/Sidewalk Repair - 1940 BROADWAY	BROADWAY	OCTAVIA ST	02	8/24/2022
Concrete Curb/Sidewalk Repair - 2820 BAKER ST	BAKER ST	FILBERT ST	02	8/8/2022
Concrete Curb/Sidewalk Repair - 3447 CLAY ST	CLAY ST	WALNUT ST	02	7/27/2022
Concrete Curb/Sidewalk Repair - 1 DANIEL BURNHAM CT	DANIEL BURNHAM CT	VAN NESS AVE	02	7/6/2022
Concrete Curb/Sidewalk Repair - 1816 DIVISADERO ST	DIVISADERO ST	BUSH ST	02	6/30/2022
Concrete Curb/Sidewalk Repair - 2401 SACRAMENTO ST	SACRAMENTO ST	WEBSTER ST	02	6/13/2022
Concrete Curb/Sidewalk Repair - 3650 GEARY BLVD	GEARY BLVD	PALM AVE	02	6/3/2022
Concrete Curb/Sidewalk Repair - 3666 BAKER ST	BAKER ST	JEFFERSON ST	02	6/2/2022
Concrete Curb/Sidewalk Repair - 1500 FRANKLIN ST	FRANKLIN ST	BUSH ST	02	5/31/2022
Concrete Curb/Sidewalk Repair - 164 COLLINS ST	COLLINS ST	EUCLID AVE	02	5/26/2022
Concrete Curb/Sidewalk Repair - 1829 SCOTT ST	SCOTT ST	BUSH ST	02	5/11/2022
Concrete Curb/Sidewalk Repair - 201 LAKE ST	LAKE ST	03RD AVE	02	5/9/2022
Concrete Curb/Sidewalk Repair - 10 CAPRA WAY	CAPRA WAY	MALLORCA WAY	02	5/3/2022
Concrete Curb/Sidewalk Repair - 3555 BRODERICK ST	BRODERICK ST	NORTH POINT ST	02	4/27/2022
Concrete Curb/Sidewalk Repair - 1851 DIVISADERO ST	DIVISADERO ST	BUSH ST	02	4/26/2022
Concrete Curb/Sidewalk Repair - 1812 DIVISADERO ST	DIVISADERO ST	BUSH ST	02	4/11/2022
Concrete Curb/Sidewalk Repair - 900 BEACH ST	BEACH ST	POLK ST	02	3/31/2022

# List of Outstanding Sidewalk and Curb Repairs by District as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 478 EUCLID AVE	EUCLID AVE	SPRUCE ST	02	3/23/2022
Concrete Curb/Sidewalk Repair - 100 CAPRA WAY	CAPRA WAY	PIERCE ST	02	3/23/2022
Concrete Curb/Sidewalk Repair -	BAY ST	CERVANTES BLVD \ FILLMORE ST	02	3/7/2022
Concrete Curb/Sidewalk Repair - 2425 GEARY BLVD	GEARY BLVD	BAKER ST \ SAINT JOSEPHS AVE	02	2/22/2022
Concrete Curb/Sidewalk Repair - 96 TOLEDO WAY	TOLEDO WAY	MALLORCA WAY	02	2/15/2022
Concrete Curb/Sidewalk Repair - 2080 WASHINGTON ST	WASHINGTON ST	GOUGH ST	02	1/27/2022
Concrete Curb/Sidewalk Repair - 1660 NORTH POINT ST	NORTH POINT ST	BUCHANAN ST	02	1/12/2022
Concrete Curb/Sidewalk Repair - 1940 VALLEJO ST	VALLEJO ST	OCTAVIA ST	02	1/5/2022
Concrete Curb/Sidewalk Repair - 2590 UNION ST	UNION ST	SCOTT ST	02	11/16/2021
Concrete Curb/Sidewalk Repair - 2901 LYON ST	LYON ST	GREENWICH ST	02	11/1/2021
Concrete Curb/Sidewalk Repair - 3600 JACKSON ST	JACKSON ST	SPRUCE ST	02	10/28/2021
Concrete Curb/Sidewalk Repair - 3166 BAKER ST	BAKER ST	RICHARDSON AVE	02	10/28/2021
Concrete Curb/Sidewalk Repair - 251 RICHARDSON AVE	RICHARDSON AVE	FRANCISCO ST	02	10/7/2021
Concrete Curb/Sidewalk Repair - 2200 SCOTT ST	SCOTT ST	CLAY ST	02	9/30/2021
Concrete Curb/Sidewalk Repair - 1360 FRANKLIN ST	FRANKLIN ST	DANIEL BURNHAM CT	02	9/21/2021
Concrete Curb/Sidewalk Repair - 257 29TH AVE	29TH AVE	LAKE ST	02	8/27/2021
Concrete Curb/Sidewalk Repair -	PACIFIC AVE	WALNUT ST	02	7/12/2021
Concrete Curb/Sidewalk Repair - 2296 VALLEJO ST	VALLEJO ST	WEBSTER ST	02	7/7/2021
Concrete Curb/Sidewalk Repair - 2978 PINE ST	PINE ST	BAKER ST	02	6/21/2021
Concrete Curb/Sidewalk Repair - 2358 LOMBARD ST	LOMBARD ST	PIERCE ST	02	6/10/2021
Concrete Curb/Sidewalk Repair - 1028 LOMBARD ST	LOMBARD ST	LEAVENWORTH ST	02	6/10/2021
Concrete Curb/Sidewalk Repair - 65 PARKER AVE	PARKER AVE	CALIFORNIA ST	02	6/7/2021
Concrete Curb/Sidewalk Repair - 2140 SUTTER ST	SUTTER ST	STEINER ST	02	6/3/2021
Concrete Curb/Sidewalk Repair - 2 MARINA BLVD	MARINA BLVD	LAGUNA ST	02	6/2/2021
Concrete Curb/Sidewalk Repair - 1800 CHESTNUT ST	CHESTNUT ST	BUCHANAN ST	02	5/24/2021
Concrete Curb/Sidewalk Repair - 1815 JACKSON ST	JACKSON ST	FRANKLIN ST	02	5/13/2021
Concrete Curb/Sidewalk Repair - 7070 CALIFORNIA ST	CALIFORNIA ST	32ND AVE	02D	4/22/2021
Concrete Curb/Sidewalk Repair - 1995 CHESTNUT ST	CHESTNUT ST	WEBSTER ST	02	4/14/2021
Concrete Curb/Sidewalk Repair - 1800 CHESTNUT ST	CHESTNUT ST	BUCHANAN ST	02	4/1/2021
Concrete Curb/Sidewalk Repair - 201 ARGUELLO BLVD	ARGUELLO BLVD	LAKE ST	02	4/1/2021
Concrete Curb/Sidewalk Repair - 1388 SUTTER ST	SUTTER ST	VAN NESS AVE	02	3/24/2021
Concrete Curb/Sidewalk Repair - 3574 PIERCE ST	PIERCE ST	CAPRA WAY	02	3/12/2021
Concrete Curb/Sidewalk Repair - 2901 SACRAMENTO ST	SACRAMENTO ST	DIVISADERO ST	02	3/10/2021
Concrete Curb/Sidewalk Repair - 283 31ST AVE	31ST AVE	SEA VIEW TER	02	3/4/2021
Concrete Curb/Sidewalk Repair - 3140 GEARY BLVD	GEARY BLVD	COOK ST	02	11/18/2020
Concrete Curb/Sidewalk Repair - 1462 LAKE ST	LAKE ST	15TH AVE	02	10/13/2020
Concrete Curb/Sidewalk Repair - 27 27TH AVE	27TH AVE	SEACLIFF AVE	02	10/8/2020
Concrete Curb/Sidewalk Repair - 1898 UNION ST	UNION ST	OCTAVIA ST	02	9/22/2020
Concrete Curb/Sidewalk Repair - 2460 LARKIN ST	LARKIN ST	FILBERT ST	02	8/19/2019
Concrete Curb/Sidewalk Repair - 1000 UNION ST	UNION ST	JONES ST	02	7/23/2019
Concrete Curb/Sidewalk Repair - 2390 HYDE ST	HYDE ST	LOMBARD ST	02	8/4/2017
Concrete Curb/Sidewalk Repair - 1001 BUSH ST	BUSH ST	JONES ST	03	5/23/2023
Concrete Curb/Sidewalk Repair - 2390 POWELL ST	POWELL ST	BAY ST	03	4/25/2023
Concrete Curb/Sidewalk Repair - 1323 COLUMBUS AVE	COLUMBUS AVE	LEAVENWORTH ST	03	4/24/2023
Concrete Curb/Sidewalk Repair - 19 MEDAU PL	MEDAU PL	FILBERT ST	03	4/18/2023
Concrete Curb/Sidewalk Repair - 165 BERNARD ST	BERNARD ST	JONES ST	03	4/14/2023
Concrete Curb/Sidewalk Repair - 1111 STOCKTON ST	STOCKTON ST	JACKSON ST	03	4/11/2023
Concrete Curb/Sidewalk Repair - 480 SUTTER ST	SUTTER ST	STOCKTON ST \ STOCKTON TUNL	03	3/23/2023
Concrete Curb/Sidewalk Repair - 1200 STOCKTON ST	STOCKTON ST	PACIFIC AVE	03	3/16/2023
Concrete Curb/Sidewalk Repair - 50 BROADWAY		DAVIS ST	03	3/14/2023
Concrete Curb/Sidewalk Repair - 301 VALLEJO ST	VALLEJO ST	SANSOME ST	03	3/6/2023
Concrete Curb/Sidewalk Repair - 233 GREENWICH ST	GREENWICH ST	MONTGOMERY ST	03	2/22/2023
Concrete Curb/Sidewalk Repair - 1005 HYDE ST	HYDE ST	PINE ST	03	2/22/2023
Concrete Curb/Sidewalk Repair - 823 WASHINGTON ST	WASHINGTON ST	WAVERLY PL	03	2/8/2023
Concrete Curb/Sidewalk Repair - 549 CHESTNUT ST	CHESTNUT ST	POWELL ST	03	1/19/2023
Concrete Curb/Sidewalk Repair - 2155 POWELL ST	POWELL ST	CHESTNUT ST	03	1/11/2023
Concrete Curb/Sidewalk Repair - 2015 HYDE ST	HYDE ST	HASTINGS TER	03	12/7/2022
Concrete Curb/Sidewalk Repair - 800 GRANT AVE	GRANT AVE	CLAY ST	03	11/8/2022
Concrete Curb/Sidewalk Repair - 750 GRANT AVE	GRANT AVE	COMMERCIAL ST	03	11/4/2022
Concrete Curb/Sidewalk Repair - 1600 STOCKTON ST	STOCKTON ST	UNION ST	03	11/2/2022
Concrete Curb/Sidewalk Repair - 996 PINE ST	PINE ST	VINE TER	03	10/5/2022
Concrete Curb/Sidewalk Repair - 1201 STOCKTON ST	STOCKTON ST	PACIFIC AVE	03	9/9/2022
Concrete Curb/Sidewalk Repair - 352 GRANT AVE	GRANT AVE	HARLAN PL	03	8/30/2022
Concrete Curb/Sidewalk Repair - 711 PACIFIC AVE	PACIFIC AVE	PELTON PL	03	8/24/2022
Concrete Curb/Sidewalk Repair - 450 PACIFIC AVE	PACIFIC AVE	OSGOOD PL	03	8/18/2022
Concrete Curb/Sidewalk Repair - 1001 GRANT AVE	GRANT AVE	JACKSON ST	03	8/18/2022
Concrete Curb/Sidewalk Repair - 750 KEARNY ST	KEARNY ST	MERCHANT ST	03	8/18/2022
Concrete Curb/Sidewalk Repair - 925 STOCKTON ST	STOCKTON ST	CLAY ST	03	8/15/2022
Concrete Curb/Sidewalk Repair - 432 POWELL ST	POWELL ST	POST ST	03	8/15/2022
Concrete Curb/Sidewalk Repair - 827 STOCKTON ST	STOCKTON ST	SACRAMENTO ST \ STOCKTON TUNL	03	8/15/2022
Concrete Curb/Sidewalk Repair -	CALIFORNIA ST	VAN NESS AVE	03	8/11/2022
Concrete Curb/Sidewalk Repair - 1500 CLAY ST	CLAY ST	HYDE ST	03	8/10/2022
Concrete Curb/Sidewalk Repair - 537 SACRAMENTO ST	SACRAMENTO ST	SANSOME ST	03	7/27/2022
Concrete Curb/Sidewalk Repair - 2390 HYDE ST	HYDE ST	LOMBARD ST	03	7/27/2022
Concrete Curb/Sidewalk Repair - 2323 HYDE ST	HYDE ST	LOMBARD ST	03	7/26/2022
Concrete Curb/Sidewalk Repair - 340 STOCKTON ST	STOCKTON ST	CAMPTON PL	03	7/22/2022
Concrete Curb/Sidewalk Repair - 275 POST ST	POST ST	GRANT AVE	03	7/22/2022
Concrete Curb/Sidewalk Repair - 101 NORTH POINT ST	NORTH POINT ST	GRANT AVE	03	7/20/2022
Concrete Curb/Sidewalk Repair - 848 STOCKTON ST	STOCKTON ST	SACRAMENTO ST \ STOCKTON TUNL	03	7/19/2022
Concrete Curb/Sidewalk Repair - 485 SACRAMENTO ST	SACRAMENTO ST	BATTERY ST	03	7/14/2022
Concrete Curb/Sidewalk Repair - 50 CALIFORNIA ST	CALIFORNIA ST	DRUMM ST	03	7/8/2022
Concrete Curb/Sidewalk Repair - 1556 TAYLOR ST	TAYLOR ST	BERNARD ST	03	6/27/2022
Concrete Curb/Sidewalk Repair - 600 THE EMBARCADERO	THE EMBARCADERO	GREEN ST	03	6/16/2022
Concrete Curb/Sidewalk Repair - 620 JONES ST	JONES ST	GEARY ST	03	5/23/2022
Concrete Curb/Sidewalk Repair - 2262 MASON ST	MASON ST	WATER ST	03	4/27/2022
Concrete Curb/Sidewalk Repair - 800 BUSH ST	BUSH ST	MASON ST	03	4/4/2022
Concrete Curb/Sidewalk Repair - 808 SUTTER ST	SUTTER ST	JONES ST	03	2/28/2022
Concrete Curb/Sidewalk Repair - 265 UNION ST	UNION ST	CALHOUN TER	03	2/18/2022
Concrete Curb/Sidewalk Repair - 1359 PINE ST	PINE ST	HYDE ST	03	2/17/2022
Concrete Curb/Sidewalk Repair - 720 PACIFIC AVE	PACIFIC AVE	GRANT AVE	03	12/21/2021
Concrete Curb/Sidewalk Repair - 801 GRANT AVE	GRANT AVE	CLAY ST	03	12/21/2021
Concrete Curb/Sidewalk Repair - 838 STOCKTON ST	STOCKTON ST	SACRAMENTO ST \ STOCKTON TUNL	03	12/15/2021
Concrete Curb/Sidewalk Repair - 507 BUSH ST	BUSH ST	GRANT AVE	03	12/2/2021
Concrete Curb/Sidewalk Repair -	STOCKTON ST	STOCKTON TUNL \ SUTTER ST	03	12/2/2021
Concrete Curb/Sidewalk Repair - 300 BAY ST	BAY ST	POWELL ST	03	11/5/2021
Concrete Curb/Sidewalk Repair - 60 BROADWAY		DAVIS ST	03	10/26/2021
Concrete Curb/Sidewalk Repair - 275 SACRAMENTO ST	SACRAMENTO ST	DAVIS ST	03	10/6/2021
Concrete Curb/Sidewalk Repair - 57 POST ST	POST ST	LICK PL	03	9/27/2021
Concrete Curb/Sidewalk Repair - 2168 MASON ST	MASON ST	LOMBARD ST	03	9/9/2021
Concrete Curb/Sidewalk Repair - 840 TAYLOR ST	TAYLOR ST	MULFORD ALY	03	9/9/2021
Concrete Curb/Sidewalk Repair - 1808 LARKIN ST	LARKIN ST	JACKSON ST	03	9/1/2021
Concrete Curb/Sidewalk Repair - 123 OFARRELL ST	OFARRELL ST	STOCKTON ST	03	8/17/2021

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 498 JACKSON ST	JACKSON ST	HOTALING PL	03	8/12/2021
Concrete Curb/Sidewalk Repair - 417 STOCKTON ST	STOCKTON ST	STOCKTON TUNL \ SUTTER ST	03	8/11/2021
Concrete Curb/Sidewalk Repair - 200 POWELL ST	POWELL ST	OFARRELL ST	03	8/2/2021
Concrete Curb/Sidewalk Repair - 200 KEARNY ST	KEARNY ST	SUTTER ST	03	6/10/2021
Concrete Curb/Sidewalk Repair - 1201 STOCKTON ST	STOCKTON ST	PACIFIC AVE	03	6/9/2021
Concrete Curb/Sidewalk Repair - 180 SUTTER ST	SUTTER ST	LICK PL	03	5/11/2021
Concrete Curb/Sidewalk Repair - 50 BAY ST	BAY ST	KEARNY ST	03	5/11/2021
Concrete Curb/Sidewalk Repair - 1100 SACRAMENTO ST	SACRAMENTO ST	MASON ST	03	3/12/2021
Concrete Curb/Sidewalk Repair - 200 POWELL ST	POWELL ST	OFARRELL ST	03	2/24/2021
Concrete Curb/Sidewalk Repair - 301 GEARY ST	GEARY ST	POWELL ST	03	1/22/2021
Concrete Curb/Sidewalk Repair - 990 VALLEJO ST	VALLEJO ST	ALTA VISTA TER	03	1/19/2021
Concrete Curb/Sidewalk Repair - 760 FILBERT ST	FILBERT ST	COLUMBUS AVE \ VIA BUFANO	03	1/14/2021
Concrete Curb/Sidewalk Repair - 1821 GRANT AVE	GRANT AVE	LOMBARD ST	03	1/12/2021
Concrete Curb/Sidewalk Repair - 1570 STOCKTON ST	STOCKTON ST	COLUMBUS AVE \ GREEN ST	03	12/3/2020
Concrete Curb/Sidewalk Repair - 32 LOMBARD ST	LOMBARD ST	BATTERY ST \ THE EMBARCADERO	03	9/29/2020
Concrete Curb/Sidewalk Repair - 100 BUSH ST	BUSH ST	BATTERY ST	03	9/22/2020
Concrete Curb/Sidewalk Repair - 1900 POLK ST	POLK ST	JACKSON ST	03	9/2/2020
Concrete Curb/Sidewalk Repair - 450 POWELL ST	POWELL ST	POST ST	03	8/12/2020
Concrete Curb/Sidewalk Repair - 1300 COLUMBUS AVE	COLUMBUS AVE	NORTH POINT ST	03	8/6/2020
Concrete Curb/Sidewalk Repair - 20 OFARRELL ST	OFARRELL ST	SECURITY PACIFIC PL	03	7/7/2020
Concrete Curb/Sidewalk Repair - 225 BATTERY ST	BATTERY ST	CALIFORNIA ST	03	6/30/2020
Concrete Curb/Sidewalk Repair - 1100 SACRAMENTO ST	SACRAMENTO ST	MASON ST	03	6/16/2020
Concrete Curb/Sidewalk Repair - 1122 POWELL ST	POWELL ST	WASHINGTON ST	03	5/28/2020
Concrete Curb/Sidewalk Repair - 924 GRANT AVE	GRANT AVE	WASHINGTON ST	03	5/28/2020
Concrete Curb/Sidewalk Repair - 301 GEARY ST	GEARY ST	POWELL ST	03	5/8/2020
Concrete Curb/Sidewalk Repair - 1100 GRANT AVE	GRANT AVE	PACIFIC AVE	03	4/22/2020
Concrete Curb/Sidewalk Repair - 381 BUSH ST	BUSH ST	BELDEN ST	03	4/16/2020
Concrete Curb/Sidewalk Repair - 1208 STOCKTON ST	STOCKTON ST	PACIFIC AVE	03	4/2/2020
Concrete Curb/Sidewalk Repair - 943 FILBERT ST	FILBERT ST	REDFIELD ALY	03	4/1/2020
Concrete Curb/Sidewalk Repair - 895 PACIFIC AVE	PACIFIC AVE	TRENTON ST	03	4/1/2020
Concrete Curb/Sidewalk Repair - 659 COLUMBUS AVE	COLUMBUS AVE	POWELL ST	03	3/5/2020
Concrete Curb/Sidewalk Repair - 52 CALIFORNIA ST	CALIFORNIA ST	DRUMM ST	03	2/27/2020
Concrete Curb/Sidewalk Repair - 279 COLUMBUS AVE	COLUMBUS AVE	JACK KEROUAC ALY \ SAROYAN PL	03	2/11/2020
Concrete Curb/Sidewalk Repair - 1706 HYDE ST	HYDE ST	BROADWAY	03	2/11/2020
Concrete Curb/Sidewalk Repair -	LARKIN ST	ROCKLAND ST	03	1/23/2020
Concrete Curb/Sidewalk Repair - 1200 STOCKTON ST	STOCKTON ST	PACIFIC AVE	03	1/23/2020
Concrete Curb/Sidewalk Repair - 733 GRANT AVE	GRANT AVE	COMMERCIAL ST	03	1/16/2020
Concrete Curb/Sidewalk Repair - 430 CALIFORNIA ST	CALIFORNIA ST	SANSOME ST	03	1/2/2020
Concrete Curb/Sidewalk Repair - 670 DAVIS ST	DAVIS ST	DAVIS CT \ JACKSON ST	03	12/27/2019
Concrete Curb/Sidewalk Repair -	CLAY ST	WALTER U LUM PL	03	11/18/2019
Concrete Curb/Sidewalk Repair - 1400 BROADWAY	BROADWAY	LARKIN ST \ ROBERT C LEVY TUNL	03	11/18/2019
Concrete Curb/Sidewalk Repair - 586 BUSH ST	BUSH ST	CHATHAM PL	03	11/12/2019
Concrete Curb/Sidewalk Repair - 699 SUTTER ST	SUTTER ST	MASON ST	03	11/5/2019
Concrete Curb/Sidewalk Repair - 1800 HYDE ST	HYDE ST	VALLEJO ST	03	10/15/2019
Concrete Curb/Sidewalk Repair - 1483 MASON ST	MASON ST	PACIFIC AVE	03	10/11/2019
Concrete Curb/Sidewalk Repair - 398 GEARY ST	GEARY ST	POWELL ST	03	10/1/2019
Concrete Curb/Sidewalk Repair - 200 COLUMBUS AVE	COLUMBUS AVE	PACIFIC AVE	03	9/26/2019
Concrete Curb/Sidewalk Repair - 380 BEACH ST	BEACH ST	MASON ST	03	9/18/2019
Concrete Curb/Sidewalk Repair - 1653 GRANT AVE	GRANT AVE	JACK MICHELINE ALY	03	9/11/2019
Concrete Curb/Sidewalk Repair - 929 PINE ST	PINE ST	VINE TER	03	8/23/2019
Concrete Curb/Sidewalk Repair - 240 FRONT ST	FRONT ST	HALLECK ST	03	8/22/2019
Concrete Curb/Sidewalk Repair - 220 GEARY ST	GEARY ST	STOCKTON ST	03	7/23/2019
Concrete Curb/Sidewalk Repair -	BROADWAY	KEARNY ST	03	6/18/2019
Concrete Curb/Sidewalk Repair - 924 GRANT AVE	GRANT AVE	WASHINGTON ST	03	4/11/2019
Concrete Curb/Sidewalk Repair - 1571 43RD AVE	43RD AVE	KIRKHAM ST	04	5/19/2023
Concrete Curb/Sidewalk Repair - 1351 31ST AVE	31ST AVE	IRVING ST	04	5/19/2023
Concrete Curb/Sidewalk Repair - 1033 TARAVAL ST	TARAVAL ST	20TH AVE	04	5/18/2023
Concrete Curb/Sidewalk Repair - 595 CRESTLAKE DR	CRESTLAKE DR	YORBA ST	04	5/16/2023
Concrete Curb/Sidewalk Repair - 560 CRESTLAKE DR	CRESTLAKE DR	YORBA ST	04	5/16/2023
Concrete Curb/Sidewalk Repair - 555 CRESTLAKE DR	CRESTLAKE DR	YORBA ST	04	5/16/2023
Concrete Curb/Sidewalk Repair - 2100 TARAVAL ST	TARAVAL ST	31ST AVE	04	5/5/2023
Concrete Curb/Sidewalk Repair - 1230 22ND AVE	22ND AVE	LINCOLN WAY	04	4/21/2023
Concrete Curb/Sidewalk Repair - 2466 30TH AVE	30TH AVE	TARAVAL ST	04	3/31/2023
Concrete Curb/Sidewalk Repair - 2494 47TH AVE	47TH AVE	TARAVAL ST	04	3/30/2023
Concrete Curb/Sidewalk Repair - 2482 47TH AVE	47TH AVE	TARAVAL ST	04	3/30/2023
Concrete Curb/Sidewalk Repair - 2094 48TH AVE	48TH AVE	PACHECO ST	04	3/29/2023
Concrete Curb/Sidewalk Repair - 2457 NORIEGA ST	NORIEGA ST	31ST AVE	04	3/27/2023
Concrete Curb/Sidewalk Repair - 1663 30TH AVE	30TH AVE	LAWTON ST	04	3/22/2023
Concrete Curb/Sidewalk Repair - 2309 24TH AVE	24TH AVE	SANTIAGO ST	04	3/17/2023
Concrete Curb/Sidewalk Repair - 2570 22ND AVE	22ND AVE	ULLOA ST	04	3/16/2023
Concrete Curb/Sidewalk Repair - 2546 22ND AVE	22ND AVE	ULLOA ST	04	3/16/2023
Concrete Curb/Sidewalk Repair - 2540 22ND AVE	22ND AVE	ULLOA ST	04	3/16/2023
Concrete Curb/Sidewalk Repair - 2526 22ND AVE	22ND AVE	ULLOA ST	04	3/16/2023
Concrete Curb/Sidewalk Repair - 2520 22ND AVE	22ND AVE	ULLOA ST	04	3/16/2023
Concrete Curb/Sidewalk Repair - 1774 GREAT HWY	GREAT HWY	MORAGA ST	04	3/16/2023
Concrete Curb/Sidewalk Repair - 1444 TARAVAL ST	TARAVAL ST	24TH AVE	04	3/15/2023
Concrete Curb/Sidewalk Repair - 2243 24TH AVE	24TH AVE	RIVERA ST	04	3/14/2023
Concrete Curb/Sidewalk Repair - 2401 24TH AVE	24TH AVE	TARAVAL ST	04	3/14/2023
Concrete Curb/Sidewalk Repair - 2200 46TH AVE	46TH AVE	RIVERA ST	04	3/14/2023
Concrete Curb/Sidewalk Repair - 2255 24TH AVE	24TH AVE	RIVERA ST	04	3/14/2023
Concrete Curb/Sidewalk Repair - 1040 VICENTE ST	VICENTE ST	21ST AVE	04	3/14/2023
Concrete Curb/Sidewalk Repair - 2210 48TH AVE	48TH AVE	RIVERA ST	04	3/3/2023
Concrete Curb/Sidewalk Repair - 2271 31ST AVE	31ST AVE	RIVERA ST	04	3/2/2023
Concrete Curb/Sidewalk Repair - 2101 RIVERA ST	RIVERA ST	31ST AVE	04	2/21/2023
Concrete Curb/Sidewalk Repair - 1900 SUNSET BLVD	SUNSET BLVD	ORTEGA ST	04	2/21/2023
Concrete Curb/Sidewalk Repair - 1771 21ST AVE	21ST AVE	MORAGA ST	04	2/18/2023
Concrete Curb/Sidewalk Repair - 1530 VICENTE ST	VICENTE ST	26TH AVE	04	2/17/2023
Concrete Curb/Sidewalk Repair - 2470 GREAT HWY	GREAT HWY	48TH AVE \ TARAVAL ST	04	2/17/2023
Concrete Curb/Sidewalk Repair - 1334 41ST AVE	41ST AVE	IRVING ST	04	2/6/2023
Concrete Curb/Sidewalk Repair - 1434 27TH AVE	27TH AVE	JUDAH ST	04	1/27/2023
Concrete Curb/Sidewalk Repair - 1755 20TH AVE	20TH AVE	MORAGA ST	04	1/26/2023
Concrete Curb/Sidewalk Repair - 2195 28TH AVE	28TH AVE	QUINTARA ST	04	1/20/2023
Concrete Curb/Sidewalk Repair - 2050 IRVING ST	IRVING ST	21ST AVE	04	1/12/2023
Concrete Curb/Sidewalk Repair - 2583 41ST AVE	41ST AVE	ULLOA ST	04	12/21/2022
Concrete Curb/Sidewalk Repair - 1418 GREAT HWY	GREAT HWY	JUDAH ST	04	12/5/2022
Concrete Curb/Sidewalk Repair - 2430 29TH AVE	29TH AVE	TARAVAL ST	04	11/17/2022
Concrete Curb/Sidewalk Repair - 2068 GREAT HWY	GREAT HWY	PACHECO ST	04	11/14/2022
Concrete Curb/Sidewalk Repair - 2214 NORIEGA ST	NORIEGA ST	29TH AVE	04	9/30/2022
Concrete Curb/Sidewalk Repair - 1150 TARAVAL ST	TARAVAL ST	21ST AVE	04	8/24/2022
Concrete Curb/Sidewalk Repair -	41ST AVE	MORAGA ST	04	6/27/2022
Concrete Curb/Sidewalk Repair - 2294 44TH AVE	44TH AVE	RIVERA ST	04	5/12/2022
Concrete Curb/Sidewalk Repair - 1392 GREAT HWY	GREAT HWY	IRVING ST	04	5/10/2022
Concrete Curb/Sidewalk Repair - 1463 19TH AVE	19TH AVE	JUDAH ST	04	4/14/2022
Concrete Curb/Sidewalk Repair - 1125 QUINTARA ST	QUINTARA ST	20TH AVE	04	3/17/2022

List of Outstanding Sidewalk and Curb Repairs by District  
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Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 1135 QUINTARA ST	QUINTARA ST	20TH AVE	04	3/17/2022
Concrete Curb/Sidewalk Repair - 1406 25TH AVE	25TH AVE	JUDAH ST	04	3/14/2022
Concrete Curb/Sidewalk Repair - 2833 NORIEGA ST	NORIEGA ST	35TH AVE	04	3/2/2022
Concrete Curb/Sidewalk Repair - 1883 19TH AVE	19TH AVE	NORIEGA ST	04	2/10/2022
Concrete Curb/Sidewalk Repair - 2279 37TH AVE	37TH AVE	RIVERA ST	04	2/7/2022
Concrete Curb/Sidewalk Repair - 1033 VICENTE ST	VICENTE ST	21ST AVE	04	1/31/2022
Concrete Curb/Sidewalk Repair - 3010 NORIEGA ST	NORIEGA ST	37TH AVE	04	1/27/2022
Concrete Curb/Sidewalk Repair - 2254 31ST AVE	31ST AVE	RIVERA ST	04	1/27/2022
Concrete Curb/Sidewalk Repair - 3400 LAWTON ST	LAWTON ST	40TH AVE	04	1/25/2022
Concrete Curb/Sidewalk Repair - 2267 27TH AVE	27TH AVE	RIVERA ST	04	1/24/2022
Concrete Curb/Sidewalk Repair - 3645 SANTIAGO ST	SANTIAGO ST	47TH AVE	04	1/24/2022
Concrete Curb/Sidewalk Repair - 4329 PACHECO ST	PACHECO ST	47TH AVE	04	1/4/2022
Concrete Curb/Sidewalk Repair - 3622 RIVERA ST	RIVERA ST	46TH AVE	04	12/20/2021
Concrete Curb/Sidewalk Repair - 2471 28TH AVE	28TH AVE	TARAVAL ST	04	12/20/2021
Concrete Curb/Sidewalk Repair - 1271 38TH AVE	38TH AVE	LINCOLN WAY	04	11/15/2021
Concrete Curb/Sidewalk Repair - 2700 40TH AVE	40TH AVE	WAWONA ST	04	11/15/2021
Concrete Curb/Sidewalk Repair - 2458 33RD AVE	33RD AVE	TARAVAL ST	04	11/9/2021
Concrete Curb/Sidewalk Repair - 2695 40TH AVE	40TH AVE	VICENTE ST	04	11/9/2021
Concrete Curb/Sidewalk Repair - 2123 28TH AVE	28TH AVE	QUINTARA ST	04	10/28/2021
Concrete Curb/Sidewalk Repair - 1201 36TH AVE	36TH AVE	LINCOLN WAY	04	10/26/2021
Concrete Curb/Sidewalk Repair - 1570 31ST AVE	31ST AVE	KIRKHAM ST	04	10/20/2021
Concrete Curb/Sidewalk Repair - 899 WAWONA ST	WAWONA ST	19TH AVE	04	10/19/2021
Concrete Curb/Sidewalk Repair - 1210 ORTEGA ST	ORTEGA ST	19TH AVE	04	9/28/2021
Concrete Curb/Sidewalk Repair - 2695 19TH AVE	19TH AVE	VICENTE ST	04	9/15/2021
Concrete Curb/Sidewalk Repair - 2191 30TH AVE	30TH AVE	QUINTARA ST	04	8/19/2021
Concrete Curb/Sidewalk Repair - 2286 25TH AVE	25TH AVE	RIVERA ST	04	8/18/2021
Concrete Curb/Sidewalk Repair - 2310 31ST AVE	31ST AVE	SANTIAGO ST	04	7/29/2021
Concrete Curb/Sidewalk Repair - 1200 TARAVAL ST	TARAVAL ST	22ND AVE	04	7/22/2021
Concrete Curb/Sidewalk Repair - 3620 WAWONA ST	WAWONA ST	47TH AVE	04	6/23/2021
Concrete Curb/Sidewalk Repair - 2603 21ST AVE	21ST AVE	VICENTE ST	04	3/10/2021
Concrete Curb/Sidewalk Repair -	GREAT HWY	JUDAH ST	04	2/18/2021
Concrete Curb/Sidewalk Repair -	GREAT HWY	CUTLER AVE	04	2/9/2021
Concrete Curb/Sidewalk Repair - 1400 ORTEGA ST	ORTEGA ST	21ST AVE	04	9/30/2019
Concrete Curb/Sidewalk Repair - 2445 WAWONA ST	WAWONA ST	35TH AVE	04	2/8/2017
Concrete Curb/Sidewalk Repair - 1825 POST ST	POST ST	WEBSTER ST	05	5/11/2023
Concrete Curb/Sidewalk Repair - 1455 FILLMORE ST	FILLMORE ST	ELLIS ST	05	5/8/2023
Concrete Curb/Sidewalk Repair - 664 LARKIN ST	LARKIN ST	WILLOW ST	05	5/3/2023
Concrete Curb/Sidewalk Repair - 1101 LAGUNA ST	LARKIN ST	TURK ST	05	4/27/2023
Concrete Curb/Sidewalk Repair - 1330 FILLMORE ST	FILLMORE ST	EDDY ST	05	4/26/2023
Concrete Curb/Sidewalk Repair - 201 LINDEN ST	LINDEN ST	FRANKLIN ST	05	4/14/2023
Concrete Curb/Sidewalk Repair - 498 HAYES ST	HAYES ST	GOUGH ST	05	4/10/2023
Concrete Curb/Sidewalk Repair - 100 GROVE ST	GROVE ST	DR CARLTON B GOODLETT \ POLK ST	05	3/24/2023
Concrete Curb/Sidewalk Repair - 940 HAYES ST	HAYES ST	FILLMORE ST	05	3/21/2023
Concrete Curb/Sidewalk Repair - 1482 PAGE ST	PAGE ST	CENTRAL AVE	05	3/17/2023
Concrete Curb/Sidewalk Repair - 135 BUCHANAN ST	BUCHANAN ST	HERMANN ST	05	3/2/2023
Concrete Curb/Sidewalk Repair - 927 DIVISADERO ST	DIVISADERO ST	MCALLISTER ST	05	2/23/2023
Concrete Curb/Sidewalk Repair - 861 DIVISADERO ST	DIVISADERO ST	FULTON ST	05	2/16/2023
Concrete Curb/Sidewalk Repair - 545 OAK ST	OAK ST	BUCHANAN ST	05	2/9/2023
Concrete Curb/Sidewalk Repair - 1301 FILLMORE ST	FILLMORE ST	EDDY ST	05	2/9/2023
Concrete Curb/Sidewalk Repair - 666 ELLIS ST	ELLIS ST	HYDE ST	05	2/2/2023
Concrete Curb/Sidewalk Repair - 1776 SUTTER ST	SUTTER ST	LAGUNA ST	05	1/30/2023
Concrete Curb/Sidewalk Repair - 301 SCOTT ST	SCOTT ST	PAGE ST	05	1/17/2023
Concrete Curb/Sidewalk Repair - 400 POLK ST	POLK ST	DR CARLTON B GOODLETT \ MCALLISTER ST	05	1/3/2023
Concrete Curb/Sidewalk Repair - 1424 PAGE ST	PAGE ST	CENTRAL AVE	05	12/15/2022
Concrete Curb/Sidewalk Repair - 1921 FILLMORE ST	FILLMORE ST	WILMOT ST	05	12/8/2022
Concrete Curb/Sidewalk Repair - 142 CENTRAL AVE	CENTRAL AVE	HAIGHT ST	05	12/8/2022
Concrete Curb/Sidewalk Repair - 146 CENTRAL AVE	CENTRAL AVE	HAIGHT ST	05	12/6/2022
Concrete Curb/Sidewalk Repair - 1672 GROVE ST	GROVE ST	LYON ST	05	11/17/2022
Concrete Curb/Sidewalk Repair - 450 OFARRELL ST	OFARRELL ST	SHANNON ST	05	11/17/2022
Concrete Curb/Sidewalk Repair - 2000 ELLIS ST	ELLIS ST	DIVISADERO ST	05	10/27/2022
Concrete Curb/Sidewalk Repair - 231 FRANKLIN ST	FRANKLIN ST	LINDEN ST	05	10/20/2022
Concrete Curb/Sidewalk Repair - 301 VAN NESS AVE	VAN NESS AVE	GROVE ST	05	10/18/2022
Concrete Curb/Sidewalk Repair - 1699 POST ST	POST ST	LAGUNA ST	05	10/12/2022
Concrete Curb/Sidewalk Repair - 455 GOLDEN GATE AVE	GOLDEN GATE AVE	LARKIN ST	05	10/11/2022
Concrete Curb/Sidewalk Repair - 1450 POST ST	POST ST	GOUGH ST	05	10/3/2022
Concrete Curb/Sidewalk Repair - 320 OCTAVIA ST	OCTAVIA ST	OAK ST	05	9/21/2022
Concrete Curb/Sidewalk Repair - 185 FRANKLIN ST	FRANKLIN ST	HICKORY ST	05	9/8/2022
Concrete Curb/Sidewalk Repair - 628 ELLIS ST	ELLIS ST	HYDE ST	05	8/30/2022
Concrete Curb/Sidewalk Repair - 1001 EDDY ST	EDDY ST	GOUGH ST	05	8/26/2022
Concrete Curb/Sidewalk Repair - 201 ELLIS ST	ELLIS ST	MASON ST	05	8/22/2022
Concrete Curb/Sidewalk Repair - 101 GROVE ST	GROVE ST	DR CARLTON B GOODLETT \ POLK ST	05	8/22/2022
Concrete Curb/Sidewalk Repair - 57 TAYLOR ST	TAYLOR ST	06TH ST \ GOLDEN GATE AVE \ MARKET ST	05	7/22/2022
Concrete Curb/Sidewalk Repair -	CHARLES J BRENHAM PL	07TH ST \ MARKET ST	05	7/7/2022
Concrete Curb/Sidewalk Repair - 1114 MARKET ST	MARKET ST	JONES ST	05	7/6/2022
Concrete Curb/Sidewalk Repair - 1640 STEINER ST	STEINER ST	GEARY BLVD	05	7/6/2022
Concrete Curb/Sidewalk Repair - 500 LARKIN ST	LARKIN ST	TURK ST	05	6/27/2022
Concrete Curb/Sidewalk Repair - 23 FRANKLIN ST	FRANKLIN ST	PAGE ST	05	6/10/2022
Concrete Curb/Sidewalk Repair - 340 GROVE ST	GROVE ST	FRANKLIN ST	05	5/12/2022
Concrete Curb/Sidewalk Repair - 490 FRANKLIN ST	FRANKLIN ST	FULTON ST	05	5/12/2022
Concrete Curb/Sidewalk Repair - 450 IRVING ST	IRVING ST	05TH AVE	05	3/28/2022
Concrete Curb/Sidewalk Repair - 1611 POST ST	POST ST	LAGUNA ST	05	2/17/2022
Concrete Curb/Sidewalk Repair - 783 DIVISADERO ST	DIVISADERO ST	GROVE ST	05	1/5/2022
Concrete Curb/Sidewalk Repair - 1545 DIVISADERO ST	DIVISADERO ST	GARDEN ST	05	12/28/2021
Concrete Curb/Sidewalk Repair - 600 DIVISADERO ST	DIVISADERO ST	HAYES ST	05	12/14/2021
Concrete Curb/Sidewalk Repair - 1640 STEINER ST	STEINER ST	GEARY BLVD	05	11/15/2021
Concrete Curb/Sidewalk Repair - 501 OAK ST	OAK ST	BUCHANAN ST	05	10/27/2021
Concrete Curb/Sidewalk Repair - 701 FILLMORE ST	FILLMORE ST	HAYES ST	05	10/1/2021
Concrete Curb/Sidewalk Repair - 98 CLARENDON AVE	CLARENDON AVE	BIGLER AVE \ TWIN PEAKS BLVD	05	8/25/2021
Concrete Curb/Sidewalk Repair - 1737 WEBSTER ST	WEBSTER ST	SUTTER ST	05	8/5/2021
Concrete Curb/Sidewalk Repair -	GROVE ST	STEINER ST	05	8/4/2021
Concrete Curb/Sidewalk Repair - 2050 BUCHANAN ST	BUCHANAN ST	PINE ST	05	7/30/2021
Concrete Curb/Sidewalk Repair - 1720 GEARY BLVD	GEARY BLVD	WEBSTER ST	05	7/21/2021
Concrete Curb/Sidewalk Repair - 4958 17TH ST	17TH ST	SHRADER ST	05	6/30/2021
Concrete Curb/Sidewalk Repair - 1001 FRANKLIN ST	FRANKLIN ST	ELLIS ST	05	6/30/2021
Concrete Curb/Sidewalk Repair - 1698 POST ST	POST ST	LAGUNA ST	05	6/10/2021
Concrete Curb/Sidewalk Repair - 940 HAYES ST	HAYES ST	FILLMORE ST	05	6/7/2021
Concrete Curb/Sidewalk Repair - 1701 FILLMORE ST	FILLMORE ST	POST ST	05	5/18/2021
Concrete Curb/Sidewalk Repair - 1965 PAGE ST	PAGE ST	SHRADER ST	05	4/28/2021
Concrete Curb/Sidewalk Repair - 500 FREDERICK ST	FREDERICK ST	STANYAN ST	05	3/30/2021
Concrete Curb/Sidewalk Repair - 626 HAIGHT ST	HAIGHT ST	STEINER ST	05	3/5/2021
Concrete Curb/Sidewalk Repair - 1720 GEARY BLVD	GEARY BLVD	WEBSTER ST	05	2/26/2021
Concrete Curb/Sidewalk Repair - 610 IVY ST	IVY ST	BUCHANAN ST	05	1/26/2021
Concrete Curb/Sidewalk Repair - 1420 TURK ST	TURK ST	FILLMORE ST	05	1/14/2021



