

Item 6 Enclosure
CAC
September 27, 2023

2023 Prop L 5-Year Prioritization Programs
October Board Action
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2023 Prop L 5-Year Prioritization Program

BART Core Capacity

Draft Report: October 2023



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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Bay Area Rapid Transit District.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for BART Core Capacity is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for the Prop L BART Core Capacity program as identified in the voter approved Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“BART Core Capacity: Improvements that will allow BART to operate up to 30 ten-car trains per hour in each direction through the existing Transbay Tube (an increase from the current capacity of 23 trains per hour). Eligible project types include: new (additional) rail cars; a new communications-based train control system; a new rail car storage yard at the Hayward Maintenance Complex; and additional traction power substations to provide the power needed for more frequent service. Includes project development and capital costs. As a prerequisite to allocation of funds, the Transportation Authority Board shall consider whether Alameda and Contra Costa Counties have contributed a commensurate amount to the BART Core Capacity Program. Sponsor Agency: BART. Total funding: \$3,536.4M; EP: \$100M.”

BART stands for San Francisco Bay Area Rapid Transit District.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for BART Core Capacity, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$34.36 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that

engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including broad support for improving transit, including improvements to reliability, customer experience, better connections, and additional service.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process including support for transit reliability improvements.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the BART Core Capacity 5YPP:

- Improved reliability – train delays related to train control system
- Increased peak hour capacity – capacity to operate X trains per hour through the Transbay Tube

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update also will be informed by the citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

While the BART Core Capacity program was not part of the Prop K Expenditure Plan, the Transportation Authority allocated Prop K funds to BART to complete design engineering for replacement of a traction power substation at Powell Street Station (See Table 1 below). This project is similar to some elements of the Core Capacity Program.

The Powell traction power substation grant has been on hold due to BART engineering staffing challenges. In June 2023, BART reported that they are onboarding new engineers and consultants and anticipate resuming work on the substation by October 2023. BART's latest progress report indicated that the project is at 95% complete with the design phase.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 8/25/23)	OPEN FOR USE?
BART	Traction Power Substation Replacement, Powell St. Station	Design Engineering	2021/22	\$1,500,000	\$631,617	No

BART Core Capacity

The BART Core Capacity Program is a package of strategic investments that will allow BART to operate up to 30 ten-car trains per hour (300 cars) in each direction through the existing tube (current capacity is 24 trains per hour), maximizing throughput in the most heavily used part of its system. The Core Capacity Program includes four elements: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), a new railcar storage yard at the Hayward Maintenance Complex (Phase 2), and additional traction power substations to provide the additional power needed for the more frequent service.

BART Core Capacity is one of Prop L's major transit projects and it is a Bay Area's megaproject with a current \$4.4 billion overall cost. It is funded with a wide variety of federal, state, regional, and local grants including the highly competitive Federal Transit Administration's (FTA's) Capital Investment Grant (CIG) Program. As part of the CIG Program, BART Core Capacity is subject to oversight by the FTA and FTA's Program Management Oversight Consultants or PMOC. The Transportation Authority has been participating in periodic funding partner meetings with BART, the Metropolitan Transportation Commission, and the sales tax authorities from the other two BART district counties, namely Alameda County Transportation Commission and the Contra Costa County Transportation Authority. With the passage of Prop L providing \$100 million for BART Core Capacity, the Transportation Authority will begin attending the FTA/PMOC meetings, with the concurrence of BART staff, as part of our oversight on this project. FTA's PMOC has just completed a risk review of the BART Core Capacity Program and BART is in the process of considering updates to the project cost and funding plan to address the risk review.

Appendix B provides the current project delivery status for each of the four elements of the BART Core Capacity Program, major risks for the overall program and each element, and how BART is seeking to mitigate or address those risks. As a major transit project in Prop L, the Transportation Authority staff will work with BART to provide a BART Core Capacity update to the CAC and Board in concert with planned allocations of Prop L funds.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant

funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the BART Core Capacity 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how the project proposed for funding from BART Core Capacity ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form, with details on scope, schedule, cost, and funding is included in Appendix A.

The Transportation Authority advanced funds for the BART Core Capacity program in the original Prop L Strategic Plan Baseline beyond the pay-as-you-go amounts to about \$90M in the first ten years of the measure, \$35.350M of which are in this 5YPP period in order for BART to exercise an option on its railcar replacement contract. This 5YPP would program the \$35.296M in FY 2023/24 but with a less aggressive cash flow, pushing a total of \$9.35M cash flow from FY 23/24 and FY 24/25 into FY 25/26. This revised programming and cash flow will be reflected in a corresponding Strategic

Plan amendment. The changes proposed are very minor and any reduction in financing costs will be available for BART to program to Core Capacity in the next 5YPP update.

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Prop L Project Submissions Evaluation - EP 03 BART Core Capacity

		Prop L-Wide Criteria					Program Specific Criteria				
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Increases Capacity	Improves Reliability	Commensurate Alameda/Contra Costa Contribution	Total
Citywide	BART Core Capacity Fleet of the Future 54 Expansion Vehicles	5	4	5	4	4	3	4	4	2	35
Total Possible Score		5	4	5	5	4	4	4	4	4	39
<p>Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.</p>											
<p>Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.</p>											
<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>											
<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>											
<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>											
<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>											
<p>Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflicts between modes, and/or increases security. Additional priority for projects benefiting users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Points are based on the safety information presented in the Project Information Form.</p>											
<p>Increases Capacity: Highest possible score is 4. Project increases passenger capacity through the existing Transbay Tube.</p>											
<p>Improves Reliability: Highest possible score is 4. Project improves rail service schedule adherence.</p>											
<p>Commensurate Alameda/Contra Costa County Contribution: Highest possible score is 4. Alameda and Contra Costa Counties have contributed or committed to a commensurate amount.</p>											

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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

03- BART Core Capacity

Cash Flow (Maximum Annual Reimbursement)

Pending October 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Fleet of the Future Vehicle Procurement (54 Expansion Cars)	Construction			\$35,296,000			\$35,296,000
Cash Flow Requested in 2023 5YPP		\$0	\$0	\$35,296,000	\$0	\$0	\$35,296,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$6,100,000	\$3,250,000	\$26,000,000	\$0	\$0	\$35,350,000
Cumulative Remaining Cash Flow Capacity		\$6,100,000	\$9,350,000	\$54,000	\$54,000	\$54,000	\$54,000

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
BART Core Capacity Fleet of the Future 54 Expansion Cars [proposed in this 5YPP]	97.2%	81%
BART Core Capacity - Overall Project	97.2%	98%

The Prop L leveraging for this Fleet of the Future 54 Expansion Cars project is 81%, but the anticipated Prop L leveraging for the entirety of the \$4.4 billion Core Capacity Program is 98%, slightly above what was outlined in the Expenditure Plan.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	
Implementing Agency:	BART	
Prop L Expenditure Plan Information		
Prop L Program:	03- BART Core Capacity	
Prop L Sub-Program (if applicable):		
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four project elements: 306 additional Fleet of the Future rail cars; a new communications-based train control system, replacing BART's legacy 50-year-old fixed block train control system increase reliability and enable significantly closer headways; additional rail car storage to accommodate the expanded fleet; and additional traction power substations to power the increased service. Prop L funds are requested to support purchase of 54 additional rail cars as part of planned 306 additional cars.	
Project Location and Limits:	This Project includes work systemwide. BART's system is located in five counties: San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara	
Supervisorial District(s):	Citywide	
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?
		Yes
Which EPC(s) is the project located in?	The project is located in EPCs with high levels of households with minority or low-income status, seniors, people who have limited English proficiency, single parent families, zero-vehicle households, and people with disabilities.	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g.	Please see Attachment A, pgs. 1-4.	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attachment A, pgs. 1-4.	
Type of Environmental Clearance Required:	Categorically Exempt	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.

In 2015, BART began community outreach through the Better BART educational campaign. Better BART focused on reinvestment to the system, specifically BART's CCP elements. BART conducted multiple outreach events to engage with community organizations, business groups, and municipalities. The public spoke on the need for increased capacity due to trains being full during commute hours. Comments also included the need to have more trains run throughout the day because the headways impacted the amount of time individuals waited on a train. Since then, BART has been partnering with multiple regional and state organizations to advocate for funding and coordinate implementation of CCP elements with other projects. Significant project partners include California Department of Transportation (CalTrans), MTC, San Francisco Municipal Transportation Agency (SFMTA), and City and County of San Francisco Department of Public Works. BART is coordinating with MTC to complete the Core Capacity Program. The program is included in MTC's adopted RTP, and MTC has been working with BART to assemble funding from various sources.

**Prop L Sales Tax Program
 Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house and Contracted		Previous	Q4-Apr-May-Jun	Previous
Environmental Studies (PA&ED)	N/A					
Right of Way	N/A					
Design Engineering (PS&E)	100%	In-house and Contracted		Previous	Q1-Jul-Aug-Sep	Previous
Advertise Construction	N/A					
Start Construction (e.g. Award Contract)		Contracted	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)	N/A					
Open for Use	N/A					
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2029/30
Notes						
Although our cash flow shows funding is needed for FY25-26, BART will request allocation of funds this fall to allow us to exercise railcar option 2. The Core Capacity cars (306 railcars) is a continuation of the current 775-car order. Conceptual Engineering (June 2013) and Final Design (September 2014) were completed as part of the 775-car contract. The schedule table above did not allow us to input information for years before 2018. No additional design were done as part of the Core Capacity car order.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 186,245,000	\$ 35,296,000	\$ 150,949,000	Contract Option
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 186,245,000	\$ 35,296,000	\$ 150,949,000	
Percent of Total		19%	81%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	03- BART Core Capacity	Construction	Programmed	2023/24	\$ 35,296,000	\$ -	\$ -	\$ 35,296,000	\$ -	\$ -
SB1 TIRCP			Allocated		\$ 107,100,000	\$ -	\$ -	\$ -	\$ -	\$ -
SB1 TIRCP			Allocated		\$ 8,553,000	\$ -	\$ -	\$ -	\$ -	\$ -
ACTC Measure BB			Programmed		\$ 35,296,000	\$ -	\$ -	\$ 35,296,000	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 186,245,000	\$ -	\$ -	\$ 70,592,000	\$ -	\$ -

Notes

BART has asked the three BART District counties (Alameda, Contra Costa, and San Francisco) to contribute \$100 M each toward the BART Core Capacity Program. ACTC and SFCTA have \$100 M within Measure BB and Prop L respectively. CCTA has not secured funding yet, but is considering a \$100 million commitment in a future sales tax ballot measure (currently under consideration for 2028). ACTC staff anticipates allocating Measure BB funds in October 2023.

FTA's PMOC has just completed a risk review of the BART Core Capacity Program and BART is in the process of considering updates to the project cost and funding plan to address the risk review.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>BART Core Capacity - Fleet of the Future 54 Expansion Vehicles</i>
Relative Level of Need or Urgency (time sensitive)	See Attachment A, pg. 5.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	See Attachment A, pg. 4-5.
Benefits to Disadvantaged Populations and Equity Priority Communities	See Attachment A, pg. 6.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity
	See Attachment A, pgs. 9-10.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
03- BART Core Capacity	
Safety	
Increases Capacity	See Attachment A, see pg. 11.
Improves Reliability	See Attachment A, see pgs. 11-12.
Commensurate Alameda/Contra Costa County Contribution	<p>Alameda County (ACTC) is contributing a commensurate amount of funding - \$100M to the Core Capacity Program of which BART has requested \$35M for the Fleet of the Future Rail Cars included in the Core Capacity Program. ACTC staff anticipates allocating these funds in October 2023.</p> <p>A commensurate amount is planned in Contra Costa County and is being considered in the expenditure plan for the next sales tax revenue measure in Contra Costa County. CCTA is considering 2028 for a ballot measure.</p>



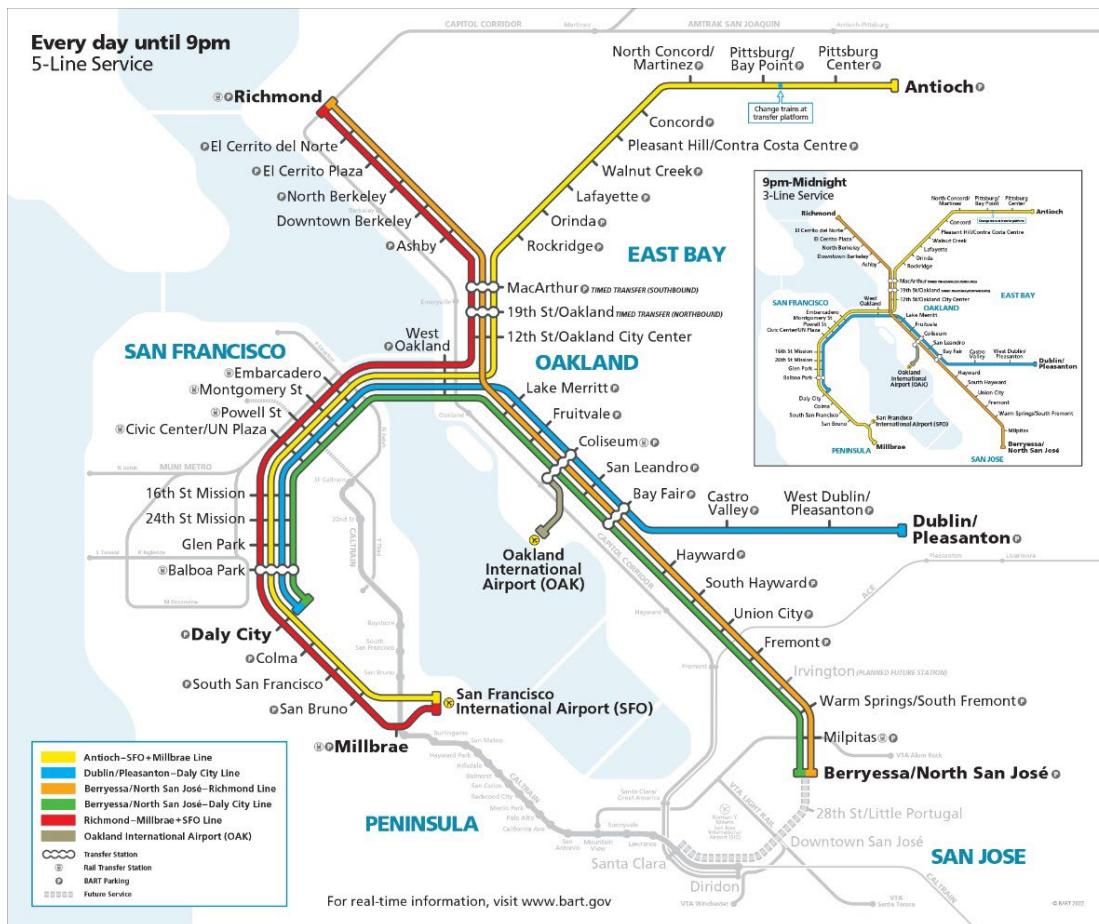
Core Capacity Program Attachment A



Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests to program \$35M of Proposition L (Prop L) funds through the 5-Year Prioritization Process (5YPP) for the Core Capacity Program (CCP). BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations. BART's ridership exceeded 420,000 trips per day before the COVID-19 pandemic. During the pandemic, BART experienced unprecedented ridership pattern changes. The average daily trip count for fiscal year 2022-2023 was 149,433. BART anticipates ridership to increase in the next few years as the Bay Area recovers from pandemic related impact. BART currently has the capacity to operate a maximum of 24 trains per hour in each direction through the Transbay Tube between San Francisco and Oakland. Expected long-term ridership trends require additional capacity. The CCP will ensure BART is ready to provide fast, reliable transportation for Bay Area residents and visitors to reach work locations, shopping centers, tourist attractions, entertainment venues, universities, and other destinations.

Figure 1, BART System Service Map 2023

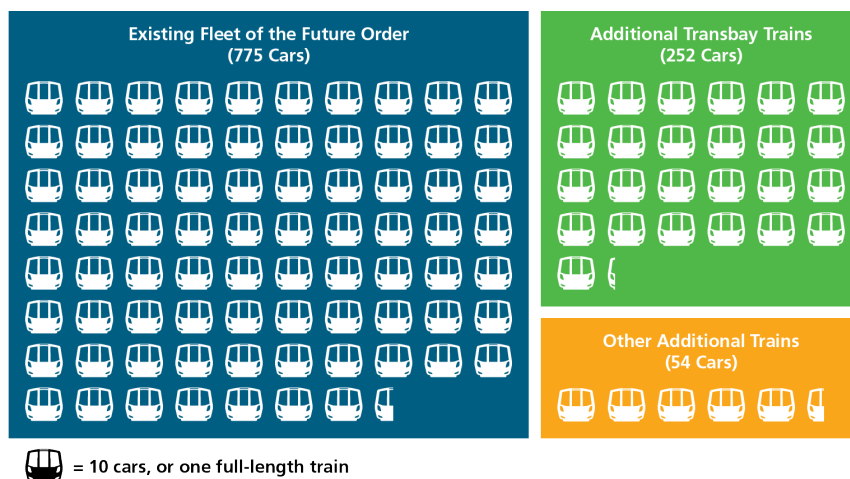


The CCP is a package of strategic investments that will allow BART to operate up to 30 ten-car trains per hour (300 cars) in each direction through the existing tube, maximizing throughput in the most heavily used part of its system. **The CCP includes four elements: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), additional rail car storage, and additional traction power substations to provide the additional power needed for the more frequent service.** This \$35M programming request is specifically to meet contractual obligations to procure a portion of the 306 additional rail cars. The rail car procurement contract is structured with a base contract and two options. The base contract included procurement of 100 rail cars and was exercised in October 2020, Option 1 included procurement of 152 rail cars and was exercised in March of 2023, and Option 2 included procurement of 54 rail cars and is scheduled to be exercised in December of 2023. The programming commitment and expected allocation of \$35M of Prop L funds, by the fall of 2023, will enable BART to meet contractual obligations with the prime contractor, Alstom, to exercise Option 2.

306 Additional Railcars

In order for BART to achieve a peak hour schedule of 30 ten-car trains through the Transbay corridor, BART will require additional cars to make up the added trains and to make longer trains. BART currently has 775 new rail vehicles on order, which will allow the agency to completely replace its aging fleet of 669 vehicles and to expand the fleet by 106 cars. When this order is completed, BART will be able to provide some additional capacity in the short-term but will need 306 more vehicles to get to the number of cars required to operate trains more frequently, which is a total requirement of 1,081 cars. Of the 306 additional cars required, 252 are needed for BART to operate 28 ten-car trains per hour on the four lines (Red, Blue, Green and Yellow) that operate through the Transbay Tube, and ultimately to run up to 30 trains per hour. The remaining 54 railcars are to increase capacity on the Orange Line (which does not operate through the Transbay Tube), and to increase ready reserve trains, which are needed in case delays occur, see figure 2.

Figure 2. 306 Railcars



Train Control Modernization Project (Communications-Based Train Control)

To achieve the shorter headways needed to operate 30 peak hour trains per hour through the Transbay Tube, BART will replace its existing fixed-block train control systems with a new, industry-proven, Communications Based Train Control System (CBTC). BART has developed a multi-phase implementation program that will begin by testing CBTC equipment on BART's existing test track in Hayward, and then once the CBTC equipment has been sufficiently proven on test tracks, BART will implement CBTC along the mainline tracks in stages. The scope of the CBTC project includes installation of lineside equipment within BART's existing right-of-way throughout the entire system. CBTC allows trains to safely operate closer together than the current fixed-block train control system, thus increasing throughput and capacity. CBTC has been implemented on many of the busiest rail systems in Europe and Asia, and is now the worldwide standard for high-capacity transit train control.

On January 9, 2020, the BART Board of Directors voted to award a \$798 million contract to Hitachi Rail STS USA, Inc. to design and build a modern Communications Based Train Control System (CBTC) that will dramatically improve future BART service, replacing the current fixed-block train control system, which is 50 years old. CBTC will allow BART to run more trains closer together and significantly enhance Transbay capacity. The contract is the largest single BART award contract in BART history.

Additional Rail Car Storage

To accommodate the additional new vehicles BART needs for the higher frequency service, BART will make investments to provide additional rail car storage.

Traction Power Substations

BART's trains are electrically powered through a third-rail system. With more frequent and longer trains, BART will need the traction power system that supplies electricity to the third rail to be enhanced with several new traction power substations. BART has conducted traction power simulations to assess the power requirements associated with operating 30 regularly-scheduled ten-car trains through the Transbay Tube per hour. The simulation revealed specific areas along BART's mainline where the traction power requirements for the more-frequent service exceed the capacity available from BART's existing traction power system. Five sites have been identified for new substations, see figure 3:

1. Downtown San Francisco—Civic Center Station
2. Downtown San Francisco—Montgomery Station
3. Oakland—near MacArthur station on 34th Street
4. Concord
5. Richmond

Figure 3, New Substations



A sixth substation would also be installed at the Hayward Maintenance Complex. The four locations in the East Bay are all within existing BART or Caltrans right-of-way and are at-grade locations. The two sites in San Francisco are located below grade within existing BART stations. BART is also undertaking a major program to replace and upgrade the existing traction power system. While this program will increase the amount of power available for train operation, it is not considered to be part of the CCP.

Relative Level of Need or Urgency

Programming and allocation of funds for the CCP is time sensitive. The allocation of funds, expected to take place by the fall of 2023, will enable BART to meet contractual obligations to exercise Option 2 of the contract with Alstom. Option 2 includes procurement of 54 rail cars.

Community Engagement/Level and Diversity of Community Support

- In 2011, BART implemented a Public Participation Plan (PPP), which was updated in 2015 following extensive outreach throughout the BART service area. The PPP guides the organization's ongoing public participation endeavors. The PPP ensures that BART utilizes effective means of providing information and receiving public input on transportation decisions from diverse communities, including low-income, minority, and Limited English Proficient populations. As recommended in BART's Public Participation Plan (PPP), BART has implemented a variety of outreach techniques for projects related to the overall CCP. In 2014, BART launched a "Fleet of the Future" outreach campaign to obtain public feedback on the design of BART's new

vehicles. A series of ten events were held at BART stations and in local communities throughout the Bay Area. Approximately 17,500 people attended the events and a total of 7,666 surveys were collected. BART staff consulted regularly with members of the disability community, including the BART Accessibility Task Force (BATF), on the design and functionality of the new BART trains. The BATF provided hands-on feedback on all aspects of the car design.

- Outreach related to the 2014 BART Vision Plan engaged over 2,000 people in exploring the tradeoffs involved in considering how BART can meet its future needs. The public helped BART staff narrow down future projects and investments BART should focus on by determining which ones are most important to the public and fit best into BART's goals of serving the Bay Area for years to come. A total of ten in-station events were held and a total of 2,551 surveys were collected.
- BART's Title VI/EJ Advisory and LEP Advisory committees meet regularly to assist BART on all issues of policy with a focus on meeting the needs of minority and disadvantaged communities and riders. In November 2017, both committees received a presentation on the CCP.
- In 2017, BART also partnered with MTC to conduct outreach on its Core Capacity Transit Study, a collaborative effort to improve public transportation to and from the San Francisco core. Outreach activities consisted of two public meetings to identify investments and improvements to increase transit capacity to the San Francisco core. Approximately 80 people participated in the public meetings.
- Outreach strategies to Disadvantaged or Low-Income Communities outlined in the PPP include:
 - Translation of flyers and other meeting materials and interpretation services
 - Outreach to Community-based Organizations (CBOs)
 - Providing notification using Ethnic Media Sources
 - Hosting meetings in accessible locations
- Additional outreach activities were included as part of the following relevant efforts:
 - Fleet of the Future New Train Car Model
 - BART Vision – Future BART
 - Embarcadero-Montgomery Capacity Implementation and Modernization Study
 - Better BART
 - Metropolitan Transportation Commission (MTC) Plan Bay Area 2040
 - MTC Core Capacity Transit Study
 - Hayward Maintenance Complex Noise Study

Benefits to Disadvantaged Populations and Equity Priority Communities

The primary benefit of the CCP, and specifically the implementation of Option 2, is that Bay Area residents and tourists will benefit from reliable service with new train cars. Taken together, the CCP projects will relieve crowding, increase reliability, and provide a more convenient service to all patrons, see figure 4.

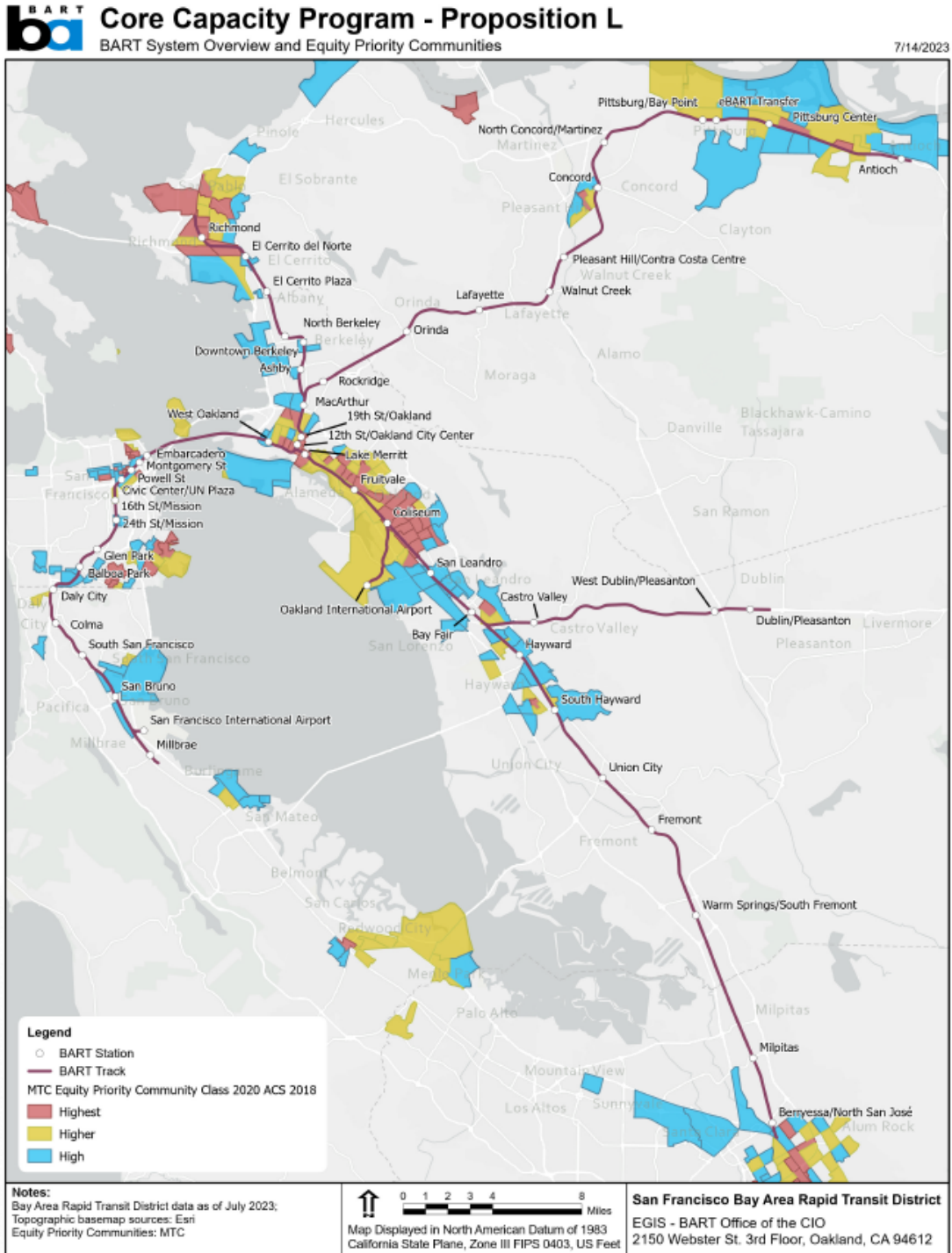
Figure 4. Core Capacity Program Benefits



Additionally, the CCP will also contribute to addressing equity and inclusion concerns in the Bay Area region. According to a City and County of San Francisco Planning Department document, “new housing option [...] were not nearly enough to meet the needs of communities of color, low-income workers, and at times further exacerbated their displacement; many were forced out of the city given the increase in rents. This displacement has also been impacting the environment by imposing longer commutes and led to the loss of local businesses, art and entertainment activities.”¹ With the improvements the CCP will yield for overall BART service, Disadvantaged Populations and Equity Priority Communities will more easily get to and from places of employment, education facilities, health care facilities, or leisure activities. These communities will benefit from the increased frequency, greater capacity and reduced crowding. Figure 5 below shows the extend of Equity Priority Communities who live near a BART station.

¹ "Context: Dismantling San Francisco's Housing Inequities," City and County of San Francisco Planning Department, April 202.






Figure 5, Core Capacity Program, Equity Priority Communities



Compatibility with Land Use, Design Standards, and Planned Growth

- The CCP is compatible with existing and planned land uses, with adopted standards for urban design, and supportive of planned growth in transit-friendly housing, employment, and services. The Project will comply with all applicable Federal requirements, including but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).
- The MTC adopted an update to its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2050, which was released in October 2021. The update includes the capital projects and service assumptions that make up the CCP. The CCP meets guiding principles of Plan Bay Area 2050 in specific and measurable ways. See Figure 2 for a list of the guiding principles. The CCP meets these as follows:
 - Affordable: Reduce vehicle operation and maintenance (O&M) costs due to pavement conditions
 - Connected: Increase non-auto mode share
 - Healthy: Reduction of CO2 emissions and reduction of adverse health impacts
 - Vibrant: Increase share of jobs accessible in congested conditions

Figure 2. Plan Bay Area 2050 Guiding Principles

DRAFTING THE BLUEPRINT	
GUIDING PRINCIPLE	DESCRIPTION
 AFFORDABLE	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
 CONNECTED	An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area – fast, frequent, and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
 DIVERSE	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with full access to the region's assets and resources.
 HEALTHY	The region's natural resources, open space, clean water, and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
 VIBRANT	The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

The Bay Area Air Quality Management District’s 2017 Clean Air Plan provides a regional strategy to protect public health and the climate attaining all state and federal air quality standards, and eliminating health risk disparities from exposure to air pollution among Bay Area communities achieving ambitious GHG reduction targets for 2030 and 2050. The CCP will directly support these goals by shifting single occupancy vehicle trips to increased transit ridership, thus reducing harmful emissions.