List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 360 GROVE ST	GROVE ST	FRANKLIN ST	05	12/22/2020
Concrete Curb/Sidewalk Repair - 630 GOUGH ST	GOUGH ST	ASH ST	05	12/15/2020
Concrete Curb/Sidewalk Repair - 1899 FILLMORE ST	FILLMORE ST	SUTTER ST	05	11/19/2020
Concrete Curb/Sidewalk Repair - 1691 LAGUNA ST	LAGUNA ST	HEMLOCK ST	05	8/31/2020
Concrete Curb/Sidewalk Repair - 1284 03RD AVE	03RD AVE	HUGO ST	05	8/7/2020
Concrete Curb/Sidewalk Repair - 1795 POST ST	POST ST	BUCHANAN ST	05	7/29/2020
Concrete Curb/Sidewalk Repair - 387 HAIGHT ST	HAIGHT ST	BUCHANAN ST	05	5/19/2020
Concrete Curb/Sidewalk Repair - 890 FULTON ST	FULTON ST	FRIENDSHIP CT	05	4/22/2020
Concrete Curb/Sidewalk Repair - 1223 WEBSTER ST	WEBSTER ST	EDDY ST	05	2/27/2020
Concrete Curb/Sidewalk Repair - 1600 GEARY BLVD	GEARY BLVD	LAGUNA ST	05	2/26/2020
Concrete Curb/Sidewalk Repair - 1425 IRVING ST	IRVING ST	15TH AVE	05	2/21/2020
Concrete Curb/Sidewalk Repair - 1392 FUNSTON AVE	FUNSTON AVE	IRVING ST	05	1/8/2020
Concrete Curb/Sidewalk Repair - 908 JUDAH ST	JUDAH ST	14TH AVE	05	11/13/2019
Concrete Curb/Sidewalk Repair - 1510 EDDY ST	EDDY ST	FILLMORE ST	05	10/18/2019
Concrete Curb/Sidewalk Repair - 2238 GEARY BLVD	GEARY BLVD	DIVISADERO ST	05	10/17/2019
Concrete Curb/Sidewalk Repair - 1111 GOUGH ST	GOUGH ST	ELLIS ST	05	7/18/2019
Concrete Curb/Sidewalk Repair -	BRODERICK ST	TURK ST	05	6/20/2019
Concrete Curb/Sidewalk Repair - 1590 GEARY BLVD	GEARY BLVD	LAGUNA ST	05	5/17/2019
Concrete Curb/Sidewalk Repair - 530 BRYANT ST	BRYANT ST	RITCH ST	06	5/3/2023
Concrete Curb/Sidewalk Repair - 201 KING ST	KING ST	03RD ST	06	4/28/2023
Concrete Curb/Sidewalk Repair - 1435 FOLSOM ST	FOLSOM ST	10TH ST	06	4/21/2023
Concrete Curb/Sidewalk Repair - 201 11TH ST	11TH ST	HOWARD ST	06	4/19/2023
Concrete Curb/Sidewalk Repair - 1101 MARKET ST	MARKET ST	07TH ST \ CHARLES J BRENHAM PL	06	4/17/2023
Concrete Curb/Sidewalk Repair - 190 10TH ST	10TH ST	NATOMA ST	06	3/16/2023
Concrete Curb/Sidewalk Repair - 45 SOUTH PARK	SOUTH PARK	JACK LONDON ALY	06	3/14/2023
Concrete Curb/Sidewalk Repair - 45 SOUTH PARK	SOUTH PARK	JACK LONDON ALY	06	3/14/2023
Concrete Curb/Sidewalk Repair - 231 09TH ST	09TH ST	TEHAMA ST	06	3/7/2023
Concrete Curb/Sidewalk Repair - 324 12TH ST	12TH ST	FOLSOM ST	06	3/7/2023
Concrete Curb/Sidewalk Repair - 120 04TH ST	04TH ST	MISSION ST	06	3/3/2023
Concrete Curb/Sidewalk Repair - 790 TEHAMA ST	TEHAMA ST	08TH ST	06	2/10/2023
Concrete Curb/Sidewalk Repair - 720 HOWARD ST	HOWARD ST	03RD ST	06	2/10/2023
Concrete Curb/Sidewalk Repair - 81 LANSING ST	LANSING ST	GUY PL	06	2/10/2023
Concrete Curb/Sidewalk Repair - 600 06TH ST	06TH ST	BRANNAN ST \ I-280 NORTHBOUND \ I-280 SOUTHBOUND	06	2/9/2023
Concrete Curb/Sidewalk Repair - 33 FALMOUTH ST	FALMOUTH ST	FOLSOM ST	06	1/23/2023
Concrete Curb/Sidewalk Repair - 33 03RD ST	03RD ST	KEARNY ST \ MARKET ST	06	1/20/2023
Concrete Curb/Sidewalk Repair - 1400 FOLSOM ST	FOLSOM ST	10TH ST	06	1/6/2023
Concrete Curb/Sidewalk Repair - 678 MISSION ST	MISSION ST	ANNIE ST	06	1/5/2023
Concrete Curb/Sidewalk Repair - 1550 HOWARD ST	HOWARD ST	LAFAYETTE ST	06	11/21/2022
Concrete Curb/Sidewalk Repair - 190 10TH ST	10TH ST	NATOMA ST	06	11/21/2022
Concrete Curb/Sidewalk Repair - 8 10TH ST	10TH ST	FELL ST \ MARKET ST \ POLK ST	06	10/6/2022
Concrete Curb/Sidewalk Repair - 512 BRANNAN ST	BRANNAN ST	04TH ST	06	10/5/2022
Concrete Curb/Sidewalk Repair - 1400 MISSION ST	MISSION ST	10TH ST	06	10/4/2022
Concrete Curb/Sidewalk Repair - 828 BRANNAN ST	BRANNAN ST	LANGTON ST	06	9/26/2022
Concrete Curb/Sidewalk Repair -	08TH ST	BRYANT ST	06	9/26/2022
Concrete Curb/Sidewalk Repair - 625 MARKET ST	MARKET ST	02ND ST	06	9/15/2022
Concrete Curb/Sidewalk Repair - 895 HARRISON ST	HARRISON ST	04TH ST \ I-80 W ON RAMP	06	9/15/2022
Concrete Curb/Sidewalk Repair - 260 TOWNSEND ST	TOWNSEND ST	LUSK ST	06	9/12/2022
Concrete Curb/Sidewalk Repair - 450 06TH ST	06TH ST	AHERN WAY	06	9/2/2022
Concrete Curb/Sidewalk Repair - 388 BEALE ST	BEALE ST	FOLSOM ST	06	7/27/2022
Concrete Curb/Sidewalk Repair - 1325 03RD ST	03RD ST	CHINA BASIN ST	06	6/30/2022
Concrete Curb/Sidewalk Repair - 532 JESSIE ST	JESSIE ST	06TH ST	06	6/24/2022
Concrete Curb/Sidewalk Repair - 303 02ND ST	02ND ST	FOLSOM ST	06	6/22/2022
Concrete Curb/Sidewalk Repair -	BEALE ST	FOLSOM ST	06	6/21/2022
Concrete Curb/Sidewalk Repair - 975 HOWARD ST	HOWARD ST	MARY ST	06	5/31/2022
Concrete Curb/Sidewalk Repair - 171 GROVE ST	GROVE ST	DR CARLTON B GOODLETT PL \ POLK ST	06	5/20/2022
Concrete Curb/Sidewalk Repair - 155 09TH ST	09TH ST	MINNA ST	06	5/18/2022
Concrete Curb/Sidewalk Repair - 337 03RD ST	03RD ST	FOLSOM ST	06	5/5/2022
Concrete Curb/Sidewalk Repair - 100 VAN NESS AVE	VAN NESS AVE	FELL ST	06	4/8/2022
Concrete Curb/Sidewalk Repair - 162 LANGTON ST	LANGTON ST	DECKER ALY	06	3/14/2022
Concrete Curb/Sidewalk Repair - 1023 MISSION ST	MISSION ST	06TH ST	06	3/8/2022
Concrete Curb/Sidewalk Repair - 200 KING ST	KING ST	03RD ST	06	3/4/2022
Concrete Curb/Sidewalk Repair - 1707 MARKET ST	MARKET ST	GOUGH ST \ HAIGHT ST	06	2/9/2022
Concrete Curb/Sidewalk Repair - 88 SPEAR ST	SPEAR ST	MARKET ST	06	2/4/2022
Concrete Curb/Sidewalk Repair - 114 07TH ST	07TH ST	MISSION ST	06	1/31/2022
Concrete Curb/Sidewalk Repair - 555 POLK ST	POLK ST	ELM ST	06	1/13/2022
Concrete Curb/Sidewalk Repair - 1128 MARKET ST	MARKET ST	07TH ST \ CHARLES J BRENHAM PL	06	1/11/2022
Concrete Curb/Sidewalk Repair - 750 NATOMA ST	NATOMA ST	08TH ST	06	12/28/2021
Concrete Curb/Sidewalk Repair - 201 MISSION ST	MISSION ST	MAIN ST	06	12/16/2021
Concrete Curb/Sidewalk Repair - 451 06TH ST	06TH ST	AHERN WAY	06	11/15/2021
Concrete Curb/Sidewalk Repair - 233 BEALE ST	BEALE ST	HOWARD ST	06	10/25/2021
Concrete Curb/Sidewalk Repair - 132 PERRY ST	PERRY ST	03RD ST	06	10/22/2021
Concrete Curb/Sidewalk Repair - 62 MOSS ST	MOSS ST	HOWARD ST	06	10/14/2021
Concrete Curb/Sidewalk Repair - 29 03RD ST	03RD ST	KEARNY ST \ MARKET ST	06	9/28/2021
Concrete Curb/Sidewalk Repair - 1200 MISSION ST	MISSION ST	08TH ST	06	9/27/2021
Concrete Curb/Sidewalk Repair - 55 HAWTHORNE ST	HAWTHORNE ST	HOWARD ST	06	9/10/2021
Concrete Curb/Sidewalk Repair - 455 08TH ST	08TH ST	I-80 W OFF RAMP	06	9/9/2021
Concrete Curb/Sidewalk Repair -	CHINA BASIN ST	TERRY A FRANCOIS BLVD	06	9/2/2021
Concrete Curb/Sidewalk Repair - 14 ISIS ST	ISIS ST	12TH ST	06	8/30/2021
Concrete Curb/Sidewalk Repair - 1144 MISSION ST	MISSION ST	07TH ST	06	8/24/2021
Concrete Curb/Sidewalk Repair - 1550 HOWARD ST	HOWARD ST	LAFAYETTE ST	06	8/16/2021
Concrete Curb/Sidewalk Repair - 33 GOUGH ST	GOUGH ST	MCCOPPIN ST \ OTIS ST	06	8/10/2021
Concrete Curb/Sidewalk Repair - 39 JONES ST	JONES ST	MCALLISTER ST	06	8/2/2021
Concrete Curb/Sidewalk Repair - 450 10TH ST	10TH ST	HARRISON ST	06	7/30/2021
Concrete Curb/Sidewalk Repair - 1200 MISSION ST	MISSION ST	08TH ST	06	7/30/2021
Concrete Curb/Sidewalk Repair - 143 SOUTH VAN NESS AVE	SOUTH VAN NESS AVE	12TH ST	06	7/30/2021
Concrete Curb/Sidewalk Repair - 199 NEW MONTGOMERY ST	NEW MONTGOMERY ST	NATOMA ST	06	7/29/2021
Concrete Curb/Sidewalk Repair - 175 06TH ST	06TH ST	NATOMA ST	06	7/23/2021
Concrete Curb/Sidewalk Repair - 301 EDDY ST	EDDY ST	JONES ST	06	7/22/2021
Concrete Curb/Sidewalk Repair - 230 HYDE ST	HYDE ST	TURK ST	06	7/22/2021
Concrete Curb/Sidewalk Repair - 380 ELLIS ST	ELLIS ST	TAYLOR ST	06	7/19/2021
Concrete Curb/Sidewalk Repair - 41 GROVE ST	GROVE ST	08TH ST \ HYDE ST \ MARKET ST	06	7/13/2021
Concrete Curb/Sidewalk Repair - 360 04TH ST	04TH ST	SHIPLEY ST	06	7/12/2021
Concrete Curb/Sidewalk Repair -	HARRISON ST	MAIN ST	06	7/1/2021
Concrete Curb/Sidewalk Repair - 1375 03RD ST	03RD ST	CHINA BASIN ST	06	6/22/2021
Concrete Curb/Sidewalk Repair - 50 FREMONT ST	FREMONT ST	FRONT ST \ MARKET ST	06	6/10/2021
Concrete Curb/Sidewalk Repair - 350 MCALLISTER ST	MCALLISTER ST	LARKIN ST	06	5/13/2021
Concrete Curb/Sidewalk Repair - 1407 MARKET ST	MARKET ST	10TH ST \ FELL ST \ POLK ST	06	5/12/2021
Concrete Curb/Sidewalk Repair - 30 FELL ST	FELL ST	10TH ST \ MARKET ST \ POLK ST	06	5/10/2021
Concrete Curb/Sidewalk Repair - 72 TOWNSEND ST	TOWNSEND ST	COLIN P KELLY JR ST	06	4/28/2021
Concrete Curb/Sidewalk Repair - 1256 MARKET ST	MARKET ST	08TH ST \ GROVE ST \ HYDE ST	06	4/13/2021
Concrete Curb/Sidewalk Repair - 1089 MISSION ST	MISSION ST	06TH ST	06	4/12/2021
Concrete Curb/Sidewalk Repair - 1402 MARKET ST	MARKET ST	10TH ST \ FELL ST \ POLK ST	06	4/7/2021
Concrete Curb/Sidewalk Repair - 1188 FOLSOM ST	FOLSOM ST	RODGERS ST	06	3/10/2021

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 25 JESSIE ST	JESSIE ST	ECKER ST	06	3/10/2021
Concrete Curb/Sidewalk Repair - 600 16TH ST	16TH ST	04TH ST	06	1/20/2021
Concrete Curb/Sidewalk Repair - 121 SPEAR ST		MISSION ST	06	1/14/2021
Concrete Curb/Sidewalk Repair - 1001 HARRISON ST	HARRISON ST	06TH ST	06	12/30/2020
Concrete Curb/Sidewalk Repair - 360 04TH ST	04TH ST	SHIPLEY ST	06	12/8/2020
Concrete Curb/Sidewalk Repair - 260 KING ST	KING ST	03RD ST	06	12/1/2020
Concrete Curb/Sidewalk Repair - 351 ELLIS ST	ELLIS ST	TAYLOR ST	06	12/1/2020
Concrete Curb/Sidewalk Repair -	11TH ST	KISSLING ST	06	11/24/2020
Concrete Curb/Sidewalk Repair - 1411 MARKET ST	MARKET ST	10TH ST \ FELL ST \ POLK ST	06	11/6/2020
Concrete Curb/Sidewalk Repair - 252 12TH ST	12TH ST	KISSLING ST	06	11/2/2020
Concrete Curb/Sidewalk Repair - 753 MISSION ST	MISSION ST	03RD ST	06	10/7/2020
Concrete Curb/Sidewalk Repair - 260 08TH ST	08TH ST	TEHAMA ST	06	9/30/2020
Concrete Curb/Sidewalk Repair - 199 GROVE ST	GROVE ST	DR CARLTON B GOODLETT PL \ POLK ST	06	9/10/2020
Concrete Curb/Sidewalk Repair -	AHERN WAY	HARRIET ST	06	9/9/2020
Concrete Curb/Sidewalk Repair - 160 SOUTH VAN NESS AVE	SOUTH VAN NESS AVE	12TH ST	06	8/26/2020
Concrete Curb/Sidewalk Repair - 110 12TH ST	12TH ST	SOUTH VAN NESS AVE	06	8/18/2020
Concrete Curb/Sidewalk Repair - 81 LANSING ST	LANSING ST	GUY PL	06	8/14/2020
Concrete Curb/Sidewalk Repair - 94 TURK ST	TURK ST	MARKET ST \ MASON ST	06	8/6/2020
Concrete Curb/Sidewalk Repair - 455 09TH ST	09TH ST	HARRISON ST	06	7/30/2020
Concrete Curb/Sidewalk Repair - 36 VALENCIA ST	VALENCIA ST	MARKET ST	06	7/29/2020
Concrete Curb/Sidewalk Repair - 777 HARRISON ST	HARRISON ST	LAPU-LAPU ST	06	7/22/2020
Concrete Curb/Sidewalk Repair - 402 ELLIS ST	ELLIS ST	JONES ST	06	7/21/2020
Concrete Curb/Sidewalk Repair - 405 TAYLOR ST	TAYLOR ST	OFARRELL ST	06	6/29/2020
Concrete Curb/Sidewalk Repair - 405 TAYLOR ST	TAYLOR ST	OFARRELL ST	06	6/23/2020
Concrete Curb/Sidewalk Repair - 301 MISSION ST	MISSION ST	BEALE ST	06	6/18/2020
Concrete Curb/Sidewalk Repair - 70 04TH ST	04TH ST	JESSIE ST	06	6/11/2020
Concrete Curb/Sidewalk Repair -	04TH ST	MISSION ST	06	6/10/2020
Concrete Curb/Sidewalk Repair - 85 MCALLISTER ST	MCALLISTER ST	CHARLES J BRENHAM PL	06	6/8/2020
Concrete Curb/Sidewalk Repair - 255 10TH ST	10TH ST	HOWARD ST	06	6/5/2020
Concrete Curb/Sidewalk Repair - 650 DELANCEY ST	DELANCEY ST	BRANNAN ST	06	6/5/2020
Concrete Curb/Sidewalk Repair - 180 HOWARD ST	HOWARD ST	SPEAR ST	06	6/5/2020
Concrete Curb/Sidewalk Repair - 450 HARRISON ST	HARRISON ST	FREMONT ST \ I-80 W OFF RAMP	06	6/5/2020
Concrete Curb/Sidewalk Repair - 1049 MARKET ST	MARKET ST	06TH ST \ GOLDEN GATE AVE \ TAYLOR ST	06	6/4/2020
Concrete Curb/Sidewalk Repair - 890 GEARY ST	GEARY ST	HYDE ST	06	6/2/2020
Concrete Curb/Sidewalk Repair - 699 03RD ST	03RD ST	BRANNAN ST	06	6/1/2020
Concrete Curb/Sidewalk Repair - 193 06TH ST	06TH ST	NATOMA ST	06	5/28/2020
Concrete Curb/Sidewalk Repair - 301 MISSION ST	MISSION ST	BEALE ST	06	5/22/2020
Concrete Curb/Sidewalk Repair - 1468 FOLSOM ST	FOLSOM ST	JUNIPER ST	06	5/21/2020
Concrete Curb/Sidewalk Repair - 450 10TH ST	10TH ST	HARRISON ST	06	5/19/2020
Concrete Curb/Sidewalk Repair -	11TH ST	MISSION ST	06	5/14/2020
Concrete Curb/Sidewalk Repair - 489 TERRY A FRANCOIS BLVD	TERRY A FRANCOIS BLVD	CHINA BASIN ST	06	5/8/2020
Concrete Curb/Sidewalk Repair - 450 10TH ST	10TH ST	HARRISON ST	06	4/23/2020
Concrete Curb/Sidewalk Repair - 450 10TH ST	10TH ST	HARRISON ST	06	4/23/2020
Concrete Curb/Sidewalk Repair - 300 TURK ST	TURK ST	LEAVENWORTH ST	06	4/1/2020
Concrete Curb/Sidewalk Repair - 25 ESSEX ST	ESSEX ST	FOLSOM ST	06	3/20/2020
Concrete Curb/Sidewalk Repair - 930 BRYANT ST	BRYANT ST	LANGTON ST	06	3/5/2020
Concrete Curb/Sidewalk Repair - 87 MCALLISTER ST	MCALLISTER ST	CHARLES J BRENHAM PL	06	3/5/2020
Concrete Curb/Sidewalk Repair - 77 MCALLISTER ST	MCALLISTER ST	CHARLES J BRENHAM PL	06	3/5/2020
Concrete Curb/Sidewalk Repair - 151 ALICE B TOKLAS PL	ALICE B TOKLAS PL	MYRTLE ST \ POLK ST	06	3/2/2020
Concrete Curb/Sidewalk Repair - 1450 FOLSOM ST	FOLSOM ST	JUNIPER ST	06	2/28/2020
Concrete Curb/Sidewalk Repair - 39 TAYLOR ST	TAYLOR ST		06	2/25/2020
Concrete Curb/Sidewalk Repair - 118 02ND ST	02ND ST	MISSION ST	06	2/19/2020
Concrete Curb/Sidewalk Repair - 388 ELLIS ST	ELLIS ST	TAYLOR ST	06	2/14/2020
Concrete Curb/Sidewalk Repair - 120 11TH ST	11TH ST	MISSION ST	06	2/14/2020
Concrete Curb/Sidewalk Repair - 1208 MARKET ST	MARKET ST	08TH ST \ GROVE ST \ HYDE ST	06	2/13/2020
Concrete Curb/Sidewalk Repair - 606 NATOMA ST	NATOMA ST	07TH ST	06	2/12/2020
Concrete Curb/Sidewalk Repair - 121 07TH ST	07TH ST	MINNA ST	06	2/12/2020
Concrete Curb/Sidewalk Repair - 360 04TH ST	04TH ST	SHIPLEY ST	06	2/12/2020
Concrete Curb/Sidewalk Repair - 810 HOWARD ST	04TH ST	04TH ST	06	2/11/2020
Concrete Curb/Sidewalk Repair - 163 MAIN ST	MAIN ST	MISSION ST	06	2/10/2020
Concrete Curb/Sidewalk Repair - 50 SOUTH VAN NESS AVE	SOUTH VAN NESS AVE	MARKET ST \ VAN NESS AVE	06	2/10/2020
Concrete Curb/Sidewalk Repair - 299 VERMONT ST	VERMONT ST	15TH ST	06	2/5/2020
Concrete Curb/Sidewalk Repair - 149 BRANNAN ST	BRANNAN ST	THE EMBARCADERO	06	2/3/2020
Concrete Curb/Sidewalk Repair - 564 04TH ST	04TH ST	WELSH ST	06	2/3/2020
Concrete Curb/Sidewalk Repair - 465 STEVENSON ST	STEVENSON ST	05TH ST	06	1/31/2020
Concrete Curb/Sidewalk Repair - 845 MARKET ST		04TH ST \ ELLIS ST \ STOCKTON ST	06	1/29/2020
Concrete Curb/Sidewalk Repair - 1017 MARKET ST	MARKET ST	06TH ST \ GOLDEN GATE AVE \ TAYLOR ST	06	1/27/2020
Concrete Curb/Sidewalk Repair - 1450 03RD ST	03RD ST	MISSION BAY BLVD	06	1/21/2020
Concrete Curb/Sidewalk Repair - 1700 04TH ST	04TH ST	CAMPUS WAY	06	1/21/2020
Concrete Curb/Sidewalk Repair - 385 TAYLOR ST	TAYLOR ST	ELLIS ST	06	1/16/2020
Concrete Curb/Sidewalk Repair - 33 08TH ST	08TH ST	GROVE ST \ HYDE ST \ MARKET ST	06	1/14/2020
Concrete Curb/Sidewalk Repair - 81 05TH ST	05TH ST	JESSIE ST	06	1/2/2020
Concrete Curb/Sidewalk Repair - 1095 MARKET ST	MARKET ST	06TH ST \ GOLDEN GATE AVE \ TAYLOR ST	06	1/2/2020
Concrete Curb/Sidewalk Repair - 70 04TH ST	04TH ST	JESSIE ST	06	12/30/2019
Concrete Curb/Sidewalk Repair - 100 VAN NESS AVE	VAN NESS AVE	FELL ST	06	12/30/2019
Concrete Curb/Sidewalk Repair - 40 LEAVENWORTH ST	LEAVENWORTH ST	UNITED NATIONS PLZ	06	12/12/2019
Concrete Curb/Sidewalk Repair - 260 08TH ST	08TH ST	TEHAMA ST	06	12/4/2019
Concrete Curb/Sidewalk Repair - 52 GROVE ST	GROVE ST	LARKIN ST	06	11/25/2019
Concrete Curb/Sidewalk Repair - 701 LARKIN ST	LARKIN ST	ELLIS ST	06	11/14/2019
Concrete Curb/Sidewalk Repair - 200 04TH ST	04TH ST	HOWARD ST	06	10/24/2019
Concrete Curb/Sidewalk Repair - 575 POLK ST	POLK ST	ELM ST	06	10/24/2019
Concrete Curb/Sidewalk Repair - 300 TURK ST	TURK ST	LEAVENWORTH ST	06	10/22/2019
Concrete Curb/Sidewalk Repair -	LEAVENWORTH ST	UNITED NATIONS PLZ	06	10/15/2019
Concrete Curb/Sidewalk Repair -	01ST ST	BUSH ST \ MARKET ST	06	10/13/2019
Concrete Curb/Sidewalk Repair - 1067 MARKET ST	MARKET ST	06TH ST \ GOLDEN GATE AVE \ TAYLOR ST	06	10/7/2019
Concrete Curb/Sidewalk Repair -	01ST ST	BUSH ST \ MARKET ST	06	10/6/2019
Concrete Curb/Sidewalk Repair - 500 TERRY A FRANCOIS BLVD	TERRY A FRANCOIS BLVD	MISSION BAY BLVD	06	10/5/2019
Concrete Curb/Sidewalk Repair - 40 LEAVENWORTH ST	LEAVENWORTH ST	UNITED NATIONS PLZ	06	9/30/2019
Concrete Curb/Sidewalk Repair - 402 ELLIS ST	ELLIS ST	JONES ST	06	9/27/2019
Concrete Curb/Sidewalk Repair - 190 07TH ST	07TH ST	NATOMA ST	06	9/18/2019
Concrete Curb/Sidewalk Repair -	ESSEX ST	LANSING ST	06	9/17/2019
Concrete Curb/Sidewalk Repair -	ESSEX ST	LANSING ST	06	9/17/2019
Concrete Curb/Sidewalk Repair - 540 MISSION BAY BLVD	MISSION BAY BLVD NORTH	03RD ST	06	9/11/2019
Concrete Curb/Sidewalk Repair - 680 08TH ST	08TH ST	BRANNAN ST	06	9/3/2019
Concrete Curb/Sidewalk Repair -	11TH ST	MISSION ST	06	8/18/2019
Concrete Curb/Sidewalk Repair -	04TH ST	HOWARD ST	06	5/10/2019
Concrete Curb/Sidewalk Repair - 901 MARKET ST	MARKET ST	05TH ST \ CYRIL MAGNIN ST	06	4/18/2019
Concrete Curb/Sidewalk Repair - 790 HOWARD ST	HOWARD ST	03RD ST	06	3/12/2019
Concrete Curb/Sidewalk Repair - 69 DR CARLTON B GOODLETT PL	DR CARLTON B GOODLETT PL	GROVE ST \ POLK ST	06	3/8/2019
Concrete Curb/Sidewalk Repair - 1700 OCEAN AVE	OCEAN AVE	FAXON AVE	07	5/24/2023
Concrete Curb/Sidewalk Repair - 5 LENOX WAY	LENOX WAY	TARAVAL ST	07	5/24/2023

# List of Outstanding Sidewalk and Curb Repairs by District as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 360 WEST PORTAL AVE	WEST PORTAL AVE	14TH AVE	07	5/19/2023
Concrete Curb/Sidewalk Repair - 4 LANSDALE AVE	LANSDALE AVE	JUANITA WAY	07	5/12/2023
Concrete Curb/Sidewalk Repair - 95 CRESTMONT DR	CRESTMONT DR	CHRISTOPHER DR \ GLENHAVEN LN	07	5/9/2023
Concrete Curb/Sidewalk Repair - 2522 OCEAN AVE	OCEAN AVE	JUNIPERO SERRA BLVD	07	5/2/2023
Concrete Curb/Sidewalk Repair - 15 MONTALVO AVE	MONTALVO AVE	CASTENADA AVE	07	5/2/2023
Concrete Curb/Sidewalk Repair - 38 HEARST AVE	HEARST AVE	CIRCULAR AVE	07	4/27/2023
Concrete Curb/Sidewalk Repair - 61 SAN JACINTO WAY	SAN JACINTO WAY	RAVENWOOD DR	07	4/26/2023
Concrete Curb/Sidewalk Repair - 1782 18TH AVE	18TH AVE	MORAGA ST	07	4/19/2023
Concrete Curb/Sidewalk Repair - 101 PINEHURST WAY	PINEHURST WAY	KENWOOD WAY	07	4/14/2023
Concrete Curb/Sidewalk Repair - 67 LAKEWOOD AVE	LAKEWOOD AVE	OCEAN AVE	07	4/11/2023
Concrete Curb/Sidewalk Repair - 39 FAIRFIELD WAY	FAIRFIELD WAY	OCEAN AVE	07	4/11/2023
Concrete Curb/Sidewalk Repair - 47 FAIRFIELD WAY	FAIRFIELD WAY	OCEAN AVE	07	4/11/2023
Concrete Curb/Sidewalk Repair - 52 FAIRFIELD WAY	FAIRFIELD WAY	OCEAN AVE	07	4/11/2023
Concrete Curb/Sidewalk Repair - 60 FAIRFIELD WAY	FAIRFIELD WAY	OCEAN AVE	07	4/11/2023
Concrete Curb/Sidewalk Repair - 29 LAKEWOOD AVE	LAKEWOOD AVE	OCEAN AVE	07	4/10/2023
Concrete Curb/Sidewalk Repair - 55 LAKEWOOD AVE	LAKEWOOD AVE	OCEAN AVE	07	4/10/2023
Concrete Curb/Sidewalk Repair - 73 LAKEWOOD AVE	LAKEWOOD AVE	OCEAN AVE	07	4/10/2023
Concrete Curb/Sidewalk Repair - 1801 MONTEREY BLVD	MONTEREY BLVD	SANTA ANA AVE	07	4/7/2023
Concrete Curb/Sidewalk Repair - 1661 17TH AVE	17TH AVE	LAWTON ST	07	4/6/2023
Concrete Curb/Sidewalk Repair - 85 LAKEWOOD AVE	LAKEWOOD AVE	OCEAN AVE	07	4/6/2023
Concrete Curb/Sidewalk Repair - 1900 18TH AVE	18TH AVE	ORTEGA ST	07	4/6/2023
Concrete Curb/Sidewalk Repair - 91 LAKEWOOD AVE	LAKEWOOD AVE	OCEAN AVE	07	4/5/2023
Concrete Curb/Sidewalk Repair - 160 WESTGATE DR	WESTGATE DR	KENWOOD WAY	07	4/4/2023
Concrete Curb/Sidewalk Repair - 2274 16TH AVE	16TH AVE	RIVERA ST	07	4/3/2023
Concrete Curb/Sidewalk Repair - 288 DENSLowe DR	DENSLowe DR	HOLLOWAY AVE	07	3/31/2023
Concrete Curb/Sidewalk Repair - 15 WESTGATE DR	WESTGATE DR	CERRITOS AVE \ OCEAN AVE	07	3/30/2023
Concrete Curb/Sidewalk Repair - 135 MANOR DR	MANOR DR	FAIRFIELD WAY \ KENWOOD WAY	07	3/29/2023
Concrete Curb/Sidewalk Repair - 190 APTOS AVE	APTOS AVE	UPLAND DR	07	3/29/2023
Concrete Curb/Sidewalk Repair - 59 MANOR DR	MANOR DR	OCEAN AVE	07	3/29/2023
Concrete Curb/Sidewalk Repair - 24 MANOR DR	MANOR DR	OCEAN AVE	07	3/28/2023
Concrete Curb/Sidewalk Repair - 143 DALEWOOD WAY	DALEWOOD WAY	LANSDALE AVE \ MYRA WAY \ SHERWOOD CT	07	3/22/2023
Concrete Curb/Sidewalk Repair - 157 DALEWOOD WAY	DALEWOOD WAY	LANSDALE AVE \ MYRA WAY \ SHERWOOD CT	07	3/22/2023
Concrete Curb/Sidewalk Repair - 161 DALEWOOD WAY	DALEWOOD WAY	LANSDALE AVE \ MYRA WAY \ SHERWOOD CT	07	3/22/2023
Concrete Curb/Sidewalk Repair - 165 DALEWOOD WAY	DALEWOOD WAY	LANSDALE AVE \ MYRA WAY \ SHERWOOD CT	07	3/22/2023
Concrete Curb/Sidewalk Repair - 2234 17TH AVE	17TH AVE	RIVERA ST	07	3/20/2023
Concrete Curb/Sidewalk Repair - 2650 15TH AVE	15TH AVE	VICENTE ST	07	3/17/2023
Concrete Curb/Sidewalk Repair - 39 PINEHURST WAY	PINEHURST WAY	OCEAN AVE	07	3/14/2023
Concrete Curb/Sidewalk Repair - 745 VICENTE ST	VICENTE ST	18TH AVE	07	3/14/2023
Concrete Curb/Sidewalk Repair - 2642 15TH AVE	15TH AVE	VICENTE ST	07	3/13/2023
Concrete Curb/Sidewalk Repair - 2638 15TH AVE	15TH AVE	VICENTE ST	07	3/13/2023
Concrete Curb/Sidewalk Repair - 2634 15TH AVE	15TH AVE	VICENTE ST	07	3/13/2023
Concrete Curb/Sidewalk Repair - 320 WAWONA ST	WAWONA ST	14TH AVE	07	3/10/2023
Concrete Curb/Sidewalk Repair - 44 SAN BENITO WAY	SAN BENITO WAY	SAN ANSELMO AVE	07	3/8/2023
Concrete Curb/Sidewalk Repair - 236 WEST PORTAL AVE	WEST PORTAL AVE	VICENTE ST	07	3/8/2023
Concrete Curb/Sidewalk Repair - 154 PINEHURST WAY	PINEHURST WAY	KENWOOD WAY	07	3/8/2023
Concrete Curb/Sidewalk Repair - 70 PINEHURST WAY	PINEHURST WAY	OCEAN AVE	07	3/8/2023
Concrete Curb/Sidewalk Repair - 55 PINEHURST WAY	PINEHURST WAY	OCEAN AVE	07	3/7/2023
Concrete Curb/Sidewalk Repair - 2 PINEHURST WAY	PINEHURST WAY	OCEAN AVE	07	3/7/2023
Concrete Curb/Sidewalk Repair - 96 MANOR DR	MANOR DR	OCEAN AVE	07	3/7/2023
Concrete Curb/Sidewalk Repair - 87 HERNANDEZ AVE	HERNANDEZ AVE	WOODSIDE AVE	07	3/6/2023
Concrete Curb/Sidewalk Repair - 245 KENWOOD WAY	KENWOOD WAY	KEYSTONE WAY	07	3/3/2023
Concrete Curb/Sidewalk Repair - 650 UPLAND DR	UPLAND DR	APTOS AVE	07	3/2/2023
Concrete Curb/Sidewalk Repair - 670 MIRAMAR AVE	MIRAMAR AVE	WILDWOOD WAY	07	2/28/2023
Concrete Curb/Sidewalk Repair - 660 MIRAMAR AVE	MIRAMAR AVE	WILDWOOD WAY	07	2/28/2023
Concrete Curb/Sidewalk Repair - 10 SAN ANDREAS WAY	SAN ANDREAS WAY	SAN ANSELMO AVE	07	2/24/2023
Concrete Curb/Sidewalk Repair - 1615 MONTEREY BLVD	MONTEREY BLVD	SAN ANSELMO AVE \ SANTA CLARA AVE	07	2/24/2023
Concrete Curb/Sidewalk Repair - 255 WESTGATE DR	WESTGATE DR	UPLAND DR	07	2/22/2023
Concrete Curb/Sidewalk Repair - 127 WESTGATE DR	WESTGATE DR	KENWOOD WAY	07	2/22/2023
Concrete Curb/Sidewalk Repair - 30 EASTWOOD DR	EASTWOOD DR	MIRAMAR AVE \ WESTWOOD DR	07	2/17/2023
Concrete Curb/Sidewalk Repair - 56 MERCED AVE	MERCED AVE	LAGUNA HONDA BLVD	07	2/16/2023
Concrete Curb/Sidewalk Repair - 1845 MONTEREY BLVD	MONTEREY BLVD	SANTA ANA AVE	07	2/14/2023
Concrete Curb/Sidewalk Repair - 1950 MONTEREY BLVD	MONTEREY BLVD	SAN LEANDRO WAY	07	2/10/2023
Concrete Curb/Sidewalk Repair - 600 PORTOLA DR	PORTOLA DR	OSHAUGHNESSY BLVD \ WOODSIDE AVE	07	2/10/2023
Concrete Curb/Sidewalk Repair - 135 SAINT FRANCIS BLVD	SANT FRANCIS BLVD	SAN FERNANDO WAY	07	1/27/2023
Concrete Curb/Sidewalk Repair - 225 SANTA ANA AVE	SANTA ANA AVE	MONTEREY BLVD	07	1/27/2023
Concrete Curb/Sidewalk Repair - 130 SAN BUENAVENTURA WAY	SAN BUENAVENTURA WAY	SAINT FRANCIS BLVD	07	1/27/2023
Concrete Curb/Sidewalk Repair - 100 SAN BUENAVENTURA WAY	SAN BUENAVENTURA WAY	SAINT FRANCIS BLVD	07	1/27/2023
Concrete Curb/Sidewalk Repair -	SAN BUENAVENTURA WAY	SAINT FRANCIS BLVD	07	1/27/2023
Concrete Curb/Sidewalk Repair - 177 SAN ALESO AVE	SAN ALESO AVE	DARIEN WAY	07	1/26/2023
Concrete Curb/Sidewalk Repair - 169 SAN ALESO AVE	SAN ALESO AVE	DARIEN WAY	07	1/26/2023
Concrete Curb/Sidewalk Repair - 115 SAN ALESO AVE	SAN ALESO AVE	DARIEN WAY	07	1/26/2023
Concrete Curb/Sidewalk Repair - 1690 PORTOLA DR	PORTOLA DR	SAN FERNANDO WAY	07	1/26/2023
Concrete Curb/Sidewalk Repair - 651 UPLAND DR	UPLAND DR	APTOS AVE	07	1/25/2023
Concrete Curb/Sidewalk Repair - 110 SAN ALESO AVE	SAN ALESO AVE	DARIEN WAY	07	1/25/2023
Concrete Curb/Sidewalk Repair - 25 SAN ANDREAS WAY	SAN ANDREAS WAY	SAN ANSELMO AVE	07	1/25/2023
Concrete Curb/Sidewalk Repair - 165 SAN BUENAVENTURA WAY	SAN BUENAVENTURA WAY	SAINT FRANCIS BLVD	07	1/25/2023
Concrete Curb/Sidewalk Repair - 135 SAN BUENAVENTURA WAY	SAN BUENAVENTURA WAY	SAINT FRANCIS BLVD	07	1/25/2023
Concrete Curb/Sidewalk Repair - 0251 SAN ANSELMO AVE	SAN ANSELMO AVE	SAN ANDREAS WAY	07	1/25/2023
Concrete Curb/Sidewalk Repair - 20 SAN BUENAVENTURA WAY	SAN BUENAVENTURA WAY	SAN ANSELMO AVE	07	1/25/2023
Concrete Curb/Sidewalk Repair - 340 SAINT FRANCIS BLVD	SANT FRANCIS BLVD	SANTA ANA AVE	07	1/25/2023
Concrete Curb/Sidewalk Repair - 130 SAN BENITO WAY	SAN BENITO WAY	SAINT FRANCIS BLVD	07	1/25/2023
Concrete Curb/Sidewalk Repair - 1922 19TH AVE	19TH AVE	ORTEGA ST	07	1/19/2023
Concrete Curb/Sidewalk Repair - 242 FLOOD AVE	FLOOD AVE	DETROIT ST	07	1/17/2023
Concrete Curb/Sidewalk Repair - 141 JUNIPERO SERRA BLVD	JUNIPERO SERRA BLVD	MONTEREY BLVD	07	1/10/2023
Concrete Curb/Sidewalk Repair - 95 JUNIPERO SERRA BLVD	JUNIPERO SERRA BLVD	SAINT FRANCIS BLVD	07	1/6/2023
Concrete Curb/Sidewalk Repair - 2045 MONTEREY BLVD	MONTEREY BLVD	SAN FERNANDO WAY	07	1/6/2023
Concrete Curb/Sidewalk Repair - 50 DARIEN WAY	DARIEN WAY	JUNIPERO SERRA BLVD	07	1/6/2023
Concrete Curb/Sidewalk Repair - 557 CONGO ST	CONGO ST	MELROSE AVE	07	1/6/2023
Concrete Curb/Sidewalk Repair - 201 SAN ANSELMO AVE	SAN ANSELMO AVE	SAN ANDREAS WAY	07	1/6/2023
Concrete Curb/Sidewalk Repair - 1470 MONTEREY BLVD	MONTEREY BLVD	SAN ALESO AVE	07	1/6/2023
Concrete Curb/Sidewalk Repair - 51 SAN ANDREAS WAY	SAN ANDREAS WAY	SAN ANSELMO AVE	07	1/5/2023
Concrete Curb/Sidewalk Repair - 45 SAN ANDREAS WAY	SAN ANDREAS WAY	SAN ANSELMO AVE	07	1/5/2023
Concrete Curb/Sidewalk Repair - 270 SAN ANSELMO AVE	SAN ANSELMO AVE	SAN BUENAVENTURA WAY	07	1/5/2023
Concrete Curb/Sidewalk Repair - 17 SAN ANDREAS WAY	SAN ANDREAS WAY	SAN ANSELMO AVE	07	1/5/2023
Concrete Curb/Sidewalk Repair - 1567 18TH AVE	18TH AVE	KIRKHAM ST	07	12/23/2022
Concrete Curb/Sidewalk Repair - 325 WARREN DR	WARREN DR	DEVONSHIRE WAY	07	12/14/2022
Concrete Curb/Sidewalk Repair - 1535 IRVING ST	IRVING ST	16TH AVE	07	12/5/2022
Concrete Curb/Sidewalk Repair - 522 MANGELS AVE	MANGELS AVE	FOERSTER ST	07	11/8/2022
Concrete Curb/Sidewalk Repair - 201 SAN BENITO WAY	SAN BENITO WAY	MONTEREY BLVD	07	10/28/2022
Concrete Curb/Sidewalk Repair - 1250 09TH AVE	09TH AVE	LINCOLN WAY	07	10/17/2022
Concrete Curb/Sidewalk Repair - 2290 CECILIA AVE	CECILIA AVE	RIVERA ST	07	10/17/2022
Concrete Curb/Sidewalk Repair - 198 MIRALOMA DR	MIRALOMA DR	BENGAL ALY	07	9/28/2022
Concrete Curb/Sidewalk Repair - 55 SAN PABLO AVE	SAN PABLO AVE	SANTA MONICA WAY	07	9/23/2022