San Francisco Transportation Plan Alignment (SFTP)

The CCP will advance SFTP goals as described below:

SFTP Goal	CCP Alignment
<p>Equity</p>	<p>The existing BART system covers large portions of the Bay Area and bisects several communities, including those with designated minority and low-income populations. No impacts from the installation or operation of CCP new rail cars are anticipated; therefore, no disproportionately high and adverse effects are anticipated for any surrounding communities, including any Title VI/EJ communities.</p> <p>BART, as a recipient of federal funds, is required by the FTA to comply with Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color, or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” addresses environmental justice (EJ) in minority and low-income populations. Presidential Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” addresses services to those individuals with Limited English Proficiency (LEP).</p> <p>FTA Circular 4702.1B, dated October 1, 2012, titled Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Title VI Circular) and FTA Circular 4703.1, dated August 15, 2012, titled Environmental Justice Policy Guidance for Federal Transit Administration Recipients (EJ Circular), require that federal funding recipients such as BART review its transportation decisions to ensure equity in the transportation decision making process and to ensure that decisions are not made on the basis of race, color, national origin, or socioeconomic status.</p>
<p>Environmental Sustainability</p>	<p>As part of its mission, BART is committed to integrating climate adaptation and resiliency practices into daily operations and future transit investments. BART’s Sustainability Policy (adopted in 2017) frames overarching resilience actions and initiatives, which are further detailed in BART’s 10-year Sustainability Action Plan. Specifically, implementation of the CCP will lead to specific sustainability benefits, including significant reduced Greenhouse Gas (GHG) emissions from pulling new riders from the Bay Area roadways. Additionally, increased BART capacity supports planned increases in housing and employment density around BART stations, allowing the Bay Area to meet requirements of the California Global Warming Solutions Act of 2006 (AB 32). Lastly, the CCP has no physical features that will lead to environmental impacts. The CCP has a categorical exclusion (CE) for the National Environmental Policy Act (NEPA) and negative declaration (ND) for California Environmental Quality Act (CEQA). These documents are available on BART’s CCP website https://www.bart.gov/about/projects/corecapacity.</p>
<p>Accountability & Engagement</p>	<p>BART is coordinating with MTC to complete the CCP. The program is included in MTC’s adopted RTP, and MTC has been working with BART to assemble funding from various sources.</p>

	Additionally, BART has been conducting extensive engagement as discussed on pgs.4-5.
Economic Vitality	Ranked by population, the Bay Area is the fourth largest metropolitan area in the United States. The nine-county region is home to more than 7.8 million people and 3.9 million jobs. The Bay Area’s economy continues to grow, despite setback from the COVID-19 pandemic, driven in part by the technology sector that is vital to growing the nation’s overall economy. By 2050, the region expects over ten million residents and five million jobs to be located here. ² AS the Bay Area’s second largest transit network, BART currently operates and maintains 50 stations and 131 miles of revenue track, serving over 149,000 passengers every weekday in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. The CCP program of projects will support expected economic growth and vitality in the Bay Area.
Safety and Livability	The new railcars will include many new safety features. BART’s new car design includes tripod poles that are strategically placed to give riders additional support, especially during times of peak hour crowding while also ensuring room for people in wheelchairs and those with luggage or strollers. Seats are positioned slightly higher providing room to stow backpacks, luggage, and strollers. Specially designated bicycle parking is included as well. To address the needs of customers with vision and hearing impairments, the new cars include interior and exterior digital displays, inter-car barriers, clear, automated announcements, and pole markings to improve contrast. For customers with mobility impairments, the new BART cars include differently-colored priority seating, floor markings for wheelchair areas, seats that are higher off the floor making it easier to sit down and stand up, and intercoms located near doors.

Safety

- Compared to roadway conditions, BART is a significantly safer travel option. A 2013 Northwestern University study found that rail travel is about 17 times safer than traveling in a car, in terms of number of fatalities per billion-passenger mile. In 2019, BART experienced only 1.59 station incidents per million riders and 0.47 vehicle incidents per million riders. Station incidents and vehicle incidents are all incidents that meet the FTA criteria as “reportable” (mostly injuries and illnesses) and occur either in BART station areas or on BART train cars.
- The CCP will lead to a reduction of 152.2 million Vehicle-miles Traveled (VMT) on Bay area roadways by 2048. This reduction in VMT is due to increased ridership, which will decrease the number of cars the Bay Area roadways, thus reducing the number and frequency of vehicle crashes and increasing safety.
- BART’s existing train control system, originally built over 50 years ago, is reaching the end of its useful life. The new CBTC system will be a proven technology, ensuring that BART can operate more trains closer together, while maintaining the highest level of safety in train operation. Many systems worldwide have now converted to CBTC, such as the London Underground, the Paris Metro, portions of

² Plan Bay Area 2050, Plan Bay Area 2050 Final Plan



the New York City subway, and others, and BART will be following this path using fully tested and certified technology.

- Before the COVID-19 Pandemic, the BART platforms at Embarcadero and Montgomery became extremely crowded, particularly when there was a service disruption. Extreme crowding on the platform can lead to unsafe conditions when people are too close to the platform edge. More frequent and longer trains will relieve crowding on BART platforms, making safer for people getting in and out of the train cars.
- The new rail cars include many safety features. BART’s new car design includes tripod poles that are strategically placed to give riders additional support, especially during times of peak hour crowding, while also ensuring room for people in wheelchairs and those with luggage or strollers. Seats are positioned slightly higher providing room to stow backpacks, luggage, and strollers. Specially designated bicycle parking is included as well.

Increases Capacity

- The CCP is a comprehensive program of projects that will increase capacity, relieve congestion and crowding, increase transit ridership, and decrease greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) by increasing the frequency and capacity of trains operating on the entire BART system. The CCP will allow the maximum number of trains operating through the Transbay Corridor to increase from 23 up to 30 per hour, and peak hour train lengths to be increased from an average of 8.9 cars to ten, maximizing throughput capacity in the most heavily used and most congested travel corridor in the San Francisco Bay Area. The CCP has four major project components: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), additional rail car storage, and additional traction power substations to provide the additional power needed for the more frequent service. These four program elements of the CCP will allow BART to decrease headways on each of the five BART lines from 15 to 12 minutes, thus increasing frequency by up to 25 percent.

Improves Reliability

- Implementation of the CCP will have significant benefits to the reliability of the BART system. Reliability is a very important factor in users’ decisions to use transit over other modes, especially reliance on single occupancy vehicles. Table 1 shows that 16 percent of all trains are delayed due to the current BART Train Control (TC) system, which will be significantly reduced, or completely alleviated with implementation of the communications-based train control (CBTC) system aspect of the CCP.

Table 1, Number of Trains Delayed, Project Segment (Bay Fair to Warm Springs)

Year	Total Number of Trains Delayed	# Of Trains Delayed due to Current TC System	% Of Trains Delayed due to Current TC System
2017	3,845	502	13%
2018	1,962	279	14%
2019	2,970	528	18%
2020	1,662	331	20%
2021	1,427	249	17%
2022	3,312	560	17%
Total	15,178	2,449	16%

- The CCP will also increase accessibility to multimodal choices throughout the Bay Area by enhancing the reliability of the BART system to connect to the region’s job centers in San Francisco, Oakland, and Silicon Valley. Implementation of the CCP will allow riders to better rely on BART to get them to their destinations with more certainty on timing, making work, education, retail, and other trips easier on the BART system. Every BART station provides local bus connections, with some BART stations providing major intermodal transit connections to a substantial number of other transit services such as Caltrain, MUNI light rail and bus, AC Transit, SamTrans, Golden Gate Transit, ACE commuter rail, WETA ferries, and bus services to and from Solano and Napa counties.

Prop L Sales Tax Program
Project Information Form (PIF) Template
Full Funding Plan



Project Name:		Core Capacity										
Project Cost Estimate		Funding Source										
Phase	Cost	Prop L	Other	Source of Cost Estimate								
Planning/Conceptual Engineering	\$ -	\$ -	\$ -									
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -									
Right of Way	\$ 10,384,000	\$ -	\$ 10,384,000									
Design Engineering (PS&E)	\$ 504,830,000	\$ -	\$ 504,830,000									
Construction	\$ 3,903,588,000	\$ 100,000,000	\$ 3,803,588,000									
Operations (i.e. paratransit)	\$ -	\$ -	\$ -									
Total Project Cost	\$ 4,418,802,000	\$ 100,000,000	\$ 4,318,802,000									
Percent of Total		2%	98%									
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Prop L	03- BART Core Capacity	Construction	Programmed	2023/24	\$ 100,000,000	\$ -	\$ -	\$ 35,295,335	\$ -	\$ -	\$ -	\$ 64,704,665
FTA Capital Investment Grant			Allocated		\$ 1,169,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Formula Funds			Allocated		\$ 68,983,421	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARP CIG			Allocated		\$ 87,075,133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CIG Supplemental Funds			Allocated		\$ 3,982,303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC Exchange Account			Allocated		\$ 179,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Measure RR			Allocated		\$ 475,783,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Operating-to-Capital Allocations			Allocated		\$ 162,310,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Regional Measure 3			Programmed		\$ 500,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SB1 TIRCP			Allocated		\$ 675,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SBI SCCP			Allocated		\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ACTC Measure BB			Programmed		\$ 100,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VTA			Programmed		\$ 155,240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CCTA Sales Tax			Planned		\$ 100,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Operating-to-Capital Allocations			Planned		\$ 87,075,133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE			Planned		\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD			Planned		\$ 469,652,664	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,418,802,000	\$ -	\$ -	\$ 35,295,335	\$ -	\$ -	\$ -	\$ 64,704,665
Notes												
BART is in the process of updating the full funding plan for the Core Capacity Program based on a FTA risk review. BART continues to explore and seek funding to fill the remaining funding gap, including but not limited to future rounds of TIRCP, RAISE, CA State SB1 programs, and other sources that may come available.												

NOTE: BART is in the process of updating the Core Capacity Program cost and funding plan as a result of a recently completed FTA risk review.



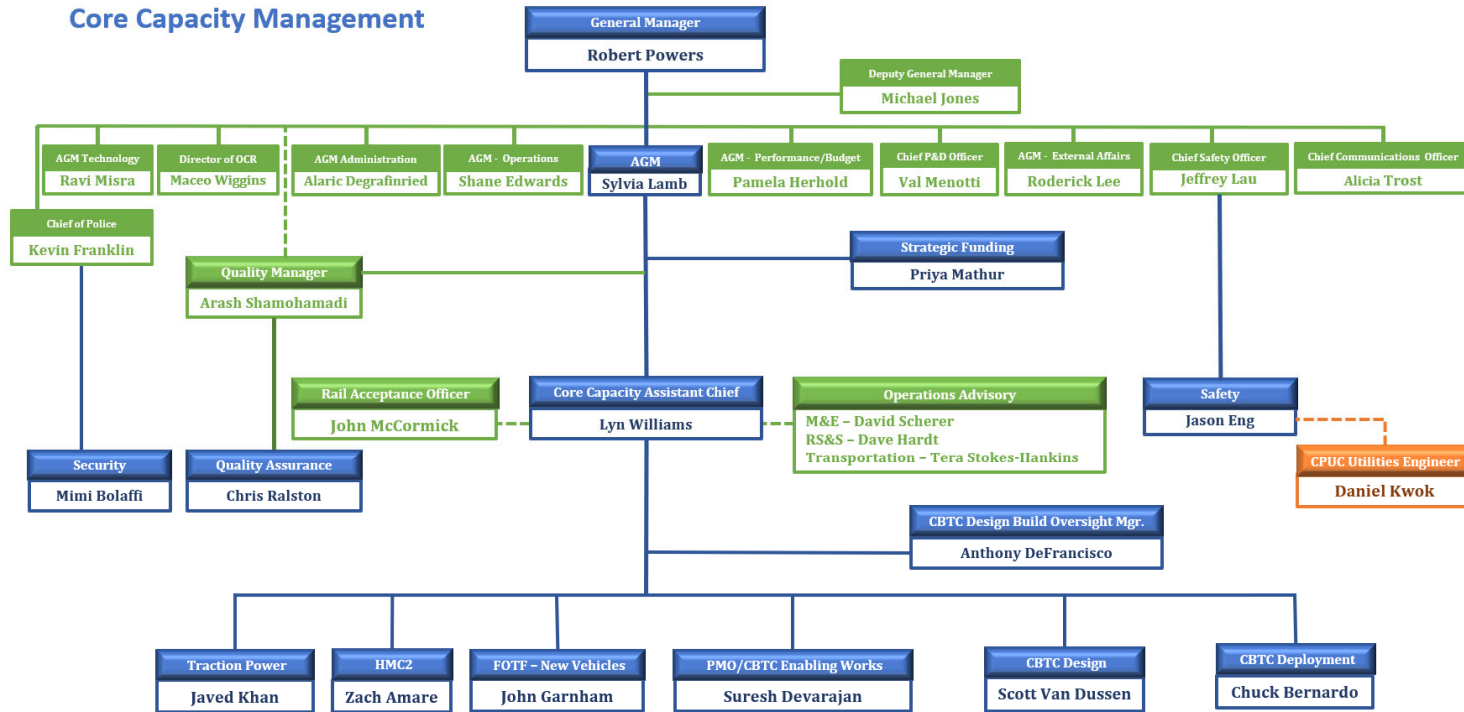
Core Capacity Program Status Update

San Francisco County Transportation Authority

Proposition L 5YPP



Organizational Structure



Legend:



As of: 05/22/23

Risk Management

- Fully complies with FTA requirements as part of their oversight role
- Maintain Risk Register – with almost 150 risks at Program and Project level
 - Monthly process advises BART managers and FTA of top risks, status and progress toward mitigation
 - Assesses potential cost and schedule impacts
 - Risk scores range 1 (lowest) to 25 (highest)
 - Scores result in risk level rating – Very Low, Low, Medium, High and Very High
 - Assigns probability of occurrence
 - Identifies mitigation strategies to minimize potential negative impacts
 - Determine needed Action, Action Owner and Due Date

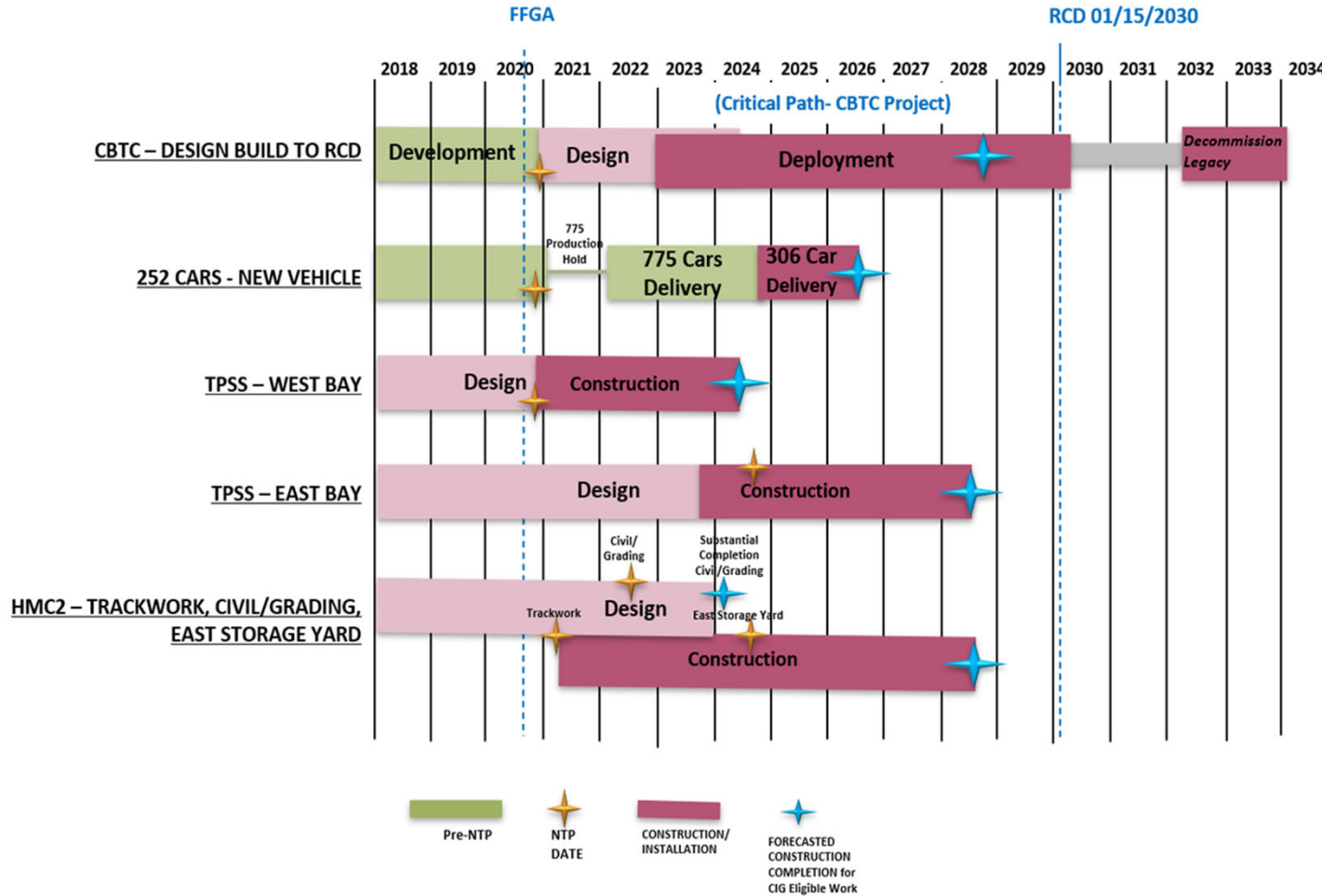
Top 5 Risks

#	Risk ID	CCP Risk	Ongoing Mitigation
1	PROG FUND-11	Because of the effects of the Pandemic, such as inflation, unstable supply chains, and limited labor availability, the cost of construction has increased nationwide, including all parts of Core Capacity.	BART is actively pursuing additional funding from local, state, and federal sources to cover the estimates at completion for the overall TCCCP. A revised funding plan to support revised cost estimates has been developed. Projects are developing alternatives to facilitate construction while additional funding can be secured.
2	CBTCI VEH-01	CBTC Integration into 310 D-cars has technical implementation and commercial relationship considerations between Hitachi and Alstom.	Work is proceeding and Hitachi is being compensated for direct costs associated with administrative support to bring Alstom in as a subcontractor.
3	HMC2 CNST-11	ESY is currently designed as one bid package, but now must be phased due to funding limitations. This results in increased cost and time requirements for design to be revised into several smaller packages with options that allow award within funding constraints.	Team is working on HMC2 completion plan that includes: [1] Taking preliminary steps to figure out constructability issues related to splitting project into several smaller bid packages. [2] Preparing 2 to 3 alternatives for different procurement strategies with pricing estimates based on 90% design + ROM premium for sub-packages (both cost and schedule).
4	TPE MKT-02	Because of the specialized nature of TPSS construction as well as escalating construction industry costs in the current market, there is a risk of bid prices exceeding the design estimate.	The 100% estimate better assessed market conditions such as using vendor input. One more estimate review and Industry outreach survey will be performed as part of IFB. Include bid strategies to ensure that bids received are affordable and can be awarded.
5	CBTCI STAFF-12	Master Staffing Risk: BART Resources for all required staffing to support CBTC implementation throughout deployment must be retained in time to avoid delay	To increase fitment to 14 cars per month from 10, will require more specialized and fully trained staff to successfully implement. 70 cars needed to support Phase 2, with the rest to follow in subsequent phases. We have commitment from AGM that other departments will provide support until new staff are hired.

Quality and Safety & Security Management

- CCP Quality Management Plan (QMP) details policies and procedures
 - Meets the requirements of FTA's Quality Management System Guidelines and OP-24
 - Quality team undertakes performance surveillance and auditing
 - Also reviews quality plans written by designers, construction contractors, design-builders, consultants, suppliers and vehicle manufacturers
- Safety & Security Management Plans (SSMP) detail how safety and security will be addressed from initial project planning through initiation of revenue service
 - Proactively applies safety and security principles in compliance with BART's Public Transportation Agency Safety Plan (PTASP)
 - Implements California Public Utilities Commission requirements
- Safety & Security Certification Plans (SSCP) detail minimum training requirements for personnel and contractors who conduct safety audits and examinations or who are directly responsible for safety oversight

Schedule

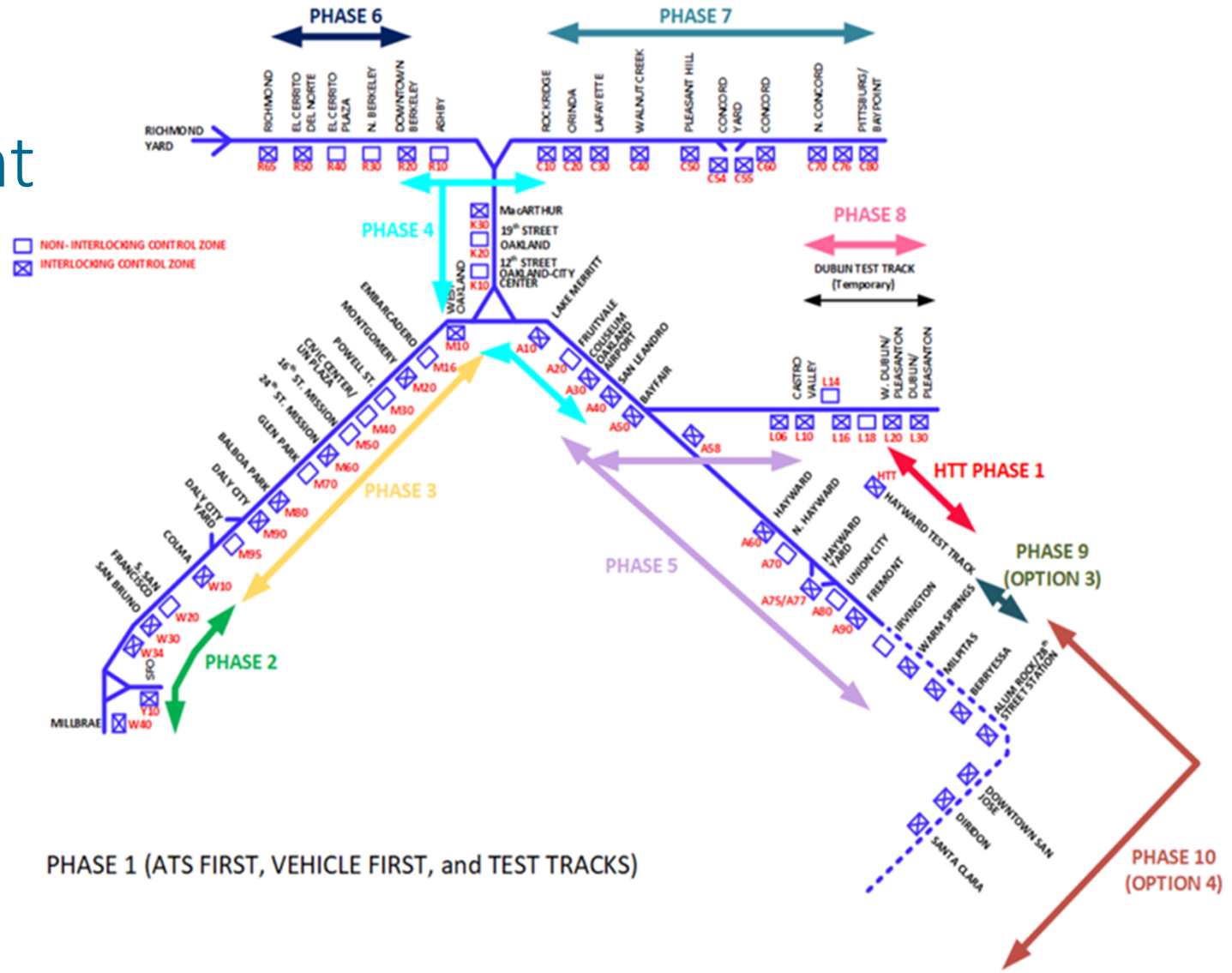


Project Element Status Updates

Communications-Based Train Control

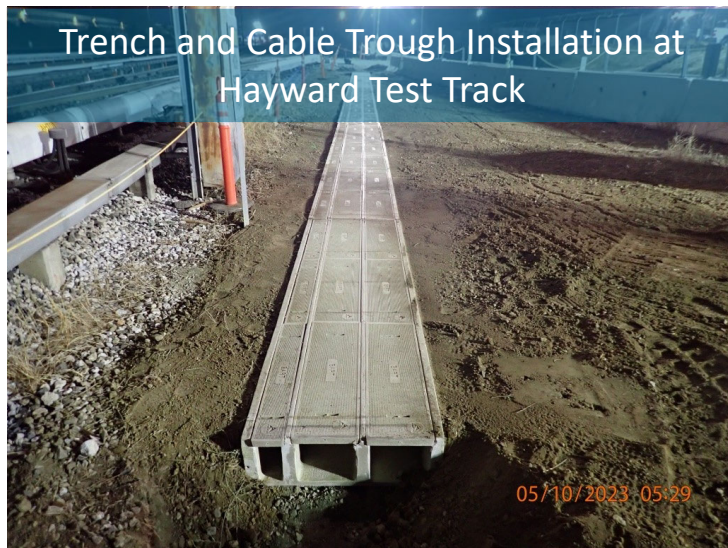
- Design-build contract with Hitachi
 - Base contract executed September 2020 (Phases 1-8)
 - 17% complete
 - Option 3 executed October 2022 (Phase 9 – SVRT Phase 1 Extension)
 - Option 4 not executed (Phase 10 – SVRT Phase 2 Extension (BSVII))
- Implementation Plan – map of phases
- Major Risks
 - Integration with Fleet of the Future
 - Implementation risk from coordination with BSVII – mitigated by not executing Option 4
 - Working with VTA on plan to implement CBTC on BSVII

CBTC Deployment Plan



CBTC Status Update

- Design review process for CBTC vehicle integration underway
- Deployment activities at Hayward Test Track underway
- Final design review (FDR) for CBTC Design forecast for completion Summer 2024



Fleet of the Future Rail Cars (CCP)

- Sole source follow-on contract (RC2) with Alstom
 - Base contract awarded September 2020 – 100 rail cars
 - Option 1 exercised March 2023 – 152 rail cars
 - Option 2 to be exercised December 2023 – 54 rail cars
 - Follow-on contract avoided expensive mobilization and design costs, as well as interoperability risks



Fleet of the Future Production Line

Contract	# Rail Cars	Contract/ Option Execution Date (est.)	Months of Production	Start of Production	End of Production	All In Cost	Initial Payment due @ Execution	Funding Sources					Total
								CIG	MTC Exchange Account	TIRCP	RM3	County Transportation Agencies (CTAs)	
Base	100	10/30/2020	6	8/1/2024	2/1/2025	389.87	22.66	208.87	144.50	31.41	5.09		389.87
Option 1	152	3/1/2023	10	2/1/2025	12/1/2025	529.41	34.44		34.50		494.91		529.41
Option 2	54	12/31/2023	3	12/1/2025	3/1/2026	186.24	12.26			115.65		70.59	186.24
Total	306					\$1,105.53		\$208.87	\$179.00	\$147.06	\$500.00	\$70.59	\$1,105.53

Fleet of the Future Rail Car Procurement (CCP)

• Major Risks

- Tight management of the first contract (RC1) significantly reduced reliability risks
 - As a result, BART has now eliminated the RC1's \$400M risk reserve budget line item
 - Funding for this risk reserve were linked to BART's operating budget and are not available due to depressed operating revenues and the fiscal cliff
 - A 10% construction contingency remains in RC1

Fleet of the Future Rail Car Procurement	Description	Total Project Cost Estimate	Per Rail Car Unit Cost	Project Status
Phase 1: 775 Rail Car Procurement	Replaces 669 rail cars and adds 106 rail cars, including 60 for SVRT Phase 1.	\$2,188M	\$2.8M	Underway; 576 delivered; 561 in revenue service.
Phase II: 306 Rail Car Procurement	Procures 306 Core Capacity rail cars.	\$1,106M	\$3.6M	Base contract 9/20; option 1 3/23; option 2 scheduled 12/23.
Phase III: 119 Rail Car Procurement	Procures additional 119 rail cars to support BSVII and BART service plans.	\$422M	\$3.5M	Options included in base contract 9/20.

Traction Power Substations

- West Bay TPSS contract awarded August 2020
 - Downtown San Francisco Montgomery and Civic Center stations
 - Work is now 70% complete
- East Bay TPSS contract
 - Design 100% complete
 - RFP will be released Spring 2024
- Major risks
 - Bid price for EB contract could exceed design cost estimate due to construction cost escalation due to current market conditions – will do an industry survey and implement bid strategies to ensure competitive bids

Traction Power Substations – Status Update

- West Bay
 - Civic Center – traction power equipment field acceptance testing underway
 - Montgomery – preparing for installation of wall header support steel for HVAC
- East Bay
 - Plan to initiate procurement process in next 90 days



Rail Car Storage

- Two contracts awarded
 - Track Procurement contract awarded December 2020
 - Civil Grading contract awarded February 2022
- Major risks
 - Funding constraints – breaking up the planned single contract into multiple contracts that can be phased – phasing plan underway
 - Environmental – accidental wetland – mitigation plan with Hayward Area Recreation and Park District

Rail Car Storage – Status Update

- Trackwork Procurement
 - All delivered special trackwork units inspected and no issues found
 - 5,921 of 10,710 concrete ties delivered to date
- Civil Grading
 - Retaining Wall 1A concrete placements – footing 968 ft + stem wall 580 linear ft – compl.



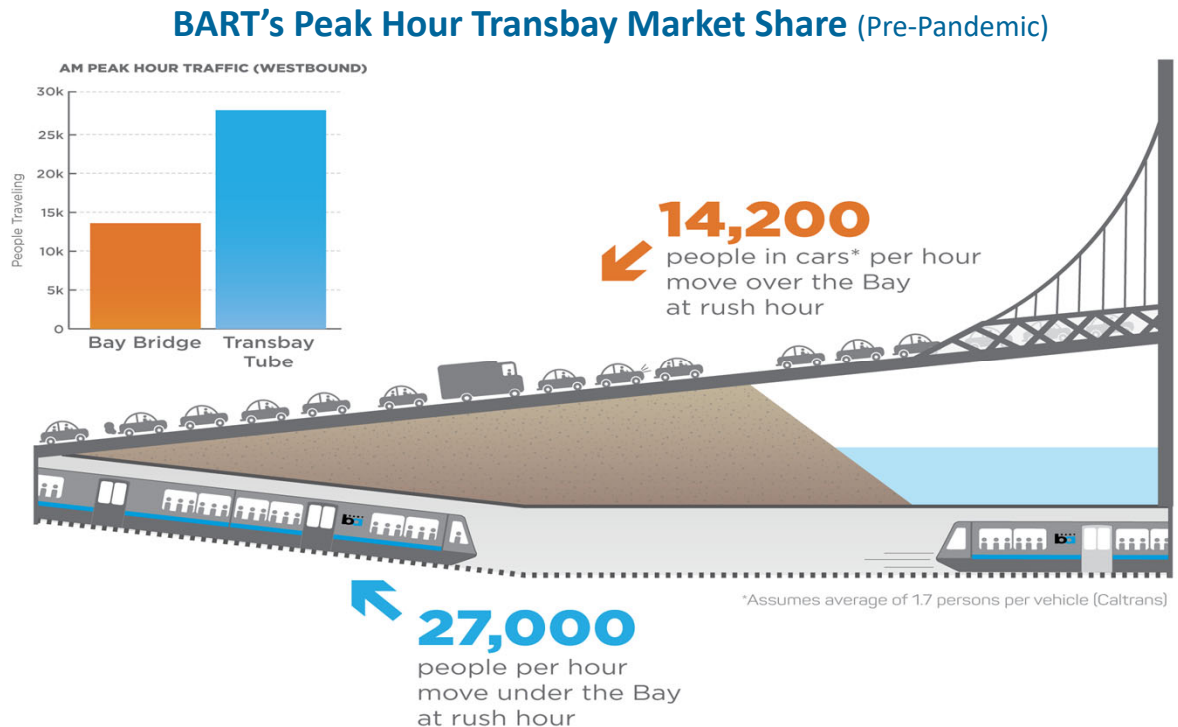
Background

Core Capacity Program Overview

- Program of projects to expand BART capacity systemwide:
 1. New **communications-based train control system** (CBTC) to run trains closer together (shorter headways)
 2. **306 additional rail cars** to deliver more service
 3. **Additional rail car storage** to store and maintain the fleet
 4. Additional **traction power substations** to power the expanded fleet