# List of Outstanding Sidewalk and Curb Repairs by District as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 242 FLOOD AVE	FLOOD AVE	DETROIT ST	07	9/16/2022
Concrete Curb/Sidewalk Repair - 100 DENSLowe DR	DENSLowe DR	WYTON LN	07	9/14/2022
Concrete Curb/Sidewalk Repair - 109 ALTON AVE	ALTON AVE	PACHECO ST	07	8/31/2022
Concrete Curb/Sidewalk Repair - 601 SAINT FRANCIS BLVD	SAINT FRANCIS BLVD	SAN BUENAVENTURA WAY	07	7/13/2022
Concrete Curb/Sidewalk Repair -	FARVIEW CT	MARVIEW WAY	07	6/28/2022
Concrete Curb/Sidewalk Repair - 1183 OCEAN AVE	OCEAN AVE	LEE AVE	07	6/23/2022
Concrete Curb/Sidewalk Repair - 225 SANTA PAULA AVE	SANTA PAULA AVE	TERRACE WALK \ YERBA BUENA AVE	07	6/22/2022
Concrete Curb/Sidewalk Repair - 319 CASTENADA AVE	CASTENADA AVE	SAN MARCOS AVE	07	6/16/2022
Concrete Curb/Sidewalk Repair - 1000 MONTEREY BLVD	MONTEREY BLVD	YERBA BUENA AVE	07	6/10/2022
Concrete Curb/Sidewalk Repair - 501 URBANO DR	URBANO DR	BORICA ST	07	6/7/2022
Concrete Curb/Sidewalk Repair - 101 CRESTA VISTA DR	CRESTA VISTA DR	GLOBE ALY	07	5/11/2022
Concrete Curb/Sidewalk Repair - 35 AGUA WAY	AGUA WAY	TERESITA BLVD	07	4/28/2022
Concrete Curb/Sidewalk Repair - 121 SAN BENITO WAY	SAN BENITO WAY	SAINT FRANCIS BLVD	07	4/27/2022
Concrete Curb/Sidewalk Repair - 111 SAN BENITO WAY	SAN BENITO WAY	SAINT FRANCIS BLVD	07	4/27/2022
Concrete Curb/Sidewalk Repair - 110 SYLVAN DR	SYLVAN DR	OCEAN AVE	07	4/27/2022
Concrete Curb/Sidewalk Repair - 70 WAWONA ST	WAWONA ST	TARAVAL ST	07	4/18/2022
Concrete Curb/Sidewalk Repair - 600 SAINT FRANCIS BLVD	SAINT FRANCIS BLVD	SAN BUENAVENTURA WAY	07	4/18/2022
Concrete Curb/Sidewalk Repair - 262 SANTA PAULA AVE	SANTA PAULA AVE	TERRACE WALK \ YERBA BUENA AVE	07	4/18/2022
Concrete Curb/Sidewalk Repair - 140 ALTON AVE	ALTON AVE	PACHECO ST	07	4/14/2022
Concrete Curb/Sidewalk Repair - 1650 PLYMOUTH AVE	PLYMOUTH AVE	MANGELS AVE	07	3/23/2022
Concrete Curb/Sidewalk Repair - 245 FOWLER DR	FOWLER AVE	JUANITA WAY	07	3/15/2022
Concrete Curb/Sidewalk Repair - 501 ROCKDALE DR	ROCKDALE DR	OMAR WAY	07	3/10/2022
Concrete Curb/Sidewalk Repair - 944 MONTEREY BLVD	MONTEREY BLVD	COLON AVE	07	3/9/2022
Concrete Curb/Sidewalk Repair - 55 SAN PABLO AVE	SAN PABLO AVE	SANTA MONICA WAY	07	3/9/2022
Concrete Curb/Sidewalk Repair - 1222 MORAGA ST	MORAGA ST	18TH AVE	07	3/7/2022
Concrete Curb/Sidewalk Repair - 41 FOERSTER ST	FOERSTER ST	SUNNYSIDE TER	07	3/3/2022
Concrete Curb/Sidewalk Repair - 626 TERESITA BLVD	TERESITA BLVD	MARIETTA DR \ MOLIMO DR	07	3/3/2022
Concrete Curb/Sidewalk Repair -	SLOAT BLVD	SUNSET BLVD ON RAMP	07	2/15/2022
Concrete Curb/Sidewalk Repair - 1745 SLOAT BLVD	SLOAT BLVD	34TH AVE \ CLEARFIELD DR	07	2/15/2022
Concrete Curb/Sidewalk Repair - 41 LAGUNITAS DR	LAGUNITAS DR	CRANLEIGH DR	07	2/15/2022
Concrete Curb/Sidewalk Repair - 41 SANTA RITA AVE	SANTA RITA AVE	SOTELO AVE	07	2/11/2022
Concrete Curb/Sidewalk Repair - 333 SANTIAGO ST	SANTIAGO ST	14TH AVE	07	2/11/2022
Concrete Curb/Sidewalk Repair - 50 YERBA BUENA AVE	YERBA BUENA AVE	SANTA CLARA AVE \ SANTA MONICA WAY	07	2/7/2022
Concrete Curb/Sidewalk Repair - 2119 12TH AVE	12TH AVE	QUINTARA ST	07	2/7/2022
Concrete Curb/Sidewalk Repair - 355 SERRANO DR	SERRANO DR	FONT BLVD	07	2/4/2022
Concrete Curb/Sidewalk Repair - 39 BELLE AVE	BELLE AVE	NIANTIC AVE \ SAINT CHARLES AVE	07	1/27/2022
Concrete Curb/Sidewalk Repair - 90 MAGELLAN AVE	MAGELLAN AVE	CASTENADA AVE \ FOREST HILL PATH	07	1/20/2022
Concrete Curb/Sidewalk Repair - 435 MAGELLAN AVE	MAGELLAN AVE	MONTALVO AVE	07	1/11/2022
Concrete Curb/Sidewalk Repair - 2701 SLOAT BLVD	SLOAT BLVD	45TH AVE	07	12/22/2021
Concrete Curb/Sidewalk Repair - 801 NORIEGA ST	NORIEGA ST	15TH AVE	07	12/20/2021
Concrete Curb/Sidewalk Repair - 750 RIVERA ST	RIVERA ST	17TH AVE	07	12/20/2021
Concrete Curb/Sidewalk Repair - 1600 FUNSTON AVE	FUNSTON AVE	LAWTON ST	07	12/9/2021
Concrete Curb/Sidewalk Repair - 1624 18TH AVE	18TH AVE	LAWTON ST	07	12/9/2021
Concrete Curb/Sidewalk Repair - 375 STAPLES AVE	STAPLES AVE	FOERSTER ST	07	12/3/2021
Concrete Curb/Sidewalk Repair - 65 MERCED AVE	MERCED AVE	LAGUNA HONDA BLVD	07	12/2/2021
Concrete Curb/Sidewalk Repair - 175 SAN FELIPE AVE	SAN FELIPE AVE	EL VERANO WAY \ MONTEREY BLVD \ NORTHGATE DR	07	11/29/2021
Concrete Curb/Sidewalk Repair - 260 LANSDALE AVE	LANSDALE AVE	ROBINHOOD DR	07	11/29/2021
Concrete Curb/Sidewalk Repair - 100 DORCAS WAY	DORCAS WAY	MOLIMO DR	07	11/29/2021
Concrete Curb/Sidewalk Repair - 367 STAPLES AVE	STAPLES AVE	FOERSTER ST	07	11/16/2021
Concrete Curb/Sidewalk Repair - 801 PORTOLA DR	PORTOLA DR	EVELYN WAY	07	11/15/2021
Concrete Curb/Sidewalk Repair - 1995 FUNSTON AVE	FUNSTON AVE	AERIAL WAY	07	11/1/2021
Concrete Curb/Sidewalk Repair - 1991 FUNSTON AVE	FUNSTON AVE	AERIAL WAY	07	11/1/2021
Concrete Curb/Sidewalk Repair - 270 LANSDALE AVE	LANSDALE AVE	ROBINHOOD DR	07	10/4/2021
Concrete Curb/Sidewalk Repair - 299 SANTA PAULA AVE	SANTA PAULA AVE	TERRACE WALK \ YERBA BUENA AVE	07	9/23/2021
Concrete Curb/Sidewalk Repair - 2200 09TH AVE	09TH AVE	MESA AVE	07	9/2/2021
Concrete Curb/Sidewalk Repair - 2249 17TH AVE	17TH AVE	RIVERA ST	07	8/24/2021
Concrete Curb/Sidewalk Repair -	JUNIPERO SERRA BLVD	ROSSMOOR DR	07	8/11/2021
Concrete Curb/Sidewalk Repair - 10 VENTURA AVE	VENTURA AVE	LINARES AVE	07	8/10/2021
Concrete Curb/Sidewalk Repair - 2233 CECILIA AVE	CECILIA AVE	RIVERA ST	07	7/22/2021
Concrete Curb/Sidewalk Repair - 2701 SLOAT BLVD	SLOAT BLVD	45TH AVE	07	7/11/2021
Concrete Curb/Sidewalk Repair - 555 TARAVAL ST	TARAVAL ST	15TH AVE	07	7/7/2021
Concrete Curb/Sidewalk Repair - 30 CIRCULAR AVE	CIRCULAR AVE	I-280 N ON RAMP \ I-280 S OFF RAMP \ MONTEREY BLVD	07	7/7/2021
Concrete Curb/Sidewalk Repair - 75 ROCKWOOD CT	ROCKWOOD CT	ROCKAWAY AVE	07	7/1/2021
Concrete Curb/Sidewalk Repair - 0200 SAINT CHARLES AVE	SAINT CHARLES AVE	ALEMANY BLVD \ PALMETTO AVE	07	6/29/2021
Concrete Curb/Sidewalk Repair - 2251 16TH AVE	16TH AVE	RIVERA ST	07	6/17/2021
Concrete Curb/Sidewalk Repair - 355 SERRANO DR	SERRANO DR	FONT BLVD	07	6/17/2021
Concrete Curb/Sidewalk Repair - 2400 OCEAN AVE	OCEAN AVE	SAN FERNANDO WAY	07	6/9/2021
Concrete Curb/Sidewalk Repair - 56 DENSLowe DR	DENSLowe DR	LYNDHURST DR	07	6/2/2021
Concrete Curb/Sidewalk Repair - 369 MAGELLAN AVE	MAGELLAN AVE	DORANTES AVE \ PACHECO ST	07	6/1/2021
Concrete Curb/Sidewalk Repair - 235 SAINT CHARLES AVE	SAINT CHARLES AVE	ALEMANY BLVD \ PALMETTO AVE	07	5/5/2021
Concrete Curb/Sidewalk Repair - 634 HEARST AVE	HEARST AVE	GENNESSEE ST	07	5/3/2021
Concrete Curb/Sidewalk Repair - 1235 LAWTON ST	LAWTON ST	18TH AVE	07	4/7/2021
Concrete Curb/Sidewalk Repair - 140 ALTON AVE	ALTON AVE	PACHECO ST	07	4/5/2021
Concrete Curb/Sidewalk Repair - 751 ULLOA ST	ULLOA ST	DORCHESTER WAY	07	3/31/2021
Concrete Curb/Sidewalk Repair - 120 ALTON AVE	ALTON AVE	PACHECO ST	07	3/22/2021
Concrete Curb/Sidewalk Repair - 66 SOTELO AVE	SOTELO AVE	UNNAMED 034	07	3/10/2021
Concrete Curb/Sidewalk Repair - 109 ALTON AVE	ALTON AVE	PACHECO ST	07	3/10/2021
Concrete Curb/Sidewalk Repair - 451 YERBA BUENA AVE	YERBA BUENA AVE	PLYMOUTH AVE \ SAINT ELMO WAY	07	3/2/2021
Concrete Curb/Sidewalk Repair - 300 BRENTWOOD AVE	BRENTWOOD AVE	FERNWOOD DR \ ROSEWOOD DR \ UNNAMED 040	07	2/4/2021
Concrete Curb/Sidewalk Repair - 493 JOOST AVE	JOOST AVE	DETROIT ST	07	1/26/2021
Concrete Curb/Sidewalk Repair - 643 TERESITA BLVD	TERESITA BLVD	MARIETTA DR \ MOLIMO DR	07	1/7/2021
Concrete Curb/Sidewalk Repair - 2191 FUNSTON AVE	FUNSTON AVE	QUINTARA ST	07	10/14/2020
Concrete Curb/Sidewalk Repair - 1441 11TH AVE	11TH AVE	JUDAH ST	07	9/11/2020
Concrete Curb/Sidewalk Repair - 55 SANTA PAULA AVE	SANTA PAULA AVE	PORTOLA DR	07	8/14/2020
Concrete Curb/Sidewalk Repair - 285 SAINT CHARLES AVE	SAINT CHARLES AVE	ALEMANY BLVD \ PALMETTO AVE	07	8/12/2020
Concrete Curb/Sidewalk Repair - 136 JUAN BAUTISTA CIR	JUAN BAUTISTA CIR	GRUJALVA DR	07	7/20/2020
Concrete Curb/Sidewalk Repair - 32 SOTELO AVE	SOTELO AVE	SANTA RITA AVE	07	6/11/2020
Concrete Curb/Sidewalk Repair - 111 JOOST AVE	JOOST AVE	ACADIA ST	07	6/10/2020
Concrete Curb/Sidewalk Repair - 55 SANTA CLARA AVE	SANTA CLARA AVE	SANTA MONICA WAY \ YERBA BUENA AVE	07	5/8/2020
Concrete Curb/Sidewalk Repair - 11 YERBA BUENA AVE	YERBA BUENA AVE	SANTA CLARA AVE \ SANTA MONICA WAY	07	5/8/2020
Concrete Curb/Sidewalk Repair - 2499 OCEAN AVE	OCEAN AVE	SAN FERNANDO WAY	07	5/7/2020
Concrete Curb/Sidewalk Repair - 50 FOREST KNOLLS DR	FOREST KNOLLS DR	CHRISTOPHER DR	07	4/20/2020
Concrete Curb/Sidewalk Repair -	FRIDA KAHLO WAY	GENEVA AVE \ OCEAN AVE	07	3/18/2020
Concrete Curb/Sidewalk Repair - 140 PACHECO ST	PACHECO ST	MAGELLAN AVE	07	3/16/2020
Concrete Curb/Sidewalk Repair - 401 DETROIT ST	DETROIT ST	HEARST AVE	07	3/4/2020
Concrete Curb/Sidewalk Repair - 354 LAGUNA HONDA BLVD	LAGUNA HONDA BLVD	PLAZA ST	07	2/18/2020
Concrete Curb/Sidewalk Repair - 99 MERCED AVE	MERCED AVE	PACHECO ST	07	2/6/2020
Concrete Curb/Sidewalk Repair - 99 MERCED AVE	MERCED AVE	PACHECO ST	07	2/6/2020
Concrete Curb/Sidewalk Repair - 15 MAGELLAN AVE	MAGELLAN AVE	CASTENADA AVE \ FOREST HILL PATH	07	1/31/2020
Concrete Curb/Sidewalk Repair - 50 EVELYN WAY	EVELYN WAY	PORTOLA DR	07	1/23/2020
Concrete Curb/Sidewalk Repair - 275 SANTA ANA AVE	SANTA ANA AVE	MONTEREY BLVD	07	1/13/2020
Concrete Curb/Sidewalk Repair - 747 LAWTON ST	LAWTON ST	FUNSTON AVE	07	12/26/2019

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 191 SAN ANSELMO AVE	SAN ANSELMO AVE	SANTA PAULA AVE \ TERRACE WALK	07	12/26/2019
Concrete Curb/Sidewalk Repair - 56 DENSLowe DR	DENSLowe DR	LYNDHURST DR	07	12/20/2019
Concrete Curb/Sidewalk Repair - 101 MERCED AVE	MERCED AVE	PACHECO ST	07	12/16/2019
Concrete Curb/Sidewalk Repair - 1209 CAPITOL AVE	CAPITOL AVE	DE MONTFORT AVE	07	12/10/2019
Concrete Curb/Sidewalk Repair - 745 RIVERA ST	RIVERA ST	17TH AVE	07	12/3/2019
Concrete Curb/Sidewalk Repair - 431 VICENTE ST	VICENTE ST	15TH AVE	07	11/20/2019
Concrete Curb/Sidewalk Repair - 2396 OCEAN AVE	OCEAN AVE	SAN LEANDRO WAY	07	11/14/2019
Concrete Curb/Sidewalk Repair - 90 SANTA PAULA AVE	SANTA PAULA AVE	PORTOLA DR	07	11/5/2019
Concrete Curb/Sidewalk Repair - 66 AERIAL WAY	AERIAL WAY	PACHECO ST	07	10/29/2019
Concrete Curb/Sidewalk Repair - 38 SANTA RITA AVE	SANTA RITA AVE	SOTELO AVE	07	9/26/2019
Concrete Curb/Sidewalk Repair -	OCEAN AVE	VICTORIA ST	07	9/12/2019
Concrete Curb/Sidewalk Repair -	OCEAN AVE	VICTORIA ST	07	9/12/2019
Concrete Curb/Sidewalk Repair - 210 LANSDALE AVE	LANSDALE AVE	CASITAS AVE	07	9/10/2019
Concrete Curb/Sidewalk Repair -	EUCALYPTUS DR	JUNIPERO SERRA BLVD \ OCEAN AVE	07	8/17/2019
Concrete Curb/Sidewalk Repair -	FRIDA KAHLO WAY	GENEVA AVE \ OCEAN AVE	07	6/26/2019
Concrete Curb/Sidewalk Repair - 111 DEVONSHIRE WAY	DEVONSHIRE WAY	OAK PARK DR	07	6/19/2019
Concrete Curb/Sidewalk Repair -	BRIGHTON AVE	OCEAN AVE	07	6/7/2018
Concrete Curb/Sidewalk Repair - 1542 GUERRERO ST	GUERRERO ST	27TH ST	08	5/15/2023
Concrete Curb/Sidewalk Repair - 180 FAIR OAKS ST	FAIR OAKS ST	22ND ST	08	5/9/2023
Concrete Curb/Sidewalk Repair - 10 DIAMOND ST	DIAMOND ST	17TH ST	08	5/3/2023
Concrete Curb/Sidewalk Repair - 201 CASELLI AVE	CASELLI AVE	DANVERS ST	08	4/24/2023
Concrete Curb/Sidewalk Repair - 3600 21ST ST	21ST ST	CHURCH ST	08	3/28/2023
Concrete Curb/Sidewalk Repair - 45 CASTRO ST	CASTRO ST	DUBOCE AVE	08	3/6/2023
Concrete Curb/Sidewalk Repair - 345 DAY ST	DAY ST	SANCHEZ ST	08	3/3/2023
Concrete Curb/Sidewalk Repair - 550 30TH ST	30TH ST	LAIDLEY ST	08	3/3/2023
Concrete Curb/Sidewalk Repair - 1 SCOTT ST	SCOTT ST	DUBOCE AVE	08	3/3/2023
Concrete Curb/Sidewalk Repair - 136 JERSEY ST	JERSEY ST	CHURCH ST	08	2/15/2023
Concrete Curb/Sidewalk Repair - 666 NOE ST	NOE ST	19TH ST	08	1/24/2023
Concrete Curb/Sidewalk Repair - 246 CHENERY ST	CHENERY ST	CHARLES ST	08	1/17/2023
Concrete Curb/Sidewalk Repair - 2301 MARKET ST	MARKET ST	16TH ST \ NOE ST	08	1/10/2023
Concrete Curb/Sidewalk Repair - 798 STANYAN ST	STANYAN ST	WALLER ST	08	12/23/2022
Concrete Curb/Sidewalk Repair - 443 BURNETT AVE	BURNETT AVE	GARDENSIDE DR	08	12/8/2022
Concrete Curb/Sidewalk Repair - 4660 19TH ST	19TH ST	CLOVER LN	08	12/7/2022
Concrete Curb/Sidewalk Repair - 91 ALPINE TER	ALPINE TER	WALLER ST	08	11/8/2022
Concrete Curb/Sidewalk Repair - 462 COLLINGWOOD ST	COLLINGWOOD ST	21ST ST	08	10/24/2022
Concrete Curb/Sidewalk Repair - 445 BURNETT AVE	BURNETT AVE	GARDENSIDE DR	08	10/17/2022
Concrete Curb/Sidewalk Repair - 243 CASELLI AVE	CASELLI AVE	DANVERS ST	08	9/23/2022
Concrete Curb/Sidewalk Repair - 264 CASTRO ST	CASTRO ST	BEAVER ST	08	7/26/2022
Concrete Curb/Sidewalk Repair - 3810 24TH ST	24TH ST	CHURCH ST	08	7/22/2022
Concrete Curb/Sidewalk Repair - 488 30TH ST	30TH ST	HARPER ST	08	7/21/2022
Concrete Curb/Sidewalk Repair - 151 LIPPARD AVE	LIPPARD AVE	BOSWORTH ST	08	7/21/2022
Concrete Curb/Sidewalk Repair - 3924 20TH ST	20TH ST	CHURCH ST	08	7/19/2022
Concrete Curb/Sidewalk Repair - 1069 14TH ST	14TH ST	ALPINE TER \ ROOSEVELT WAY	08	6/29/2022
Concrete Curb/Sidewalk Repair - 9 LYELL ST	LYELL ST	STILL ST	08	6/14/2022
Concrete Curb/Sidewalk Repair - 3968 24TH ST	24TH ST	SANCHEZ ST	08	5/23/2022
Concrete Curb/Sidewalk Repair - 500 DOLORES ST	DOLORES ST	18TH ST	08	5/20/2022
Concrete Curb/Sidewalk Repair - 500 DOLORES ST	DOLORES ST	18TH ST	08	5/17/2022
Concrete Curb/Sidewalk Repair - 400 SANCHEZ ST	SANCHEZ ST	17TH ST	08	5/9/2022
Concrete Curb/Sidewalk Repair - 570 30TH ST	30TH ST	LAIDLEY ST	08	5/3/2022
Concrete Curb/Sidewalk Repair - 226 GRAND VIEW AVE	GRAND VIEW AVE	ROMAIN ST	08	4/25/2022
Concrete Curb/Sidewalk Repair - 323 29TH ST	29TH ST	CHURCH ST	08	4/8/2022
Concrete Curb/Sidewalk Repair -	GUERRERO ST	LAGUNA ST \ MARKET ST	08	4/8/2022
Concrete Curb/Sidewalk Repair - 747 DUNCAN ST	DUNCAN ST	DIAMOND ST	08	3/25/2022
Concrete Curb/Sidewalk Repair - 346 CASTRO ST	CASTRO ST	STATES ST	08	3/14/2022
Concrete Curb/Sidewalk Repair - 3898 MARKET ST	MARKET ST	ARGENT ALY	08	3/9/2022
Concrete Curb/Sidewalk Repair - 365 HILL ST	HILL ST	CHURCH ST	08	2/8/2022
Concrete Curb/Sidewalk Repair - 3601 21ST ST	21ST ST	CHURCH ST	08	1/25/2022
Concrete Curb/Sidewalk Repair - 4301 21ST ST	21ST ST	DOUGLASS ST \ ROMAIN ST	08	1/25/2022
Concrete Curb/Sidewalk Repair - 830 ALVARADO ST	ALVARADO ST	DOUGLASS ST	08	1/18/2022
Concrete Curb/Sidewalk Repair - 4156 22ND ST	22ND ST	EUREKA ST	08	12/6/2021
Concrete Curb/Sidewalk Repair - 292 EUREKA ST	EUREKA ST	19TH ST	08	11/29/2021
Concrete Curb/Sidewalk Repair - 4339 CESAR CHAVEZ ST	CESAR CHAVEZ ST	DIAMOND ST	08	11/17/2021
Concrete Curb/Sidewalk Repair - 142 AMBER DR	AMBER DR	QUARTZ WAY	08	11/17/2021
Concrete Curb/Sidewalk Repair - 3398 22ND ST	22ND ST	SAN JOSE AVE	08	11/17/2021
Concrete Curb/Sidewalk Repair - 220 DANVERS ST	DANVERS ST	CASELLI AVE	08	11/15/2021
Concrete Curb/Sidewalk Repair - 3560 24TH ST	24TH ST	SAN JOSE AVE	08	11/8/2021
Concrete Curb/Sidewalk Repair - 3942 20TH ST	20TH ST	CHURCH ST	08	10/28/2021
Concrete Curb/Sidewalk Repair - 506 SANCHEZ ST	SANCHEZ ST	18TH ST	08	10/21/2021
Concrete Curb/Sidewalk Repair - 88 CASTRO ST	CASTRO ST	DUBOCE AVE	08	10/14/2021
Concrete Curb/Sidewalk Repair - 88 CASTRO ST	CASTRO ST	DUBOCE AVE	08	10/13/2021
Concrete Curb/Sidewalk Repair - 3900 20TH ST	20TH ST	CHURCH ST	08	10/5/2021
Concrete Curb/Sidewalk Repair - 3444 22ND ST	22ND ST	AMES ST	08	9/30/2021
Concrete Curb/Sidewalk Repair - 49 LAPIDGE ST	LAPIDGE ST	18TH ST	08	9/24/2021
Concrete Curb/Sidewalk Repair - 2700 DIAMOND ST	DIAMOND ST	SURREY ST	08	9/15/2021
Concrete Curb/Sidewalk Repair - 673 SAN JOSE AVE	SAN JOSE AVE	28TH ST \ GUERRERO ST	08	8/27/2021
Concrete Curb/Sidewalk Repair - 40 GRAND VIEW AVE	GRAND VIEW AVE	GRAND VIEW TER	08	8/19/2021
Concrete Curb/Sidewalk Repair - 3962 20TH ST	20TH ST	CHURCH ST	08	8/12/2021
Concrete Curb/Sidewalk Repair - 299 DOLORES ST	DOLORES ST	ALERT ALY	08	7/30/2021
Concrete Curb/Sidewalk Repair - 1010 14TH ST	14TH ST	CASTRO ST	08	7/29/2021
Concrete Curb/Sidewalk Repair - 3898 MARKET ST	MARKET ST	ARGENT ALY	08	7/21/2021
Concrete Curb/Sidewalk Repair - 1482 MASONIC AVE	MASONIC AVE	FREDERICK ST	08	7/15/2021
Concrete Curb/Sidewalk Repair - 2086 MARKET ST	MARKET ST	RESERVOIR ST	08	7/9/2021
Concrete Curb/Sidewalk Repair - 110 LIPPARD AVE	LIPPARD AVE	BOSWORTH ST	08	6/29/2021
Concrete Curb/Sidewalk Repair - 254 CLINTON PARK	CLINTON PARK	GUERRERO ST	08	6/25/2021
Concrete Curb/Sidewalk Repair - 104 MORELAND ST	MORELAND ST	FARNUM ST	08	6/23/2021
Concrete Curb/Sidewalk Repair - 22 HOFFMAN AVE	HOFFMAN AVE	22ND ST	08	6/11/2021
Concrete Curb/Sidewalk Repair - 307 30TH ST	30TH ST	CHURCH ST	08	6/7/2021
Concrete Curb/Sidewalk Repair - 35 MILTON ST	MILTON ST	SAN JOSE AVE	08	5/13/2021
Concrete Curb/Sidewalk Repair - 3531 22ND ST	22ND ST	DOLORES ST	08	5/10/2021
Concrete Curb/Sidewalk Repair - 199 DUBOCE ST	DUBOCE ST	DOLORES ST	08	5/5/2021
Concrete Curb/Sidewalk Repair - 3838 CESAR CHAVEZ ST	CESAR CHAVEZ ST	DOLORES ST	08	5/4/2021
Concrete Curb/Sidewalk Repair - 94 MILTON ST	MILTON ST	GLEN CT	08	5/3/2021
Concrete Curb/Sidewalk Repair - 3822 CESAR CHAVEZ ST	CESAR CHAVEZ ST	DOLORES ST	08	4/30/2021
Concrete Curb/Sidewalk Repair - 4651 19TH ST	19TH ST	CLOVER LN	08	4/6/2021
Concrete Curb/Sidewalk Repair - 88 CASTRO ST	CASTRO ST	DUBOCE AVE	08	3/19/2021
Concrete Curb/Sidewalk Repair - 3141 16TH ST	16TH ST	ALBION ST	08	3/9/2021
Concrete Curb/Sidewalk Repair - 39 DIAMOND ST	DIAMOND ST	MARKET ST	08	2/24/2021
Concrete Curb/Sidewalk Repair - 396 CUMBERLAND ST	CUMBERLAND ST	NOE ST	08	2/17/2021
Concrete Curb/Sidewalk Repair -	14TH ST	MARKET ST	08	2/10/2021
Concrete Curb/Sidewalk Repair - 3636 CESAR CHAVEZ ST	CESAR CHAVEZ ST	VALENCIA ST	08	2/9/2021
Concrete Curb/Sidewalk Repair - 690 CHURCH ST	CHURCH ST	HANCOCK ST	08	1/27/2021
Concrete Curb/Sidewalk Repair - 11 LYELL ST	LYELL ST	STILL ST	08	1/26/2021