BART Core Capacity Program Benefits

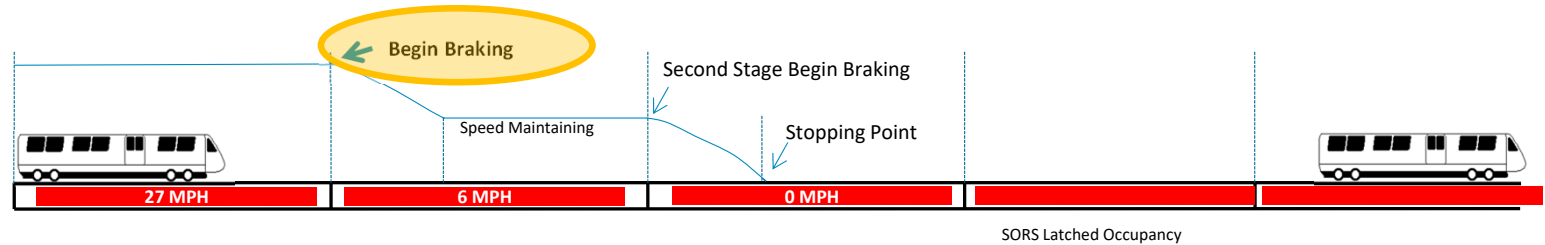
- Prepares the region for the **next 50 years**
- Will enable BART to **increase service by 30-40%**
- Up from 23 trains/ hour during peak periods today to up to **30 10-car trains/ hour** at completion
- More frequent BART service will **improve transit connections** in San Francisco across the region



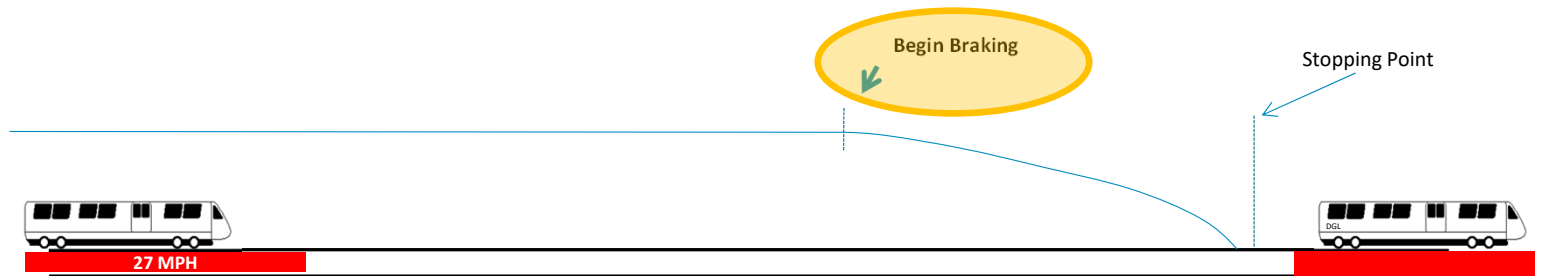
Communications-Based Train Control Overview

- Replaces BART's 50-year-old train control system with a new, state-of-the-art CBTC
- Will enable closer headways and more frequent service from up to 23 trains/hour today to up to 30 10-car trains
- \$1.9 billion project

Existing Fixed Block Train Control



New Communications-Based (Moving Block) Train Control



2023 Prop L 5-Year Prioritization Program

BART Maintenance, Rehabilitation, and Replacement

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Bay Area Rapid Transit District (BART).



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Appendices

Appendix A: Project Information Form

1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for BART Maintenance is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for BART Maintenance as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Programmatic improvements for the upgrade, rehabilitation, and replacement of BART’s capital assets. Eligible project types include, but are not limited to, the upgrade, rehabilitation, and replacement of: transit vehicles and on-board equipment; transit stations including platform edge tiles, elevators, escalators, and faregates; transit facilities and facilities-related equipment; and guideways such as rail, train control, traction power, and related equipment. Facilities and guideways improvements may include upgrades to improve resilience to climate change. Additional elevators, escalators, and faregates are also eligible. In shared BART/Muni stations, elevator and escalator projects must include shared Muni access and/or redundancy where cost effective. Includes project development and capital costs. The first \$35M is Priority 1 and the remainder is Priority 2. Sponsor Agency: BART. Total Funding: \$547.7M; EP: \$45M.”

BART stands for the San Francisco Bay Area Rapid Transit District. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for BART Maintenance, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$14.36 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including support for transit maintenance and improving transit reliability and customer experience.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process including support for improving transit reliability and strengthening transit investments in equity priority communities.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the BART Maintenance 5YPP:

- Next Generation Fare Gates: Reliability - annual Corrective Maintenance compared to prior years
- Maintain average fleet age at less than 2/3 of the Federal Transit Administration standard
- Increase mean distance between failures (MDBF) for relevant vehicle projects
- Maintains facilities and major equipment systems, guideways and vehicles in a state of good repair and replace within lifecycle standards

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program to understand trends:

- Elevator and escalator availability

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors’ proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded BART maintenance since 2005. Table 1 shows the Project Status of open BART maintenance grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 9/22/23)	OPEN FOR USE?
BART	Powell Station Modernization	Construction	2018/19	\$327,025	\$819	Yes
BART	Embarcadero Station: New Northside Platform Elevator	Construction	2019/20	\$1,000,000	\$1,000,000	
BART	Powell Station Modernization	Construction	2019/20	\$672,975	\$209,827	Yes
BART	Balboa Park Station Area Improvements	Construction	2021/22	\$250,000	\$215,329	Yes
BART	BART Accessibility Improvement Program	Construction	2021/22	\$950,000	\$950,000	
BART	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center	Design Engineering	2021/22	\$1,290,000	\$1,232,201	
BART	Traction Power Substation Replacement, Powell St. Station	Design Engineering	2021/22	\$1,500,000	\$631,617	
BART	BART Tunnel Water Intrusion Mitigation	Construction	2022/23	\$1,269,471	\$1,269,471	
BART	Hearing Loop at San Francisco Stations	Construction	2022/23	\$150,000	\$150,000	

Projects are sorted by allocation year, then name.

BART Maintenance projects face various delivery challenges. Several of these challenges and how BART is working to address them are described below.

The contract for the BART Accessibility Improvement Program was advertised in October 2022 and received a single bid that was later deemed non-responsive by BART Office of Civil Rights due to the contractor not meeting DBE goals and not submitting good faith efforts. In June 2023, BART reported that the project team determined to pursue construction via internal BART maintenance forces and will modify designs based on discussions.

The Powell traction power substation grant has been on hold due to BART engineering staffing challenges. In June 2023, BART reported that they are onboarding new engineers and consultants and anticipate resuming work on the substation by October 2023. BART's latest progress report indicated that the project is in the 95% design phase.

With respect to the proposed Prop L Next Generation Fare Gates project, BART plans to install a prototype of the new fare gate at the West Oakland BART station by the end of 2023 as a test to help work out any issues and apply those learnings going forward as fare gates are installed at stations systemwide. BART anticipates that fare gate installation will be carried out by internal forces but are prepared to bring on

temporary help if necessary. BART has engaged an outside firm, McKinsey, to assist in the evaluation of the rollout schedule for the gate installations at stations.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the BART Maintenance 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from BART Maintenance ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form with details on scope, schedule, cost, funding is included in Appendix A.

The recommended project list would significantly advance funds, requesting \$12,525,000, or 378% of the baseline amount in the first five years of the 30-year program for the Next Generation Fare Gates project. Next Generation Fare Gates is an estimated \$90 million systemwide project to replace all BART fare gates to improve reliability, access, and the customer experience while reducing maintenance costs. The project has secured significant funding to leverage Prop L, including from other BART counties, and has executed a contract with a vendor.

Prop L Project Submissions Evaluation - EP 07 BART Maintenance

District	Projects	Prop L-Wide Criteria					Program Specific Criteria			Total
		Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Need (Asset Useful Life)	Improves Efficiency of Transit Operations	
	Next Generation Fare Gates	5	2	2	1	2	0	4	4	20
	Total Possible Score	5	4	5	5	4	4	4	4	35

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.

Three points for a project not in an adopted community based plan, but with evidence of support from both neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.

One point for a project not in an adopted community based plan, but with evidence of support from either neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.

Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.

Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.

Need (Asset Useful Life): Highest possible score is 4. Project replaces asset at end of useful life or overhauls/modernizes mid-life to either extend useful life or so that assets operate safely and reliably through the end of their useful life.

Improves Efficiency of Transit Operations: Highest possible score is 4. Project supports reliable transportation services and improved efficiency.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
07- BART Transit Maintenance, Rehabilitation, and Replacement
Programming Year

Pending October 24, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
BART	BART Transit Enhancements, Next Generation Fare Gates	Construction	\$12,525,000					\$12,525,000
Funds Requested in 2023 5YPP			\$12,525,000	\$0	\$0	\$0	\$0	\$12,525,000
Cumulative Remaining Programming Capacity			(\$9,213,394)	(\$9,213,394)	(\$9,213,394)	(\$9,213,394)	(\$9,213,394)	(\$9,213,394)

E6-66

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
07- BART Transit Maintenance, Rehabilitation, and Replacement
Cash Flow (Maximum Annual Reimbursement)
 Pending October 24, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
BART Transit Enhancements, Next Generation Fare Gates	Construction	\$6,263,000	\$6,262,000				\$12,525,000
Cash Flow Requested in 2023 5YPP		\$6,263,000	\$6,262,000	\$0	\$0	\$0	\$12,525,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$367,956	\$735,913	\$735,913	\$735,913	\$735,913	\$3,311,606
Cumulative Remaining Cash Flow Capacity		(\$5,895,044)	(\$11,421,131)	(\$10,685,219)	(\$9,949,306)	(\$9,213,394)	(\$9,213,394)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
BART Maintenance: Next Generation Fare Gates	93.5%	86%

Anticipated leveraging is close to the level expected in the Prop L Expenditure Plan, with \$77.5 million from non-Prop L sources such as Federal Transit Formula funds, BART funds, and contributions from other BART counties contributing to the Next Generation Fare Gates project.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor					
Project Name:	Next Generation Fare Gates				
Implementing Agency:					
Prop L Expenditure Plan Information					
Prop L Program:	07- BART Transit Maintenance, Rehabilitation, and Replacement				
Prop L Sub-Program (if applicable):					
Other Prop L Programs (if applicable):					
Project Information					
Brief Project Description for MyStreetSF (80 words max):	The Next Generation Fare Gates (NGFGs) Project will upgrade fare gates at all eight stations in San Francisco. This effort is a part of a larger \$90 million capital project to replace all 715 fare gates throughout the BART system. The existing fare gates have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement. The new gates will increase reliability, access, and improve ridership experience.				
Project Location and Limits:	The NGFGs will be installed at all eight stations in San Francisco: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, and Balboa Park.				
Supervisorial District(s):	District 03, District 05, District 06, District 09				
Is the project located on the 2022 Vision Zero High Injury Network ?	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">No</td> <td style="width: 50%; text-align: center;">Is the project located in an Equity Priority Community (EPC)?</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> </tr> </table>	No	Is the project located in an Equity Priority Community (EPC)?		Yes
No	Is the project located in an Equity Priority Community (EPC)?				
	Yes				
Which EPC(s) is the project located in?	The project is located in EPCs with high levels of households with minority or low-income status, seniors, people who have limited English proficiency, single parent families, zero-vehicle households, and people with disabilities. Please see Attachment A, pg. 8, for a map of the Project's Location and Equity Priority Communities.				
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Please see Attachment A, pgs. 1-6.				
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attachment A, pgs. 1-6.				
Type of Environmental Clearance Required:	Categorically Exempt				

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	The Project will be coordinated with other projects taking place at the stations, or near the stations, in San Francisco. BART participates in and hosts quarterly and monthly meetings with various City and County of San Francisco stakeholders where construction projects are discussed. These meetings include the BART, San Francisco Public Works, and SFMTA Quarterly Coordination Meeting, and the BARTCCSFMarket Street Monthly Meeting. The Project will also coordinate with BART led projects, including the Traction Power Substation Replacement Project, Market Street Entrance Canopy Project, Escalator Replacement Project, and the Embarcadero Platform Elevator Project. Additionally, the Project will also coordinate with MTC on the Clipper 2 integration.
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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q3-Jan- Feb-Mar	2018/19	Q2-Oct- Nov-Dec	2021/22
Environmental Studies (PA&ED)	N/A					
Right of Way	N/A					
Design Engineering (PS&E)	N/A					
Advertise Construction			Q2-Oct- Nov-Dec	2022/23		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q2-Oct- Nov-Dec	2023/24		
Operations (i.e. paratransit)	N/A					
Open for Use	N/A				Q2-Oct- Nov-Dec	2026/27
Project Completion (means last eligible expenditure)	0%	Contracted			Q2-Oct- Nov-Dec	2030/31

Notes

Project Completion time includes warranty periods.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name:	Next Generation Fare Gates
----------------------	----------------------------

Project Cost Estimate	Phase	Cost	Funding Source		Source of Cost Estimate
			Prop L	Other	
	Planning/Conceptual Engineering	\$ 2,948,553	\$ -	\$ 2,948,553	Actual
	Environmental Studies (PA&ED)	\$ -	\$ -		
	Right of Way	\$ -	\$ -		
	Design Engineering (PS&E)	\$ -	\$ -		
	Construction	\$ 87,051,447	\$ 12,525,000	\$ 74,526,447	BART Technical and Engineering Staff + STraffic Contract
	Operations (i.e. paratransit)	\$ -	\$ -		
Total Project Cost		\$ 90,000,000	\$ 12,525,000	\$ 77,475,000	
Percent of Total			14%	86%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
SFCTA Prop L	07- BART Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 12,525,000	\$ 3,263,000	\$ 9,262,000	\$ -	\$ -	\$ -
FTA Formula Funds		Construction	Allocated		\$ 10,272,000	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Earmark		Construction	Allocated		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
BART Measure RR		Construction	Allocated		\$ 5,665,000	\$ -	\$ -	\$ -	\$ -	\$ -
BART Capital Allocations		Construction	Allocated		\$ 11,724,000	\$ -	\$ -	\$ -	\$ -	\$ -
ACTC Measure BB		Construction	Programmed		\$ 19,573,000	\$ -	\$ -	\$ -	\$ -	\$ -
AHSC		Construction	Programmed		\$ 5,201,000	\$ -	\$ -	\$ -	\$ -	\$ -
CCTA Measure J		Construction	Programmed		\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
FY24 CA State Budget Earmark		Construction	Programmed		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
SFPUC Easement Sales Proceeds		Construction	Planned		\$ 306,000	\$ -	\$ -	\$ -	\$ -	\$ -
South Hayward JPA Dissolution Settlement Proceeds		Construction	Planned		\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -
STIP Funds (CCTA)		Construction	Programmed		\$ 9,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
VTA Funding		Construction	Programmed		\$ 5,035,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Formula Funds		Planning/Conceptual Engineering	Allocated		\$ 2,949,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 90,000,000	\$ 3,263,000	\$ 9,262,000	\$ -	\$ -	\$ -

Notes
BART intends to seek concurrent allocation of Prop L funds and approval of the BART Maintenance 5YPP.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	Next Generation Fare Gates
Relative Level of Need or Urgency (time sensitive)	The Project is time sensitive. The Project needs to proceed in the proposed timeframe to enable coordination for the installation of new gates in San Francisco.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Please see Attachment A, pgs. 6-7.
Benefits to Disadvantaged Populations and Equity Priority Communities	Please see Attachment A, pg. 8.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Environmental Sustainability
	See Attachment A.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
07- BART Transit Maintenance, Rehabilitation, and Replacement	
Safety	The current gates have reached their end of their useful life and break down often. The NGFGs will be designed to provide safe access to the system for everyone, with increased attention to address the needs of people with mobility limitations, using improved detection technology to ensure they properly open and close and premature closing is reduced. Accessible NGFGs will meet American with Disabilities Act requirements. The Project will also help to improve infrastructure condition as the work directly assists to maintain the condition of BART's assets in a state of good repair. BART has chosen a vendor, STraffic, with extensive experience with fare gate design and installation. The vendor has experience with TR4 reader systems, modular design and readily available industrial components. The vendor has also worked extensively with ADA community to obtain input to modify gates installed across the world. Working with STraffic, BART will be able to enhance functionality of new gates, ensuring they are safe for all patrons, and to maintain and upgrade parts in the gates over the next 20-25 years to ensure they are reliable.
Need (Asset Useful Life)	The current fare gates have reached the end of their useful life. The NGFGs project will replace current gates at all stations in San Francisco.
Improves Efficiency of Transit Operations	Modern technology on the NGFGs will shorten the transfer time between the Muni and BART system. The NGFGs will also have upgraded features including shatter proof barriers and heavy-duty panels for better protection for internal components. These features will result in higher reliability and will minimize the frequency of maintenance.