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 3550 CESAR CHAVEZ ST	CESAR CHAVEZ ST	VALENCIA ST	08	1/15/2021
Concrete Curb/Sidewalk Repair - 4201 18TH ST	18TH ST	COLLINGWOOD ST	08	1/14/2021
Concrete Curb/Sidewalk Repair - 251 CHURCH ST	CHURCH ST	MARKET ST	08	12/18/2020
Concrete Curb/Sidewalk Repair - 61 NOE ST	NOE ST	DUBOCE AVE	08	12/8/2020
Concrete Curb/Sidewalk Repair - 3450 16TH ST	16TH ST	SHARON ST	08	11/20/2020
Concrete Curb/Sidewalk Repair - 502 ROOSEVELT WAY	ROOSEVELT WAY	LOWER TER	08	10/30/2020
Concrete Curb/Sidewalk Repair - 300 PORTOLA DR	PORTOLA DR	BURNETT AVE \ DIAMOND HEIGHTS BLVD	08	9/15/2020
Concrete Curb/Sidewalk Repair -	22ND ST	AMES ST	08	9/8/2020
Concrete Curb/Sidewalk Repair - 630 CHENERY ST	CHENERY ST	CARRIE ST \ UNNAMED 026	08	7/29/2020
Concrete Curb/Sidewalk Repair - 1652 DOLORES ST	DOLORES ST	DAY ST	08	6/17/2020
Concrete Curb/Sidewalk Repair - 4144 18TH ST	18TH ST	CASTRO ST	08	5/28/2020
Concrete Curb/Sidewalk Repair - 70 ELK ST	ELK ST	CHENERY ST	08	5/12/2020
Concrete Curb/Sidewalk Repair - 3001 MARKET ST	MARKET ST	HATTIE ST	08	4/30/2020
Concrete Curb/Sidewalk Repair - 351 BUENA VISTA AVE	BUENA VISTA AVE EAST	PARK HILL AVE	08	4/22/2020
Concrete Curb/Sidewalk Repair - 70 ORD ST	ORD ST	SATURN ST	08	4/17/2020
Concrete Curb/Sidewalk Repair - 70 ORD ST	ORD ST	SATURN ST	08	4/16/2020
Concrete Curb/Sidewalk Repair - 1514 SANCHEZ ST	SANCHEZ ST	28TH ST	08	4/8/2020
Concrete Curb/Sidewalk Repair - 61 WHITNEY ST	WHITNEY ST	30TH ST	08	3/4/2020
Concrete Curb/Sidewalk Repair - 291 SURREY ST	SURREY ST	VAN BUREN ST	08	2/13/2020
Concrete Curb/Sidewalk Repair - 695 GRAND VIEW AVE	GRAND VIEW AVE	24TH ST	08	2/12/2020
Concrete Curb/Sidewalk Repair - 87 DOLORES ST	DOLORES ST	CLINTON PARK	08	2/6/2020
Concrete Curb/Sidewalk Repair - 336 SANCHEZ ST	SANCHEZ ST	16TH ST	08	2/5/2020
Concrete Curb/Sidewalk Repair - 465 COLLINGWOOD ST	COLLINGWOOD ST	21ST ST	08	1/9/2020
Concrete Curb/Sidewalk Repair - 555 PORTOLA DR	PORTOLA DR	TWIN PEAKS BLVD	08	12/27/2019
Concrete Curb/Sidewalk Repair - 274 DOLORES ST	DOLORES ST	ALERT ALY	08	12/19/2019
Concrete Curb/Sidewalk Repair - 430 PORTOLA DR	PORTOLA DR	GLENVIEW DR	08	12/11/2019
Concrete Curb/Sidewalk Repair - 230 DOLORES ST	DOLORES ST	ALERT ALY	08	11/15/2019
Concrete Curb/Sidewalk Repair - 66 STATES ST	STATES ST	CASTRO ST	08	11/1/2019
Concrete Curb/Sidewalk Repair - 139 LAIDLEY ST	LAIDLEY ST	HARPER ST	08	10/13/2019
Concrete Curb/Sidewalk Repair - 1 CUVIER ST	CUVIER ST	END	08	9/25/2019
Concrete Curb/Sidewalk Repair - 691 CHENERY ST	CHENERY ST	CARRIE ST \ UNNAMED 026	08	9/11/2019
Concrete Curb/Sidewalk Repair - 430 PORTOLA DR	PORTOLA DR	GLENVIEW DR	08	9/4/2019
Concrete Curb/Sidewalk Repair - 1198 VALENCIA ST	VALENCIA ST	22ND ST	08	9/3/2019
Concrete Curb/Sidewalk Repair - 407 MIGUEL ST	MIGUEL ST	ARLINGTON ST	08	8/4/2019
Concrete Curb/Sidewalk Repair - 359 CLIPPER ST	CLIPPER ST	NOE ST	08	7/17/2019
Concrete Curb/Sidewalk Repair - 4193 26TH ST	26TH ST	NOE ST	08	5/20/2019
Concrete Curb/Sidewalk Repair -	CESAR CHAVEZ ST	DOUGLASS ST	08	4/5/2019
Concrete Curb/Sidewalk Repair - 356 DOUGLASS ST	DOUGLASS ST	CARSON ST	08	12/6/2018
Concrete Curb/Sidewalk Repair - 346 ALEMANY BLVD	ALEMANY BLVD	HWY 101 S OFF RAMP \ PUTNAM ST	09	5/23/2023
Concrete Curb/Sidewalk Repair - 581 VALENCIA ST	VALENCIA ST	16TH ST	09	5/8/2023
Concrete Curb/Sidewalk Repair - 248 BRUSSELS ST	BRUSSELS ST	FELTON ST	09	4/26/2023
Concrete Curb/Sidewalk Repair - 2 MIRABEL AVE	MIRABEL AVE	COSO AVE	09	4/14/2023
Concrete Curb/Sidewalk Repair - 2800 MISSION ST	MISSION ST	24TH ST	09	4/3/2023
Concrete Curb/Sidewalk Repair - 400 HOLYOKE ST	HOLYOKE ST	BACON ST	09	3/28/2023
Concrete Curb/Sidewalk Repair - 268 ALABAMA ST	ALABAMA ST	15TH ST	09	3/10/2023
Concrete Curb/Sidewalk Repair - 379 GIRARD ST	GIRARD ST	BURROWS ST	09	3/8/2023
Concrete Curb/Sidewalk Repair - 2396 BRYANT ST	BRYANT ST	21ST ST	09	3/7/2023
Concrete Curb/Sidewalk Repair - 228 NEVADA ST	NEVADA ST	CORTLAND AVE	09	2/24/2023
Concrete Curb/Sidewalk Repair - 206 BENNINGTON ST	BENNINGTON ST	ELLERT ST	09	2/9/2023
Concrete Curb/Sidewalk Repair - 1298 POTRERO AVE	POTRERO AVE	25TH ST	09	2/9/2023
Concrete Curb/Sidewalk Repair - 510 JUSTIN DR	JUSTIN DR	GENEBERN WAY	09	1/31/2023
Concrete Curb/Sidewalk Repair - 3050 19TH ST	19TH ST	ALABAMA ST	09	1/27/2023
Concrete Curb/Sidewalk Repair - 6 30TH ST	30TH ST	MISSION ST	09	1/23/2023
Concrete Curb/Sidewalk Repair - 3166 26TH ST	26TH ST	LUCKY ST	09	1/17/2023
Concrete Curb/Sidewalk Repair - 3277 19TH ST	19TH ST	SHOTWELL ST	09	1/13/2023
Concrete Curb/Sidewalk Repair - 2 BRONTE ST	BRONTE ST	CORTLAND AVE	09	12/22/2022
Concrete Curb/Sidewalk Repair - 301 VALENCIA ST	VALENCIA ST	14TH ST	09	12/9/2022
Concrete Curb/Sidewalk Repair - 1536 BAY SHORE BLVD	BAY SHORE BLVD	WOOLSEY ST	09	11/22/2022
Concrete Curb/Sidewalk Repair - 2970 24TH ST	24TH ST	ALABAMA ST	09	11/15/2022
Concrete Curb/Sidewalk Repair - 240 BAY SHORE BLVD	BAY SHORE BLVD	COSTA ST	09	10/27/2022
Concrete Curb/Sidewalk Repair - 1200 POTRERO AVE	POTRERO AVE	24TH ST	09	10/27/2022
Concrete Curb/Sidewalk Repair - 2712 MISSION ST	MISSION ST	23RD ST	09	10/13/2022
Concrete Curb/Sidewalk Repair - 2982 MISSION ST	MISSION ST	25TH ST	09	10/7/2022
Concrete Curb/Sidewalk Repair - 2027 MISSION ST	MISSION ST	16TH ST	09	10/7/2022
Concrete Curb/Sidewalk Repair - 1493 POTRERO AVE	POTRERO AVE	25TH ST \ CESAR CHAVEZ ON RAMP	09	10/3/2022
Concrete Curb/Sidewalk Repair - 2640 MISSION ST	MISSION ST	22ND ST	09	9/30/2022
Concrete Curb/Sidewalk Repair - 3090 16TH ST	16TH ST	CALEDONIA ST	09	9/21/2022
Concrete Curb/Sidewalk Repair - 1890 BRYANT ST	BRYANT ST	17TH ST	09	8/12/2022
Concrete Curb/Sidewalk Repair - 1106 VALENCIA ST	VALENCIA ST	22ND ST	09	7/28/2022
Concrete Curb/Sidewalk Repair - 876 POTRERO AVE	POTRERO AVE	20TH ST	09	7/22/2022
Concrete Curb/Sidewalk Repair - 66 POTRERO AVE	POTRERO AVE	10TH ST \ BRANNAN ST \ DIVISION ST	09	7/21/2022
Concrete Curb/Sidewalk Repair - 810 POTRERO AVE	POTRERO AVE	20TH ST	09	7/21/2022
Concrete Curb/Sidewalk Repair - 124 HOLLADAY AVE	HOLLADAY AVE	PERALTA AVE	09	6/28/2022
Concrete Curb/Sidewalk Repair - 304 MONTCALM ST	MONTCALM ST	PERALTA AVE	09	6/7/2022
Concrete Curb/Sidewalk Repair - 3030 16TH ST	16TH ST	MISSION ST	09	6/6/2022
Concrete Curb/Sidewalk Repair - 550 WOOLSEY ST	WOOLSEY ST	SOMERSET ST	09	6/3/2022
Concrete Curb/Sidewalk Repair - 2997 CESAR CHAVEZ ST	CESAR CHAVEZ ST	BRYANT ST	09	6/2/2022
Concrete Curb/Sidewalk Repair - 740 MOULTRIE ST	MOULTRIE ST	OGDEN AVE	09	3/29/2022
Concrete Curb/Sidewalk Repair - 3259 MISSION ST	MISSION ST	VALENCIA ST	09	3/24/2022
Concrete Curb/Sidewalk Repair - 830 GIRARD ST	GIRARD ST	OLMSTEAD ST	09	3/16/2022
Concrete Curb/Sidewalk Repair - 3266 24TH ST	24TH ST	CAPP ST	09	3/14/2022
Concrete Curb/Sidewalk Repair - 121 SAN CARLOS ST	SAN CARLOS ST	18TH ST	09	3/1/2022
Concrete Curb/Sidewalk Repair - 615 SOUTH VAN NESS AVE	SOUTH VAN NESS AVE	17TH ST	09	2/3/2022
Concrete Curb/Sidewalk Repair - 3294 26TH ST	26TH ST	VIRGIL ST	09	2/1/2022
Concrete Curb/Sidewalk Repair - 1661 15TH ST	15TH ST	JULIAN AVE	09	1/24/2022
Concrete Curb/Sidewalk Repair - 18 30TH ST	30TH ST	MISSION ST	09	1/11/2022
Concrete Curb/Sidewalk Repair - 3458 MISSION ST	MISSION ST	KINGSTON ST	09	12/17/2021
Concrete Curb/Sidewalk Repair - 1924 MISSION ST	MISSION ST	15TH ST	09	12/14/2021
Concrete Curb/Sidewalk Repair - 3230 CESAR CHAVEZ ST	CESAR CHAVEZ ST	SHOTWELL ST	09	12/1/2021
Concrete Curb/Sidewalk Repair - 3090 16TH ST	16TH ST	CALEDONIA ST	09	11/19/2021
Concrete Curb/Sidewalk Repair - 737 CORTLAND AVE	CORTLAND AVE	ANDERSON ST	09	11/15/2021
Concrete Curb/Sidewalk Repair - 1940 HARRISON ST	HARRISON ST	15TH ST	09	11/8/2021
Concrete Curb/Sidewalk Repair - 355 GIRARD ST	GIRARD ST	BURROWS ST	09	11/4/2021
Concrete Curb/Sidewalk Repair - 343 GIRARD ST	GIRARD ST	BURROWS ST	09	11/4/2021
Concrete Curb/Sidewalk Repair - 2920 MISSION ST	MISSION ST	25TH ST	09	10/27/2021
Concrete Curb/Sidewalk Repair - 210 BURROWS ST	BURROWS ST	GIRARD ST	09	9/16/2021
Concrete Curb/Sidewalk Repair - 1501 VALENCIA ST	VALENCIA ST	26TH ST	09	8/27/2021
Concrete Curb/Sidewalk Repair - 1580 VALENCIA ST	VALENCIA ST	CESAR CHAVEZ ST	09	8/27/2021
Concrete Curb/Sidewalk Repair - 3425 CESAR CHAVEZ ST	CESAR CHAVEZ ST	CAPP ST \ MISSION ST	09	8/23/2021
Concrete Curb/Sidewalk Repair - 1479 ALABAMA ST	ALABAMA ST	26TH ST	09	8/23/2021
Concrete Curb/Sidewalk Repair - 839 WOOLSEY ST	WOOLSEY ST	BOWDOIN ST	09	8/12/2021
Concrete Curb/Sidewalk Repair - 318 HOLLADAY AVE	HOLLADAY AVE	RUTLEDGE ST	09	8/4/2021
Concrete Curb/Sidewalk Repair - 3474 MISSION ST	MISSION ST	KINGSTON ST	09	6/25/2021
Concrete Curb/Sidewalk Repair - 500 BURROWS ST	BURROWS ST	SOMERSET ST	09	6/7/2021

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 37 COSO AVE	COSO AVE	PRECITA AVE	09	5/3/2021
Concrete Curb/Sidewalk Repair - 3045 MISSION ST	MISSION ST	26TH ST	09	4/27/2021
Concrete Curb/Sidewalk Repair - 2565 MISSION ST	MISSION ST	21ST ST	09	4/9/2021
Concrete Curb/Sidewalk Repair - 135 CORTLAND AVE	CORTLAND AVE	PROSPECT AVE	09	4/6/2021
Concrete Curb/Sidewalk Repair - 2712 BRYANT ST	BRYANT ST	25TH ST	09	3/31/2021
Concrete Curb/Sidewalk Repair - 1855 FELTON ST	FELTON ST	MADISON ST	09	3/30/2021
Concrete Curb/Sidewalk Repair - 939 SHOTWELL ST	SHOTWELL ST	23RD ST	09	3/25/2021
Concrete Curb/Sidewalk Repair - 1745 FOLSOM ST	FOLSOM ST	13TH ST	09	2/11/2021
Concrete Curb/Sidewalk Repair - 1766 ALABAMA ST	ALABAMA ST	RUTLEDGE ST	09	2/3/2021
Concrete Curb/Sidewalk Repair - 654 GATES ST	GATES ST	OGDEN AVE	09	12/30/2020
Concrete Curb/Sidewalk Repair - 633 GATES ST	GATES ST	OGDEN AVE	09	12/30/2020
Concrete Curb/Sidewalk Repair - 1000 CORTLAND AVE	CORTLAND AVE	FOLSOM ST	09	12/24/2020
Concrete Curb/Sidewalk Repair - 3046 24TH ST	24TH ST	BALMY ST	09	12/9/2020
Concrete Curb/Sidewalk Repair -	HOLLADAY AVE	YORK ST	09	12/2/2020
Concrete Curb/Sidewalk Repair - 1227 HAMPSHIRE ST	HAMPSHIRE ST	24TH ST	09	11/10/2020
Concrete Curb/Sidewalk Repair - 68 AZTEC ST	AZTEC ST	COSO AVE \ WINFIELD ST	09	11/10/2020
Concrete Curb/Sidewalk Repair -	BRONTE ST	TOMPKINS AVE	09	9/10/2020
Concrete Curb/Sidewalk Repair - 3070 23RD ST	23RD ST	TREAT AVE	09	8/26/2020
Concrete Curb/Sidewalk Repair -	SOUTH VAN NESS AVE	13TH ST	09	8/18/2020
Concrete Curb/Sidewalk Repair - 0000	SOUTH VAN NESS AVE	13TH ST	09	8/18/2020
Concrete Curb/Sidewalk Repair - 2620 MISSION ST	MISSION ST	22ND ST	09	8/4/2020
Concrete Curb/Sidewalk Repair - 2789 HARRISON ST	HARRISON ST	23RD ST	09	6/9/2020
Concrete Curb/Sidewalk Repair - 3000 17TH ST	17TH ST	HARRISON ST	09	6/9/2020
Concrete Curb/Sidewalk Repair - 340 BAY SHORE BLVD	BAY SHORE BLVD	COSGROVE ST	09	6/4/2020
Concrete Curb/Sidewalk Repair - 145 GENEVERN WAY	GENEVERN WAY	MURRAY ST	09	5/28/2020
Concrete Curb/Sidewalk Repair - 1390 YORK ST	YORK ST	25TH ST	09	5/1/2020
Concrete Curb/Sidewalk Repair - 3166 26TH ST	26TH ST	LUCKY ST	09	4/24/2020
Concrete Curb/Sidewalk Repair - 3458 MISSION ST	MISSION ST	KINGSTON ST	09	4/23/2020
Concrete Curb/Sidewalk Repair - 93 PRENTISS ST	PRENTISS ST	CHAPMAN ST	09	3/20/2020
Concrete Curb/Sidewalk Repair - 2781 24TH ST	24TH ST	HAMPSHIRE ST	09	3/13/2020
Concrete Curb/Sidewalk Repair - 1447 SILVER AVE	SILVER AVE	GOETTINGEN ST	09	2/14/2020
Concrete Curb/Sidewalk Repair - 2021 FOLSOM ST	FOLSOM ST	16TH ST	09	2/11/2020
Concrete Curb/Sidewalk Repair - 3089 16TH ST	16TH ST	CALEDONIA ST	09	2/10/2020
Concrete Curb/Sidewalk Repair - 1968 MISSION ST	MISSION ST	15TH ST	09	2/7/2020
Concrete Curb/Sidewalk Repair - 3000 16TH ST	16TH ST	MISSION ST	09	2/7/2020
Concrete Curb/Sidewalk Repair - 3032 16TH ST	16TH ST	MISSION ST	09	2/7/2020
Concrete Curb/Sidewalk Repair - 93 JUSTIN DR	JUSTIN DR	AGNON AVE	09	2/4/2020
Concrete Curb/Sidewalk Repair - 1587 15TH ST	15TH ST	MINNA ST	09	1/29/2020
Concrete Curb/Sidewalk Repair - 100 ALEMANY BLVD	ALEMANY BLVD	INDUSTRIAL ST \ INDUSTRIAL ST OFF RAMP	09	1/10/2020
Concrete Curb/Sidewalk Repair - 30 HARVARD ST	HARVARD ST	SILVER AVE	09	1/3/2020
Concrete Curb/Sidewalk Repair - 341 HOLYOKE ST	HOLYOKE ST	BURROWS ST	09	9/11/2019
Concrete Curb/Sidewalk Repair - 3465 CESAR CHAVEZ ST	CESAR CHAVEZ ST	CAPP ST \ MISSION ST	09	5/13/2019
Concrete Curb/Sidewalk Repair - 2701 23RD ST	23RD ST	POTRERO AVE	09	12/18/2018
Concrete Curb/Sidewalk Repair - 2208 MISSION ST	MISSION ST	18TH ST	09	12/6/2018
Concrete Curb/Sidewalk Repair - 837 WISCONSIN ST	WISCONSIN ST	22ND ST	10	5/19/2023
Concrete Curb/Sidewalk Repair - 805 WISCONSIN ST	WISCONSIN ST	22ND ST	10	5/19/2023
Concrete Curb/Sidewalk Repair - 759 WISCONSIN ST	WISCONSIN ST	20TH ST	10	5/19/2023
Concrete Curb/Sidewalk Repair - 611 WISCONSIN ST	WISCONSIN ST	20TH ST	10	5/18/2023
Concrete Curb/Sidewalk Repair - 3101 03RD ST	03RD ST	CESAR CHAVEZ ST	10	5/15/2023
Concrete Curb/Sidewalk Repair - 3400 KEITH ST	KEITH ST	LE CONTE AVE	10	5/15/2023
Concrete Curb/Sidewalk Repair - 1001 16TH ST	16TH ST	MISSOURI ST	10	5/10/2023
Concrete Curb/Sidewalk Repair - 396 WILDE AVE	WILDE AVE	GOETTINGEN ST	10	5/2/2023
Concrete Curb/Sidewalk Repair - 1418 THOMAS AVE	THOMAS AVE	JENNINGS ST	10	4/28/2023
Concrete Curb/Sidewalk Repair - 345 ELLIOT ST	ELLIOT ST	RAYMOND AVE	10	4/26/2023
Concrete Curb/Sidewalk Repair - 2351 23RD ST	23RD ST	KANSAS ST	10	4/19/2023
Concrete Curb/Sidewalk Repair - 1212 UTAH ST	UTAH ST	23RD ST	10	4/5/2023
Concrete Curb/Sidewalk Repair - 2100 REVERE AVE	REVERE AVE	RANKIN ST	10	3/28/2023
Concrete Curb/Sidewalk Repair - 1936 QUESADA AVE	QUESADA AVE	QUINT ST	10	3/28/2023
Concrete Curb/Sidewalk Repair - 1200 CESAR CHAVEZ ST	CESAR CHAVEZ ST	MINNESOTA ST	10	3/27/2023
Concrete Curb/Sidewalk Repair - 1344 UTAH ST	UTAH ST	24TH ST	10	3/27/2023
Concrete Curb/Sidewalk Repair - 5075 03RD ST	03RD ST	QUESADA AVE	10	3/15/2023
Concrete Curb/Sidewalk Repair - 1435 SAN BRUNO AVE	SAN BRUNO AVE	25TH ST	10	2/9/2023
Concrete Curb/Sidewalk Repair - 1290 EGBERT AVE	EGBERT AVE	HAWES ST	10	2/8/2023
Concrete Curb/Sidewalk Repair - 1240 FITZGERALD AVE	FITZGERALD AVE	INGALLS ST	10	2/8/2023
Concrete Curb/Sidewalk Repair - 5251 03RD ST	03RD ST	UNDERWOOD AVE	10	2/8/2023
Concrete Curb/Sidewalk Repair - 4850 03RD ST	03RD ST	OAKDALE AVE	10	2/2/2023
Concrete Curb/Sidewalk Repair - 2600 INGALLS ST	INGALLS ST	CARROLL AVE	10	2/2/2023
Concrete Curb/Sidewalk Repair - 1373 EGBERT AVE	EGBERT AVE	INGALLS ST	10	2/2/2023
Concrete Curb/Sidewalk Repair - 619 CAROLINA ST	CAROLINA ST	19TH ST	10	2/1/2023
Concrete Curb/Sidewalk Repair - 609 TEXAS ST	TEXAS ST	20TH ST	10	1/30/2023
Concrete Curb/Sidewalk Repair - 2200 22ND ST	22ND ST	KANSAS ST	10	1/26/2023
Concrete Curb/Sidewalk Repair - 1480 BANCROFT AVE	BANCROFT AVE	INGALLS ST	10	1/17/2023
Concrete Curb/Sidewalk Repair - 461 HARKNESS AVE	HARKNESS AVE	MILL ST	10	12/30/2022
Concrete Curb/Sidewalk Repair - 1 RUTLAND ST	RUTLAND ST	HARKNESS AVE	10	12/29/2022
Concrete Curb/Sidewalk Repair - 332 WILDE AVE	WILDE AVE	GOETTINGEN ST	10	12/29/2022
Concrete Curb/Sidewalk Repair - 314 WILDE AVE	WILDE AVE	GOETTINGEN ST	10	12/23/2022
Concrete Curb/Sidewalk Repair - 2895 03RD ST	03RD ST	24TH ST	10	12/22/2022
Concrete Curb/Sidewalk Repair - 442 HARKNESS AVE	HARKNESS AVE	ALDER ST	10	12/20/2022
Concrete Curb/Sidewalk Repair - 2205 JENNINGS ST	JENNINGS ST	WALLACE AVE	10	12/13/2022
Concrete Curb/Sidewalk Repair - 2600 INGALLS ST	INGALLS ST	CARROLL AVE	10	12/13/2022
Concrete Curb/Sidewalk Repair - 1598 YOSEMITE AVE	YOSEMITE AVE	JENNINGS ST	10	12/6/2022
Concrete Curb/Sidewalk Repair - 1345 UNDERWOOD AVE	UNDERWOOD AVE	INGALLS ST	10	11/28/2022
Concrete Curb/Sidewalk Repair - 134 DELTA ST	DELTA ST	WILDE AVE	10	11/23/2022
Concrete Curb/Sidewalk Repair - 2199 17TH ST	17TH ST	VERMONT ST	10	11/16/2022
Concrete Curb/Sidewalk Repair - 1440 BANCROFT AVE	BANCROFT AVE	INGALLS ST	10	11/14/2022
Concrete Curb/Sidewalk Repair - 1950 CESAR CHAVEZ ST	CESAR CHAVEZ ST	CONNECTICUT ST	10	11/7/2022
Concrete Curb/Sidewalk Repair - 3450 03RD ST	03RD ST	ARTHUR AVE \ CARGO WAY	10	10/24/2022
Concrete Curb/Sidewalk Repair - 1425 YOSEMITE AVE	YOSEMITE AVE	INGALLS ST	10	10/18/2022
Concrete Curb/Sidewalk Repair - 1842 SILVER AVE	SILVER AVE	WATERVILLE ST	10	10/7/2022
Concrete Curb/Sidewalk Repair - 3400 03RD ST	03RD ST	ARTHUR AVE \ CARGO WAY	10	10/6/2022
Concrete Curb/Sidewalk Repair - 1069 PENNSYLVANIA AVE	PENNSYLVANIA AVE	I-280 S OFF RAMP	10	10/3/2022
Concrete Curb/Sidewalk Repair - 648 PENNSYLVANIA AVE	PENNSYLVANIA AVE	20TH ST	10	9/9/2022
Concrete Curb/Sidewalk Repair - 1430 YOSEMITE AVE	YOSEMITE AVE	INGALLS ST	10	9/9/2022
Concrete Curb/Sidewalk Repair - 1105 REVERE AVE	REVERE AVE	GRIFFITH ST	10	8/16/2022
Concrete Curb/Sidewalk Repair - 1425 ARMSTRONG AVE	ARMSTRONG AVE	INGALLS ST	10	8/15/2022
Concrete Curb/Sidewalk Repair - 2323 CESAR CHAVEZ ST	CESAR CHAVEZ ST	EVANS AVE	10	8/12/2022
Concrete Curb/Sidewalk Repair - 2323 CESAR CHAVEZ ST	CESAR CHAVEZ ST	EVANS AVE	10	8/4/2022
Concrete Curb/Sidewalk Repair - 435 POTRERO AVE	POTRERO AVE	17TH ST	10	7/21/2022
Concrete Curb/Sidewalk Repair - 875 VERMONT ST	VERMONT ST	21ST ST	10	7/12/2022
Concrete Curb/Sidewalk Repair - 1401 DONNER AVE	DONNER AVE	INGALLS ST	10	6/22/2022
Concrete Curb/Sidewalk Repair - 6201 03RD ST	03RD ST	GILMAN AVE \ PAUL AVE	10	6/22/2022
Concrete Curb/Sidewalk Repair - 1299 25TH ST	25TH ST	I-280 N ON RAMP \ INDIANA ST	10	6/22/2022
Concrete Curb/Sidewalk Repair - 5250 03RD ST	03RD ST	UNDERWOOD AVE	10	6/17/2022
Concrete Curb/Sidewalk Repair - 1555 BANCROFT AVE	BANCROFT AVE	JENNINGS ST	10	6/14/2022



List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 1414 PALOU AVE	PALOU AVE	KEITH ST	10	6/7/2022
Concrete Curb/Sidewalk Repair - 1490 CARROLL AVE	CARROLL AVE	INGALLS ST	10	6/6/2022
Concrete Curb/Sidewalk Repair - 2501 25TH ST	25TH ST	VERMONT ST	10	5/31/2022
Concrete Curb/Sidewalk Repair - 6271 03RD ST	03RD ST	HOLLISTER AVE	10	5/27/2022
Concrete Curb/Sidewalk Repair - 6202 03RD ST	03RD ST	GILMAN AVE \ PAUL AVE	10	5/27/2022
Concrete Curb/Sidewalk Repair - 5411 03RD ST	03RD ST	LANE ST \ WALLACE AVE	10	5/25/2022
Concrete Curb/Sidewalk Repair - 6025 03RD ST	03RD ST	EGBERT AVE	10	5/25/2022
Concrete Curb/Sidewalk Repair - 1424 YOSEMITE AVE	YOSEMITE AVE	INGALLS ST	10	5/17/2022
Concrete Curb/Sidewalk Repair - 1550 CARROLL AVE	CARROLL AVE	JENNINGS ST	10	5/16/2022
Concrete Curb/Sidewalk Repair - 3238 INGALLS ST	INGALLS ST	INGERSON AVE	10	5/10/2022
Concrete Curb/Sidewalk Repair - 1619 REVERE AVE	REVERE AVE	LANE ST	10	4/25/2022
Concrete Curb/Sidewalk Repair - 1201 HOLLISTER AVE	HOLLISTER AVE	JENNINGS ST	10	4/20/2022
Concrete Curb/Sidewalk Repair - 1990 ALAMEDA ST	ALAMEDA ST	HENRY ADAMS ST	10	4/18/2022
Concrete Curb/Sidewalk Repair - 1490 19TH ST	19TH ST	MISSOURI ST	10	4/7/2022
Concrete Curb/Sidewalk Repair - 1197 HOLLISTER AVE	HOLLISTER AVE	INGALLS ST	10	4/6/2022
Concrete Curb/Sidewalk Repair - 628 MISSOURI ST	MISSOURI ST	20TH ST	10	4/4/2022
Concrete Curb/Sidewalk Repair - 1089 PALOU AVE	PALOU AVE	CRISP RD	10	4/1/2022
Concrete Curb/Sidewalk Repair - 495 DE HARO ST	DE HARO ST	17TH ST	10	3/23/2022
Concrete Curb/Sidewalk Repair - 1190 THOMAS AVE	THOMAS AVE	GRIFFITH ST	10	3/17/2022
Concrete Curb/Sidewalk Repair - 1468 25TH ST	25TH ST	PENNSYLVANIA AVE	10	3/15/2022
Concrete Curb/Sidewalk Repair - 328 MISSOURI ST	MISSOURI ST	18TH ST	10	3/11/2022
Concrete Curb/Sidewalk Repair - 6245 03RD ST	03RD ST	GILMAN AVE \ PAUL AVE	10	3/11/2022
Concrete Curb/Sidewalk Repair - 1301 CESAR CHAVEZ ST	CESAR CHAVEZ ST	INDIANA ST	10	3/11/2022
Concrete Curb/Sidewalk Repair - 5155 03RD ST	03RD ST	SHAFTER AVE	10	3/10/2022
Concrete Curb/Sidewalk Repair - 332 MISSOURI ST	MISSOURI ST	18TH ST	10	3/9/2022
Concrete Curb/Sidewalk Repair - 100 POTRERO AVE	POTRERO AVE	ALAMEDA ST	10	3/8/2022
Concrete Curb/Sidewalk Repair - 1100 CESAR CHAVEZ ST	CESAR CHAVEZ ST	TENNESSEE ST	10	3/7/2022
Concrete Curb/Sidewalk Repair - 5251 03RD ST	03RD ST	UNDERWOOD AVE	10	3/3/2022
Concrete Curb/Sidewalk Repair - 5245 03RD ST	03RD ST	THORNTON AVE	10	3/3/2022
Concrete Curb/Sidewalk Repair - 1355 VAN DYKE AVE	VAN DYKE AVE	INGALLS ST	10	3/1/2022
Concrete Curb/Sidewalk Repair - 1613 SHAFTER AVE	SHAFTER AVE	LANE ST	10	2/28/2022
Concrete Curb/Sidewalk Repair - 201 PAUL AVE	PAUL AVE	GOULD ST	10	2/28/2022
Concrete Curb/Sidewalk Repair - 715 IOWA ST	IOWA ST	22ND ST	10	2/24/2022
Concrete Curb/Sidewalk Repair - 3000 JENNINGS ST	JENNINGS ST	GILMAN AVE	10	2/24/2022
Concrete Curb/Sidewalk Repair - 1555 YOSEMITE AVE	YOSEMITE AVE	JENNINGS ST	10	2/24/2022
Concrete Curb/Sidewalk Repair - 2932 INGALLS ST	INGALLS ST	FITZGERALD AVE	10	2/24/2022
Concrete Curb/Sidewalk Repair - 1500 QUESADA AVE	QUESADA AVE	KEITH ST	10	2/23/2022
Concrete Curb/Sidewalk Repair - 1701 BAY SHORE BLVD	BAY SHORE BLVD	CRANE ST \ HWY 101 S ON RAMP \ SALINAS AVE	10	2/23/2022
Concrete Curb/Sidewalk Repair - 2944 INGALLS ST	INGALLS ST	FITZGERALD AVE	10	2/23/2022
Concrete Curb/Sidewalk Repair - 1195 GILMAN AVE	GILMAN AVE	HAWES ST	10	2/23/2022
Concrete Curb/Sidewalk Repair - 1198 GILMAN AVE	GILMAN AVE	HAWES ST	10	2/23/2022
Concrete Curb/Sidewalk Repair - 2110 INGALLS ST	INGALLS ST	VAN DYKE AVE	10	2/23/2022
Concrete Curb/Sidewalk Repair - 1316 UTAH ST	UTAH ST	24TH ST	10	2/18/2022
Concrete Curb/Sidewalk Repair - 1600 DONNER AVE	DONNER AVE	03RD ST	10	2/15/2022
Concrete Curb/Sidewalk Repair - 1200 HOLLISTER AVE	HOLLISTER AVE	JENNINGS ST	10	2/15/2022
Concrete Curb/Sidewalk Repair - 2285 JERROLD AVE	JERROLD AVE	UPTON ST	10	2/10/2022
Concrete Curb/Sidewalk Repair - 1230 FITZGERALD AVE	FITZGERALD AVE	INGALLS ST	10	2/9/2022
Concrete Curb/Sidewalk Repair - 1200 THOMAS AVE	THOMAS AVE	HAWES ST	10	2/9/2022
Concrete Curb/Sidewalk Repair - 2110 INGALLS ST	INGALLS ST	VAN DYKE AVE	10	2/8/2022
Concrete Curb/Sidewalk Repair - 344 CONNECTICUT ST	CONNECTICUT ST	18TH ST	10	2/4/2022
Concrete Curb/Sidewalk Repair - 1155 PALOU AVE	PALOU AVE	HAWES ST	10	2/3/2022
Concrete Curb/Sidewalk Repair - 1101 PALOU AVE	PALOU AVE	HAWES ST	10	2/3/2022
Concrete Curb/Sidewalk Repair - 1201 HAWES ST	HAWES ST	PALOU AVE	10	2/3/2022
Concrete Curb/Sidewalk Repair - 6300 03RD ST	03RD ST	SALINAS AVE	10	2/3/2022
Concrete Curb/Sidewalk Repair - 1405 INDIANA ST	INDIANA ST	25TH ST \ I-280 N ON RAMP	10	1/31/2022
Concrete Curb/Sidewalk Repair - 1210 GRIFFITH ST	GRIFFITH ST	PALOU AVE	10	1/31/2022
Concrete Curb/Sidewalk Repair - 5501 03RD ST	03RD ST	YOSEMITE AVE	10	1/27/2022
Concrete Curb/Sidewalk Repair - 6245 03RD ST	03RD ST	GILMAN AVE \ PAUL AVE	10	1/26/2022
Concrete Curb/Sidewalk Repair - 1345 20TH ST	20TH ST	MISSISSIPPI ST	10	1/24/2022
Concrete Curb/Sidewalk Repair - 2325 HUMBOLDT ST	HUMBOLDT ST	KANSAS ST	10	1/24/2022
Concrete Curb/Sidewalk Repair - 1426 DONNER AVE	DONNER AVE	INGALLS ST	10	1/12/2022
Concrete Curb/Sidewalk Repair - 1485 CARROLL AVE	CARROLL AVE	INGALLS ST	10	1/12/2022
Concrete Curb/Sidewalk Repair - 1043 MARIN ST	MARIN ST	ILLINOIS ST	10	1/11/2022
Concrete Curb/Sidewalk Repair - 1251 THOMAS AVE	THOMAS AVE	HAWES ST	10	1/10/2022
Concrete Curb/Sidewalk Repair - 1207 THOMAS AVE	THOMAS AVE	HAWES ST	10	1/10/2022
Concrete Curb/Sidewalk Repair - 1450 VAN DYKE AVE	VAN DYKE AVE	JENNINGS ST	10	1/6/2022
Concrete Curb/Sidewalk Repair - 1423 THOMAS AVE	THOMAS AVE	JENNINGS ST	10	1/6/2022
Concrete Curb/Sidewalk Repair - 1555 BANCROFT AVE	BANCROFT AVE	JENNINGS ST	10	1/5/2022
Concrete Curb/Sidewalk Repair - 1924 JENNINGS ST	JENNINGS ST	THOMAS AVE	10	1/4/2022
Concrete Curb/Sidewalk Repair -	CESAR CHAVEZ ST	I-280 N OFF RAMP \ PENNSYLVANIA AVE	10	12/16/2021
Concrete Curb/Sidewalk Repair - 595 RHODE ISLAND ST	RHODE ISLAND ST	MARIPOSA ST	10	12/15/2021
Concrete Curb/Sidewalk Repair - 1367 KANSAS ST	KANSAS ST	24TH ST	10	12/9/2021
Concrete Curb/Sidewalk Repair - 2789 25TH ST	25TH ST	UTAH ST	10	11/30/2021
Concrete Curb/Sidewalk Repair - 2110 19TH ST	19TH ST	KANSAS ST	10	11/2/2021
Concrete Curb/Sidewalk Repair - 2500 MARIN ST	MARIN ST	KANSAS ST	10	10/20/2021
Concrete Curb/Sidewalk Repair - 0300 SELBY ST	SELBY ST	EVANS AVE	10	10/18/2021
Concrete Curb/Sidewalk Repair - 1353 YOSEMITE AVE	YOSEMITE AVE	HAWES ST	10	9/29/2021
Concrete Curb/Sidewalk Repair - 1560 WALLACE AVE	WALLACE AVE	JENNINGS ST	10	9/29/2021
Concrete Curb/Sidewalk Repair - 1600 ARMSTRONG AVE	ARMSTRONG AVE	KEITH ST	10	9/28/2021
Concrete Curb/Sidewalk Repair - 890 VERMONT ST	VERMONT ST	21ST ST	10	9/24/2021
Concrete Curb/Sidewalk Repair - 1455 DONNER AVE	DONNER AVE	INGALLS ST	10	9/23/2021
Concrete Curb/Sidewalk Repair - 1450 DONNER AVE	DONNER AVE	INGALLS ST	10	9/23/2021
Concrete Curb/Sidewalk Repair - 2446 24TH ST	24TH ST	VERMONT ST	10	9/23/2021
Concrete Curb/Sidewalk Repair - 1203 GIRARD ST	GIRARD ST	HARKNESS AVE	10	9/20/2021
Concrete Curb/Sidewalk Repair - 1048 LE CONTE AVE	LE CONTE AVE	JENNINGS ST	10	9/17/2021
Concrete Curb/Sidewalk Repair - 1509 ARMSTRONG AVE	ARMSTRONG AVE	JENNINGS ST	10	9/17/2021
Concrete Curb/Sidewalk Repair - 1489 ARMSTRONG AVE	ARMSTRONG AVE	INGALLS ST	10	9/17/2021
Concrete Curb/Sidewalk Repair - 1401 YOSEMITE AVE	YOSEMITE AVE	INGALLS ST	10	9/16/2021
Concrete Curb/Sidewalk Repair - 2275 JENNINGS ST	JENNINGS ST	WALLACE AVE	10	9/9/2021
Concrete Curb/Sidewalk Repair - 2125 BRYANT ST	BRYANT ST	19TH ST	10	9/8/2021
Concrete Curb/Sidewalk Repair - 2050 20TH ST	20TH ST	DE HARO ST	10	9/8/2021
Concrete Curb/Sidewalk Repair - 2590 MARIN ST	MARIN ST	KANSAS ST	10	8/27/2021
Concrete Curb/Sidewalk Repair - 2225 23RD ST	23RD ST	RHODE ISLAND ST	10	8/26/2021
Concrete Curb/Sidewalk Repair - 893 MEADE AVE	MEADE AVE	JENNINGS CT	10	8/20/2021
Concrete Curb/Sidewalk Repair - 1415 BANCROFT AVE	BANCROFT AVE	INGALLS ST	10	8/17/2021
Concrete Curb/Sidewalk Repair - 5701 03RD ST	03RD ST	BANCROFT AVE	10	8/17/2021
Concrete Curb/Sidewalk Repair - 1500 CARROLL AVE	CARROLL AVE	JENNINGS ST	10	8/17/2021
Concrete Curb/Sidewalk Repair - 1563 INNES AVE	INNES AVE	MENDELL ST	10	8/12/2021
Concrete Curb/Sidewalk Repair - 2275 JENNINGS ST	JENNINGS ST	WALLACE AVE	10	8/12/2021
Concrete Curb/Sidewalk Repair - 1435 SAN BRUNO AVE	SAN BRUNO AVE	25TH ST	10	8/9/2021
Concrete Curb/Sidewalk Repair - 1050 MARIN ST	MARIN ST	ILLINOIS ST	10	8/6/2021
Concrete Curb/Sidewalk Repair - 1460 YOSEMITE AVE	YOSEMITE AVE	INGALLS ST	10	8/4/2021
Concrete Curb/Sidewalk Repair - 2001 OAKDALE AVE	OAKDALE AVE	RANKIN ST	10	8/4/2021

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 1001 KANSAS ST	KANSAS ST	22ND ST	10	7/27/2021
Concrete Curb/Sidewalk Repair - 1790 MCKINNON AVE	MCKINNON AVE	NEWHALL ST	10	7/20/2021
Concrete Curb/Sidewalk Repair - 319 RAYMOND AVE	RAYMOND AVE	DELTA ST	10	7/12/2021
Concrete Curb/Sidewalk Repair - 1394 UTAH ST	UTAH ST	24TH ST	10	7/9/2021
Concrete Curb/Sidewalk Repair - 191 DESMOND ST	DESMOND ST	VISITACION AVE	10	7/6/2021
Concrete Curb/Sidewalk Repair - 220 RANKIN ST	RANKIN ST	DAVIDSON AVE	10	6/16/2021
Concrete Curb/Sidewalk Repair - 1414 KANSAS ST	KANSAS ST	25TH ST	10	6/10/2021
Concrete Curb/Sidewalk Repair - 190 SCHWERIN ST	SCHWERIN ST	VISITACION AVE	10	6/8/2021
Concrete Curb/Sidewalk Repair - 161 DESMOND ST	DESMOND ST	VISITACION AVE	10	6/8/2021
Concrete Curb/Sidewalk Repair - 295 SAN BRUNO AVE	SAN BRUNO AVE	15TH ST	10	6/4/2021
Concrete Curb/Sidewalk Repair - 1273 POTRERO AVE	POTRERO AVE	24TH ST	10	5/27/2021
Concrete Curb/Sidewalk Repair - 1346 UTAH ST	UTAH ST	24TH ST	10	5/3/2021
Concrete Curb/Sidewalk Repair - 1851 BRYANT ST	BRYANT ST	17TH ST	10	5/3/2021
Concrete Curb/Sidewalk Repair - 1700 EVANS AVE	EVANS AVE	QUINT ST	10	4/29/2021
Concrete Curb/Sidewalk Repair - 1842 SILVER AVE	SILVER AVE	WATERVILLE ST	10	4/26/2021
Concrete Curb/Sidewalk Repair - 715 IOWA ST	IOWA ST	22ND ST	10	4/22/2021
Concrete Curb/Sidewalk Repair - 10 BRIDGEVIEW DR	BRIDGEVIEW DR	NEWHALL ST \ REVERE AVE	10	4/22/2021
Concrete Curb/Sidewalk Repair - 1400 EVANS AVE	EVANS AVE	MENDELL ST	10	4/21/2021
Concrete Curb/Sidewalk Repair - 1242 UTAH ST	UTAH ST	23RD ST	10	4/20/2021
Concrete Curb/Sidewalk Repair -	23RD ST	KANSAS ST	10	4/16/2021
Concrete Curb/Sidewalk Repair - 1391 UTAH ST	UTAH ST	24TH ST	10	4/9/2021
Concrete Curb/Sidewalk Repair - 1614 MCKINNON AVE	MCKINNON AVE	MENDELL ST	10	4/7/2021
Concrete Curb/Sidewalk Repair - 2500 23RD ST	23RD ST	SAN BRUNO AVE	10	4/7/2021
Concrete Curb/Sidewalk Repair - 1950 CESAR CHAVEZ ST	CESAR CHAVEZ ST	CONNECTICUT ST	10	3/30/2021
Concrete Curb/Sidewalk Repair - 1500 NEWCOMB AVE	NEWCOMB AVE	LANE ST	10	3/30/2021
Concrete Curb/Sidewalk Repair - 1621 PALOU AVE	PALOU AVE	03RD ST \ MENDELL ST	10	3/18/2021
Concrete Curb/Sidewalk Repair - 2603 23RD ST	23RD ST	UTAH ST	10	3/17/2021
Concrete Curb/Sidewalk Repair - 1403 SAN BRUNO AVE	SAN BRUNO AVE	25TH ST	10	3/17/2021
Concrete Curb/Sidewalk Repair - 1346 VERMONT ST	VERMONT ST	24TH ST	10	3/16/2021
Concrete Curb/Sidewalk Repair - 2301 23RD ST	23RD ST	KANSAS ST	10	3/12/2021
Concrete Curb/Sidewalk Repair - 1671 JERROLD AVE	JERROLD AVE	03RD ST \ NEWHALL ST	10	3/5/2021
Concrete Curb/Sidewalk Repair - 1380 VERMONT ST	VERMONT ST	24TH ST	10	3/3/2021
Concrete Curb/Sidewalk Repair - 220 SAN BRUNO AVE	SAN BRUNO AVE	15TH ST	10	2/16/2021
Concrete Curb/Sidewalk Repair -	NEWCOMB AVE	WHITNEY YOUNG CIR	10	1/29/2021
Concrete Curb/Sidewalk Repair - 1204 VERMONT ST	VERMONT ST	23RD ST	10	1/13/2021
Concrete Curb/Sidewalk Repair - 101 BAY SHORE BLVD	BAY SHORE BLVD	BAY SHORE BLVD OFF RAMP \ HWY 101 N OFF RAMP \ HWY 101 N ON RAMP \ JERROLD AVE	10	12/24/2020
Concrete Curb/Sidewalk Repair - 420 23RD ST	23RD ST	ILLINOIS ST	10	12/17/2020
Concrete Curb/Sidewalk Repair - 5150 03RD ST	03RD ST	SHAFTER AVE	10	11/16/2020
Concrete Curb/Sidewalk Repair - 1300 LA SALLE AVE	LA SALLE AVE	OSCEOLA LN	10	10/23/2020
Concrete Curb/Sidewalk Repair - 1399 POTRERO AVE	POTRERO AVE	25TH ST \ CESAR CHAVEZ ON RAMP	10	10/22/2020
Concrete Curb/Sidewalk Repair - 2500 24TH ST	24TH ST	SAN BRUNO AVE	10	10/15/2020
Concrete Curb/Sidewalk Repair - 33 FLORA ST	FLORA ST	BAY VIEW ST	10	10/2/2020
Concrete Curb/Sidewalk Repair - 2401 22ND ST	22ND ST	SAN BRUNO AVE	10	10/1/2020
Concrete Curb/Sidewalk Repair - 5146 03RD ST	03RD ST	SHAFTER AVE	10	9/30/2020
Concrete Curb/Sidewalk Repair - 1499 POTRERO AVE	POTRERO AVE	25TH ST \ CESAR CHAVEZ ON RAMP	10	9/16/2020
Concrete Curb/Sidewalk Repair -	23RD ST	SAN BRUNO AVE	10	9/8/2020
Concrete Curb/Sidewalk Repair - 211 INDUSTRIAL ST	INDUSTRIAL ST	BARNEVELD AVE \ SHAFTER AVE	10	8/27/2020
Concrete Curb/Sidewalk Repair -	25TH ST	VERMONT ST	10	8/10/2020
Concrete Curb/Sidewalk Repair - 501 RHODE ISLAND ST	RHODE ISLAND ST	MARIPOSA ST	10	8/6/2020
Concrete Curb/Sidewalk Repair - 1 HENRY ADAMS ST	HENRY ADAMS ST	DIVISION ST	10	8/4/2020
Concrete Curb/Sidewalk Repair - 2 HENRY ADAMS ST	HENRY ADAMS ST	DIVISION ST	10	7/29/2020
Concrete Curb/Sidewalk Repair - 50 MADDUX AVE	MADDUX AVE	QUINT ST	10	7/23/2020
Concrete Curb/Sidewalk Repair - 2210 QUESADA AVE	QUESADA AVE	SELBY ST	10	7/16/2020
Concrete Curb/Sidewalk Repair - 801 TOLAND ST	TOLAND ST	MCKINNON AVE	10	7/10/2020
Concrete Curb/Sidewalk Repair - 2150 CESAR CHAVEZ ST	CESAR CHAVEZ ST	EVANS AVE	10	7/8/2020
Concrete Curb/Sidewalk Repair - 1501 VERMONT ST	VERMONT ST	26TH ST	10	6/12/2020
Concrete Curb/Sidewalk Repair - 2174 BAY SHORE BLVD	BAY SHORE BLVD	TUNNEL AVE	10	5/26/2020
Concrete Curb/Sidewalk Repair - 2174 BAY SHORE BLVD	BAY SHORE BLVD	TUNNEL AVE	10	5/26/2020
Concrete Curb/Sidewalk Repair - 2270 JERROLD AVE	JERROLD AVE	UPTON ST	10	5/8/2020
Concrete Curb/Sidewalk Repair - 91 GILLETTE AVE	GILLETTE AVE	BLANKEN AVE	10	5/8/2020
Concrete Curb/Sidewalk Repair - 2400 BAY SHORE BLVD	BAY SHORE BLVD	LELAND AVE	10	4/29/2020
Concrete Curb/Sidewalk Repair - 100 CORA ST	CORA ST	VISITACION AVE	10	4/17/2020
Concrete Curb/Sidewalk Repair - 3433 03RD ST	03RD ST	ARTHUR AVE \ CARGO WAY	10	4/7/2020
Concrete Curb/Sidewalk Repair - 93 DELTA ST	DELTA ST	HAMILTON ST	10	4/6/2020
Concrete Curb/Sidewalk Repair - 1425 ARMSTRONG AVE	ARMSTRONG AVE	INGALLS ST	10	3/19/2020
Concrete Curb/Sidewalk Repair - 1090 GIRARD ST	GIRARD ST	ORDWAY ST	10	3/17/2020
Concrete Curb/Sidewalk Repair - 1800 EVANS AVE	EVANS AVE	RANKIN ST	10	3/13/2020
Concrete Curb/Sidewalk Repair - 1800 EVANS AVE	EVANS AVE	RANKIN ST	10	3/13/2020
Concrete Curb/Sidewalk Repair - 2100 REVERE AVE	REVERE AVE	RANKIN ST	10	3/9/2020
Concrete Curb/Sidewalk Repair - 2789 25TH ST	25TH ST	UTAH ST	10	3/6/2020
Concrete Curb/Sidewalk Repair - 1075 GILMAN AVE	GILMAN AVE	GRIFFITH ST	10	3/6/2020
Concrete Curb/Sidewalk Repair - 2789 25TH ST	25TH ST	UTAH ST	10	3/3/2020
Concrete Curb/Sidewalk Repair - 1280 WISCONSIN ST	WISCONSIN ST	BLAIR TER	10	2/13/2020
Concrete Curb/Sidewalk Repair - 2639 24TH ST	24TH ST	UTAH ST	10	2/11/2020
Concrete Curb/Sidewalk Repair - 1200 KANSAS ST	KANSAS ST	23RD ST	10	2/10/2020
Concrete Curb/Sidewalk Repair - 1485 ARMSTRONG AVE	ARMSTRONG AVE	INGALLS ST	10	2/6/2020
Concrete Curb/Sidewalk Repair - 1307 KANSAS ST	KANSAS ST	24TH ST	10	2/4/2020
Concrete Curb/Sidewalk Repair - 390 KANSAS ST	KANSAS ST	16TH ST	10	2/3/2020
Concrete Curb/Sidewalk Repair - 1510 REVERE AVE	REVERE AVE	KEITH ST	10	1/31/2020
Concrete Curb/Sidewalk Repair - 301 RAYMOND AVE	RAYMOND AVE	DELTA ST	10	1/27/2020
Concrete Curb/Sidewalk Repair - 1101 ILLINOIS ST	ILLINOIS ST	22ND ST	10	1/21/2020
Concrete Curb/Sidewalk Repair - 3100 03RD ST	03RD ST	CESAR CHAVEZ ST	10	1/16/2020
Concrete Curb/Sidewalk Repair - 1100 CESAR CHAVEZ ST	CESAR CHAVEZ ST	TENNESSEE ST	10	1/15/2020
Concrete Curb/Sidewalk Repair - 5 LELAND AVE	LELAND AVE	BAY SHORE BLVD	10	1/10/2020
Concrete Curb/Sidewalk Repair - 2401 22ND ST	22ND ST	SAN BRUNO AVE	10	1/8/2020
Concrete Curb/Sidewalk Repair - 4250 3RD ST	3RD ST	INNES AVE	10	1/2/2020
Concrete Curb/Sidewalk Repair - 6202 03RD ST	03RD ST	GILMAN AVE \ PAUL AVE	10	12/31/2019
Concrete Curb/Sidewalk Repair - 1495 YOSEMITE AVE	YOSEMITE AVE	INGALLS ST	10	12/27/2019
Concrete Curb/Sidewalk Repair - 4702 03RD ST	03RD ST	NEWCOMB AVE	10	12/26/2019
Concrete Curb/Sidewalk Repair -	HARKNESS AVE	SPARTA ST	10	12/20/2019
Concrete Curb/Sidewalk Repair - 200 LOOMIS ST	LOOMIS ST	WATERLOO ST	10	12/19/2019
Concrete Curb/Sidewalk Repair - 2500 23RD ST	23RD ST	SAN BRUNO AVE	10	12/11/2019
Concrete Curb/Sidewalk Repair - 801 MINNESOTA ST	MINNESOTA ST	20TH ST	10	12/10/2019
Concrete Curb/Sidewalk Repair - 2096 QUESADA AVE	QUESADA AVE	SILVER AVE	10	12/9/2019
Concrete Curb/Sidewalk Repair - 1444 RANKIN ST	RANKIN ST	PALOU AVE	10	12/9/2019
Concrete Curb/Sidewalk Repair - 480 TOLAND ST	TOLAND ST	HUDSON AVE	10	12/6/2019
Concrete Curb/Sidewalk Repair - 435 WILDE AVE	WILDE AVE	RUTLAND ST	10	12/4/2019
Concrete Curb/Sidewalk Repair - 714 DELTA ST	DELTA ST	VISITACION AVE	10	11/20/2019
Concrete Curb/Sidewalk Repair - 1645 17TH ST	17TH ST	WISCONSIN ST	10	11/4/2019
Concrete Curb/Sidewalk Repair - 25 SPARTA ST	SPARTA ST	ANKENY ST \ WARD ST	10	10/17/2019
Concrete Curb/Sidewalk Repair -	DIVISION ST	HENRY ADAMS ST	10	10/17/2019
Concrete Curb/Sidewalk Repair -	BAY SHORE BLVD	LOIS LN	10	10/15/2019

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair -	LOOMIS ST	WATERLOO ST	10	10/8/2019
Concrete Curb/Sidewalk Repair - 1125 20TH ST	20TH ST	TENNESSEE ST	10	6/12/2019
Concrete Curb/Sidewalk Repair -	CASHMERE ST	LA SALLE AVE	10	4/23/2019
Concrete Curb/Sidewalk Repair - 2401 SAN JOSE AVE	SAN JOSE AVE	NIAGARA AVE	11	5/24/2023
Concrete Curb/Sidewalk Repair - 56 NAVAJO AVE	NAVAJO AVE	CAYUGA AVE	11	4/25/2023
Concrete Curb/Sidewalk Repair - 579 MADRID ST	MADRID ST	PERSIA AVE	11	4/25/2023
Concrete Curb/Sidewalk Repair - 47 NAVAJO AVE	NAVAJO AVE	CAYUGA AVE	11	4/21/2023
Concrete Curb/Sidewalk Repair - 375 CAPITOL AVE	CAPITOL AVE	BROAD ST	11	4/21/2023
Concrete Curb/Sidewalk Repair - 414 MOUNT VERNON AVE	MOUNT VERNON AVE	SAN JOSE AVE	11	4/13/2023
Concrete Curb/Sidewalk Repair - 2099 SAN JOSE AVE	SAN JOSE AVE	SERGEANT JOHN V YOUNG ST	11	4/13/2023
Concrete Curb/Sidewalk Repair - 73 BROAD ST	BROAD ST	FARRAGUT AVE \ SAN JOSE AVE	11	4/3/2023
Concrete Curb/Sidewalk Repair - 315 LONDON ST	LONDON ST	BRAZIL AVE	11	3/31/2023
Concrete Curb/Sidewalk Repair - 32 MADRID ST	MADRID ST	SILVER AVE	11	3/30/2023
Concrete Curb/Sidewalk Repair - 122 RAMSELL ST	RAMSELL ST	RANDOLPH ST	11	3/24/2023
Concrete Curb/Sidewalk Repair - 167 RAMSELL ST	RAMSELL ST	RANDOLPH ST	11	3/24/2023
Concrete Curb/Sidewalk Repair - 17 SANTA YNEZ AVE	SANTA YNEZ AVE	CAYUGA AVE	11	3/17/2023
Concrete Curb/Sidewalk Repair - 530 BRUNSWICK ST	BRUNSWICK ST	GUTTENBERG ST	11	3/9/2023
Concrete Curb/Sidewalk Repair - 4638 MISSION ST	MISSION ST	NORTON ST	11	3/9/2023
Concrete Curb/Sidewalk Repair - 900 VIENNA ST	VIENNA ST	AMAZON AVE	11	2/13/2023
Concrete Curb/Sidewalk Repair - 209 THERESA ST	THERESA ST	CAYUGA AVE	11	2/7/2023
Concrete Curb/Sidewalk Repair - 436 RUSSIA AVE	RUSSIA AVE	MADRID ST	11	1/25/2023
Concrete Curb/Sidewalk Repair - 501 LISBON ST	LISBON ST	RUSSIA AVE	11	12/14/2022
Concrete Curb/Sidewalk Repair - 415 GARFIELD ST	GARFIELD ST	RAMSELL ST	11	12/8/2022
Concrete Curb/Sidewalk Repair - 151 MONTANA ST	MONTANA ST	PLYMOUTH AVE	11	12/8/2022
Concrete Curb/Sidewalk Repair - 607 PRAGUE ST	PRAGUE ST	GENEVA AVE	11	10/25/2022
Concrete Curb/Sidewalk Repair - 70 HAVELOCK ST	HAVELOCK ST	SAN JOSE AVE	11	10/12/2022
Concrete Curb/Sidewalk Repair - 40 WANDA ST	WANDA ST	OCEAN AVE	11	8/24/2022
Concrete Curb/Sidewalk Repair - 205 SAGAMORE ST	SAGAMORE ST	CAPITOL AVE	11	7/1/2022
Concrete Curb/Sidewalk Repair - 350 OCEAN AVE	OCEAN AVE	DELANO AVE	11	6/28/2022
Concrete Curb/Sidewalk Repair - 358 NAPLES ST	NAPLES ST	EXCELSIOR AVE	11	6/23/2022
Concrete Curb/Sidewalk Repair - 231 SILVER AVE	SILVER AVE	ALEMANY BLVD	11	6/22/2022
Concrete Curb/Sidewalk Repair - 720 MOSCOW ST	MOSCOW ST	FRANCE AVE	11	6/16/2022
Concrete Curb/Sidewalk Repair - 118 GUTTENBERG ST	GUTTENBERG ST	MORSE ST	11	6/16/2022
Concrete Curb/Sidewalk Repair - 4994 MISSION ST	MISSION ST	KENNY ALY	11	6/3/2022
Concrete Curb/Sidewalk Repair - 4747 MISSION ST	MISSION ST	LEO ST	11	6/3/2022
Concrete Curb/Sidewalk Repair - 275 MINERVA ST	MINERVA ST	CAPITOL AVE	11	5/11/2022
Concrete Curb/Sidewalk Repair - 173 SANTA ROSA AVE	SANTA ROSA AVE	CAYUGA AVE	11	5/11/2022
Concrete Curb/Sidewalk Repair - 47 NAVAJO AVE	NAVAJO AVE	CAYUGA AVE	11	4/6/2022
Concrete Curb/Sidewalk Repair - 5006 MISSION ST	MISSION ST	ITALY AVE	11	4/5/2022
Concrete Curb/Sidewalk Repair - 30 SANTA YSABEL AVE	SANTA YSABEL AVE	OTSEGO AVE	11	1/10/2022
Concrete Curb/Sidewalk Repair - 90 ONEIDA AVE	ONEIDA AVE	CAYUGA AVE	11	12/14/2021
Concrete Curb/Sidewalk Repair - 449 RANDOLPH ST	RANDOLPH ST	RAMSELL ST	11	12/10/2021
Concrete Curb/Sidewalk Repair - 1770 SAN JOSE AVE	SAN JOSE AVE	BADEN ST	11	11/16/2021
Concrete Curb/Sidewalk Repair - 4689 MISSION ST	MISSION ST	OCEAN AVE	11	11/16/2021
Concrete Curb/Sidewalk Repair - 162 EDINBURGH ST	EDINBURGH ST	PERU AVE	11	11/3/2021
Concrete Curb/Sidewalk Repair - 25 ACTON ST	ACTON ST	MISSION ST \ SICKLES AVE	11	11/3/2021
Concrete Curb/Sidewalk Repair - 28 SENECA AVE	SENECA AVE	MISSION ST	11	10/21/2021
Concrete Curb/Sidewalk Repair - 177 HAROLD AVE	HAROLD AVE	GRAFTON AVE	11	9/30/2021
Concrete Curb/Sidewalk Repair - 842 BRUNSWICK ST	BRUNSWICK ST	OLIVER ST	11	9/30/2021
Concrete Curb/Sidewalk Repair - 1 LAWRENCE AVE	LAWRENCE AVE	MISSION ST	11	8/4/2021
Concrete Curb/Sidewalk Repair - 151 MONTICELLO ST	MONTICELLO ST	SARGENT ST	11	7/13/2021
Concrete Curb/Sidewalk Repair - 4308 MISSION ST	MISSION ST	SILVER AVE	11	7/8/2021
Concrete Curb/Sidewalk Repair - 700 CAYUGA AVE	CAYUGA AVE	SANTA ROSA AVE	11	6/23/2021
Concrete Curb/Sidewalk Repair - 282 MAYNARD ST	MAYNARD ST	CONGDON ST	11	6/1/2021
Concrete Curb/Sidewalk Repair - 342 NIAGARA AVE	NIAGARA AVE	DELANO AVE	11	5/25/2021
Concrete Curb/Sidewalk Repair - 66 JOSIAH AVE	JOSIAH AVE	RIDGE LN	11	4/26/2021
Concrete Curb/Sidewalk Repair - 5080 MISSION ST	MISSION ST	AMAZON AVE	11	4/23/2021
Concrete Curb/Sidewalk Repair - 4950 MISSION ST	MISSION ST	FRANCE AVE	11	4/22/2021
Concrete Curb/Sidewalk Repair - 200 HAROLD AVE	HAROLD AVE	BRUCE AVE	11	3/29/2021
Concrete Curb/Sidewalk Repair - 154 OCEAN AVE	OCEAN AVE	WANDA ST	11	3/17/2021
Concrete Curb/Sidewalk Repair - 10 ROEMER WAY	ROEMER WAY	BRUNSWICK ST	11	3/2/2021
Concrete Curb/Sidewalk Repair - 1500 CAYUGA AVE	CAYUGA AVE	MOUNT VERNON AVE	11	2/11/2021
Concrete Curb/Sidewalk Repair - 530 EDINBURGH ST	EDINBURGH ST	PERSIA AVE	11	12/16/2020
Concrete Curb/Sidewalk Repair - 668 LISBON ST	LISBON ST	FRANCE AVE	11	10/28/2020
Concrete Curb/Sidewalk Repair - 1915 SAN JOSE AVE	SAN JOSE AVE	HAVELOCK ST	11	10/20/2020
Concrete Curb/Sidewalk Repair - 16 CAMELLIA AVE	CAMELLIA AVE	ADMIRAL AVE	11	10/20/2020
Concrete Curb/Sidewalk Repair - 900 MOSCOW ST	MOSCOW ST	AMAZON AVE	11	8/27/2020
Concrete Curb/Sidewalk Repair - 70 LEE AVE	LEE AVE	LAKEVIEW AVE \ SUMMIT ST	11	8/21/2020
Concrete Curb/Sidewalk Repair - 415 HURON AVE	HURON AVE	OTTAWA AVE	11	7/31/2020
Concrete Curb/Sidewalk Repair - 71 LIEBIG ST	LIEBIG ST	LESSING ST	11	7/8/2020
Concrete Curb/Sidewalk Repair - 101 POPE ST	POPE ST	CROSS ST	11	6/5/2020
Concrete Curb/Sidewalk Repair - 101 ASHTON AVE	ASHTON AVE	GRAFTON AVE	11	6/4/2020
Concrete Curb/Sidewalk Repair - 272 ONEIDA AVE	ONEIDA AVE	OTSEGO AVE	11	6/2/2020
Concrete Curb/Sidewalk Repair - 519 EDINBURGH ST	EDINBURGH ST	PERSIA AVE	11	5/12/2020
Concrete Curb/Sidewalk Repair - 255 POPE ST	POPE ST	MORSE ST	11	2/26/2020
Concrete Curb/Sidewalk Repair - 129 GRANADA AVE	GRANADA AVE	GRAFTON AVE	11	2/24/2020
Concrete Curb/Sidewalk Repair - 118 SANTA YSABEL AVE	SANTA YSABEL AVE	DELANO AVE	11	2/24/2020
Concrete Curb/Sidewalk Repair - 1584 ALEMANY BLVD	ALEMANY BLVD	COTTER ST	11	2/24/2020
Concrete Curb/Sidewalk Repair - 235 FARALLONES ST	FARALLONES ST	CAPITOL AVE	11	2/12/2020
Concrete Curb/Sidewalk Repair - 101 GRAFTON AVE	GRAFTON AVE	LEE AVE	11	2/10/2020
Concrete Curb/Sidewalk Repair - 159 HAROLD AVE	HAROLD AVE	GRAFTON AVE	11	2/6/2020
Concrete Curb/Sidewalk Repair - 218 NEY ST	NEY ST	CONGDON ST	11	2/4/2020
Concrete Curb/Sidewalk Repair - 4610 MISSION ST	MISSION ST	NORTON ST	11	1/30/2020
Concrete Curb/Sidewalk Repair - 155 GRANADA AVE	GRANADA AVE	GRAFTON AVE	11	1/30/2020
Concrete Curb/Sidewalk Repair - 647 GENEVA AVE	GENEVA AVE	DELANO AVE	11	1/30/2020
Concrete Curb/Sidewalk Repair - 700 DELANO AVE	DELANO AVE	GENEVA AVE	11	1/30/2020
Concrete Curb/Sidewalk Repair - 701 ATHENS ST	ATHENS ST	FRANCE AVE	11	1/30/2020
Concrete Curb/Sidewalk Repair - 201 OCEAN AVE	OCEAN AVE	MEDA AVE \ OTSEGO AVE	11	1/29/2020
Concrete Curb/Sidewalk Repair - 217 THERESA ST	THERESA ST	CAYUGA AVE	11	1/24/2020
Concrete Curb/Sidewalk Repair - 235 CAPITOL AVE	CAPITOL AVE	SADOWA ST	11	1/17/2020
Concrete Curb/Sidewalk Repair - 1801 SAN JOSE AVE	SAN JOSE AVE	SANTA ROSA AVE	11	1/15/2020
Concrete Curb/Sidewalk Repair - 1707 SAN JOSE AVE	SAN JOSE AVE	COTTER ST	11	12/19/2019
Concrete Curb/Sidewalk Repair - 25 ACTON ST	ACTON ST	MISSION ST \ SICKLES AVE	11	12/13/2019
Concrete Curb/Sidewalk Repair - 2377 SAN JOSE AVE	SAN JOSE AVE	GENEVA AVE	11	12/11/2019
Concrete Curb/Sidewalk Repair -	CROSS ST	POPE ST	11	12/6/2019
Concrete Curb/Sidewalk Repair - 242 ALLISON ST	ALLISON ST	MORSE ST	11	11/18/2019
Concrete Curb/Sidewalk Repair - 33 POPE ST	POPE ST	HOLLYWOOD CT	11	11/14/2019
Concrete Curb/Sidewalk Repair - 125 ALLISON ST	ALLISON ST	CROSS ST	11	11/14/2019
Concrete Curb/Sidewalk Repair - 26 CROSS ST	CROSS ST	POPE ST	11	11/14/2019
Concrete Curb/Sidewalk Repair - 270 FARALLONES ST	FARALLONES ST	CAPITOL AVE	11	11/14/2019
Concrete Curb/Sidewalk Repair - 314 VICTORIA ST	VICTORIA ST	SARGENT ST	11	11/12/2019
Concrete Curb/Sidewalk Repair - 1050 CAPITOL AVE	CAPITOL AVE	GRAFTON AVE	11	11/8/2019
Concrete Curb/Sidewalk Repair - 143 HAROLD AVE	HAROLD AVE	GRAFTON AVE	11	10/29/2019
Concrete Curb/Sidewalk Repair - 69 OLIVER ST	OLIVER ST	MISSION ST	11	10/17/2019

List of Outstanding Sidewalk and Curb Repairs by District  
as of 6/9/2023

Description	On Street	From Street	District	Date Reported
Concrete Curb/Sidewalk Repair - 1780 SAN JOSE AVE	SAN JOSE AVE	PILGRIM AVE	11	10/13/2019
Concrete Curb/Sidewalk Repair - 54 HAVELOCK ST	HAVELOCK ST	SAN JOSE AVE	11	10/13/2019
Concrete Curb/Sidewalk Repair - 155 MORSE ST	MORSE ST	UNNAMED 071	11	10/13/2019
Concrete Curb/Sidewalk Repair - 99 CURTIS ST	CURTIS ST	ROLPH ST	11	10/13/2019
Concrete Curb/Sidewalk Repair - 85 RESTANI WAY	RESTANI WAY	RESTANI STWY	11	10/13/2019
Concrete Curb/Sidewalk Repair - 504 MUNICH ST	MUNICH ST	RUSSIA AVE	11	10/2/2019
Concrete Curb/Sidewalk Repair -	ALEMANY BLVD	SICKLES AVE	11	9/26/2019
Concrete Curb/Sidewalk Repair - 6 POPE ST	POPE ST	MISSION ST	11	9/26/2019
Concrete Curb/Sidewalk Repair - 2710 ALEMANY BLVD	ALEMANY BLVD	NAGLEE AVE	11	9/17/2019
Concrete Curb/Sidewalk Repair - 5145 MISSION ST	MISSION ST	AMAZON AVE	11	8/27/2019
Concrete Curb/Sidewalk Repair - 2 MADRID ST	MADRID ST	SILVER AVE	11	8/27/2019
Concrete Curb/Sidewalk Repair - 4600 MISSION ST	MISSION ST	NORTON ST	11	8/14/2019
Concrete Curb/Sidewalk Repair - 144 SANTA YNEZ AVE	SANTA YNEZ AVE	OTSEGO AVE	11	8/9/2019
Concrete Curb/Sidewalk Repair - 1118 PRAGUE ST	PRAGUE ST	CURTIS ST	11	8/7/2019
Concrete Curb/Sidewalk Repair - 1112 PRAGUE ST	PRAGUE ST	CURTIS ST	11	8/7/2019
Concrete Curb/Sidewalk Repair - 279 FAXON AVE	FAXON AVE	LAKEVIEW AVE	11	8/7/2019
Concrete Curb/Sidewalk Repair -	RALSTON ST	VERNON ST	11	8/7/2019
Concrete Curb/Sidewalk Repair - 1970 ALEMANY BLVD	ALEMANY BLVD	ONONDAGA AVE	11	8/6/2019



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Street Repair and Cleaning Equipment
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Street Resurfacing
<b>Current PROP L Request:</b>	\$380,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Purchase 1 piece of street repair and cleaning equipment to replace equipment that has exceeded its useful life - 1 full size street sweeper. This requested equipment is California Air Resources Board compliant and will meet current emissions standards.

### Detailed Scope, Project Benefits and Community Outreach

San Francisco Public Works requests \$380,000 to purchase 1 full size street sweeper. The requested equipment is replacing equipment that has exceeded its useful life and will improve safety for workers and improve the efficiency of street cleaning and repair work. The equipment will have the newest safety features available. The regenerative air sweeper is for street cleaning. SFPW will purchase additional street repair and cleaning equipment with an estimated \$2.8 million in General Funds (subject to approval of the CCSF annual budget).

### Project Location

Citywide

### Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>PROP L Amount</b>	\$380,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Street Repair and Cleaning Equipment
<b>Grant Recipient:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2025

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Street Repair and Cleaning Equipment
<b>Grant Recipient:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-215: Street Resurfacing	\$380,000	\$0	\$0	\$380,000
<b>Phases In Current Request Total:</b>	\$380,000	\$0	\$0	\$380,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$380,000	\$380,000	SFPW recent purchases/quotes
Operations	\$0		
Total:	\$380,000	\$380,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	10 Years

# San Francisco County Transportation Authority 129

## Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM			
Budget Line Item	Unit Cost	Quantity	Total Cost
Full Size Street Sweeper	380,000	1	380,000
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 380,000</b>	<b>\$ 1</b>	<b>\$ 380,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Street Repair and Cleaning Equipment
<b>Grant Recipient:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$380,000	<b>Total PROP L Recommended</b>	\$380,000

<b>SGA Project Number:</b>	215-908001	<b>Name:</b>	Street Repair and Cleaning Equipment
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	12/31/2025
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-215	\$380,000	\$380,000

### Deliverables

- Quarterly progress reports shall provide the status of this purchase, including whether the equipment has been ordered, received, or placed into service as of the end of the previous quarter.
- Quarterly progress reports shall include 2-3 digital photos of the piece of equipment approved for service during the prior quarter, including at least one photo showing the Prop L logo affixed to the equipment.

### Special Conditions

- The recommended allocation is contingent upon approval of the Prop L Street Resurfacing, Rehabilitation, and Maintenance 5-Year Prioritization Program and amendment of the Prop L Strategic Plan Baseline, which is a separate item on this agenda.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Street Repair and Cleaning Equipment
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$380,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

VC

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	John Leal	Victoria Chan
<b>Title:</b>	Heavy Equipment Operations Supervisor	Principal Administrative Analyst
<b>Phone:</b>	555-5555	(415) 205-6316
<b>Email:</b>	john.leal@sfdpw.org	victoria.w.chan@sfdpw.org

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Salesforce Transit Center Wayfinding Phase 1B
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP AA Expenditure Plans</b>	Prop AA Transit Projects
<b>Current PROP AA Request:</b>	\$300,000
<b>Supervisory District</b>	District 06

## REQUEST

### Brief Project Description

The Transbay Joint Powers Authority is requesting Prop AA funding to improve the Salesforce Transit Center's wayfinding system by replacing 100 media players at interactive and non-interactive kiosks throughout the Transit Center. This project would improve reliability and functionality of the wayfinding system, improving the commuter and visitor experiences by connecting them quickly and more efficiently to their transit connections and to the public open space and activities provided at the Center's rooftop park.

### Detailed Scope, Project Benefits and Community Outreach

In March of 2020, Transbay Joint Powers Authority hired a consultant to provide a 'Gap Analysis' review of visitor-facing wayfinding at the Salesforce Transit Center. The project examined both static and digital information systems and identified areas of improvement around the Center. This analysis was conducted in coordination with MTC and transit operator staff. Digital signage in and around the Center is made up of over 300 screens, 300 media players, content management systems, and data infrastructure throughout the Salesforce Transit Center.

The current Wayfinding Improvement Plan at the Salesforce Transit Center includes three phases of work, meant to improve the Center's static and digital wayfinding ecosystem as it is today, identifies areas for improvement over the next 1-2 years, and provides high level cost estimates for improving Wayfinding in the long term, as high-speed rail is realized in the 2030's.

Phase 1 is primarily focused on Digital Enhancements and includes three subphases. The wayfinding improvement plan for Salesforce Transit Center was recently revised so that deliverables with independent utility could be performed immediately, with others that are co-dependent being done later. MTC and transit operator staff assisted by providing feedback in the development of this updated approach.

Phase 1.A is currently in progress, with a new Wayfinding Application expected to be completed by June 30, 2023. This work included four workstreams that focused on 1) Wayfinding Application Interface, 2) Network and Hardware research, 3) User and Market Projects, and 4) Dashboard



content management tool, and has been funded with \$275,000 in TJPA sources and \$200,000 in RM-2 bridge tolls.

**Phase 1.B** represents this **current request for \$300,000** in Prop AA funding and would provide the baseline equipment needed to run the new Wayfinding application smoothly and consistently. Currently, most screens (standard and touch) are capable of displaying the Wayfinding Application and other media. The current Media Players are able to operate the application but are slow, less responsive to touch and commands, and often require technical support, since they are at the end of their useful life. For these reasons, TJPA is requesting to install and set up 100 (of 318 total) new Media players that will deliver immediate noticeable improvements across the Center, providing independent utility and allowing for a smoother rollout of MTC’s new Regional Standards, when completed.

Phase 1.C would replace the remaining equipment around the Center, including: 218 (of 318 total) Media Players, 40 touch screens & overlays, 180 standard screens, and static directional signage to better align with MTC’s current regional standards. The cost and schedule for implementing Phase 1C is dependent on securing additional funds, including a current request for Community Project funds in the FFY24 Federal transportation appropriation bill. The minimum cost estimate is \$586,700. With additional funds, more extensive static directional signage could be implemented.

Phase 2 (FY24/25) Design and install permanent physical signage using MTC’s new regional standards and industry best practices. The cost estimate and schedule for this effort will be developed in coordination with MTC’s roll-out of MTC’s updated regional standards currently under development.

Phase 3 (FY33/34) Integration of High Speed Rail and CalTrain on levels B1 and B2 into the TJPA Wayfinding System. The cost estimate for this effort will be prepared in conjunction with the detailed design work for the DTX project.  
See attached scope file for more information.

**Project Location**

Salesforce Transit Center, 425 Mission Street, San Francisco, 94105

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP AA Amount</b>	\$300,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Salesforce Transit Center Wayfinding Phase 1B
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Apr-May-Jun	2023
Advertise Construction	Jul-Aug-Sep	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

## SCHEDULE DETAILS

No further public outreach is planned for the installation of the new media players.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Salesforce Transit Center Wayfinding Phase 1B
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-703: Prop AA Transit Projects	\$0	\$300,000	\$0	\$300,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$300,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$300,000	\$0	\$300,000
RM2	\$0	\$0	\$200,000	\$200,000
TBD (e.g. federal earmark)	\$586,700	\$0	\$0	\$586,700
TJPA General Fund	\$0	\$0	\$275,000	\$275,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$586,700</b>	<b>\$300,000</b>	<b>\$475,000</b>	<b>\$1,361,700</b>

## COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		Cost estimate is for Phase 1
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$475,000		based on actuals
Construction	\$886,700	\$300,000	PS&E, manufacturer estimate, and consultant 2020 estimate
Operations	\$0		
Total:	\$1,361,700	\$300,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	04/03/2023
<b>Expected Useful Life:</b>	5 Years

## San Francisco County Transportation Authority Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	Supplier	Contractor
1. Application configuration (software and OS) and install in kiosks (labor)	\$ 125,000	42%		\$ 125,000
2. Materials & Supplies: 100 Next Unit of Computing media players (27 interactive, 70 non-interactive, 3 spares)	\$ 134,000	45%	\$ 134,000	\$ -
Subtotal	\$ 259,000			
3. Contingency	\$ 41,000	14%		
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 300,000</b>		<b>\$ 134,000</b>	<b>\$ 125,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Salesforce Transit Center Wayfinding Phase 1B
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP AA Requested:</b>	\$300,000	<b>Total PROP AA Recommended</b>	\$300,000

<b>SGA Project Number:</b>		<b>Name:</b>	Salesforce Transit Center Wayfinding Phase 1
<b>Sponsor:</b>	Transbay Joint Powers Authority	<b>Expiration Date:</b>	12/31/2024
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP AA EP-703	\$300,000	\$300,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, upcoming project milestones (e.g. ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. QPRs shall include 2-3 photos of existing conditions, work being performed, and completed work, and photos documenting compliance with the Prop AA attribution requirements as described in the SGA.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP L
Actual Leveraging - This Project	77.97%	No TNC TAX	No PROP L

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Salesforce Transit Center Wayfinding Phase 1B
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP AA Request:</b>	\$300,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

RW

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Andrea Miller	Andrea Miller
<b>Title:</b>	Chief Financial Officer	Chief Financial Officer
<b>Phone:</b>	(415) 597-4617	(415) 597-4617
<b>Email:</b>	amiller@tjpa.org	amiller@tjpa.org

**TJPA PROPOSITION AA FUNDING SUPPORTING APPLICATION**

Project Name: Salesforce Transit Center Wayfinding Phase 1

Project Sponsor: Transbay Joint Powers Authority

**From SFCTA Excel Application – Line 8: Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.**

**Brief Project Justification**

The Transbay Joint Powers Authority is requesting funding to augment the Salesforce Transit Center’s wayfinding system. The Salesforce Transit Center is a multimodal transportation hub in downtown San Francisco measuring over 4.5 football fields in length, over four city blocks, and with six levels. The wayfinding system within the complex features both static and digital signage with over 300 screens and media players, and robust network infrastructure that requires updating to allow riders to efficiently navigate and access the transportation connections provided by several Bay Area transportation operators at and near the facility and the four-block long rooftop park, the neighborhood open space resource. Updates to the wayfinding signage will allow better access and provide an enjoyable experience of the Center, supporting facility access for all transit passengers and visitors, including individuals with disabilities, and the many local passengers traveling on the several Title VI-designated minority transit lines serving the Center. This wayfinding project will include replacing a targeted portion of the existing signage infrastructure coupled with updating digital wayfinding software and content. Improving the wayfinding system at the Center will allow transit riders to easily get to where they need to go, while allowing nearby residents and visitors to the San Francisco Bay Area to enjoy the retail offerings and park amenities offered at the Center. The funding requested through this Prop AA funding will address the Program’s programmatic goals of enhancing pedestrian safety, and improve transit mobility at the Salesforce Transit Center, located in San Francisco. As part of the TJPA’s Wayfinding Program, developed as a result of a 2020 Wayfinding Gap Analysis Study, a Wayfinding Improvement Plan was created, some of which is already underway.

At the time of the Prop AA Programming, TJPA worked with consultants to identify and prioritize items that are most effective and timely in enhancing the wayfinding experience at the transit center. Originally, it was thought that replacing the screens, housing, and media players (mini computer) in (37) interactive kiosks was best. However, after researching the existing components, it was determined that replacing as many of the end-of-lifecycle media players would have the biggest and most immediate positive impact, by improving reliability and functionality of the content being displayed. While the current screens are in need of replacement, many still function well and will be enhanced by simply replacing the media player only at this time. The change in strategy is due to the screens dependence on media players and “touch overlay” to truly realize the upgrade in technology. For example, replacing 37 interactive kiosks would enhance the experience on the Ground floor, but would not address the issues present on the remaining 260+ digital signs around the Center, including the ones serving the Bus Deck – leading to an inconsistent and unreliable experience after leaving the Ground floor. By replacing the computers/media players, we can prevent outages and downtime,

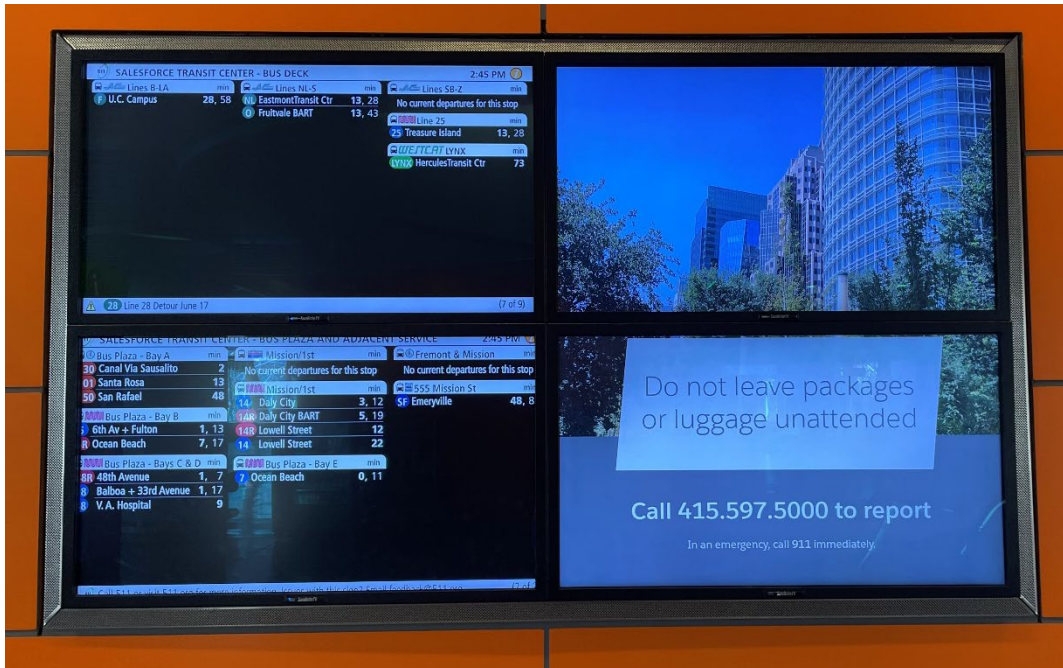
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which currently occurs with existing end-of-lifecycle media players. Not only does this strategy better support visitors, it also allows the funding to provide independent utility immediately, and does not preclude TJPA from implementing MTC’s new regional standards. Thus, the TJPA followed the recommendation to instead strategically replace (100) media players in both interactive and non-interactive digital signage throughout the center.

Example of Non-interactive digital signage:



\*Images rotate to show bus arrival and departure times, as well as other Wayfinding content.