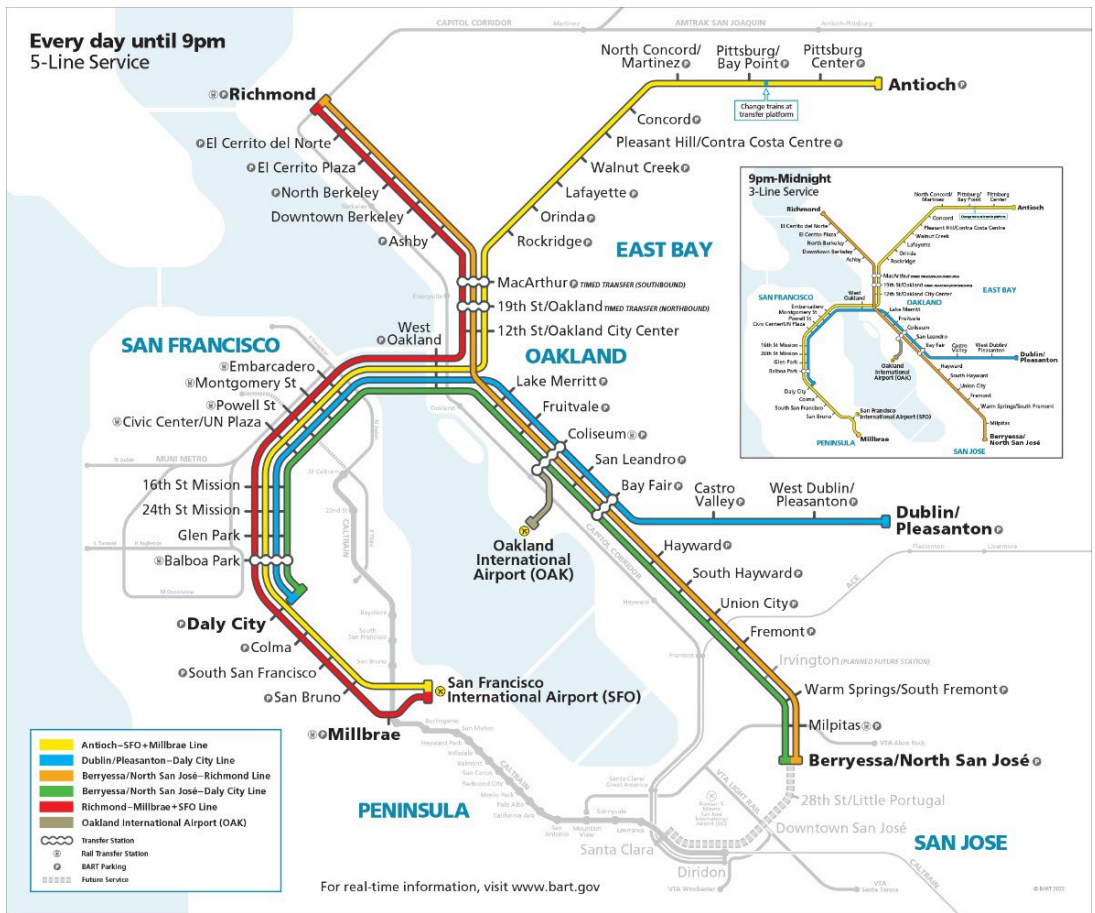


Next Generation Fare Gates Attachment A

Detailed Scope

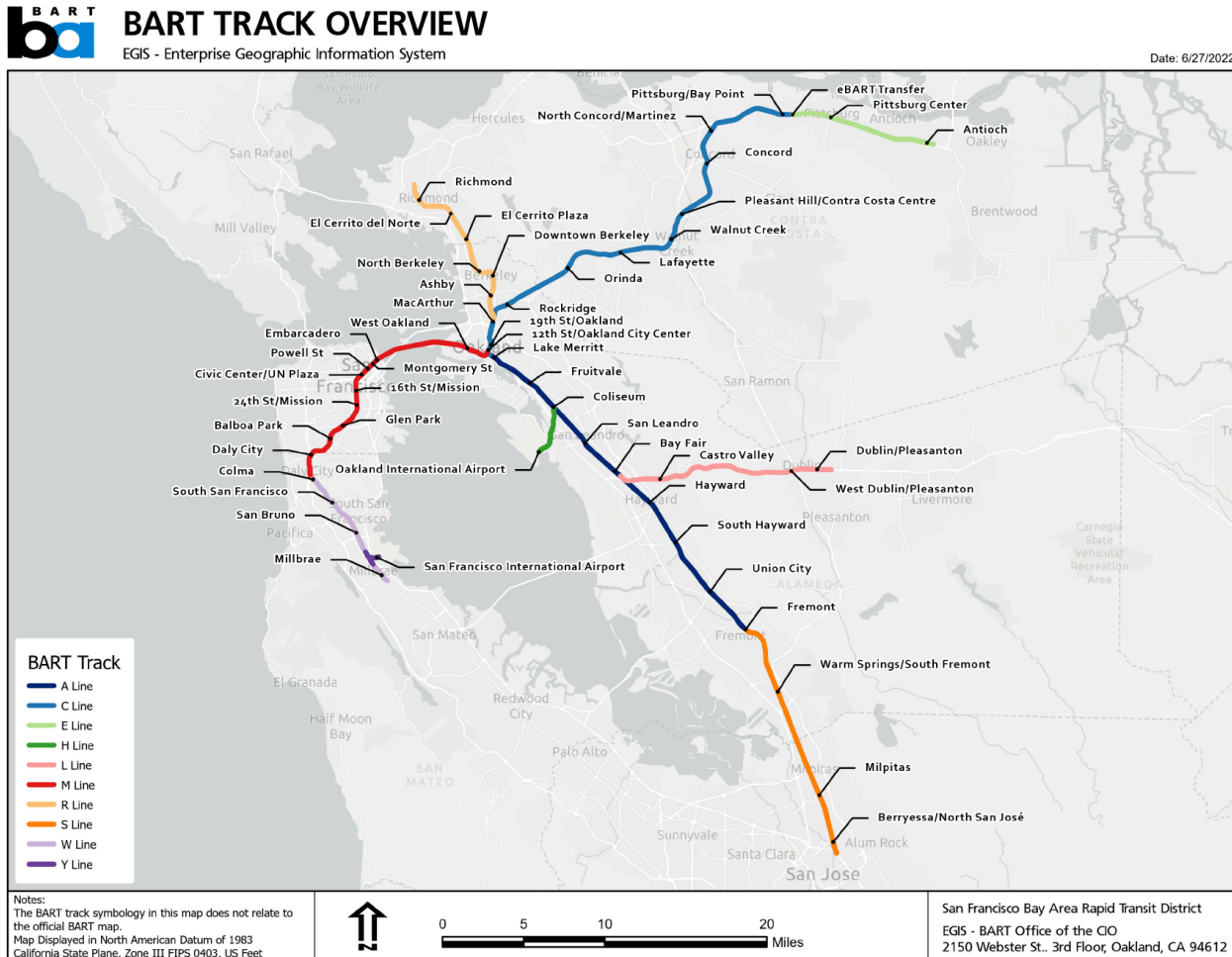
The San Francisco Bay Area Rapid Transit District (BART) requests to program \$12,500,000 of Proposition L (Prop L) funds through the 5-Year Prioritization Process (SYPP) for the Next Generation Fare Gates (NGFGs) Project. The NGFGs Project is a BART District system-wide \$90 million capital project to replace all 715 fare gates. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations. BART’s ridership exceeded 420,000 trips per day before the COVID-19 pandemic. During the pandemic, BART experienced unprecedented ridership pattern changes. The average daily trip count for fiscal year 2022 to 2023 was 149,433. BART anticipates ridership to increase in the next few years as the Bay Area recovers from pandemic related impact. The NGFGs Project will ensure BART continues to provide reliable transportation for Bay Area residents and visitors to reach work locations, shopping centers, tourist attractions, entertainment venues, universities, and other destinations.

Figure 1, BART System Service Map 2023



BART recognizes that existing fare gates, system-wide, have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement, especially as BART continues efforts to modernize stations. New state-of-the-art NGFGs will reduce maintenance needs, cutting both costs and system downtime, and improving service to transit riders. This Project includes fare gates at the San Francisco stations along BART’s M Line. The Project work will take place at eight stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park. These stations rank high in station activity (entries + exits), see figure 2 for information on BART track lines and table 1 for ridership activity details.

Figure 2, BART Track Lines Overview



Average Weekday Station Activity (activity = entries + exists)		
Station	June 2019	June 2023
Embarcadero	93,100	30,900
Montgomery Street	89,300	25,700
Powell Street	55,400	22,900
Civic Center / UN Plaza	49,200	17,200
16 th St. Mission	26,500	10,900
24 th St. Mission	24,600	10,300
Glen Park	15,000	6,100
Balboa Park	20,200	7,100

Table 1, Average Weekday Station Activity

The Project’s scope of work includes modernization of all 152 fare gates, based on number of aisles, at the eight listed stations. The current fare gates have reached their end of useful life, as they are more than twenty years old, outdated, break down often, and require continued maintenance. In addition, spare parts for current fare gates are no longer in production. Current fare gates require recurrent maintenance to remain reliable and operational. BART's Maintenance and Engineering Department ensures fare gates are in optimum condition with its preventive maintenance practices. Currently, the fare gates undergo preventive maintenance every ten weeks. Corrective maintenance is also conducted when fare gates are underperforming. In order to minimize corrective maintenance, BART has been dedicating \$120,000 annually to preventive maintenance tasks. However, BART regularly deploys technicians to address corrective maintenance tasks and ensure fare gates perform at their optimum capacity due to issues with the outdated fare gates. BART receives an average of 2,000 annual requests/tickets to address fare gate performance challenges systemwide. In San Francisco, annual corrective maintenance is most often required at Powell Street, described as M30 below, see table 2.

San Francisco Stations Annual Corrective Maintenance				
	2019	2020	2021	2022
M16: Embarcadero	10	8	8	3
M20: Montgomery	9	6	1	0
M30: Powell	13	1	8	13
M40: Civic Center	4	0	4	5
M50: 16th St.	3	0	0	0
M60: 24th St.	2	1	2	0
M70: Glen Park	1	0	1	0
M80: Balboa Park	1	1	0	0

Table 2, San Francisco Annual Corrective Maintenance

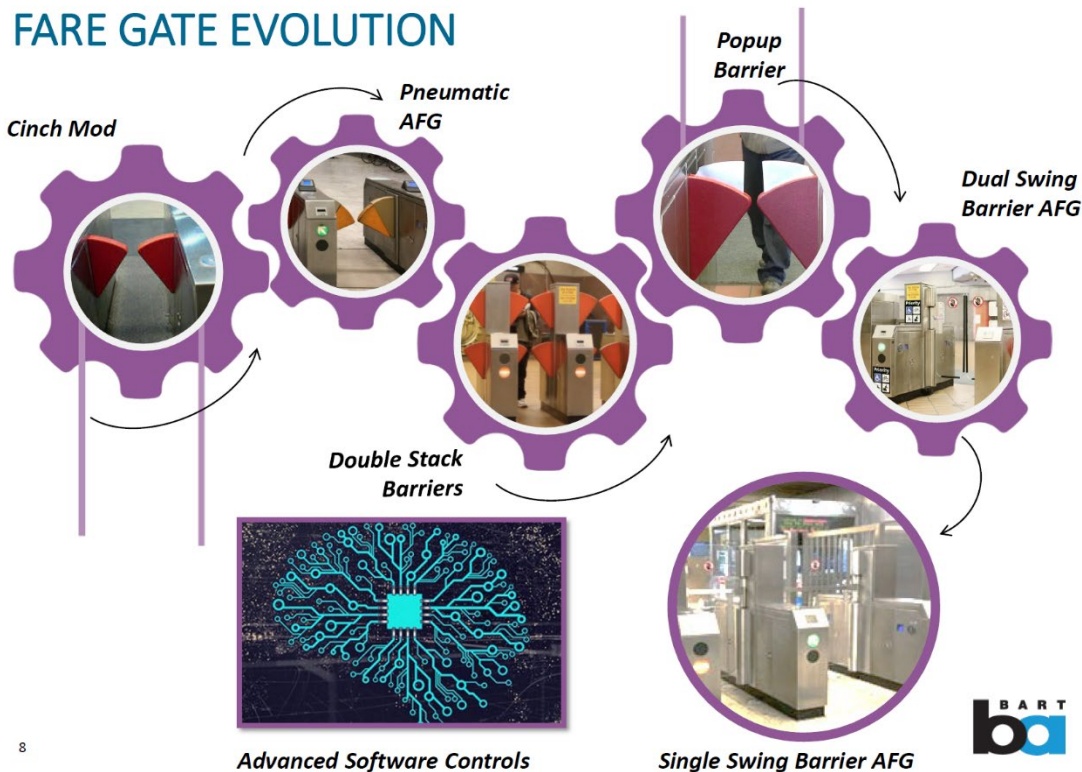
In recent years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, the region's all-in-one transit fare payment card. In 2019, the BART Board of Directors voted unanimously to adopt a swing gate style design as the standard for new gates. The new design will offer BART more control over the replacement schedule, reducing engineering and deployment time. In total, design innovations are estimated to reduce the cost of the final design and installation from \$150 to \$90 million. See figure 3 for a representation of two test designs deployed at the Richmond station.

Figure 3, Double Stack Barrier and Dual Swing Barrier



BART's Fare Collection Engineering Department has developed innovative enhancements, retrofitted existing retractable fare gates to swing style fare gates, and implemented prototypes at various locations throughout the transit system, including the Richmond, Coliseum, Concord, Bay Fair, Montgomery Street, Balboa Park, Embarcadero, and El Cerrito Plaza stations. For each installation, BART made improvements based on information gathered from the previous installation. These prototyped fare gates provided BART vital data for the Fare Collection Engineering Department to develop specific requirements and criteria for the final NGFGs. The design of multiple prototypes is shown in the Fare Gate Evolution, figure 4.

Figure 4, Fare Gate Evolution



8

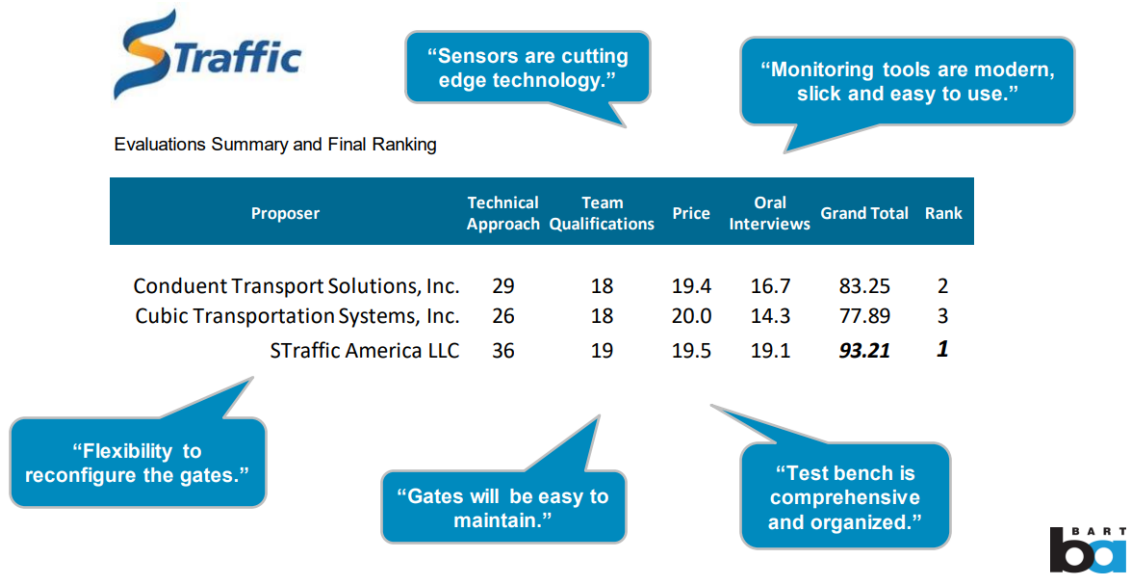
With extensive knowledge of possible solutions, BART looked forward to launch and implement new technology systemwide. In September of 2020, BART released a Request for Expressions of Interest (RFEI) for companies to assist to develop an innovative design for the new gates. The RFEI was an opportunity for interested stakeholders to share information, provide input, and discuss with BART potential alternatives, feasibility, and challenges. The RFEI provided details on BART's design ideas and implementation approach. Information gathered through the RFEI process provided BART information to assess alternative options and opportunities for improvements. With this knowledge, BART issued a Request for Proposals (RFP) in May of 2022 and December of 2022.

The final NGFGs, selected via the RFP, will be the vendor's design meeting BART's required technical specifications with minimal customization. The gates will be swing style, and the main actuation of the gates will change from pneumatic to electric. The electric style requires lower maintenance frequency and therefore are more cost effective. The new NGFGs will have improved sensors to optimally open and close the gate able to detect patrons, wheelchairs, children, luggage and bikes accurately. The installation/construction phase of the NGFGs will include: Systems Integration and Engineering, including back-office system integration, interfaces, and Clipper integration; Startup and Launch, including O&M training documentation, engineering training, installation training, and test rollout; Program Management, including mobilization, demobilization, general conditions, and field office.

From January to March of 2023, BART reviewed proposals, interviewed responsive vendors, and chose STRaffic to implement the project. The vendor selection was conducted by an evaluation panel comprised of nine BART staff from various departments. The vendors were evaluated on four categories: technical approach, qualifications of the firm and proposer’s team, price, and oral interview. See figure 5 below for the final scores.

Figure 5, Vendor Evaluation Summary

Recommendation



The contract with STRaffic is for procurement of faregates to replace the existing faregates systemwide. STRaffic and or another vendor may also be contracted for installation. This would be a separate future contract or work order.

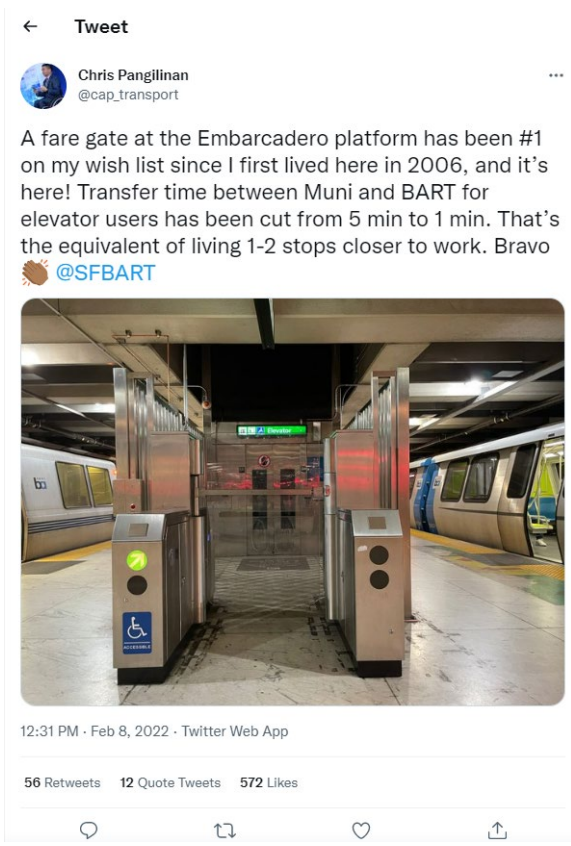
Prior Community Engagement/Level and Diversity of Community Support

BART has engaged with community members and obtained input and support for prototype fare gates through various forums:

- In July of 2020, the NGFGs Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding an accessible fare gate prototype deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new accessible fare gate. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet."
- In March of 2022, the NGFGs Project team presented an update to the BART Board of Directors. The BART Board is comprised of nine elected officials representing the BART Districts: Contra Costa County, Alameda County, and City and County of San Francisco. Each of the nine BART Board members represents a constituency with wide-ranging needs, as each county is composed of different populations, and access and use of transit varies significantly by city within each county. Therefore,

BART Board Directors’ input is representative of different segments of the San Francisco Bay Area community needs.

- In February of 2022, Chris Pangilinan, Vice President of Paratransit at the Metropolitan Transportation Authority, New York, twitted the following about one of the NGFGs installed at the Embarcadero Station “A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it’s here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min.”



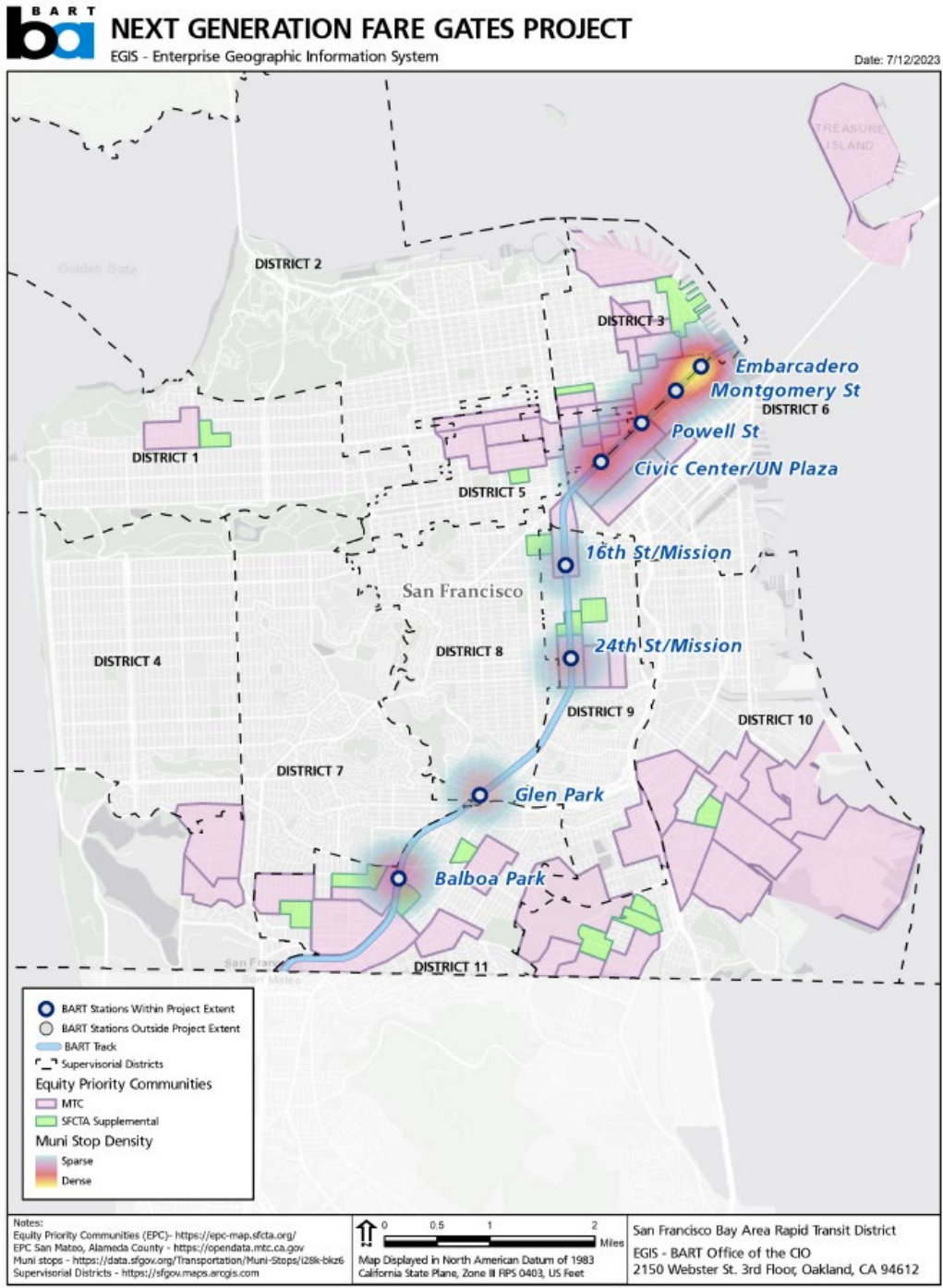
- In April of 2023, the NGFGs Project team provided an update to the BART Board on the vendor selection. A copy of the presentation is included in the programming packet, see item named “April 2023 Presentation to BART Board.”
- In June of 2023, the NGFGs Project team provided an update to the BART Accessible Task Force. A copy of the DRAFT minutes are included in the programming packet, please do not distribute. See item named “BATF 06-22-2023 Draft Minutes.”

Benefits to Disadvantaged Populations and Equity Priority Communities

The Project will take place at all stations in San Francisco. These stations serve diverse populations, including historically underserved communities and Equity Priority Communities. The Project’s will take place at various locations with significant densities of historically underserved communities, including ethnic and racial minorities, people who are of low income, people with disabilities, elderly, people whose household does not own a vehicle, single parent families, and people who are rent-burdened. The Project Location Map included below provides a

visual representation of combined MTC and San Francisco County Transportation Authority EPC measures, see figure 6.

Figure 6, Project Location and Equity Priority Communities



San Francisco Transportation Plan Alignment (SFTP)

SFTP Goal	CCP Alignment
<p>Equity</p>	<ul style="list-style-type: none"> • The existing BART system covers large portions of the Bay Area and bisects several communities, including those with designated minority and low-income populations. No impacts from the installation or operation of NGFGs are anticipated; therefore, no disproportionately high and adverse effects are anticipated for any surrounding communities, including any Title VI/EJ communities. • BART, as a recipient of federal funds, is required by the FTA to comply with Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color, or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” addresses environmental justice (EJ) in minority and low-income populations. Presidential Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” addresses services to those individuals with Limited English Proficiency (LEP). FTA Circular 4702.1B, dated October 1, 2012, titled Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Title VI Circular) and FTA Circular 4703.1, dated August 15, 2012, titled Environmental Justice Policy Guidance for Federal Transit Administration Recipients (EJ Circular), require that federal funding recipients such as BART review its transportation decisions to ensure equity in the transportation decision making process and to ensure that decisions are not made on the basis of race, color, national origin, or socioeconomic status. BART’s Office of Civil Rights monitors BART’s compliance to these mandates, including monitoring the NGFGs Project. • Lastly, for the NGFGs Project BART has chosen a vendor for the Project with a diverse team, including Disadvantaged Business Enterprises (DBE). The team includes 1) e² Engineering, a DBE certified training firm specializing in Intelligent Transportation Systems; 2) VST Engineering, a DBE certified firm with 30 years of experience delivering capital projects from conceptual design through implementation; and 3) Pride Resource Partners, an LGBT-owned and operated DBE specializing in contract compliance, scheduling, and supervisory oversight.
<p>Environmental Sustainability</p>	<ul style="list-style-type: none"> • As part of its mission, BART is committed to integrating climate adaptation and resiliency practices into daily operations and future transit investments. BART’s Sustainability Policy (adopted in 2017) frames overarching resilience actions and initiatives, which are further detailed in BART’s 10-year Sustainability Action Plan. • The NGFGs have no physical features that will lead to environmental impacts. The NGFGs are Categorical Exempt.



<p>Accountability & Engagement</p>	<ul style="list-style-type: none"> • BART has been conducting extensive outreach and engagement to diverse stakeholders as discussed in the section named “Prior Community Engagement.” • Prior to submitting their proposal, STraffic conducted extensive outreach to local Bay Area community groups. As a result, STraffic has committed to provide 2000 hours of new technical internship to Bay Area community-based organization. Hands-on STEM (science, technology, engineering and mathematics) internships provide students with the opportunity to apply theoretical knowledge gained in the classroom to real-world projects. This hands-on experience allows them to develop practical skills and a deeper understanding of how technical concepts are applied. It also gives them the opportunity to work with cutting-edge technologies, tools, and equipment, which can be valuable in their future careers. • The Project aligns with MTC’s Equity Platform, the Regional Active Transportation Plan, and the Blue-Ribbon Transit Transformation Action Plan, as the Project’s work will: <ul style="list-style-type: none"> ○ Modernize fare gates to preserve and improve access for all customers, including people with disabilities, seniors, cyclists, families with strollers, and travelers with luggage. ○ Support and expand ridership as modernized fare gates may attract more riders, as customers may feel more comfortable with accessing the transit system for their transportation needs. ○ Support transit ridership for customers of diverse backgrounds. There are several housing developments near the San Francisco stations, and many of them are occupied by people who are of low income, people with disabilities, and seniors. BART serves as the primary mode of transportation for many of these community members given the location of the stations. BART service is also convenient to transfer to other modes of transportation as is Muni service, see Project Location and Equity Priority Communities Map, which includes Muni stop density near the stations.
<p>Economic Vitality</p>	<ul style="list-style-type: none"> • Ranked by population, the Bay Area is the fourth largest metropolitan area in the United States. The nine-county region is home to more than 7.8 million people and 3.9 million jobs. The Bay Area’s economy continues to grow, despite setback from the COVID-19 pandemic, driven in part by the technology sector that is vital to growing the nation’s overall economy. By 2050, the region expects over ten million residents and five million jobs to be located here.¹ As one of the Bay Area’s largest transit network, BART currently operates and maintains 50 stations and 131 miles of revenue track, serving over 149,000 passengers every weekday in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. The NGFGs Project will support expected economic growth and vitality in

¹ Plan Bay Area 2050, Plan Bay Area 2050 Final Plan

	<p>the Bay Area. The Project will help to improve access and experience for community members to travel to employment locations throughout San Francisco and the greater Bay Area. The Project is also located in areas with projected greater densities, Priority Development Areas, and Transit-Rich Areas.</p>
<p>Safety and Livability</p>	<ul style="list-style-type: none"> • The current gates have reached their end of their useful life and break down often. The NGFGs will be designed to provide safe access to the system for everyone, with increased attention to address the needs of people with mobility limitations, using improved detection technology to ensure they properly open and close and premature closing is reduced. Accessible NGFGs will meet American with Disabilities Act requirements. The Project will also help to improve infrastructure condition as the work directly assists to maintain the condition of BART’s assets in a state of good repair. • BART has chosen a vendor, STraffic, with extensive experience with fare gate design and installation. The vendor has experience with TR4 reader systems, modular design and readily available industrial components. The vendor has also worked extensively with ADA community. STraffic will be incorporating lessons learned to ensure the final fare gate design is equipped with top and side mounted readers, sensor technology for safe access of persons and service animals, and aisle lighting, messaging, and color-coding options. Working with STraffic, BART will be able to enhance functionality of new gates, ensuring they are safe for all patrons, and to maintain and upgrade parts in the gates over the next 20-25 years to ensure they are reliable.

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2023 Prop L 5-Year Prioritization Program

Caltrain Maintenance, Rehabilitation, and Replacement

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the Peninsula Corridor Joint Powers Board.



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 - 5-Year Program of Projects (Project List)
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Appendices

Appendix A: Project Information Forms

1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Caltrain Maintenance is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Caltrain Maintenance as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Provides San Francisco’s local match contribution for the Caltrain capital program, on behalf of the City and County of San Francisco until 2022 Sales Tax funds for this program run out. Programmatic improvements such as the upgrade, rehabilitation, and replacement of transit vehicles, spare parts, and on-board equipment; transit facilities (including stations) and facilities related equipment; and guideways such as rail, signals, communications, traction power equipment, and the overhead contact system. Facilities and guideways improvements may include upgrades to improve resilience to climate change. Service planning and capital planning efforts are also eligible. Includes project development and capital costs. Sponsor Agency: PCJPB. Total Funding: \$550.3M; EP: \$100M.”

PCJPB stands for Peninsula Corridor Joint Powers Board.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Caltrain Maintenance, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$4.50 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that

engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 – Winter 2022. The New Expenditure Plan for San Francisco’s Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including investment in transit, with a focus on improvements in reliability, and the importance of maintenance.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority’s website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process including support for transit reliability improvements.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Caltrain Maintenance 5YPP:

- System usage (increase in ridership)

- On-time performance
- Adherence to industry and government maintenance guidelines

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously funded projects is one important consideration when we evaluate project sponsors’ proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Since its inception, Caltrain has relied on contributions to its capital and operating budgets from its member agencies: San Mateo County Transit District, Santa Clara Valley Transportation Authority, and the City and County of San Francisco. Prop K has provided San Francisco’s contribution to the Caltrain capital budget since it superseded Prop B in 2004. Projects that correspond to Prop L’s Caltrain Maintenance program fell under Prop K’s PCJPB Capital Improvement Program, and from the PCJPB share of the Vehicles, Facilities, and Guideways Expenditure Plan programs.

Table 1 shows the Project Status of open Caltrain Maintenance grants under Prop K, grouped by Prop K Expenditure Plan program.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
Capital Improvement Program						
PCJPB	Maintenance Facility State of Good Repair - EP 7	Construction	2017/18	\$393,794	\$8,127	Yes
PCJPB	Automatic Passenger Counters at 4th and King - Construction	Construction	2019/20	\$400,000	\$75,356	Yes

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehab	Construction	2019/20	\$753,506	\$746,686	
PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	Construction	2019/20	\$464,506	\$152,730	
PCJPB	Major Initiatives Corridor-wide Grade Separation Study	Planning	2019/20	\$60,000	\$45,968	
PCJPB	Next Generation Visual Message Signs and PADS	Design	2019/20	\$500,000	\$26,582	
PCJPB	Update and Upgrade GIS system	Construction	2020/21	\$477,175	\$101,682	
PCJPB	Enterprise Asset Management Software System	Construction	2021/22	\$750,000	\$750,000	
PCJPB	Right of Way Fencing	Construction	2021/22	\$250,000	\$250,000	
PCJPB	Guadalupe River Bridge Replacement and Extension - Construction EP7	Construction	2022/23	\$272,825	\$272,825	
Vehicles						
PCJPB	Gallery Car State of Good Repair Program	Construction	2010/11	\$408,551	\$205,854	Yes
PCJPB	Rolling Stock State of Good Repair	Construction	2012/13	\$1,000,000	\$212,786	Yes
PCJPB	F40 Locomotives State of Good Repair	Construction	2017/18	\$388,650	\$32,400	Yes
PCJPB	Passenger Cars State of Good Repair	Construction	2017/18	\$785,095	\$302,125	
PCJPB	Revenue Vehicle Rehabilitation	Construction	2018/19	\$3,807,115	\$3,261,397	
PCJPB	Bombardier Cars SOGR	Construction	2019/20	\$2,100,000	\$2,100,000	
PCJPB	F40 Locomotives State of Good Repair	Construction	2019/20	\$150,000	\$150,000	
PCJPB	Bombardier Cars State of Good Repair	Construction	2020/21	\$1,663,825	\$1,663,825	
PCJPB	Revenue Vehicle Rehabilitation	Construction	2022/23	\$22,195	\$22,195	
Facilities						
PCJPB	Maintenance Facility State of Good Repair - EP 20P	Construction	2017/18	\$250,632	\$42,626	Yes

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehab - Design	Design	2019/20	\$300,000	\$118,047	
PCJPB	Station Enhancements and Improvements - Construction	Construction	2019/20	\$430,506	\$362,430	
PCJPB	Stations State of Good Repair	Construction	2020/21	\$400,000	\$200,710	
Guideways						
PCJPB	Brisbane Tunnel Track and Drainage Rehabilitation - P/C Engineering	Planning	2013/14	\$33,400	\$4,624*	Yes
PCJPB	Systemwide Track Rehabilitation	Construction	2015/16	\$1,398,243	\$71,241	Yes
PCJPB	Railroad Communication System State of Good Repair - Construction	Construction	2017/18	\$80,000	\$30,118	Yes
PCJPB	Systemwide Track Rehabilitation	Construction	2017/18	\$700,000	\$350,776	
PCJPB	Guadalupe River Bridge Replacement and Extension	Design	2018/19	\$600,000	\$11,546	
PCJPB	Systemwide Track Rehabilitation	Construction	2018/19	\$1,100,000	\$1,100,000	Yes
PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	Construction	2018/19	\$137,541	\$137,541	Yes
PCJPB	Guadalupe River Bridge Replacement and Extension	Design	2019/20	\$1,000,000	\$1,000,000	
PCJPB	Resolve Speed and Route Signaling Conflict - Construction	Construction	2019/20	\$300,000	\$294,506	
PCJPB	Resolve Speed and Route Signaling Conflict - Design	Design	2019/20	\$200,000	\$175,937	
PCJPB	San Francisquito Creek Bridge Replacement - Design	Design	2019/20	\$120,000	\$60,327	
PCJPB	Structure Maintenance - State of Good Repair	Construction	2019/20	\$160,000	\$74,349	
PCJPB	Systemwide Track Rehabilitation	Construction	2019/20	\$180,000	\$180,000	Yes
PCJPB	Grade Crossing Safety Improvements	Design	2020/21	\$500,000	\$156,032	
PCJPB	Guadalupe River Bridge Replacement and Extension	Design	2020/21	\$227,500	\$227,500	

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
PCJPB	San Francisquito Creek Bridge Replacement	Design	2020/21	\$227,500	\$144,325	
PCJPB	Structures SOGR	Design	2020/21	\$40,000	\$40,000	
PCJPB	Structures SOGR	Construction	2020/21	\$120,000	\$120,000	
PCJPB	Systemwide Track Rehabilitation	Construction	2020/21	\$1,144,000	\$1,144,000	
PCJPB	Guadalupe River Bridge Replacement and Extension - Construction EP22P	Construction	2022/23	\$1,691,000	\$1,691,000	
PCJPB	Systemwide Track Rehabilitation	Construction	2022/23	\$720,030	\$720,030	

Projects are sorted by Prop K Expenditure Plan program, then allocation year, then name.

*Invoice and close-out pending

The COVID-19 pandemic had a profound impact on the schedules for Caltrain capital projects. Caltrain has been faced with challenges such as supply chain issues related to the purchase and procurement of track materials and vehicle parts. Take for example Systemwide Track Rehabilitation. While Caltrain regularly waits 3-6 months for most track materials, supply chain issues extended the wait time to 1-2 years for long lead items such as rail and railroad tie materials. The same is true with vehicle parts for trains, such as lights and AC filler, which are not made anymore and required time to find creative solutions to move the projects forward. Caltrain was also experiencing staffing shortages in multiple departments, including project controls, grants, billing, and procurements. Caltrain has since filled the necessary roles to support the delivery of the projects. We are meeting with Caltrain staff to get a detailed update on project status of past grants, updated cash flow reimbursement schedules, and assisting with grant close out process.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving

transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Caltrain Maintenance 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Caltrain Maintenance ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

The Transportation Authority advanced funds for the Caltrain Maintenance program in the Prop L Strategic Plan Baseline beyond the pay-as-you-go amounts to support Caltrain budgeting and corresponding commitments from funding partners in the three Peninsula Joint Powers Board counties. The baseline includes \$5,000,000 yearly through Fiscal Year 2045/46.

Prop L Project Submissions Evaluation - EP 08 Caltrain Maintenance

District	Projects	Prop L-Wide Criteria					Program Specific Criteria			Total
		Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging ¹	Safety	Need (Asset Useful Life)	Improves Efficiency of Transit Operations	
Citywide	Right-of-Way Fencing	5	0	3	1	4	4	0	2	19
Citywide	SOGR MOW Track - Track Equipment	5	0	3	1	2	4	4	4	23
Citywide	Station SOGR	5	0	3	1	0	1	4	4	18
Citywide	FY24 Next Generation Visual Messaging Sign	5	0	3	1	0	3	4	2	18
Citywide	SOGR MOW Track	5	0	3	1	2	4	4	4	23
Citywide	FY25 Next Generation Visual Messaging Sign	5	0	3	1	0	3	4	2	18
Citywide	SF Local Capital Match Placeholder (FY26-FY28)	Caltrain prioritizes within its capital improvement program and then works with the member JPB counties to identify the specific projects to fund each budget cycle. Projects nominated for SF's share will be prioritized using the Prop L criteria once identified.								
Total Possible Score			4	5	5	4	4	4	4	30

¹Leveraging scores in the table above reflect leveraging for the specific project proposed. Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Each of the JPB counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.
 Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.
 One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.
 Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources. NOTE FOR CALTRAIN MAINTENANCE: Each of the JPB counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.

Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.

Need (Asset Useful Life): Highest possible score is 4. Project replaces asset at end of useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.

Improves Efficiency of Transit Operations: Highest possible score is 4. Project supports reliable transportation services and improved efficiency.

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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28) 08- Caltrain Transit Maintenance, Rehabilitation, and Replacement Programming Year

Pending October 24, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right-of-Way Fencing	Construction	\$462,000	\$0	\$0	\$0	\$0	\$462,000
PCJPB	State of Good Repair Maintenance of Way Track - Track Equipment - FY24	Construction	\$2,113,000	\$0	\$0	\$0	\$0	\$2,113,000
PCJPB	Stations State of Good Repair	Construction	\$1,227,000	\$0	\$0	\$0	\$0	\$1,227,000
PCJPB	Next Generation Visual Messaging Sign - FY24	Construction	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
PCJPB	Next Generation Visual Messaging Sign - FY25	Construction	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000
PCJPB	State of Good Repair Maintenance of Way Track	Construction	\$0	\$2,600,000	\$0	\$0	\$0	\$2,600,000
PCJPB	SF Local Capital Match Placeholder	Construction	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
PCJPB	SF Local Capital Match Placeholder	Construction	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000
PCJPB	SF Local Capital Match Placeholder	Construction	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Funds Requested in 2023 5YPP			\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Cumulative Remaining Programming Capacity			\$19,998,000	\$14,998,000	\$9,998,000	\$4,998,000	(\$2,000)	(\$2,000)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
08- Caltrain Transit Maintenance, Rehabilitation, and Replacement
Cash Flow (Maximum Annual Reimbursement)
 Pending October 24, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement						Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
Right-of-Way Fencing	Construction	\$250,000	\$212,000					\$462,000
State of Good Repair Maintenance of Way Track - Track Equipment - FY24	Construction	\$613,000	\$1,500,000					\$2,113,000
Stations State of Good Repair	Construction	\$613,000	\$614,000					\$1,227,000
Next Generation Visual Messaging Sign - FY24	Construction	\$300,000	\$600,000	\$300,000				\$1,200,000
Next Generation Visual Messaging Sign - FY25	Construction		\$1,000,000	\$1,400,000				\$2,400,000
State of Good Repair Maintenance of Way Track	Construction		\$900,000	\$500,000	\$500,000	\$700,000		\$2,600,000
SF Local Capital Match Placeholder	Construction			\$2,500,000	\$2,500,000			\$5,000,000
SF Local Capital Match Placeholder	Construction				\$2,500,000	\$2,500,000		\$5,000,000
SF Local Capital Match Placeholder	Construction					\$2,500,000	\$2,500,000	\$5,000,000
Cash Flow Requested in 2023 5YPP		\$1,776,000	\$4,826,000	\$4,700,000	\$5,500,000	\$5,700,000	\$2,500,000	\$25,002,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$25,000,000
Cumulative Remaining Cash Flow Capacity		\$3,224,000	\$3,398,000	\$3,698,000	\$3,198,000	\$2,498,000	(\$2,000)	(\$2,000)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Caltrain Maintenance	81.8%	24.1%*

*Anticipated leveraging excludes the 2025/26-2027/28 SF Local Capital Match Placeholders.

We are confident that program-wide leveraging will meet or exceed Expenditure Plan expectations, even if not met on a project-by-project basis, since Prop L is helping to provide San Francisco's local match to Caltrain's overall state of good repair capital program. Specific projects to be funded are identified as part of the 2-year budget process by Caltrain in coordination with the three member counties (San Francisco, San Mateo, and Santa Clara). Each of the counties are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project-by-project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor			
Project Name:	Right of Way Fencing		
Implementing Agency:	PCJPB		
Prop L Expenditure Plan Information			
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Right of Way Fencing project will install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of improvement intended to enhance safety, including suicide prevention.		
Project Location and Limits:	The Caltrain Corridor serves the counties of San Francisco, San Mateo, and Santa Clara		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The purpose of this project is to install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of improvement intended to enhance safety, including suicide prevention. The Caltrain Corridor serves the counties of San Francisco, San Mateo, and Santa Clara.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction	0%	In-house and Contracted	Q1-Jul- Aug-Sep	2023/24		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul- Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul- Aug-Sep	2025/26
Project Completion (means last eligible expenditure)		In-house and Contracted			Q1-Jul- Aug-Sep	2025/26
Notes						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:	Right of Way Fencing
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,992,635	\$ 462,000	\$ 1,530,635	FY24 Capital Budget
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,992,635	\$ 462,000	\$ 1,530,635	
Percent of Total		23%	77%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 462,000	\$ 250,000	\$ 212,000	\$ -	\$ -	\$ -
San Mateo		Construction	Programmed	2023/24	\$ 730,635	\$ -	\$ -	\$ -	\$ -	\$ -
Congressional earmark		Construction	Planned	2023/24	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,992,635	\$ 250,000	\$ 212,000	\$ -	\$ -	\$ -

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Right of Way Fencing</i>
Relative Level of Need or Urgency (time sensitive)	This project needs to proceed to enhance safety, including suicide prevention.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	This project supports safety improvement intended to enhance safety, including suicide prevention along the Caltrain Corridor, which serves the counties of San Francisco, San Mateo, and Santa Clara.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity, Environmental Sustainability</p> <p>Safety and livability: this project makes the transit system a safer travel option Environmental Sustainability: the project also reduces vulnerability to weather elements. Equity: each community will benefit from enhanced safety along the corridor that ensures the Caltrain system operates safely and on-time.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement

Safety	Installation of approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of safety improvement intended to enhance safety, including suicide prevention.
Need (Asset Useful Life)	The project is a phased approach to a series of safety improvement intended to enhance safety, including suicide prevention.
Improves Efficiency of Transit Operations	The project offers more efficient transit operations, and reduces the risk of delays.

Project Name and Sponsor			
Project Name:	SOGR Maintenance of Way Track Equipment - FY24		
Implementing Agency:	PCJPB		
Prop L Expenditure Plan Information			
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project will support the purchase of critical track Maintenance-of-Way equipment to keep the track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations. It also reduces the risk of harm and limits the impact to the customers and employees in case of an incident.		
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The purpose of this project is to support the purchase of critical track Maintenance-of-Way equipment to keep the track in a SOGR. It includes the replacement of trucks, mowers and forklifts.</p> <p>This project may also include the purchase and replacement of new rail and crossties, purchase and replacement of special track components, purchase and installation of thermite welds, purchase and installation of other track materials, maintenance welding and grinding at special track locations, track surfacing throughout the corridor, rail grinding, highway grade crossing restoration and repair, ballast purchase and placement, purchased services including inspections, undercutting, paving, earthwork, weed abatement, vegetation removal and the purchase of small tools and other supplies.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	35%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25
Notes						
Prop L will only reimburse eligible costs incurred after allocation of funds and execution of a Standard Grant Agreement.						

Project Name:	SOGR Maintenance of Way Track Equipment - FY24
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 2,557,000	\$ 2,113,000	\$ 444,000	FY2024 Capital budget
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 2,557,000	\$ 2,113,000	\$ 444,000	
Percent of Total		83%	17%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 2,113,000	\$ 613,000	\$ 1,500,000		\$ -	\$ -
SMCTA		Construction	Programmed	2023/24	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -
STA SOGR		