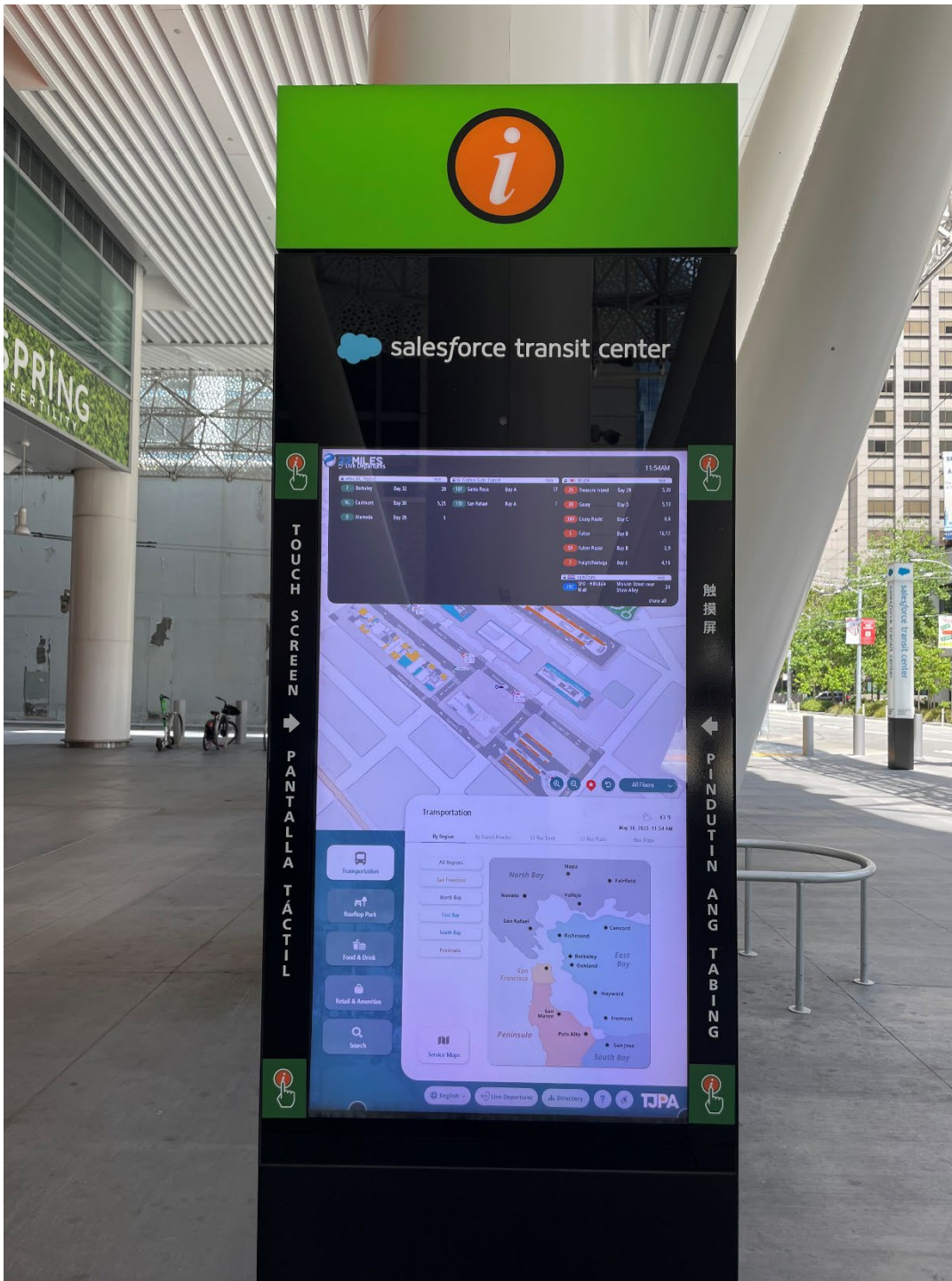


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Example of Interactive digital signage:



\*Touch screens make these kiosks “interactive”. The new media players work with both interactive and non-interactive digital signage.

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Examples of static signage:



\*Static Bus Bay directional signage and Floor specific wayfinding near elevators.

The subsequent phases for the overall Wayfinding project would include replacement of the digital screens, the housing of the kiosks, and other static wayfinding signage enhancements within the Transit Center. Implementation of physical signage changes in the Transit Center will follow MTC's new Regional Mapping Project, and is subject to securing additional funds.

**About the Salesforce Transit Center**

The Center is a modern regional transit hub connecting the Bay Area and ultimately the State of California through: Alameda-Contra Costa Transit (AC Transit), Bay Area Rapid Transit, Peninsula Rail Joint Powers Board (Caltrain), Golden Gate Transit, Greyhound, San Francisco Municipal Transportation Agency (SFMTA), SamTrans, WestCAT Lynx, Amtrak, paratransit and future High Speed Rail connection from San Francisco to Los Angeles/Anaheim. The Center extends four city blocks long and has 100,000 square feet of diverse retail, including a significant number of locally-owned businesses, a 5.4-acre Rooftop Park that offers free public programming and activities and a robust public art program. The Center is built to receive a GOLD Leadership in Energy and Environmental Design (LEED) certification and is highly sustainable with grand light-filled spaces

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and a unique façade. It is a world-class iconic destination, bringing local residents, transit riders, and visitors together daily to where they need to go and/or to enjoy the many amenities this transportation hub offers: shops, public open space and public art installations. Before the pandemic, ridership statistics provided by Operators at the Transit Center show that AC Transit accounted for roughly 17,000 riders per day, and SFMTA accounted for 9,000 riders per day. In addition, Golden Gate Transit, Westcat Lynx, and Greyhound contributed roughly 4,000 riders per day. These numbers include both “ons” and “offs”. Additionally, over 1,000 people visited the rooftop park daily.

**The Transportation Challenge and the Wayfinding Project**

The Center was completed in 2018 and included a wayfinding signage system, which consists of directional signs of the Center’s levels and 37 bus bays using both digital and non-digital wayfinding systems. Shortly after the Center opened to the public, it was determined through substantial public feedback from commuters and transit agency partners, that the wayfinding and digital systems installed required enhancements. Because of the Center’s multimodal makeup, four open levels, and several major entrance and exit points, along with the existence of several Bay Area transportation operators providing service in and around the Center, it is difficult for riders and visitors to navigate where they need to go and how best to get to their transit connections and/or to other parts of the Center. This causes lost time for commuters who miss transport connections, reducing the efficiency of the transit system. Currently, four of the six levels are open to the public:

1. The first or ground level houses the bus plaza where services from SFMTA and Golden Gate Transit are provided, with SamTrans and Amtrak located nearby on Mission Street and SF Paratransit located adjacent to the Grand Hall. Retail areas are also on the ground floor level.
2. The second level houses Wellness functions, including Fitness SF, Kaiser, Onsite Dental, and Spring Fertility.
3. The third level consists of the Bus Deck, which has 37 bays for transit operators - AC Transit, Greyhound, Westcat Lynx, and SFMTA’s Treasure Island buses.
4. The fourth level is the iconic Rooftop Park, which includes a gondola providing direct access from the public Salesforce Plaza and two pedestrian bridges connecting office and residential buildings directly to the park, with a third bridge in the planning stages.

**Wayfinding Gap Analysis and Improvement Plan**

In 2019, the TJPA, in collaboration with the Metropolitan Transportation Commission (MTC), brought onboard a wayfinding consultant to conduct a Wayfinding Gap Analysis of the Center, involving a comprehensive community outreach process that consisted of in-person interviews and online surveys of Bay Area commuters and visitors to the Center. Through this gap analysis, a Wayfinding Improvement Plan was created in 2020 with a project cost identified.

As part of the Wayfinding Gap Analysis, there were a battery of surveys undertaken as part of the research phase of the study. Alongside site work that assessed the physical legibility and management of the Salesforce

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Transit Center, the study included various methods for understanding the wayfinding needs and experiences of visitors to the facility. The following section summarizes the various community surveys undertaken:

1. Bus passengers - an intercept interview with passengers waiting for services at stops on the Bus Plaza and Bus Deck. These interviews were intended to capture opinion on wayfinding from the perspective of a transit rider.
2. Pedestrian tracking - another observational survey that tracked people covertly to watch wayfinding behavior without outside stimulation from the surveyor. This was intended to identify traits and issues for people navigating the building entirely naturally.
3. Test journeys - an observational survey of participants with little if any previous knowledge of the building designed to question the utility and efficacy of wayfinding for unfamiliar users.
4. Frontline staff forums - a group discussion with staff and managers who represent frontline touchpoints for visitor questions. The intent being to investigate common issues, techniques for helping people and suggestions to help improve customer service.
5. Digital (KC1) kiosk public tests - a small sampling of intercepted participants was asked to perform simple tasks using the digital trip planning kiosks. This focused specifically on anecdotal concerns that these tools were under-used and overly complicated.
6. Stakeholder survey - a self-completion survey of municipal transit operators and other special interests who hold a stake in the success of wayfinding at the facility to obtain insight into issues and opportunities raised by the people or organizations they represent.

These public outreach efforts informed the Wayfinding Improvement Plan, which is robust and necessary to execute this wayfinding signage improvement to enhance transit mobility in the City and throughout the Center. The Wayfinding Project is a part of MTC's Plan Bay Area 2050.

No further public outreach is planned for the installation of the new media players.

**Project Cost**

The total Wayfinding project cost is \$4.7 million, which is broken down into three phases and addresses the three components listed below. The Phase 1 project is the subject of this request. The Phase 1 cost is \$1,361,700, of which \$475,000 has been allocated (\$200,000 in RM-2) or allocated (\$275,000 TJPA funds). This Wayfinding Phase 1 project will enhance the physical and digital signage and digital support systems in the Center, including the elements identified below:

1. Physical signage: Enhance facility identity, intuitive directions, and consistency to MTC regional standards
2. Digital and interactive information: Kiosk-based application redesign; application front-end, back-end and content management system development; digital data dashboard design & development; research/recommendations into local network upgrade path, upgraded monitors and media players, and expanded accessibility options
3. Design, planning and implementation of the wayfinding and digital systems

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The Wayfinding Program's seeks to replace the wayfinding infrastructure and digital wayfinding application by updating the digital systems and screens allowing interactive map and diagram use and accessibility; provide information to limited-English proficient visitors in accordance with the TJPA's Title VI plan; fully operationalize American Disability Act requirements while incorporating the MTC's Regional Transit Wayfinding Guidelines and Standards.

**Multi-Agency Coordination and Plan Execution**

Improving wayfinding at the Center is a top priority for the TJPA and transit operator partners. The TJPA hosts a monthly meeting with AC Transit, SFMTA and MTC called the Wayfinding Working Group, which seeks to enhance the wayfinding and signage at the Center, implement the Wayfinding Program and work together to pursue funding to advance this Program.

We are underway with the first stage of the Wayfinding Phase 1 project that will update the software and content and strategically replace about 10 of the 37 existing media players in interactive kiosks to enhance wayfinding and signage at the Center. The Wayfinding application development, which is funded by other non-Prop AA sources, will be done and ready for rollout by June 2023. The purchase and installation of the 100 media players (27 interactive, 70 non-interactive, and 3 spares), using Prop AA funds, will occur immediately thereafter. Work can commence upon receipt of the requested Prop AA funding and will be completed by September 2023.

**Benefits to the Community**

Through Prop AA funding, the updated wayfinding system will make it easier for the Bay Area's diverse communities (from San Francisco, Alameda, Contra Costa, San Mateo, Marin, and Santa Clara counties) of transit riders to navigate the Salesforce Transit Center and reach their connections. The Center is within walking distance to equity priority communities (EPC) found in the MTC's and SFCTA's EPC maps, with riders relying on accessing to their transit connections reliably and quickly.

Through our transit partners that include SFMTA, BART, AC Transit, WestCat Lynx, Golden Gate Transit, SamTrans, paratransit, commuters can take the transit connections to get them to jobs, economic opportunities, cultural destinations and housing. Through the multimodal Center, these communities are provided transit connections to not only multiple locations throughout San Francisco, but also throughout the Bay Area and megaregion. Updating the wayfinding system at this Center will only increase commuters' positive experience of taking transit and increase their motivation to take transit to their connections and increase access to the free activities offered at the rooftop park.

The Center houses SFMTA bus service from the Richmond district through the 5-Fulton and 38-Geary buses plus the Treasure Island (TI) bus service, which is the only bus connection for TI residents to get to San



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Francisco. The Center is within walking distance to other SFMTA transit connections, as well, as to the other 8 transit systems found at, within, and in near walking-proximity to the Center.

The Center is a 4-block long open space resource for the equity priority communities in MTC and SFCTA EPC maps. Through this rooftop park, these communities are able to visit and take advantage of the free activities offered throughout the week, which include fitness, crafts, birding and gardening classes.

This TJPA Wayfinding Project funding request meets the following Prop AA screening and prioritization criteria:

1. The TJPA is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
2. The Wayfinding project is eligible for funding from two (pedestrian safety and transit reliability and mobility improvements) of Prop AA's three programmatic categories.
3. Project is seeking Prop AA funds for design, construction and/or procurement phases only.
4. Project is consistent with the regional transportation plan as identified through Plan Bay Area 2050.
5. Project is consistent with TJPA's adopted budget; existing and planned land uses; adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit friendly housing, employment, and services.

For reference, Phase 1 is primarily focused on Digital Enhancements and includes three subphases. The wayfinding improvement plan for Salesforce Transit Center was recently revised so that deliverables with independent utility could be performed immediately, with others that are co-dependent being done later. MTC and transit operator staff assisted by providing feedback in the development of this updated approach.

Phase 1.A is currently in progress, with a new Wayfinding Application expected to be completed by June 30, 2023. This work included four workstreams that focused on 1) Wayfinding Application Interface, 2) Network and Hardware research, 3) User and Market Projects, and 4) Dashboard content management tool, and has been funded with \$275,000 in TJPA sources and \$200,000 in RM-2 bridge tolls.

Phase 1.B represents this current request for \$300,000 in Prop AA funding and would provide the baseline equipment needed to run the new Wayfinding application smoothly and consistently. Currently, most screens (standard and touch) are capable of displaying the Wayfinding Application and other media. The current Media Players, are able to operate the application, but are slow, less responsive to touch and commands, and often require technical support, since they are at the end of their useful life. For these reasons, TJPA is requesting to install and set up 100 (of 318 total) new Media players that will deliver immediate noticeable improvements across the Center, providing independent utility and allowing for a smoother rollout of MTC's new Regional Standards, when completed.

Phase 1.C would replace the remaining equipment around the Center, including: 218 (of 318 total) Media Players, 40 touch screens & overlays, 180 standard screens, and static directional signage to better align with MTC's current regional standards. The cost and schedule for implementing Phase 1C is dependent on securing additional funds, including a current request for Community Project funds in the FFY24 Federal transportation appropriation bill. The minimum cost estimate is \$586,700. With additional funds, more extensive static directional signage could be implemented.

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Phase 2 (FY24/25) Design and install permanent physical signage using MTC's new regional standards and industry best practices. The cost estimate and schedule for this effort will be developed in coordination with MTC's roll-out of MTC's updated regional standards currently under development.

Phase 3 (FY33/34) Integration of High Speed Rail and CalTrain on levels B1 and B2 into the TJPA Wayfinding System. The cost estimate for this effort will be prepared in conjunction with the detailed design work for the DTX project.

The Wayfinding project addresses two of the three main programmatic benefits Prop AA funding seeks to address, which include:

- 1. Pedestrian Safety** - the project will minimize conflicts with other modes, and reduce pedestrian hazards and it will enhance access to transit and/or schools, as there are a number of educational institutions located within the vicinity of the Transit Center.
- 2. Transit Reliability and Mobility Improvements** - the project will increase transit accessibility and connectivity using wayfinding signs through travel information improvements, and improved connections to regional transit). The multimodal Transit Center connects nine Bay Area transit systems and reduces congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.

**Early Regional Investment**

This investment complements the MTC's regional efforts to provide an accessible and easily navigable transportation system across the entire region of the Bay Area, with the Salesforce Transit Center at the forefront. Wayfinding is an important strategy element in the Plan Bay Area 2050 enabling a seamless mobility experience for riders. Within the past 12 years, MTC has invested over 12 million dollars into creating an increasingly seamless and coordinated wayfinding system for the region's transportation network and plans to develop regional design standards, a kit of mapping resources, a digital mapping platform, and a regional graphic identity/branding in partnership with Bay Area cities and transit operators. Our efforts at the Center will only help improve commuters' access to the Bay Area's transit system.

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## Memorandum

### AGENDA ITEM 8

**DATE:** June 23, 2023  
**TO:** Transportation Authority Board  
**FROM:** Cynthia Fong - Deputy Director for Finance and Administration  
**SUBJECT:** 7/11/23 Board Meeting: Approve the Revised Procurement Policy and Travel, Conference, Training, and Business Expense Reimbursement Policy

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Approve the revised Procurement Policy and Travel, Conference, Training, and Business Expense Reimbursement Policy (Travel Policy)</p> <p><b>SUMMARY</b></p> <p>We review all policies periodically to ensure compliance with current statutes and Transportation Authority objectives. We are recommending modifications to the Procurement and Travel Policies to conform to and be consistent with local government ordinances and applicable law, provide additional clarity and flexibility, and reflect administrative and organizational changes since the last update. Attachment 1 includes a summary of changes proposed in each policy, followed by the proposed Procurement and Travel policies with red-line changes (Attachments 2 and 3, respectively).</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: Policies</li> </ul>
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### BACKGROUND

We develop and implement policies and procedures to organize and formalize agency activities, and to ensure compliance with current statutes and our objectives. While we are not required to annually review our Procurement and Travel Policies, it is good management practice to do so on a regular or as-needed basis.

Below is a brief description of the Procurement and Travel Policies that are the subject of this memorandum.

**Procurement Policy:** Guide decisions pertaining to procurement, including the modes, methods, and procedures for acquiring the materials, equipment, and services necessary to carry out the operations of the Transportation Authority.



**Travel, Conference, Training, and Business Expense Reimbursement Policy:** Establish a set of policies relating to Commissioner and staff travel, conference, training, and business expenses, and establish procedures for reimbursement of eligible requests of Transportation Authority Commissioners.

## **DISCUSSION**

The Board adopted the Procurement and Travel Policies through Resolution 21-13 in September 2020. At our request, Meyers Nave reviewed these policies and based on their reviews, we are recommending changes as summarized in Attachment 1 and redlined in the proposed policies in Attachments 2 and 3.

The most substantive proposed revisions to the Procurement and Travel Policies are to align them with Chapter 12X of the San Francisco Administrative Code. On May 9, 2023, the City and County of San Francisco approved amending its Administrative Code to repeal Chapter 12X, and thereby repealing prohibitions on City-funded travel to a state, and the City entering into a contract with a contractor headquartered in a state that allows discrimination against LGBT individuals, has restrictive abortion laws, or has voter suppression laws. Additionally in the Procurement Policy, we are recommending an increase in the limit for informal and formal bid processes of solicitations for goods and services, supplies, equipment, or materials from \$75,000 to \$100,000 and authorizing the Executive Director to approve and execute contracts not in excess of \$100,000.

## **FINANCIAL IMPACT**

The recommended action would not have an impact on the proposed Fiscal Year 2023/24 budget.

## **CAC POSITION**

The Community Advisory Committee will consider this item at its June 28, 2023 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Proposed Revisions
- Attachment 2 - Proposed Procurement Policy
- Attachment 3 - Proposed Travel, Conference, Training, and Business Expense Reimbursement Travel Policy

SECTION	REVISION	REASON	PAGE
<p><b>SECTION III. PROCUREMENT PROCESS A. GENERAL PROVISIONS</b></p>	<p>All procurement transactions, regardless of purchasing methodology or dollar value, shall be conducted in a manner that maximizes open and free competition. Solicitation for offers, whether by an informal or formal bid process or through competitive negotiation shall:</p> <ol style="list-style-type: none"> <li>1. incorporate a clear and accurate description of the technical requirements for the materials, product, or services to be procured; and</li> <li>2. clearly set forth all requirements which bidders must fulfill, and all other factors to be used in evaluating the proposals.</li> </ol> <p>All bids or proposals must be submitted to and received at the location designated no later than the exact time and date stated in bid or proposal requirements, and must be date- and time-stamped and logged as received by Transportation Authority personnel. Bids or proposals received after the date and time deadline will be returned unopened and will be considered as disqualified. A bid or proposal may be withdrawn prior to bid or proposal opening for any reason by a bidder or <u>his/her/their</u> authorized representative, provided a written request to withdraw is received by the Transportation Authority prior to bid or proposal opening. After bid or proposal opening, a bid or proposal may be withdrawn only for material obvious error(s) and subject to written approval by the Executive Director.</p>	<p>Changed gender references to neutral form.</p>	<p>2</p>
<p><b>SECTION III. PROCUREMENT PROCESS C. INFORMAL BID PROCESS</b></p> <p>First paragraph</p>	<p>Solicitations for goods and services that are anticipated to be equal to or less than <del>\$75,000</del> <u>\$100,000</u> may go through an informal Request for Proposal (RFP) or bid process. Quotes may be requested by telephone, via the Internet or through the mail from known qualified vendors or from current vendor catalogs and/or websites. Routine purchases in the amount of \$25,000 or less should be distributed equitably among qualified competitively priced suppliers, with consideration given to DBE/LBE utilization as applicable and as permitted by law. It is not permissible to segment the contract or use multiple solicitations for similar goods or services in order to circumvent the limitation for formal solicitation.</p>	<p>Revision to increase limit for an informal Request for Proposal, consistent with proposed changes to Section VII. Contract Administration. The proposed revision remains under the current limit for informal bidding pursuant to federal requirements, 48 Code of Federal Regulations 2.101, amount of \$250,000.</p>	<p>3</p>
<p><b>SECTION III. PROCUREMENT PROCESS D. FORMAL BID PROCESS</b></p>	<p>Solicitation of goods and/or services that are anticipated to be in excess of <del>\$75,000</del> <u>\$100,000</u> shall be required to go through a formal Request for Proposal (RFP) or Invitation for Bid (IFB) process. An RFP process will also be used to procure professional and technical services as applicable in accordance with the provisions of California Government Code Section 4526 and applicable federal laws and regulations. Award of a contract for professional services will be qualifications-based and will consider multiple factors that will be clearly stated in the RFP, although price may be considered during the negotiation of the contract. Procurement for establishing an on-call or preapproved list of professional services providers shall be based on a qualifications-based process in accordance with state</p>	<p>Revision to increase limit for a formal Request for Proposal, consistent with proposed changes to Section VII. Contract Administration. The proposed revision remains under the current limit for informal bidding pursuant to federal requirements, 48 Code of</p>	<p>3</p>



## Attachment 1 Procurement Policy

SECTION	REVISION	REASON	PAGE
	<p>and federal law, and price may be taken into consideration when negotiating a contract with a firm selected from such a list to fulfill task orders.</p> <p>For procurements anticipated to be in excess of <del>\$75,000</del> <u>\$100,000</u>, an Invitation for Bids (IFB) process will be used to procure all supplies, equipment, or materials that are standard in nature, character, and quality; easily defined; and/or reasonably accessible in the open market. Award will be made to the lowest responsive and responsible bidder after competitive bidding, except in an emergency declared by the vote of two-thirds of the voting membership of the Board pursuant to California Public Utilities Code Section 131285. If, after rejecting bids received, the Transportation Authority, pursuant to California Public Utilities Code Section 131286, determines and declares by a two-thirds vote of the voting membership of the Board that, in its opinion, the supplies, equipment, or materials may be purchased at a lower price in the open market, the Transportation Authority may proceed to purchase these supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisement.</p> <p>Solicitation for offers in the formal bid process shall include the following:</p> <ol style="list-style-type: none"> <li>1. A clear and accurate written description of the project scope and deliverables, and technical requirements for the materials, product, or service being procured;</li> <li>2. Special conditions or restricting policies, policy goals such as DBE/LBE goals, if applicable, patents, liquidated damages, and performance, bid or indemnification requirements;</li> <li>3. Proposed timetable for the project or service;</li> <li>4. General format requirements and number of copies/items (if applicable) to be delivered;</li> <li>5. Date of pre-proposal conference, if applicable;</li> <li>6. A clear definition of the evaluation criteria to be used in evaluating the bids or proposals; and</li> <li>7. Date, time, and place for submission of final bids or proposals.</li> </ol> <p>If a pre-proposal conference is held, a listing of those in attendance showing name(s) of attendees and agency or company represented shall be maintained in the resulting contract files.</p> <p>Responses to RFPs for professional and technical services shall require identification of the bidders or proposer's key employees and subcontractors. Bidders or</p>	<p>Federal Regulations 2.101, of \$250,000.</p>	<p>4</p>

SECTION	REVISION	REASON	PAGE
	<p>proposers shall be required to notify the Transportation Authority of any pending lawsuits or labor disputes that may interfere with the delivery of services.</p> <p>Procurements in amounts greater than <del>\$75,000</del> <u>\$100,000</u> shall require a formal notice process including advertising requests for bids or proposals in local appropriate newspapers or other media outlets. Notice should occur with sufficient time to allow bidders or proposers reasonable time in which to respond. The term "reasonable time" may vary depending on the complexity of the proposed project. Thirty (30) calendar days shall be considered the standard time allotted in notification to potential bidders or proposers. More or less time may be allotted at the determination of the Executive Director.</p> <p>RFPs and IFBs will be reviewed by a selection panel appointed by the Executive Director. The Executive Director may elect to assemble a separate cost evaluation panel to review cost proposals and evaluate cost assumptions. Based on their reviews and analysis, the selection panel and cost evaluation panel, if any, shall rank bids or proposals. The Executive Director will recommend to the Board award of a contract, based on the results of the procurement process and the recommendations the selection panel and cost evaluation panel, if any, to the bidder or proposer most advantageous to the Transportation Authority. In the case of IFBs, the Executive Director will recommend award to the lowest responsive and responsible bidder or proposer.</p> <p>Copies of all correspondence, including negative response letters, copies of evaluation sheets/scores, and copies of all bids or proposals not being considered further shall be maintained in the files.</p> <p>In the event that only a single bid or proposal is submitted, the Transportation Authority shall document its efforts in soliciting responses; and record the history of all correspondence, negotiations, including parties involved, etc. that took place with reference to the award of the resulting contract.</p>		5
<p><b>SECTION V. PROHIBITING CONTRACTING IN STATES THAT ALLOW DISCRIMINATION AGAINST LGBT INDIVIDUALS AND IN STATES WITH RESTRICTIVE ABORTION LAWS</b></p>	<p><del>On October 14, 2016, through Ordinance 189-16, the City and County of San Francisco prohibited city contracting involving states that allow discrimination against lesbian, gay, bisexual, and transgender individuals. This prohibition became effective on February 11, 2017. On August 9, 2019, through Ordinance 200-19, the City and County of San Francisco prohibited city contracting involving states with certain laws that restrict abortion access. This prohibition became effective January 1, 2020. The list of states banned from contracting under both Ordinances is known as the Covered State List and is maintained and updated by the City Administrator on at least a semiannual basis.</del></p> <p><del>The Ordinances do not automatically apply to the Transportation Authority, since it is a separate governmental entity rather than a City department. In keeping with the public policy objectives leading to the City's adoption of the Ordinances, however,</del></p>	<p>Delete entire section to align with the repeal of Chapter 12X of the San Francisco Administrative Code.</p>	6-7



## Attachment 1 Procurement Policy

SECTION	REVISION	REASON	PAGE
	<p><del>the Transportation Authority has adopted appropriate elements of the contracting prohibitions contained in the Ordinances, as further detailed below. Pursuant to this section, the Transportation Authority shall not: enter into a contract with a contractor that has its United States headquarters in a state on the Covered State List or where any or all of the work on the contract will be performed in a state on the Covered State List, unless it meets one or more of the exemption criteria detailed below:</del></p> <ol style="list-style-type: none"> <li><del>1. This section shall not apply to contracts that meet one or more of the following circumstances:</del></li> <li><del>2. The needed services are available only from one source, as supported by sufficient justification:</del></li> <li><del>3. The contract is necessary to respond to an emergency which endangers public health or safety:</del></li> <li><del>4. There are no qualified responsive bidders or prospective vendors that comply with the requirement of this section; and the needed service, project or property is essential to the Transportation Authority or the public:</del></li> <li><del>5. The public interest warrants the granting of an exemption due to potential adverse impact on services:</del></li> <li><del>6. The services to be purchased are available under a bulk purchasing arrangement with a federal, state, or local government entity or a group purchasing organization; the purchase under such arrangement will substantially reduce the Transportation Authority's cost of purchasing such services, and the purchase under such arrangement is in the best interest of the Transportation Authority:</del></li> <li><del>7. The services are planned to be funded in whole or in part by regional, state, federal, or private funding:</del></li> <li><del>8. Application of this ban will violate or would be inconsistent with the terms or conditions of a grant or agreement with a public agency:</del></li> </ol> <p><del>Additionally, this section shall not apply to contracts advertised, solicited, initiated, or executed prior to the effective date of this revised policy, including amendments to existing contracts and task orders under existing on-call contracts.</del></p> <p><del>Application of this section does not apply to: (1) work performed on a contract by a subcontractor, subconsultant or supplier; or (2) the supply of off-the-shelf equipment:</del></p>		

SECTION	REVISION	REASON	PAGE
	<p><del>Application of this section does not apply to procurements under on-call contracts, where on-call bench was established prior to the effective date of this revised policy.</del></p> <p><del>If during the term of a contract, the contractor moves its headquarters, or the location from which it will provide services to the Transportation Authority, to a state on the Covered State List, such a move shall not constitute grounds to terminate the contract.</del></p> <p><del>For the purposes of this section, "contract" means an agreement between the Transportation Authority and any person or entity that provides, at the expense of the Transportation Authority, for public works, public improvements, commodities, or services to be purchased, not including contracts for underwriting services for the purchase and sales of Transportation Authority bonds, notes, and other forms of indebtedness.</del></p> <p><del>The Transportation Authority shall document any applicable contract exemption(s) and provide such documentation to the Executive Director prior to execution of the contract by the Transportation Authority, or prior to specific action by the Board authorizing award of the contract to the contractor, if applicable.</del></p>		
<p><b>SECTION VI.VII: CONTRACT ADMINISTRATION</b></p>	<p>No contractual obligations, administrative or capital, shall be assumed by the Transportation Authority in the excess of its ability to pay as defined by the adopted final budget and the Strategic Plan. Approval of the Board is required prior to the execution of any contract for the procurement of goods or professional services that authorizes payments that in the aggregate exceed <del>\$75,000</del> <u>\$100,000</u> in a fiscal year. The Executive Director is authorized to approve and execute all such contracts that authorize payments not in excess of <del>\$75,000</del> <u>\$100,000</u> per fiscal year, provided that the amounts are consistent with the adopted final budget, as amended in accordance with the Fiscal Policy for the current fiscal year or, in the event that the contract was not completed in a single fiscal year, the contiguous fiscal year(s). The Executive Director is authorized to amend contracts to extend time, to add or delete tasks of similar scope and nature, and to increase or reduce the total amount of the contract. The Executive Director may execute such amendments without prior Board approval, if the amount of the amendment does not exceed <del>\$75,000</del> <u>\$100,000</u>.</p> <p>All <u>contract procurements and</u> expenditures shall comply with all federal, state, and local statutory requirements and <u>applicable administrative regulations and orders, as well as</u> other legal restrictions placed on the use of <del>said public</del> funds. The Executive Director shall execute all contracts in conformance with the monetary limits established in the adopted final budget. The Executive Director and/or <del>his/her</del> <u>their</u> designee has the responsibility for monitoring all contractual agreements for compliance with the terms and conditions established in the</p>	<p>Revision to increase Executive Director's authorization threshold to be in line with comparable transportation agencies and adjust for inflation.</p> <p>Revisions for clarity.</p> <p>Changed gender references to neutral form.</p>	<p>9</p>



Attachment 1  
**Procurement Policy**

SECTION	REVISION	REASON	PAGE
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contract and for rendering payment upon completion of services or delivery of goods and materials as agreed.

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Travel, Conference, Training, and Business Expense Reimbursement Policy

SECTION	REVISION	REASON	PAGE
<p>SECTION II. ELIGIBILITY</p> <p>B. Eligible Travel Expenses.</p> <p>4. Miscellaneous expenses:</p> <p>Subsection c.</p>	<p>Tips to <del>porters, baggage carriers, bellhops, hotel staff, and stewards or stewardesses</del><u>hospitality staff</u>;</p>	<p>Revision to update gender references to neutral form and simplify reference to all relevant positions in this industry.</p>	<p>2</p>
<p>SECTION II. ELIGIBILITY</p> <p>D. Expense Limitations.</p>	<p>Reimbursement of costs shall be based on the minimum number of days and hours required to transact Transportation Authority business. Costs incurred due to early or late arrival shall be at the traveler's expense unless it is shown that the savings in airfare outweighs other costs. In that event, it is up to the traveler's discretion as to whether <del>he or she</del><u>they</u> wishes to take advantage of the reduced airfare by traveling at an earlier/later date.</p>	<p>Revision to update gender references to neutral form.</p>	<p>3</p>
<p><del>SECTION IV. PROHIBITING STAFF TRAVEL TO STATES THAT ALLOW DISCRIMINATION AGAINST LGBT INDIVIDUALS AND IN STATES WITH RESTRICTIVE ABORTION LAWS</del></p>	<p><del>On October 14, 2016, through Ordinance 189-16, the City and County of San Francisco prohibited staff travel to states that allow discrimination against lesbian, gay, bisexual, and transgender individuals. This prohibition became effective on February 11, 2017. On August 9, 2019, through Ordinance 200-19, the City and County of San Francisco prohibited staff travel in states with certain laws that restrict abortion access. This prohibition became effective January 1, 2020.</del></p> <p><del>The list of states banned from travel under both Ordinances is known as the Covered State List and is maintained and updated by the City Administrator on at least a semiannual basis.</del></p> <p><del>The Ordinances do not automatically apply to the Transportation Authority since it is a separate governmental entity rather than a City department. In keeping with the public policy objectives leading to the City's adoption of the Ordinances, however, the Transportation Authority has adopted appropriate elements of the travel prohibitions contained in the Ordinances, as further detailed below. Pursuant to this section, the Transportation Authority shall not: 1) require any of its employees or officers to travel to a state on the Covered State List, or 2) approve a request for Transportation Authority-funded travel to a state on the Covered State List, unless such travel meets one or more of the exemption criteria detailed below.</del></p> <p><del>This section shall not apply to travel that is one or more of the following:</del></p> <ol style="list-style-type: none"> <li><del>1. Necessary for the enforcement of any state or Transportation Authority law, rule, or policy;</del></li> <li><del>2. Necessary for the defense of any legal claim against the Transportation Authority;</del></li> <li><del>3. Required by city, state, or federal law.</del></li> </ol>	<p>Delete entire section to align with the repeal of Chapter 12X of the San Francisco Administrative Code.</p>	<p>4-5</p>



## Travel, Conference, Training, and Business Expense Reimbursement Policy

SECTION	REVISION	REASON	PAGE
	<p><del>4. Required to meet contractual obligations incurred by the Transportation Authority.</del></p> <p><del>5. Necessary for the protection of public health, welfare, or safety.</del></p> <p><del>For purposes of this section, "travel" does not include landing in a state by plane to make a connecting flight to a destination outside that state, or traversing a state by automobile, train, bus, or otherwise, to reach a destination outside that state.</del></p> <p><del>The Transportation Authority shall document any travel exemption requests and provide them to the Executive Director prior to considering the travel request.</del></p>		
<p><b>SECTION <del>IV.V:</del></b> <b>PROCEDURES FOR</b> <b>CLAIMING EXPENSE</b> <b>REIMBURSEMENT</b></p>	<p>F. <b>Commissioner Reports.</b> Transportation Authority Commissioners attending a meeting, conference, or training at the expense of the Transportation Authority shall provide a brief <del>written and</del> oral report of such <u>as part of the next Chair's Report which is typically scheduled at the second Transportation Authority Board meeting of the month at the next regular Board meeting of the Transportation Authority and within the Chair's Report.</u> The report must include a statement of how the Commissioner's attendance has an impact on, or was associated with, Transportation Authority business, <del>and include any materials distributed at the meeting, conference, or training that could be helpful to other Commissioners.</del></p>	<p>Revision to increase the efficiency of Commissioner reporting.</p>	<p>5-6</p>



## **Procurement Policy**

Resolution 23-XX

### **I. INTRODUCTION**

The Procurement Policy is designed to guide decisions pertaining to procurement, including the modes, methods, and procedures for acquiring the materials, equipment, and services necessary to carry out the operations of the San Francisco County Transportation Authority (Transportation Authority). This policy is intended to establish the manner in which all Transportation Authority procurement activities shall be conducted, and define the requirements and/or limitations for the Transportation Authority and those individuals, firms or agencies doing business with the Transportation Authority. It is intended to be consistent with the Transportation Authority's Administrative Code, the Proposition K Sales Tax Expenditure Plan (Expenditure Plan), federal and state regulations, and general prudent accounting and financial management practices.

### **II. SCOPE AND AUTHORITY**

The Procurement Policy applies to the operations of the Transportation Authority and is not applicable to the operations of any project sponsoring agencies of the Transportation Authority, unless otherwise specifically provided. The Transportation Authority may enter into an agreement to solicit and award contracts on behalf of a sponsoring agency, if requested and if it is determined to be in the best interest of the Transportation Authority and the sponsoring agency. The award of such contracts shall be for goods and services for programs or projects contained in the Expenditure Plan.

The Procurement Policy provides guidelines for procuring materials and supplies, professional and technical services, and lease and rental agreements. The Procurement Policy is separate from, but shall be applied in conjunction with, the Transportation Authority's Strategic Plan, adopted Fiscal Policy and Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE) Policy, as applicable. Overall policy direction shall be the responsibility of the Transportation Authority Board (Board). Responsibility for implementation of the Procurement Policy, and day-to-day responsibility and authority for structuring, implementing, and managing the Transportation Authority's policies, goals, and objectives, shall lie with the Executive Director. This Policy will be reviewed and updated as required or deemed advisable at least once every three years. Any changes to the policy are subject to approval by the Board at a public meeting.

### **III. PROCUREMENT PROCESS**

Open competition is the basis for efficient, economic, and fair public procurement. It is the policy of the Transportation Authority to competitively bid on the procurement of all goods and services, and to encourage small and local firms to do business with the Transportation Authority. All procurement activities are considered to be contractual obligations



encompassing financial compensation in return for the rendering of specific goods and/or services. All procurements are to be negotiated on a fixed-price or cost plus fee basis.

#### **A. GENERAL PROVISIONS**

All procurement transactions, regardless of purchasing methodology or dollar value, shall be conducted in a manner that maximizes open and free competition. Solicitation for offers, whether by an informal or formal bid process or through competitive negotiation shall:

1. incorporate a clear and accurate description of the technical requirements for the materials, product, or services to be procured; and
2. clearly set forth all requirements which bidders must fulfill, and all other factors to be used in evaluating the proposals.

All bids or proposals must be submitted to and received at the location designated no later than the exact time and date stated in bid or proposal requirements, and must be date- and time-stamped and logged as received by Transportation Authority personnel. Bids or proposals received after the date and time deadline will be returned unopened and will be considered as disqualified. A bid or proposal may be withdrawn prior to bid or proposal opening for any reason by a bidder or ~~his/her~~their authorized representative, provided a written request to withdraw is received by the Transportation Authority prior to bid or proposal opening. After bid or proposal opening, a bid or proposal may be withdrawn only for material obvious error(s) and subject to written approval by the Executive Director.

The Transportation Authority reserves the right to modify and/or suspend any and all aspects, terms, conditions and requirements of any procurement, to obtain further information from any firm or person responding to the procurement, to waive any informality or irregularity as to form or content of the procurement document or any response thereto, to be the sole judge of the merits of the bids or proposals received, and to reject any or all bids or proposals for any reason provided that such actions are made in accordance with federal and state laws.

Contract awards shall be made only to responsive and responsible contractors that possess the potential ability to perform successfully under the terms and conditions of a proposed procurement. Consideration shall be given to such matters as compliance with public policy, record of past performance, and financial and technical resources. False statements in proposals will be a basis for disqualification. All contract awards shall be documented by written purchase order, written contract, or written memorandum. Contracts, including all options therein, will generally be limited to a maximum period of five (5) years.

The Transportation Authority annual budget establishes the monetary limits for the procurement of goods and services subject to this Policy. All procurements, whether formal or informal, shall be in compliance with the Transportation Authority's non-discrimination policy, DBE/LBE Policy, if applicable, and any other Transportation Authority contracting policy in effect at the time of the procurement.



## **B. CONFLICT OF INTEREST**

No employee, officer or agent of the Transportation Authority shall participate in the procurement process, or in the award or administration of a contract, if such participation would result in a conflict of interest, real or apparent, as defined by state and federal laws. No employee, officer, or agent shall solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements. The Transportation Authority shall be subject to Articles 1 and 3 of Title 9, Chapter 7 of the California Government Code and the regulations which implement those provisions as well as the San Francisco County Transportation Authority Conflict of Interest Code.

## **C. INFORMAL BID PROCESS**

Solicitations for goods and services that are anticipated to be equal to or less than ~~\$75,000~~ \$100,000 may go through an informal Request for Proposal (RFP) or bid process. Quotes may be requested by telephone, via the Internet or through mail from known qualified vendors or from current vendor catalogs and/or websites. Routine purchases in the amount of \$25,000 or less should be distributed equitably among qualified competitively priced suppliers, with consideration given to DBE/LBE utilization as applicable and as permitted by law. It is not permissible to segment the contract or use multiple solicitations for similar goods or services in order to circumvent the limitation for formal solicitation.

The informal bid or solicitation process shall include a minimum of three quotes from potential providers to ascertain that the proposed price is fair and reasonable. Transportation Authority files shall maintain support documentation demonstrating that a sufficient number of quotes were obtained.

Except in the case of an emergency, or a finding by the Board by two-thirds vote of all its voting members that, in its opinion, the supplies, equipment or materials may be purchased at a lower price in the open market, awards of contracts for supplies, equipment and materials in excess of \$25,000 shall be awarded to the lowest responsible and responsive bidder. Awards of contracts for supplies, equipment, and materials not in excess of \$25,000 will generally be awarded to the lowest bidder after a competitive process, but other factors including but not limited to delivery date and known performance and, if applicable and permitted by law, DBE/LBE participation may be considered in selecting the vendor.

Awards of contracts for professional services, including legal, financial advisory, private architectural, landscape architectural, engineering, environmental, land surveying, or construction project management firms shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required, and at a price that is fair and reasonable, in accordance with state and federal laws.

## **D. FORMAL BID PROCESS**

Solicitation of goods and/or services that are anticipated to be in excess of ~~\$75,000~~ \$100,000 shall be required to go through a formal Request for Proposal (RFP) or Invitation for Bid (IFB) process. An RFP process will also be used to procure professional and technical services as applicable in accordance with the provisions of California



Government Code Section 4526 and applicable federal laws and regulations. Award of a contract for professional services will be qualifications-based and will consider multiple factors that will be clearly stated in the RFP, although price may be considered during the negotiation of the contract. Procurement for establishing an on-call or preapproved list of professional services providers shall be based on a qualifications-based process in accordance with state and federal law, and price may be taken into consideration when negotiating a contract with a firm selected from such a list to fulfill task orders.

For procurements anticipated to be in excess of ~~\$75,000~~ \$100,000, an Invitation for Bids (IFB) process will be used to procure all supplies, equipment, or materials that are standard in nature, character, and quality; easily defined; and/or reasonably accessible in the open market. Award will be made to the lowest responsive and responsible bidder after competitive bidding, except in an emergency declared by the vote of two-thirds of the voting membership of the Board pursuant to California Public Utilities Code Section 131285. If, after rejecting bids received, the Transportation Authority, pursuant to California Public Utilities Code Section 131286, determines and declares by a two-thirds vote of the voting membership of the Board that, in its opinion, the supplies, equipment, or materials may be purchased at a lower price in the open market, the Transportation Authority may proceed to purchase these supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisement.

Solicitation for offers in the formal bid process shall include the following:

1. A clear and accurate written description of the project scope and deliverables, and technical requirements for the materials, product, or service being procured;
2. Special conditions or restricting policies, policy goals such as DBE/LBE goals, if applicable, patents, liquidated damages, and performance, bid or indemnification requirements;
3. Proposed timetable for the project or service;
4. General format requirements and number of copies/items (if applicable) to be delivered;
5. Date of pre-proposal conference, if applicable;
6. A clear definition of the evaluation criteria to be used in evaluating the bids or proposals; and
7. Date, time, and place for submission of final bids or proposals.

If a pre-proposal conference is held, a listing of those in attendance showing name(s) of attendees and agency or company represented shall be maintained in the resulting contract files.

Responses to RFPs for professional and technical services shall require identification of the bidders or proposer's key employees and subcontractors. Bidders or proposers shall be required to notify the Transportation Authority of any pending lawsuits or labor disputes that may interfere with the delivery of services.



Procurements in amounts greater than ~~\$75,000~~ \$100,000 shall require a formal notice process including advertising requests for bids or proposals in local appropriate newspapers or other media outlets. Notice should occur with sufficient time to allow bidders or proposers reasonable time in which to respond. The term "reasonable time" may vary depending on the complexity of the proposed project. Thirty (30) calendar days shall be considered the standard time allotted in notification to potential bidders or proposers. More or less time may be allotted at the determination of the Executive Director.

RFPs and IFBs will be reviewed by a selection panel appointed by the Executive Director. The Executive Director may elect to assemble a separate cost evaluation panel to review cost proposals and evaluate cost assumptions. Based on their reviews and analysis, the selection panel and cost evaluation panel, if any, shall rank bids or proposals. The Executive Director will recommend to the Board award of a contract, based on the results of the procurement process and the recommendations the selection panel and cost evaluation panel, if any, to the bidder or proposer most advantageous to the Transportation Authority. In the case of IFBs, the Executive Director will recommend an award to the lowest responsive and responsible bidder or proposer.

Copies of all correspondence, including negative response letters, copies of evaluation sheets/scores, and copies of all bids or proposals not being considered further shall be maintained in the files.

In the event that only a single bid or proposal is submitted, the Transportation Authority shall document its efforts in soliciting responses; and record the history of all correspondence, negotiations, including parties involved, etc. that took place with reference to the award of the resulting contract.

#### **IV. NONCOMPETITIVE NEGOTIATED AGREEMENTS (SOLE SOURCE)**

A noncompetitive, negotiated contract may be developed when special conditions arise. These types of agreements are defined as "Sole Source" agreements. Conditions under which noncompetitive, negotiated contracts may be acceptable include:

1. A unique commodity or specialized professional service is known to be available from only one vendor;
2. An emergency of such magnitude that cannot permit delay; or
3. Competition is determined to be inadequate after solicitation of a number of sources.

In these cases, the Transportation Authority will develop an adequate scope of work, evaluation factors and cost estimate, and conduct negotiations with the vendor to ensure a fair and reasonable cost. The Transportation Authority will document details of the special conditions and retain those details in the respective contract file for audit and grant review purposes.



## **~~V. PROHIBITING CONTRACTING IN STATES THAT ALLOW DISCRIMINATION AGAINST LGBT INDIVIDUALS AND IN STATES WITH RESTRICTIVE ABORTION LAWS~~**

~~On October 14, 2016, through Ordinance 189-16, the City and County of San Francisco prohibited city contracting involving states that allow discrimination against lesbian, gay, bisexual, and transgender individuals. This prohibition became effective on February 11, 2017. On August 9, 2019, through Ordinance 200-19, the City and County of San Francisco prohibited city contracting involving states with certain laws that restrict abortion access. This prohibition became effective January 1, 2020. The list of states banned from contracting under both Ordinances is known as the Covered State List and is maintained and updated by the City Administrator on at least a semiannual basis.~~

~~The Ordinances do not automatically apply to the Transportation Authority, since it is a separate governmental entity rather than a City department. In keeping with the public policy objectives leading to the City's adoption of the Ordinances, however, the Transportation Authority has adopted appropriate elements of the contracting prohibitions contained in the Ordinances, as further detailed below. Pursuant to this section, the Transportation Authority shall not: enter into a contract with a contractor that has its United States headquarters in a state on the Covered State List or where any or all of the work on the contract will be performed in a state on the Covered State List, unless it meets one or more of the exemption criteria detailed below.~~

- ~~1.—This section shall not apply to contracts that meet one or more of the following circumstances:~~
- ~~2.—The needed services are available only from one source, as supported by sufficient justification.~~
- ~~3.—The contract is necessary to respond to an emergency which endangers public health or safety.~~
- ~~4.—There are no qualified responsive bidders or prospective vendors that comply with the requirement of this section; and the needed service, project or property is essential to the Transportation Authority or the public.~~
- ~~5.—The public interest warrants the granting of an exemption due to potential adverse impact on services.~~
- ~~6.—The services to be purchased are available under a bulk purchasing arrangement with a federal, state, or local government entity or a group purchasing organization; the purchase under such arrangement will substantially reduce the Transportation Authority's cost of purchasing such services, and the purchase under such arrangement is in the best interest of the Transportation Authority.~~





~~7.—The services are planned to be funded in whole or in part by regional, state, federal, or private funding.~~

~~8.—Application of this ban will violate or would be inconsistent with the terms or conditions of a grant or agreement with a public agency.~~

~~Additionally, this section shall not apply to contracts advertised, solicited, initiated, or executed prior to the effective date of this revised policy, including amendments to existing contracts and task orders under existing on-call contracts.~~

~~Application of this section does not apply to: (1) work performed on a contract by a subcontractor, subconsultant or supplier; or (2) the supply of off-the-shelf equipment.~~

~~Application of this section does not apply to procurements under on-call contracts, where on-call bench was established prior to the effective date of this revised policy.~~

~~If during the term of a contract, the contractor moves its headquarters, or the location from which it will provide services to the Transportation Authority, to a state on the Covered State List, such a move shall not constitute grounds to terminate the contract.~~

~~For the purposes of this section, “contract” means an agreement between the Transportation Authority and any person or entity that provides, at the expense of the Transportation Authority, for public works, public improvements, commodities, or services to be purchased; not including contracts for underwriting services for the purchase and sales of Transportation Authority bonds, notes, and other forms of indebtedness.~~

~~The Transportation Authority shall document any applicable contract exemption(s) and provide such documentation to the Executive Director prior to execution of the contract by the Transportation Authority, or prior to specific action by the Board authorizing award of the contract to the contractor, if applicable.~~

## **VI.V. PROCUREMENT PROTEST AND APPEAL PROCEDURES**

It shall be the policy of the Transportation Authority to have established protest procedures which shall apply to all procurements of supplies, equipment, and services. A copy of these policies and procedures shall be maintained in the Transportation Authority’s offices for general inspection and review by the public. In addition, the Transportation Authority shall provide, upon request, a copy of these protest policies and procedures to all individuals, associations, corporations, and companies with which the Transportation Authority conducts business.

A bidder or proposer that has timely submitted a bid or proposal in response to a procurement of the Transportation Authority may file a protest asserting that the Transportation Authority has failed to follow applicable policies or procedures relative to



seeking, evaluating, and/or awarding a contract or has failed to comply with relevant specifications or procedures contained in the bid documents or request for proposals. In order to file a protest, the protester must be an actual bidder or proposer whose direct economic interests would be affected by the award of a procurement contract or by the failure to award a procurement contract.

Such protests must be filed within the earlier of five (5) business days after (i) notice, actual or constructive, of the Transportation Authority's finding that the bidder or proposer's bid or proposal is not being considered further or (ii) an award of the contract by the Transportation Authority to another bidder or proposer.

A protest shall be deemed filed when the Transportation Authority actually receives the protest by mail or personal delivery. Failure to file a timely protest shall constitute a waiver of the right to file a protest under these procedures. Within five (5) business days of receipt of an untimely protest, the Transportation Authority shall notify the individual or entity that the protest was untimely and is being rejected. Such notice shall constitute the final decision of the Transportation Authority relative to the untimely protest.

All protests filed must be filed by an actual bidder or proposer responding to the procurement and must be in writing and include the following information:

1. Name of individual or entity filing protest;
2. Business address and telephone number of individual or entity;
3. Name and title of contact person;
4. Description of specific procurement and the action or decision being protested;
5. A clear and concise statement of the protest, including identification of:
  - a. procedures or specifications contained in bid documents or request for proposals which were allegedly not complied with, or
  - b. specific instance(s) of Transportation Authority failure to follow its policies and procedures;
6. Detailed factual support for the protest, including relevant documents or correspondence;
7. Desired resolution of the protest; and
8. Dated signature of individual, or authorized representative of entity, filing the protest.

The Executive Director shall review and consider all stated concerns and issues alleged to be in non-compliance and issue a decision within five (5) business days of receipt of the protest. If the decision of the Executive Director is not satisfactory to the protesting party, the protesting party may appeal that decision to the Board. The appeal must be filed within five (5) business days of the date of the decision. The appeal must clearly state the basis for disputing the decision of the Executive Director.



The appeal shall be referred to the Board, which shall consider whether to accept the appeal and hold a hearing on the matter. If a majority of the Board does not wish to accept the appeal, the Board shall defer to the decision of the Executive Director as final.

If a majority of the Board agrees to accept the appeal and holds a hearing on the matter, the protesting party shall be notified of the hearing date and time, which shall be scheduled at the earliest convenience of the Board. At the hearing, the protesting party shall be allowed fifteen (15) minutes to present its case. The Transportation Authority staff shall then be allowed fifteen (15) minutes to present the Transportation Authority's case. The Board may extend these time periods at its discretion.

The Board shall review and act upon the appeal at its next regularly scheduled meeting unless it determines that additional time to consider the appeal is required. The Board shall issue written notification to the protester of its decision which shall constitute the final decision of the Transportation Authority.

## **VII.VI. CONTRACT ADMINISTRATION**

No contractual obligations, administrative or capital, shall be assumed by the Transportation Authority in the excess of its ability to pay as defined by the adopted final budget and the Strategic Plan. Approval of the Board is required prior to the execution of any contract for the procurement of goods or professional services that authorizes payments that in the aggregate exceed ~~\$75,000~~ \$100,000 in a fiscal year. The Executive Director is authorized to approve and execute all such contracts that authorize payments not in excess of ~~\$75,000~~ \$100,000 per fiscal year, provided that the amounts are consistent with the adopted final budget, as amended in accordance with the Fiscal Policy for the current fiscal year or, in the event that the contract was not completed in a single fiscal year, the contiguous fiscal year(s). The Executive Director is authorized to amend contracts to extend time, to add or delete tasks of similar scope and nature, and to increase or reduce the total amount of the contract. The Executive Director may execute such amendments without prior Board approval, if the amount of the amendment does not exceed ~~\$75,000~~ \$100,000.

All contract procurements and expenditures shall comply with all federal, state, and local statutory requirements and applicable administrative regulations and orders, as well as other legal restrictions placed on the use of ~~said~~ public funds. The Executive Director shall execute all contracts in conformance with the monetary limits established in the adopted final budget. The Executive Director and/or ~~his/her~~ their designee has the responsibility for monitoring all contractual agreements for compliance with the terms and conditions established in the contract and for rendering payment upon completion of services or delivery of goods and materials as agreed.



**San Francisco  
County Transportation  
Authority**

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# **Travel, Conference, Training, and Business Expense Reimbursement Policy**

Resolution 23-XX

## **I. PURPOSE AND GENERAL POLICY**

**Purpose.** This document establishes a set of policies relating to travel, conference, training, and business expenses, and establishes procedures for reimbursement of eligible San Francisco County Transportation Authority (Transportation Authority) Commissioners and employees, herein referred to as Transportation Authority personnel, for such expenses. These rules and guidelines are designed to safeguard public funds and to ensure the Transportation Authority and its personnel are using the most economical and well-documented procedures in a consistent manner.

**General Policy.** The Transportation Authority recognizes that in some instances it is necessary and/or convenient for authorized Transportation Authority personnel to incur expenses for travel, training, and other business purposes in connection with the official business of the Transportation Authority. Additionally, the Transportation Authority recognizes the benefit of attendance at meetings, conferences and other functions which advance professional knowledge and provide opportunities to exchange information related to transportation, government operations and issues. The policy of the Transportation Authority is to pay or reimburse Transportation Authority personnel for such expenses, travel, and fees that a reasonable and prudent person would incur when traveling on official business and which serve a Transportation Authority purpose and are deemed necessary and/or advantageous to the Transportation Authority.

**Limitations.** Travel and meeting expenditures shall not exceed the approved budget, except with justification and documentation, and shall be consistent with associated policies established by the Transportation Authority. Eligible Transportation Authority personnel are entitled to claim reimbursement for actual, reasonable, and necessary expenses for eligible expenses incurred in the discharge of their official duties, subject to the limitations set forth herein.

## **II. ELIGIBILITY**

- A. Eligible Personnel.** Expenses are authorized for Transportation Authority Commissioners and employees (Transportation Authority personnel). Travel expenses may be authorized for the purpose of conducting business on behalf of the Transportation Authority, including employment interviews.
- B. Eligible Travel Expenses.** The following expenses are eligible for reimbursement in connection with authorized Transportation Authority business, travel, conferences, meetings, and training, subject to the restrictions identified in this policy. Travel



expenses are subject to review by the Deputy Director for Finance and Administration and will only be approved if deemed reasonable and proper. Reimbursements shall be for actual expenditures (receipts required for expenses greater than \$25) for amounts not to exceed the per diem rates and allowances established by the General Services Administration (GSA) and/or United States Department of Defense (USDOD) as appropriate<sup>1</sup> :

1. Meals;
2. Lodging;
3. Transportation charges (including commercial carrier fares, rental car charges, private car mileage allowances, parking, bridge and road tolls, and necessary taxi, transportation network company or public transit fares); and
4. Miscellaneous expenses:
  - a. Local and long-distance business telephone calls, faxes, and internet access by the most economical practicable commercial service;
  - b. Registration fees for attending conferences, seminars, conventions, meetings, or other training of professional societies or community organizations;
  - c. Tips to ~~porters, baggage carriers, bellhops, hotel staff, and stewards or stewardesses~~hospitality staff;
  - d. Purchase of necessary training or conference materials or supplies;
  - e. Business expenses in connection with the preparation of clerical or official reports while on training or travel status; and
  - f. Unforeseen or unusual expenses which are justified, necessary and substantiated.

**C. Non-Eligible Travel Expenses.** Transportation Authority personnel are not eligible to claim reimbursement for the following items:

1. Personal telephone calls;

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<sup>1</sup> Per diem is an allowance for lodging (excluding taxes), meals, and incidental expenses. The GSA establishes per diem rates for destinations within the continental United States. The United States Department of State establishes the foreign rates.



2. Alcoholic beverages and entertainment expenses;
3. Constructive expenses, which are those which might have been incurred for Transportation Authority business but were not, such as:
  - if two individuals traveled together to a meeting in one car and each claimed full transportation costs, then one would be making a “constructive” claim, or
  - if an individual on a trip stayed with friends or relatives, it would be “constructive” to claim a lodging expense; and
4. Expenses which are excessive or unreasonable as determined by the Deputy Director for Finance and Administration.

D. **Expense Limitations.** Reimbursement of costs shall be based on the minimum number of days and hours required to transact Transportation Authority business. Costs incurred due to early or late arrival shall be at the traveler’s expense unless it is shown that the savings in airfare outweighs other costs. In that event, it is up to the traveler’s discretion as to whether ~~he or she~~they wishes to take advantage of the reduced airfare by traveling at an earlier/later date.

E. **Cash Advance.** Cash advances may be requested to cover anticipated travel expenses for out-of-area or overnight travel if requested a minimum of ten working days before departure. Cash advances shall not be less than \$100 nor more than the estimated expenses listed on the approved travel authorization form. Advances must be refunded immediately when an authorized trip is canceled or indefinitely postponed.

### III. TRAVEL AUTHORIZATION

- A. **Approval.** Before any Transportation Authority paid or reimbursed overnight or out-of-area travel may take place, Transportation Authority personnel must first submit a travel authorization form to their supervisor for approval, who will forward the approved form to the Deputy Director for Finance and Administration to verify that sufficient funds are available in the Transportation Authority’s budget for the travel. The Deputy Director for Finance and Administration will forward the approved form to the Executive Director for final approval. Transportation Authority Commissioners must submit the travel authorization form to the Executive Director for pre-approval. The Executive Director is authorized to approve travel requests for Transportation Authority personnel consistent with this policy. The Executive Director will inform the Chairperson of the Transportation Authority of all Commissioner travel requests in excess of \$5,000. All travel requests must be approved in advance, prior to incurring any reimbursable expenses.
- B. **Local Travel.** Local travel, which does not involve overnight travel, can be reimbursed by the Transportation Authority without pre-verification of travel funds availability but staff



shall obtain verbal approval from their respective supervisor and the Executive Director. If overnight travel is necessary, a travel authorization form shall be submitted prior to incurring reimbursable expenses.

- C. **Out-of-Area Travel.** Out-of-area travel is defined as 50 miles or more beyond the San Francisco city limits.
- D. **Travel Authorization Form.** The travel authorization form shall list the destination, purpose and justification for the trip, departure and return dates, and the estimated costs for transportation, meals, lodging, registration, and other expenses.

#### **~~IV. PROHIBITING STAFF TRAVEL TO STATES THAT ALLOW DISCRIMINATION AGAINST LGBT INDIVIDUALS AND IN STATES WITH RESTRICTIVE ABORTION LAWS~~**

~~On October 14, 2016, through Ordinance 189-16, the City and County of San Francisco prohibited staff travel to states that allow discrimination against lesbian, gay, bisexual, and transgender individuals. This prohibition became effective on February 11, 2017. On August 9, 2019, through Ordinance 200-19, the City and County of San Francisco prohibited staff travel in states with certain laws that restrict abortion access. This prohibition became effective January 1, 2020.~~

~~The list of states banned from travel under both Ordinances is known as the Covered State List and is maintained and updated by the City Administrator on at least a semiannual basis.~~

~~The Ordinances do not automatically apply to the Transportation Authority since it is a separate governmental entity rather than a City department. In keeping with the public policy objectives leading to the City's adoption of the Ordinances, however, the Transportation Authority has adopted appropriate elements of the travel prohibitions contained in the Ordinances, as further detailed below. Pursuant to this section, the Transportation Authority shall not: 1) require any of its employees or officers to travel to a state on the Covered State List, or 2) approve a request for Transportation Authority-funded travel to a state on the Covered State List, unless such travel meets one or more of the exemption criteria detailed below:~~

~~This section shall not apply to travel that is one or more of the following:~~

- ~~1.—Necessary for the enforcement of any state or Transportation Authority law, rule, or policy:~~
- ~~2.—Necessary for the defense of any legal claim against the Transportation Authority:~~
- ~~3.—Required by city, state, or federal law:~~
- ~~4.—Required to meet contractual obligations incurred by the Transportation Authority:~~
- ~~5.—Necessary for the protection of public health, welfare, or safety:~~



~~For purposes of this section, "travel" does not include landing in a state by plane to make a connecting flight to a destination outside that state, or traversing a state by automobile, train, bus, or otherwise, to reach a destination outside that state.~~

~~The Transportation Authority shall document any travel exemption requests and provide them to the Executive Director prior to considering the travel request.~~

## **V-IV. PROCEDURES FOR CLAIMING EXPENSE REIMBURSEMENT**

- A. Expense Report.** Any reimbursement for expenses incurred on behalf of the Transportation Authority shall be claimed on an expense report. Expense reports shall be submitted within 45 days of incurring the expenses, and the reports shall be accompanied by adequate documentation supporting the expenses.
- The total amount of all expenses pertaining to a particular trip should be accounted for by the traveler on an expense report form. If the total actual cost of a trip exceeds the amount listed on the travel authorization form, justification and documentation of the excess cost must be provided. In the absence of a satisfactory explanation, any amount in excess of the estimated cost approved on the travel authorization form shall not be allowed. If the cash advance exceeds the actual reimbursable expense, then the traveler shall immediately return the excess amount with the expense report.
- B. Nature of Claim.** Claims must be for actual and necessary expenses consistent with this document; not for "constructive" expenses.
- C. Per Diem Adjustments.** Per diem claims will be adjusted, using the appropriate per meal rate, in those instances where meals are provided gratis or as part of a registration or any other fee claimed on the expense report.
- D. Required Information.** Each claim must clearly indicate the date, nature of expense and amount for which reimbursement is being claimed.
- E. Receipts.** Receipts or proof of payment must be submitted with the claim to substantiate expenditures for public carrier fares, rental cars, lodging (indicating the single rate), meals, conference, or seminar registration fees, and for any unusual items or items not specifically related to travel. Claims must be recorded and certified on an expense report. For any official business in-transit travel destination, Transportation Authority personnel must provide a receipt and narrative to substantiate claimed travel expenses for lodging and a receipt for any authorized expenses incurred costing over \$25. Itemized receipts shall be obtained and submitted with the expense report. If a receipt cannot be obtained or has been lost for expenses greater than \$25, a statement to that effect shall be made on the expense report and the reason given. In the absence of a satisfactory explanation, the amount involved shall not be allowed.





- F. **Commissioner Reports.** Transportation Authority Commissioners attending a meeting, conference, or training at the expense of the Transportation Authority shall provide a brief ~~written and oral~~ report of such ~~as part of the Chair's Report which is typically scheduled at the second Transportation Authority Board meeting of the month at the next regular Board meeting of the Transportation Authority and within the Chair's Report.~~ The report must include a statement of how the Commissioner's attendance has an impact on, or was associated with, Transportation Authority business, ~~and include any materials distributed at the meeting, conference, or training that could be helpful to other Commissioners.~~
- G. **Expenses Not Covered by Transportation Authority Policy.** In the event where an expense does not qualify for reimbursement under this policy, to be reimbursable, the expense shall be approved by the Transportation Authority Board, in a public meeting before the expense is incurred, unless the expense is related to lodging in connection with a conference or organized educational activity conducted in compliance with California Government Code s. 54952.2(c), including but not limited to ethics training required by Article 2.4 (commencing with §. 53234) of the Government Code.

#### **VI.V. PREPAYMENT OF CONFERENCE/SEMINAR/TRAINING FEES**

All requests for prepayment of conference/seminar/training will be submitted for approval a minimum of ten working days in advance of the conference/seminar/training, unless reasonable justification is provided. If the ten-day requirement cannot be met, Transportation Authority personnel may personally pay registration fees and other expenses at their own risk and seek reimbursement on the expense report.

#### **VII.VI. MEAL EXPENSE**

- A. **General.** Transportation Authority personnel may incur expenses for the purchase of meals for persons not employed by the Transportation Authority, with whom the Transportation Authority is transacting business. The name and business affiliation of the person, as well as the purpose of the business meeting, must be included in the expense report. The maximum per-person expenditure shall not exceed a reasonable amount under the particular circumstances and shall not exceed the set per diem amount established by the GSA or USDOD as appropriate. Actual costs shall include reasonable and customary gratuities, but not the cost of alcoholic beverages. All such expenditures for personnel must be approved in advance by the Executive Director.
- B. **Restrictions.** The purchase of non-travel related meals is authorized only when Transportation Authority personnel are required, and where approved in advance by the Executive Director in the following circumstances:



1. to attend a breakfast, lunch, or dinner meeting concerning Transportation Authority business affairs because of the official position or duties of the individual;
  2. to attend a meeting between Commissioners and staff when required to conduct Transportation Authority business outside of normal business hours;
  3. to attend consecutive or continuing morning, afternoon, and night sessions of a Transportation Authority, Board of Supervisors, city council, commission, district, or other public agency meeting to cover an agenda;
  4. to act as host for official guests of the Transportation Authority, such as members of examining boards, official visitors, and speakers or honored guests at banquets or other official functions; and
  5. to attend off-site training events (training workshops, seminars, and retreats) and ready access to reasonably priced meals is not available. The Executive Director may elect to either provide meals to the attendees or authorize individuals to purchase their own meals and claim reimbursement in accordance with provisions of this document.
- C. **Local Area Meals.** Reimbursement for employee meals in the local area must be associated with Transportation Authority business and must be approved in advance by the Executive Director. Meal expenses incurred prior to authorization will be at the risk of the employee. Meals should not exceed the per diem rates and allowances established by the GSA or USDOD as appropriate. Unusual costs must be justified in writing.
- D. **Out-of-Area Meals.** Reimbursement for employee meals during periods of approved trips out-of-area must be approved on the travel authorization form. Reimbursement for out-of-area meals will be based on actual costs, for which receipts must be provided for expenditures exceeding \$25; and in accordance with the per diem of the federal standard meal allowance, including single day and total trip meal rates, as established by the GSA or USDOD as appropriate. Unusual costs must be justified in writing.
- E. **Special Functions.** Reimbursement for meals at special functions, such as banquet meals at authorized conferences, professional meetings, or special events or functions, may be eligible for reimbursement at rates different than the per diem allowances. Eligibility for such reimbursements is based on pre-approval by the Executive Director or the Transportation Authority Board in accordance with this policy.

## **VIII.VII. LODGING EXPENSES**

Reimbursement is allowable for single-room lodging expenses associated with attendance at out-of-area conferences or meetings. The cost of a single room will be reimbursed when travel exceeds the day's duration. Where available, government and group rates must be



requested. No reimbursement is authorized for overnight accommodations within the nine Bay Area counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma unless prior authorization is granted.

Transportation Authority personnel will be expected to be prudent in the choice of lodging and will submit proper documentation to justify the expense. The Executive Director will approve the lodging as part of the approval of the travel request and reserves the right to determine which lodging is prudent, based on economic, comfort, safety, and reasonability considerations. If lodging is required in connection with a conference or activity, lodging shall be at the location where the conference or activity is being held. Lodging costs shall not exceed the maximum group rate published by the conference or activity sponsor, provided that the lodging at the group rate is available at the time of booking. If the group rate is not available and the hotel has no remaining vacancies, comparable lodging that is consistent with the requirements of this policy shall be used. No lodging shall be reimbursed on the final day of a conference or activity unless reasonable justification is provided or unless authorized by the Executive Director.

## **IX.VIII. MEANS OF TRANSPORTATION**

- A. **General.** All travel must utilize the most efficient, direct, and economical mode of available transportation. Transportation Authority personnel shall use government and group rates offered by providers of transport where available. If for personal convenience, Transportation Authority personnel travel an indirect route and travel is interrupted, any resulting extra expense will be borne by the individual except for reasons beyond the control of the individual. For employees, any resulting excess travel time, except where beyond the control of the employee, will not be considered work time, but will be charged the appropriate type of leave.

Charges or loss of refunds resulting from failure to cancel reservations in accordance with the carrier's rules and time limits will not be reimbursed, unless it can be shown that such failure resulted from circumstances beyond the control of Transportation Authority personnel.

Unused portions of transportation tickets are subject to refund and, when purchased by the Transportation Authority, the individual traveler is responsible to see that they are turned in promptly to secure such a refund.

- B. **Local Travel.** Transportation Authority personnel are encouraged to make optimum use of available public transit services and carpooling for local area travel. The following modes of transportation are to be used in the following priority:
1. public transportation;
  2. privately-owned motor vehicles;
  3. taxis, cabs, or transportation network companies; and
  4. rental cars, after exhausting all other available options.



- C. **Air and Rail Travel.** Transportation Authority personnel shall use coach-class or equivalent accommodations for air and rail travel whenever possible. Any additional fees for seat location upgrades, seat spacing upgrades, or preferential boarding will not be reimbursed unless documentation is provided that there were no other reasonable options available and unless authorized by the Executive Director for special circumstances (e.g., physical or medical conditions).
- D. Automobiles
1. Privately-owned Automobile for Official Business
    - a. In instances where Transportation Authority personnel use their private automobiles for transportation between their normal work location and other designated work locations (e.g., the site of a meeting), Transportation Authority personnel may be reimbursed for such mileage based upon the standard mileage rate as established by the GSA. When actual mileage exceeds by 10% the reasonable distance between points, Transportation Authority personnel must justify such excess. Inability to do so will result in the reimbursement being based on mileage for the most direct route. Mileage rate of reimbursement will be adjusted as required. Mileage reimbursement for out-of-area trips shall not exceed the cost of the most efficient and economical direct air rate. Transportation Authority personnel who use their privately-owned motor vehicles for transportation while on official Transportation Authority business must carry at least the minimum automobile liability insurance for privately-owned motor vehicles as required by the State of California. Reimbursement for this minimum automobile liability insurance coverage shall not be allowed. When using privately-owned motor vehicles, Transportation Authority personnel will not be reimbursed for any damages that may occur.
    - b. Charges for ferries, bridges, tunnels, or toll roads will be allowed. Reasonable charges will also be allowed for necessary parking.
    - c. Property damage to the automobile owned by Transportation Authority personnel incurred without fault or cause of the traveler shall be reimbursed in an amount up to \$250 or the amount of the deductible on the traveler's auto insurance policy, whichever is the lesser amount, for each accident. The Transportation Authority will assume an assignment of subrogation rights up to the amount expended, for recovery of such sums from third parties, known or unknown at the time of such payment.
    - d. In order to be paid mileage for travel which originates other than at the normal work location, the mileage must be in excess of that normally driven from the traveler's residence to and from the normal work location. The requesting



traveler will include justification in the expense report. In the absence of satisfactory justification, the mileage expense shall not be allowed.

2. Rental Automobiles

- a. Rental automobiles may be used when such rental is considered to be more advantageous to the Transportation Authority than the use of other means of transportation. Advance reservations should be made whenever possible and Transportation Authority personnel are expected to be prudent in the selection of an automobile model.
  - b. The traveler must obtain full collision coverage. Any additional charge for this coverage will be allowed for reimbursement.
  - c. Charges for ferries, bridges, tunnels, or toll roads will be allowed. Reasonable charges will also be allowed for necessary parking.
- E. **Other Modes of Transportation.** Limousine, taxi, and transportation network company fares will be allowed for travel where public transportation is not practical or available. Examples may include, but are not limited to, travel between transportation terminal and hotel, between hotel and place of business, and between places of business.
- F. **Reimbursement.** Unless otherwise provided above, the Transportation Authority will reimburse its personnel for transportation at the rates established by the GSA or USDOD as appropriate.

## ~~X-IX.~~ **BAGGAGE**

- A. Charges incurred for excess baggage will be reimbursed if justified as necessary for the purpose of the trip. An explanation of the circumstances and payment receipts must accompany the claim for reimbursement. Charges for checking and handling of baggage, including reasonable and customary gratuities will be allowed.

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# Memorandum

## AGENDA ITEM 9

**DATE:** June 23, 2023  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 7/11/2023 Board Meeting: Approve the Fiscal Year 2023/24 Transportation Fund for Clean Air Program of Projects

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Approve the Fiscal Year (FY) 2023/24 Transportation Fund for Clean Air (TFCA) Program of Projects including:</p> <ul style="list-style-type: none"> <li>• Short-Term Bike Parking (\$422,963 to the San Francisco Municipal Transportation Agency (SFMTA))</li> <li>• Taxi Electrification - Vehicles (\$186,000 to SFMTA)</li> <li>• Taxi Electrification - EV Infrastructure (\$162,000 to SFMTA)</li> <li>• Emergency Ride Home (\$116,252 to the Department of the Environment (SFE))</li> <li>• Program Administration (\$55,535 to the Transportation Authority)</li> </ul> <p><b>SUMMARY</b></p> <p>As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco’s share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. After netting out 6.25% or \$55,535 for program administration, as allowed by the Air District, the estimated amount available to program to projects is \$887,215. Following Board approval of the Local Expenditure Criteria in February, we issued a call for projects on March 3. We received four project applications by the May 5 deadline, requesting \$881,281 in TFCA funds compared to the \$887,215 available. We are recommending fully funding SFMTA’s two electrification projects (Taxi Electrification - Vehicles and Taxi Electrification - EV Infrastructure) and SFE’s Emergency Ride Home program, and slightly exceeding the amount of funds initially requested for SFMTA’s Short-Term Bike Parking request to fully use the available funds. This programming is expected to reduce the need for Prop L funds for bike parking and it avoids the loss of TFCA funds to San Francisco since any funds not programmed to</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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an eligible project by November must be returned to the Air District. SFMTA has no objection to this recommendation.	
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## BACKGROUND

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

## DISCUSSION

**Funds Available.** As shown in the table below, the amount of available funds for the FY 2023/24 San Francisco County Program Manager program is comprised of estimated FY 2023/24 TFCA revenues, reconciliation of prior year revenue estimates compared to actual revenue, interest income, de-obligated funds from completed and cancelled prior year TFCA projects, and unspent prior year administrative funds, as shown in the table below.

<b>Estimated TFCA Funds Available for Projects FY 2023/24</b>	
Estimated TFCA Revenues (FY 2023/24)	\$701,000
Reconciliation of Prior Year Revenue Estimate and Actuals	\$53,227
Interest Income	\$909
De-obligated funds from projects completed under budget: <ul style="list-style-type: none"> <li>• SFMTA's Alternative Fuel Taxicab Incentive Program</li> <li>• SFE's Emergency Ride Home program</li> <li>• CA Interfaith Power &amp; Light's EV Chargers at Faith Institutions project</li> </ul>	\$182,154
De-obligated funds from cancelled projects: <ul style="list-style-type: none"> <li>• SF State University's Ford GoBike Memberships for SF State Students program</li> </ul>	
Prior Year Administrative Funds	\$5,461
Total Funds	\$942,750
Administrative Expense (6.25%)	(\$55,535)
<b>Total Available for Projects</b>	<b>\$887,215</b>





After netting out 6.25% for Transportation Authority program administration, as allowed by the Air District, the amount available for projects is \$887,215.

**Prioritization Process.** On March 3, 2023 we issued the FY 2023/24 TFCA San Francisco County Program Manager call for projects. We received four project applications by the May 5, 2023 deadline, requesting \$881,281 in TFCA funds compared to the \$887,215 available.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. CE limits for FY 2023/24 for relevant project types are: Alternative Fuel Light- and Medium-Duty Vehicles - \$500,000; Alternative Fuel Infrastructure - \$500,000; Ridesharing Projects - Existing - \$150,000; and Bicycle Parking - \$250,000.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), benefits to Equity Priority Communities, investment from non-public project sponsors, community support, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO<sub>2</sub>) emissions reduced by each project. CO<sub>2</sub> emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations.

**Staff Recommendation.** Attachment 2 shows the four candidate projects, listed in ranked order based on the scoring criteria and other information, including a brief project description, total project cost, and the amount of TFCA funds requested. Attachment 3 includes a Project Information Form for each project with additional detail on the proposed scope, schedule, cost, and funding plan, as well as proposed deliverables.

We are recommending funding SFE's Emergency Ride Home program at the requested level, which represents a one-time funding increase of \$28,050 from \$88,202 in FY 2022/23 TFCA funds to \$116,252 in FY 2023/24 funds. With this increased funding, SFE will conduct



additional marketing campaigns that they expect to grow participation in the program by an additional 20%. SFE also plans to establish partnerships with community-based organizations, including paying those organizations to help promote the Emergency Ride Home program. We will increase our oversight and involvement to guide and oversee SFE's work to improve the effectiveness of the program, including ensuring that recommendations from the Transportation Authority's Transportation Demand Management Market Analysis (underway) and future Transportation Demand Management Strategic Plan are incorporated. We will also work with SFE to explore coordinating with and leveraging of other transportation demand management efforts like BayPass and Commuter Check outreach, and will seek to strengthen partnerships between SFE and transit operators, such as BART and Muni, that can help promote Emergency Ride Home as a way to encourage more people to return to transit.

We are recommending funding at the requested amount for SFMTA's two electrification projects, Taxi Electrification - Vehicles and Taxi Electrification - EV Infrastructure. After consulting with SFMTA, we are recommending funding the SFMTA's Short-Term Bike Parking request with \$422,963 compared to the requested \$417,029 to fully use all of the available funds. The modest amount of additional TFCA programming will help reduce the potential need to fund bike parking using Prop L funds and avoid the loss of TFCA County Program Manager funds for San Francisco.

**Schedule for Fund Availability.** We expect to enter into a master funding agreement with the Air District by July 2023 after which we will issue grant agreements for the recommended FY 2023/24 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2023. Projects are expected to be completed within two years, unless otherwise specified, per Air District policy.

## **FINANCIAL IMPACT**

The estimated total budget for the recommended FY 2023/24 TFCA program is \$942,750. This includes \$887,215 for the four proposed projects and \$55,535 for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed Transportation Authority's FY 2023/24 budget, which will be considered for adoption by the Transportation Authority Board on June 27, 2023.

## **CAC POSITION**

The Community Advisory Committee will consider this item at its June 28, 2023 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - FY 2023/24 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2023/24 TFCA Program of Projects - Detailed Staff Recommendation
- Attachment 3 - Project Information Forms (4)

## Attachment 1

### Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) LOCAL EXPENDITURE CRITERIA (Adopted 2/28/2023)

The following are the Fiscal Year 2023/24 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

#### ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2024. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2023/24 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO<sub>x</sub>, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

#### PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2023/24 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2023, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

#### Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

**1. Project Type** - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**2. Cost Effectiveness of Emissions Reduced**– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NO<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District’s calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco’s 2021 *Climate Action Plan*.

**3. Project Readiness** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2024 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**4. Community Support** – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor or a community-based organization).

**5. Benefits Equity Priority Communities** – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see attached map) or can demonstrate benefits to disadvantaged populations.

**6. Investment from Non-Public Project Sponsors or Partners** – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

**7. Project Delivery Track Record** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

**8. Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Attachment 2  
 San Francisco County Transportation Authority  
 Fiscal Year 2023/2024 TFCA Program of Projects – Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]										
Rank	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop L Eligible	Cost Effectiveness Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	<b>Emergency Ride Home</b> - The Emergency Ride Home program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency. Proposed funding includes budget for continuing paid marketing efforts to increase program awareness. The recommendation includes a one-time increase of \$28,050 compared to the FY 2022/23 TFCA funds provided. SFE would use these funds to conduct additional marketing and outreach, which it expects would increase participation in the program by 20%. The Transportation Authority will work closely with SFE on the enhanced outreach, exploring coordinating and leveraging other transportation demand management efforts. We will also work to help build more effective partnerships between SFE and transit operators, such as BART and Muni, that can help promote Emergency Ride Home as a way to encourage more people to return to transit.	Citywide	1	Yes	\$41,944/ton emissions	1,610	\$ 116,252	\$116,252	\$ 116,252
2	SFMTA	<b>Short-Term Bike Parking</b> - SFMTA will use TFCA funds to plan, coordinate, purchase, and install 1,217 bicycle parking racks in San Francisco, providing an additional 2,434 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Proposed funding exceeds requested funding in order to fully use the available funds, which reduces potential demand for Prop L funds for bike parking.	Citywide	1	Yes	\$228,799/ton emissions	880	\$ 1,042,573	\$417,029	\$ 422,963
3	SFMTA	<b>Taxi Electrification - EV Infrastructure</b> - To incentivize electrification of the taxi fleet, SFMTA would use the funds to pay rebates of up to 90% of the cost of procurement and installation work for 2 electric vehicle (EV) fast chargers for shared taxi fleets. Exact locations are yet to be determined, but will be at taxi yards within San Francisco.	Citywide	3	No	\$480,489/ton emissions	553	\$ 180,000	\$162,000	\$ 162,000
4	SFMTA	<b>Taxi Electrification - Vehicles</b> - This project would fund a rebate program to encourage taxi owners to purchase EVs for use as taxicabs. This grant is expected to fund 21 rebates. Purchase of a new EV could qualify for a \$3,750 rebate, however, higher rebates would be available if the taxi company also scraps an older taxi vehicle. The value of each rebate may vary depending on the age of the vehicle being scrapped. For example, scrapping and replacing an existing 2007 gasoline hybrid with an EV could qualify for \$12,000, while replacing a 2012 gasoline hybrid with an EV could qualify for \$9,500. Rebates would be provided until funds are exhausted.	Citywide	3	No	\$487,373/ton emissions	815	\$ 186,000	\$186,000	\$ 186,000
<b>TOTAL</b>								\$ 1,524,825	\$ 881,281	\$ 887,215
Total TFCA Funding Available for Projects:								\$	887,215	

## Attachment 2

## San Francisco County Transportation Authority

## Fiscal Year 2023/2024 TFCA Program of Projects – Detailed Staff Recommendation

<sup>1</sup>Sponsor acronyms include San Francisco Department of the Environment (SFE) and San Francisco Municipal Transportation Agency (SFMTA).

<sup>2</sup>Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

<sup>3</sup>The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. For 2023/24 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Bike Parking - \$250,000; Ridesharing Projects - Existing - \$150,000; Alternative Fuel Light- and Medium-Duty Vehicles - \$500,000; Alternative Fuel Infrastructure - \$500,000

<sup>4</sup>CO<sub>2</sub> Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

**Fiscal Year 2023/24 Transportation Fund for Clean Air  
County Program Manager Fund  
Project Information Form**



<b>Project Name:</b>	Emergency Ride Home		
<b>Implementing Agency:</b>	San Francisco Environment Department		
<b>Project Location:</b>	San Francisco		
<b>Supervisorial District(s):</b>	San Francisco (all)	<b>TFCA Proj. Number:</b>	24SF05
<b>Project Manager:</b>	Anna Dagum		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:anna.dagum@sfgov.org">anna.dagum@sfgov.org</a>	<b>Phone:</b>	1 (415) 355-3702
<b>Partner Agencies (incl. staff contact):</b>			
<b>Brief Project Description (50 words max):</b>	The Emergency Ride Home (ERH) program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency. □		
<b>Type of Environmental Clearance:</b>			

### DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

**Guidance:** Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

#### Project Type Specific Guidance:

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

### PROJECT INFORMATION:

Describe benefits to Equity Priority Communities or disadvantaged populations.

Equity Priority Communities, specifically parents and caregivers in these communities, are a key target audience in the outreach and marketing scope of the upcoming grant cycle so that they will benefit from heightened, targeted promotion about the program's offering of a guaranteed ride home in case of emergency.

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Emergency Ride Home is an ongoing program critical to supporting San Francisco in reaching its sustainable transportation goals through a reduction in vehicle miles traveled. The program is included in San Francisco's Transportation Demand Management Plan, which is created and managed by Department of the Environment, SFMTA, SF Planning Department, and SFCTA.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

N/A

**NOTE:** Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfca](http://sfcta.org/tfca).



**San Francisco Emergency Ride Home**  
**Program Scope**  
**Transportation Fund for Clean Air – Call for Projects**  
**San Francisco Department of the Environment**

### **Project Summary**

The Emergency Ride Home (ERH) program advances San Francisco’s Transit First Policy and helps the City meet its goal of reducing greenhouse gas emissions 80% below 1990 levels by 2040. It encourages commuters’ use of sustainable commute modes by providing a subsidized ride home in the event of a personal emergency. Overall, ERH is a cost-effective program that motivates commuters to walk, bike, take transit, carpool, or vanpool to work instead of driving alone.

Administered by the San Francisco Environment Department (SF Environment) for more than a decade, ERH is available to anyone who commutes to a San Francisco-based job.

During this past grant cycle, SF Environment created new promotional materials that targeted parents and caregivers of San Francisco Unified School District (SFUSD) students who might get sick at school and need to be picked up during the workday. Promotional materials include memorable and sturdy business cards reminding parents/caregivers that they can get reimbursed up to \$150 for a taxi ride from work to their child’s school and then home if they commuted via low carbon modes that day. The business card is easy for parents and caregivers to slip into a purse or wallet to remind them that ERH is an available resource. It is supported by an informative trifold with more details about the program. Both pieces of collateral direct viewers to the ERH landing page.

For the next iteration of ERH, SF Environment will provide this collateral to primarily Spanish and Cantonese speaking schools and those in SFCTA-identified Equity Priority Communities. Materials are available in English, Spanish, Chinese, and Filipino. SF Environment assessed interest in both the program and advertising method by contacting seven SFUSD schools – all of which gave positive feedback. SF Environment will leverage its existing relationships with SFUSD and community-based organizations (maintained by its education and outreach teams) to promote ERH at San Francisco schools, daycares, and childcare centers.

SF Environment will launch a paid marketing campaign using this new collateral. *The previous marketing campaign drew more than 32,000 people to the ERH website – a 4,674% increase in unique page views.*

Through this grant cycle's increased outreach and implementation, SF Environment expects to see similar success in its 23/24 marketing campaign and grow program participation by 20%.

SF Environment includes two budget scenarios in this proposal, with varying allocations to paid marketing campaigns:

- Scenario 1: In the higher budget scenario, SF Environment is requesting \$116,252 to continue paid marketing efforts aimed at increasing program awareness. SF Environment will allocate \$60,000 to launch two paid marketing campaigns:
  - An ad campaign during Fall 2023 to coincide with flu season and market ERH to parents and caregivers at San Francisco schools, daycares, and childcare centers
  - An ad campaign during Summer 2024 targeting the working population of San Francisco
- Scenario 2: In the lower budget scenario, SF Environment is requesting \$96,252 and will allocate \$40,000 to launch one, larger paid marketing campaign targeting parents and caregivers at San Francisco schools, daycares, and childcare centers.

In both scenarios, the marketing efforts will target Spanish and Cantonese speaking audiences, as well as Equity Priority Communities.

For this new grant cycle, SF Environment will continue to promote ERH to city partners, such as the San Francisco Public Library and the San Francisco Department of Human Resources, among others.

Additional costs under both scenarios are allocated to:

- \$45,252 for program administration and staffing for outreach, customer service, and reimbursement processing;
- \$2,000 for collateral printing costs;
- \$3,000 for outreach partnerships with community based organizations;
- \$1,500 for translation services; and
- \$4,500 for program reimbursements.

Please see the attached budget and project scope for more detail on funding allocation.

### **Associate Tasks and Project Deliverables**

For budget details associated with each task below, please refer to the budget outlined in the TFCA Info Form.

#### **Task 1: Program Administration (Ongoing)**

SF Environment staff will administer the reimbursement process, including verifying that reimbursement requests meet reimbursement criteria. Reimbursement payments will be made via check mailed to approved participants. SF Environment staff will provide customer service to program participants to manage any issues, questions, or concerns that may arise.

#### **Task 2: Marketing and Outreach**

The program will build on activities completed in the FYs 2021-23 grant cycles. Key outreach audiences will include, but not be limited to:

- Chinese and Spanish speaking parents and caregivers of SFUSD students and children in daycare
- Parents and caregivers of SFUSD students and children in daycare in Equity Priority Communities
- Local community-based organizations that can support outreach to people who live and work in targeted communities
- Spanish and Chinese speaking communities
- Businesses, specifically small- to medium-sized organizations reachable through partnerships with the Office of Workforce Development and the San Francisco Green Business program (also administered by SF Environment)
- City and County of San Francisco employees
- This year, the program will also work with community based organizations serving families in under-resourced communities to promote ERH via quarterly newsletter blurbs, social media, and tabling events.

***Marketing Collateral Distribution (Ongoing):*** Funds requested include \$2,000 in direct costs to print marketing collateral, as well as additional budget for associated staff hours to distribute materials to community-based organizations and other relevant partners.

***Translation of Marketing Materials (Ongoing):*** Translation of ERH materials is essential to ensuring the program is equitable and accessible. During the past grant cycle, SF Environment translated materials into Spanish, Chinese, and Filipino. In anticipation of future marketing and outreach campaigns, SF Environment is requesting \$1,500 to provide for associated translation needs and staff time to coordinate translation work, including content review, vendor management, and website updates.

***Paid Media Campaign(s):*** SF Environment will use the funds to secure a marketing consultant to support creative concepting, media planning, and media purchasing.

The previous paid marketing campaign, which cost \$58,000, ran from January to March 2022, and resulted in 32,636 unique page views. Of these, the English language page received 17,712 views, the Chinese-language page received 14,768 views, and the Spanish page received 122 views. Overall, this was a 4,674% increase in unique page views from the previous quarter. This media buy proved very effective in increasing awareness of the program as evidenced by the amount of traffic to the ERH website and the number of reimbursement requests submitted. In Q3 (January - March 2022), SF Environment received 13 requests, compared to zero in the preceding quarter (October - December 2021) and an average of 7 per quarter in previous years.

In Scenario 1, SF Environment is proposing to split the \$60,000 for two paid media campaigns during the Winter 2024 flu season (January – March) and during Summer 2024. The Winter campaign will target Chinese and Spanish speaking parents/caregivers of SFUSD students, as well as parents/caregivers in Equity Priority Communities and will use materials that were designed in 2022. The Summer campaign will target San Francisco employees with an increased focus on Spanish language advertising, as was recommended by the consultants who SF Environment worked with on the previous campaign. While the previous paid media campaign only ran advertisements for 3 months, it was successful in spreading awareness. By running advertisements for 6 months out of the year, SF Environment will increase program awareness for both our targeted audience and for San Francisco employees more broadly.

In Scenario 2, SF Environment will use the \$40,000 for the first paid marketing campaign, outlined above, targeting parents and caregivers.

***Ongoing Marketing & Outreach (Ongoing):*** SF Environment will continue to promote ERH through its existing marketing and outreach channels, such as on SFEnvironment.org, social media channels, public-facing tabling and outreach events, and commuter benefits presentations to CCSF employees. It will also continue to collaborate with City partners, businesses, and community partners for cross-promotion via digital channels and at relevant events and programs.

### **Task 3: Program Evaluation and Reporting (Ongoing)**

SF Environment staff will evaluate and report on the effectiveness of the program. It will use reimbursement data to track changes in the number of program participants. With each reimbursement request, participants will be asked questions regarding program usage and typical commute modes, among others. All data will be provided in quarterly and annual reports to SFCTA.

#### **Program Deliverables:**

- Program administration: processing reimbursements, customer service support, and employer registrations
- Marketing and promotion of program: strategic marketing plan and execution
- Quarterly and annual reports submitted to SFCTA

#### **High-level Project Schedule and Delivery Milestones**

<b>Phase</b>	<b>Description</b>	<b>Start</b>	<b>End</b>
1	Task 1 TFCA Administration	December 2023	December 2024
2	Task 2 Marketing and Outreach	December 2023	December 2024
3	Task 3 Program Evaluation and Reporting	January 2025	February 2025

Fiscal Year 2023/24 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Emergency Ride Home
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/21/23	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	December	2023	November	2024
Open for Use	N/A	N/A	N/A		
Final Report Due Date (Project completion):	March 31, 2025				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$116,252	\$116,252			
<b>TOTAL PROJECT COST</b>	<b>\$116,252</b>	<b>\$116,252</b>	<b>\$0</b>	<b>\$0</b>	

**PROPOSED TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

All Phases	23/24	24/25	25/26	Total
TFCA	\$116,252	\$0	\$0	\$116,252

**FUNDING PLAN**

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$116,252			\$116,252
Specify Source of Non-Public Funds (if applicable)				\$0
Specify Source of Other Funds				\$0
<b>TOTAL</b>	<b>\$116,252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,252</b>

**Emergency Ride Home**  
**SF Environment - FY 2023-2024 TFCA Budget**  
 December 2023-December 2024

Task	Project Supervision (5644)			Project Oversight (5642)			Project Manager (9922)			Total Fully Burdened Cost	Direct Costs	Total
	Hours	Fully Burdened Rate	Fully Burdened Cost	Hours	Fully Burdened Rate	Fully Burdened Cost	Hours	Fully Burdened Rate	Fully Burdened Cost			
<b>Emergency Ride Home - Prop K</b>												
Task 1 TFCA Administration												
1.1 TFCA Reporting and Project Evaluation	3	\$ 207.90	\$ 623.70	5	\$ 183.04	\$ 915	12	\$ 116.74	\$ 1,401			\$ 2,940
Task 2 Program Management												
2.1 Reimbursement Payment - Direct Cost	0	\$ 207.90	\$ -	0	\$ 183.04	\$ -	0	\$ 116.74	\$ -		\$ 4,500	\$ 4,500
2.2 Reimbursement Processing and Management	5	\$ 207.90	\$ 1,039.50	3	\$ 183.04	\$ 549.12	45	\$ 116.74	\$ 5,253			\$ 6,842
2.3 Employee & Employer Customer Service	0	\$ 207.90	\$ -	3	\$ 183.04	\$ 549.12	10	\$ 116.74	\$ 1,167			\$ 1,717
Task 3 Marketing and Outreach												
3.1 Marketing Material Updates - Direct Cost (Printing)	0	\$ 207.90	\$ -	9	\$ 183.04	\$ 1,647.36	5	\$ 116.74	\$ 584		\$ 2,000	\$ 4,231
3.2 Translation of Materials - Direct Cost (Translation Services)	0	\$ 207.90	\$ -	5	\$ 183.04	\$ 915.20	8	\$ 116.74	\$ 934		\$ 1,500	\$ 3,349
3.3 Marketing & Program Outreach	2	\$ 207.90	\$ 415.80	10	\$ 183.04	\$ 1,830.40	175	\$ 116.74	\$ 20,430			\$ 22,676
3.4 Paid Media Campaign - Direct Cost (Contractor, Media Buys)	5	\$ 207.90	\$ 1,039.50	27	\$ 183.04	\$ 4,942.08	0	\$ 116.74	\$ -		\$ 60,000	\$ 65,982
3.5 Program Sponsorship - Direct Cost (SF Bike Coalition, SF Transit Riders)	0	\$ 207.90	\$ -	3	\$ 183.04	\$ 549.12	4	\$ 116.74	\$ 467		\$ 3,000	\$ 4,016
<b>Subtotals</b>	<b>15</b>		<b>\$ 3,118.50</b>	<b>65</b>		<b>\$ 11,897.60</b>	<b>259</b>		<b>\$ 30,235.66</b>	<b>45,252</b>	<b>\$ 71,000</b>	<b>116,252</b>
FTE Totals	0.007			0.031			0.125					

Fully Burdened Rates	
Project Supervision (5644)	\$ 207.90
Project Oversight (5642)	\$ 183.04
Project Manager (9922)	\$ 116.74

Fiscal Year 2023/24 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Emergency Ride Home	
<b>Sponsor Agency:</b>	San Francisco Environment Department	
<b>TFCA Project Number:</b>	24SF02	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY23/24	\$116,252	100%	
Total:	\$116,252		

Resolution:

Date:

**Deliverables:**

1. By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit Interim Project Report Form.
3. By March 31, 2024, submit Final Report Form #1 (Ridesharing), including evidence of TFCA and Transportation Authority attribution. Final report shall include BAAQMD required description of Monitoring Methodology.

**Special Conditions:**

1. SFE will work with SFCTA staff to improve the effectiveness of the Emergency Ride Home program, including ensuring that recommendations from the Transportation Authority's Transportation Demand Management Market Analysis (underway) and future Transportation Demand Management Strategic Plan are incorporated.
2. SFE will work with SFCTA staff explore coordinating with and leveraging of other transportation demand management efforts like BayPass and Commuter Check outreach, and will seek to strengthen partnerships with transit operators, such as BART and Muni, that can help promote Emergency Ride Home as a way to encourage more people to return to transit.

**Notes:**

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at [portal.sfcta.org/](http://portal.sfcta.org/).
2. All required forms are available at [www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors](http://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors)



Fiscal Year 2022/23 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Short Term Bike Parking		
<b>Implementing Agency:</b>	SFMTA		
<b>Project Location:</b>	City and County of San Francisco		
<b>Supervisorial District(s):</b>	Citywide	<b>TFCA Proj. Number:</b>	<i>SFCTA assigns</i>
<b>Project Manager:</b>	Jason Hyde		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:jason.hyde@sfmta.com">jason.hyde@sfmta.com</a>	<b>Phone:</b>	415.646.2434
<b>Partner Agencies (incl. staff contact):</b>			
<b>Brief Project Description (50 words max):</b>	SFMTA will use \$422,963 in TFCA County Program Manager funds to plan, coordinate, purchase, and install 1,217 bicycle parking racks in San Francisco, providing an additional 2,434 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.		
<b>Type of Environmental Clearance:</b>			

**DETAILED SCOPE:**

Please submit Detailed Scope as a separate Word document.

**Guidance:** Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

**Project Type Specific Guidance:**

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

**PROJECT INFORMATION:**

**Describe benefits to Equity Priority Communities or disadvantaged populations.**

In San Francisco over the last five years, approximately a third of bike racks installed citywide were located in Equity Priority Communities. SFMTA staff will continue to review requests as they come in to confirm we are filling this need as well as proactively identify corridors in Equity Priority Communities using the existing San Francisco GIS inventory, where there is a lack of bike parking .

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor).

The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website (<https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack>), email, and 311. The SFMTA receives new bike rack requests each month. Additionally we identify corridors where more parking is needed plus work with city project managers through public outreach process to identify and then install bike parking with streetscape projects and street improvement projects

**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

NA

**NOTE: Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfcacallforprojects](http://sfcta.org/tfcacallforprojects).**

## SFMTA Short-Term Bike Parking: Detailed Scope of Work

The San Francisco Municipal Transportation Agency (SFMTA) requests \$~~422,963~~<sup>417,029</sup> in FY23/24 Transportation Fund for Clean Air County Program Manager (TFCA CPM) Funds to provide ~~1,217~~<sup>1,200</sup> bicycle racks to create ~~2,434~~<sup>2,400</sup> bicycle parking spaces throughout San Francisco.

Providing ~~2,434~~<sup>2,400</sup> additional bicycle parking spaces in San Francisco means that more people will be encouraged to bicycle to their destinations, knowing they will have a secure place to lock their bikes. This will increase the number of bicycle trips to city businesses, transit stops, and other destinations, which will shift trips away from motor vehicles, reduce emissions, and help achieve the San Francisco Board of Supervisors' goal of a 20% bicycle mode share.

The SFMTA maintains a list of public requests for short-term bicycle parking locations. The SFMTA currently receives 40-60 new bike rack requests each month via email, the SFMTA website, and SF311. These requests are for sites throughout the city, with the vast majority near San Francisco businesses and along transit routes. The SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip.

Bicycle racks help meet this need by providing a secure parking location at trip destinations. To better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g., Jones, Valencia, Battery/Sansome and 17th streets, and Bayshore Boulevard), as well as Equity Priority Communities (EPCs), where the Agency targets installing 20% of all racks (approximately 30% of racks have been installed in EPCs over the last two years). Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor or neighborway projects in EPCs;
- 2) High-demand locations in EPCs as identified by the SFMTA's bikeshare/scootershare permittees;
- 3) High-demand locations in EPCs identified through MDS data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage.

The bike parking team has also begun focusing some proactive installations in residential areas (especially adjacent to multi-unit buildings) where requests and installations have historically been less frequent, assuming placement guidelines such as minimum sidewalk widths and required clearances from street furniture are met. The SFMTA will continue to prioritize these types of installations in Equity Priority Communities to ensure equitable bike rack coverage across San Francisco. In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. The SFMTA currently receives 2-4 new bicycle corral applications each year. Bicycle corrals consist of several bicycle

racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to 12 bicycles can be parked in the space occupied by just one motor vehicle, making bike corrals an efficient use of public roadway space.

This application also includes a line item for bicycle rack procurement. In 2014, the SFMTA used \$541,000 in revenue bond funds to purchase 6,018 racks and the fasteners to install them. In 2022, the agency procured an additional 750 racks using TFCA County Program Manager funds. The SFMTA has a diminishing supply of approximately three-foot tall by three-foot wide zinc-coated circular steel bicycle racks. These racks provide two points of contact between the rack and a bicycle, the bicycle parking industry standard for optimal bicycle parking. Part of these requested funds will go towards procurement of more racks.

Short-term bicycle parking is defined as simple bicycle rack fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store.) Bicycle racks also provide a large quantity of bicycle storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.

Fiscal Year 2022/23 Transportation Fund for Clean Air  
County Program Manager Fund  
Project Information Form



<b>Project Name:</b>	Short Term Bike Parking
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/22/23	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	December	2023	March	2025
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	March	2024	March	2025
Open for Use	N/A	N/A	N/A	March	2025
Final Report Due Date (Project completion):	June 30, 2025				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$360,383			\$360,383	based on past cycles
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Procurement	\$336,268	\$71,107		\$265,161	
Construction	\$351,856	\$351,856			based on past cycles
<b>TOTAL PROJECT COST</b>	<b>\$1,048,507</b>	<b>\$422,963</b>	<b>\$0</b>	<b>\$625,544</b>	

**PROPOSED TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

All Phases	23/24	24/25	25/26	Total
TFCA	\$122,659	\$300,304	\$0	\$422,963

**FUNDING PLAN**

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$422,963			\$422,963
Specify Source of Non-Public Funds (if applicable)				\$0
Prop B		\$398,000		\$398,000
Scootershare Rack Fee*	\$227,544			\$227,544
<b>TOTAL</b>	<b>\$650,507</b>	<b>\$398,000</b>	<b>\$0</b>	<b>\$1,048,507</b>

\*legislated for bike parking only

Fiscal Year 2023/24 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Short Term Bike Parking	
<b>Sponsor Agency:</b>	SFMTA	
<b>TFCA Project Number:</b>	24SF01	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY23/24	\$122,659	29%	\$300,304
FY24/25	\$300,304	71%	\$0
<b>Total:</b>	<b>\$422,963</b>		

Resolution:

Date:

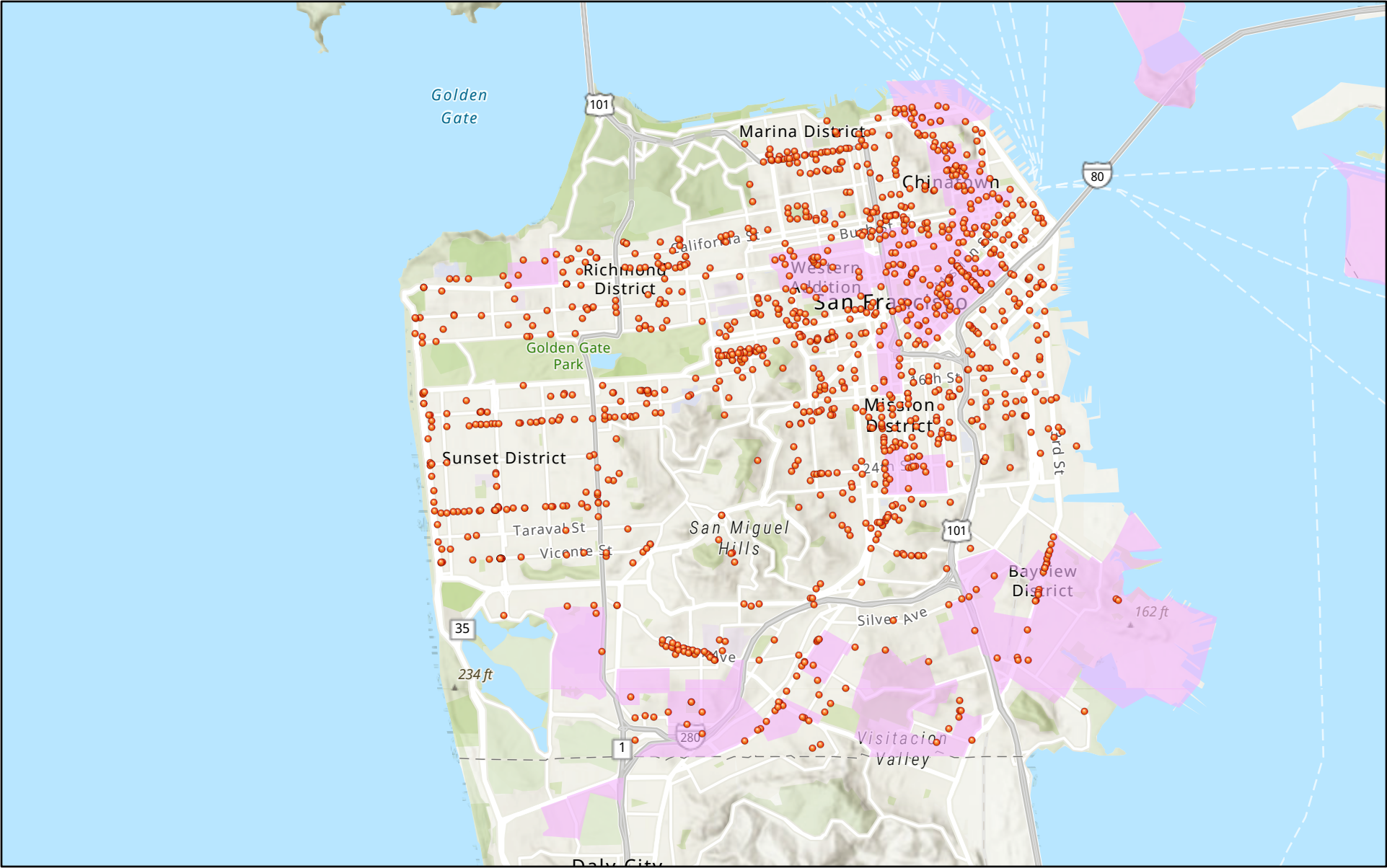
**Deliverables:**

1. By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit Interim Project Report Form.
3. By 6/30/25, submit Final Report Form #3 (Bicycle Projects), including evidence of TFCA and Transportation Authority attribution. Final report shall include a list of rack locations and number of racks at each, as well as 2-3 photos of installed racks showing BAAQMD logo.

**Notes:**

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at [portal.sfcta.org/](http://portal.sfcta.org/).
2. All required forms are available at [www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors](http://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors)

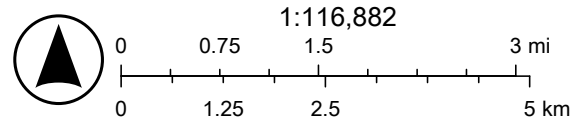
# TFCA-Funded Bike Racks, 1/1/20 - 5/1/23



5/1/2023

- Bike Rack Install Locations - 2020 - Present

Equity Priority Communities  
 # racks installed in EPCs: 660  
 % racks installed in EPCs: 30%



Esri, NASA, NGA, USGS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land

Fiscal Year 2023/24 Transportation Fund for Clean Air  
County Program Manager Fund  
Project Information Form



<b>Project Name:</b>	Taxi Electrification - EV Infrastructure		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Project Location:</b>	San Francisco		
<b>Supervisorial District(s):</b>	Various	<b>TFCA Proj. Number:</b>	24SF04
<b>Project Manager:</b>	Forest Barnes		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:forest.barnes@sfmta.com">forest.barnes@sfmta.com</a>	<b>Phone:</b>	<a href="tel:415-646-4761">415-646-4761</a>
<b>Partner Agencies (incl. staff contact):</b>	n/a		
<b>Brief Project Description (50 words max):</b>	This project would fund a rebate program for the procurement and installation of EV charging infrastructure for shared taxi fleets.		
<b>Type of Environmental Clearance:</b>	n/a		

#### DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

**Guidance:** Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

#### Project Type Specific Guidance:

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

#### PROJECT INFORMATION:

Describe benefits to Equity Priority Communities or disadvantaged populations.

The charging infrastructure will support the use of new EV taxis which provide paratransit trips and trips for those who qualify for the SFMTA's Essential Trip Card Program.

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

The San Francisco Climate Action Plan calls for electrification of 25% of vehicles by 2030 and 100% by 2040. Additionally, taxi service is identified in the San Francisco Transportation Plan 2050 as a supplement to paratransit service for seniors and people with disabilities who are unable to use fixed-route transit service.



Fiscal Year 2023/24 Transportation Fund for Clean Air  
County Program Manager Fund  
Project Information Form



**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

The taxi industry will pay for 100% of the upfront cost of the EV charging infrastructure and the SFMTA will reimburse the company 90% of purchase and installation price.

**NOTE: Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfca](http://sfcta.org/tfca).**

## SFMTA Taxi Electrification – EV Infrastructure: Detailed Scope of Work

The purpose of the proposed project is to reduce vehicle emissions by promoting greater use of EVs in San Francisco taxi fleets. The project would establish an SFMTA rebate program for EV charging infrastructure for taxi fleets.

Currently there are no fully EV taxis on the road in San Francisco, although nearly 90% of the current taxi fleet is some form of hybrid vehicle. SFMTA staff have spoken to the taxi industry about EV charging and there has been strong support from taxi lot owners who would like to install the infrastructure. The proposed voucher program will provide up to 90% of the cost of a fast EV charger, as well as the electrical work needed to connect the charger to the electric power supply. The SFMTA estimates, based on conversations with the taxi industry, that the full cost would be \$90,000 per charger installation. So SFMTA expects to refund \$81,000 for each of two installations. Once the electrical work to extend the power supply to the location of the battery chargers is complete, the taxi companies will be able to increase the number of charges at a lower per unit cost because the infrastructure work will have already been completed.

Charging for EV taxis will be done on taxi company lots, or if the vehicle is owner operated, wherever the taxi driver chooses to charge the vehicle. The SFMTA Taxis, Access and Mobility Services (TAMS) division staff will only rebate the procurement and installation of EV charging infrastructure and will not be the direct purchaser or installer of infrastructure. The SFMTA will also only fund rebates for EV charging infrastructure for taxi fleet charging at taxi lots.

Most taxi trips start and finish within the City of San Francisco; 32.28% of taxi trips occur in the Equity Priority Areas. EV taxis will benefit paratransit users who are eligible for subsidized taxi trips and participants in SFMTA's Essential Trip Card (ETC) program. The ETC discount program helps qualifying seniors and people with disabilities make essential trips in taxis. Although it was originally designed to support travel when Muni service was scaled back during the pandemic lockdown, the program continues today even as Muni service has been restored. Nearly 84,000 ETC trips were completed in the last Fiscal Year; about 36.2% took place in Equity Priority Communities.

Fiscal Year 2023/24 Transportation Fund for Clean Air  
County Program Manager Fund  
Project Information Form



<b>Project Name:</b>	Taxi Electrification - EV Infrastructure
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SCHEDULE  Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/21/23	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	August	2023	December	2024
Open for Use	N/A	N/A	N/A	December	2024
Final Report Due Date (Project completion):	June 30, 2025				

PROJECT COST ESTIMATE  Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$180,000	\$162,000	\$18,000		2 vouchers @ 90% of cost for chargers and installation
<b>TOTAL PROJECT COST</b>	<b>\$180,000</b>	<b>\$162,000</b>	<b>\$18,000</b>	<b>\$0</b>	

**PROPOSED TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

All Phases	23/24	24/25	25/26	Total
TFCA	\$81,000	\$81,000		\$162,000

**FUNDING PLAN**

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$162,000			\$162,000
Taxi Company Contribution	\$18,000			\$18,000
<b>TOTAL</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180,000</b>

*\*Note: The taxi industry will be purchasing the chargers at their own expense*

Fiscal Year 2023/24 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Taxi Electrification - EV Infrastructure	
<b>Sponsor Agency:</b>	San Francisco Municipal Transportation Agency	
<b>TFCA Project Number:</b>	24SF04	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY23/24	\$81,000	50%	\$81,000
FY24/25	\$81,000	50%	\$0
<b>Total:</b>	<b>\$162,000</b>		

Resolution:

Date:

**Deliverables:**

1. By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit Interim Project Report Form.
3. By 6/30/25, submit Final Report Form #2 (Clean Air Vehicles and Infrastructure), including evidence of TFCA and Transportation Authority attribution. Final report shall include 2-3 photos of open-for-use chargers, with at least one showing Air District logo.

**Notes:**

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at [portal.sfcta.org/](http://portal.sfcta.org/).
2. All required forms are available at [www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors](http://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors)

Fiscal Year 2023/24 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Taxi Electrification - Vehicles		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Project Location:</b>	San Francisco		
<b>Supervisory District(s):</b>	Various	<b>TFCA Proj. Number:</b>	24SF03
<b>Project Manager:</b>	Forest Barnes		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:forest.barnes@sfmta.com">forest.barnes@sfmta.com</a>	<b>Phone:</b>	<a href="tel:415-646-4761">415-646-4761</a>
<b>Partner Agencies (incl. staff contact):</b>	n/a		
<b>Brief Project Description (50 words max):</b>	This project would fund a rebate program to encourage taxi owners to purchase electric vehicles for use as taxicabs. This grant is expected to fund 21 rebates. The value of each rebate may vary depending on whether the taxi company also scraps an older taxi vehicle and on the age of the vehicle being scrapped.		
<b>Type of Environmental Clearance:</b>	n/a		

**DETAILED SCOPE:**

Please submit Detailed Scope as a separate Word document.

**PROJECT INFORMATION:**

**Describe benefits to Equity Priority Communities or disadvantaged populations.**

The new EV taxis provide paratransit trips and trips for those who qualify for the SFMTA's Essential Trip Card Program.

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

The San Francisco Climate Action Plan calls for electrification of 25% of vehicles by 2030 and 100% by 2040. Additionally, taxi service is identified in the San Francisco Transportation Plan 2050 as a supplement to paratransit service for seniors and people with disabilities who are unable to use fixed-route transit service.

**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

The taxi industry will pay for 100% of the upfront cost of the electric vehicles and the SFMTA will reimburse for a portion of the purchase price depending on the age and type of the surrendered vehicle.

**NOTE: Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfca](http://sfcta.org/tfca).**

## SFMTA Taxi Electrification – Vehicles: Detailed Scope of Work

The purpose of the proposed project is to reduce vehicle emissions by promoting greater use of EVs in San Francisco taxi fleets. The project would establish an SFMTA rebate program for EV taxis.

The total number of taxis available for operation in San Francisco is 1,692, most of which are 10 – 15 years old. Currently there are no fully EV taxis on the road in San Francisco, although nearly 90% of the current taxi fleet is some form of hybrid vehicle. The SFMTA has successfully implemented a hybrid vehicle grant in previous years. The EV rebate program is consistent with vehicle turnover rates, as much of the taxi fleet is over a decade old. Staff also frequently get requests from drivers for the previous rebate program for replacement vehicles. The SFMTA proposes to issue a total of \$186,000 in vouchers.

The program will provide a baseline voucher amount for the purchase of a new or used EV, however, a larger voucher amount will be provided if the taxi company also scraps an older taxi vehicle and provides documentation that it has been scrapped. The older the vehicle being scrapped, the greater the emissions reduction and thus the greater the eligible voucher amount under TFCA policies. Though it is difficult to know the exact number of vehicles that would be surrendered and the age, the SFMTA cost-effectiveness calculation assumes that approximately 21 vehicles ranging in age from 2 to 21 years old would be surrendered. The SFMTA Taxis, Access and Mobility Services (TAMS) division staff will only rebate the purchase of new and used EVs and will not be the direct purchaser of vehicles. SFMTA may open this program to rebates for plug-in hybrid electric vehicles if there is insufficient demand for fully electric vehicles, however, potential rebates would be smaller because the emissions benefits would be less.

Charging for EV taxis will be done on taxi company lots, or if the vehicle is owner operated, wherever the taxi driver chooses to charge the vehicle.

Most taxi trips start and finish within the City of San Francisco; 32.28% of taxi trips occur in the Equity Priority Areas. EV taxis will benefit paratransit users who are eligible for subsidized taxi trips and participants in SFMTA's Essential Trip Card (ETC) program. The ETC discount program helps qualifying seniors and people with disabilities make essential trips in taxis. Although it was originally designed to support travel when Muni service was scaled back during the pandemic lockdown, the program continues today even as Muni service has been restored. Nearly 84,000 ETC trips were completed in the last Fiscal Year; about 36.2% took place in Equity Priority Communities.

Fiscal Year 2023/24 Transportation Fund for Clean Air  
County Program Manager Fund  
Project Information Form



<b>Project Name:</b>	Taxi Electrification - Vehicles
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SCHEDULE  Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/21/23	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	August	2023	December	2024
Open for Use	N/A	N/A	N/A	December	2024
Final Report Due Date (Project completion):	June 30, 2025				

PROJECT COST ESTIMATE  Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		TFCA	Non-Public Funds	Other		
Planning/Conceptual Engineering	\$0					
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$0					
Right-of-Way	\$0					
Construction	\$186,000	\$186,000			see Cost Effectiveness Worksheet	
<b>TOTAL PROJECT COST</b>	<b>\$186,000</b>	<b>\$186,000</b>	<b>\$0</b>	<b>\$0</b>		

**PROPOSED TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

All Phases	23/24	24/25	25/26	Total
TFCA	\$93,000	\$93,000	\$0	\$186,000

**FUNDING PLAN**

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$186,000			\$186,000
Specify Source of Non-Public Funds (if applicable)				\$0
Specify Source of Other Funds				\$0
<b>TOTAL</b>	<b>\$186,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186,000</b>

*\*Note: The taxi industry will be purchasing the vehicles at their own expense*

Fiscal Year 2023/24 Transportation Fund for Clean Air  
 County Program Manager Fund  
 Project Information Form



<b>Project Name:</b>	Taxi Electrification - Vehicles	
<b>Sponsor Agency:</b>	San Francisco Municipal Transportation Agency	
<b>TFCA Project Number:</b>	24SF03	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY23/24	\$93,000	50%	\$93,000
FY24/25	\$93,000	50%	\$0
<b>Total:</b>	<b>\$186,000</b>		

Resolution:

Date:

**Deliverables:**

1. By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit BAAQMD Interim Project Report Form.
3. Invoices shall include all documentation for vehicle vouchers issued during invoice period, including purchase receipt, registration, and photo (with BAAQMD sticker visible) for each purchased vehicle. For each scrapped vehicle, provide a copy of the vehicle's title signed over to a licensed dismantler as proof of the vehicle being scrapped.
4. By 6/25/2025, submit BAAQMD Final Report Form #2 (Clean Air Vehicles and Infrastructure), including all documentation of vehicle purchases and scrapping and other evidence (e.g., webpages, press releases, if applicable) of TFCA and Transportation Authority attribution.

**Notes:**

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at [portal.sfcta.org](http://portal.sfcta.org).
2. All required forms are available at [www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors](http://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors)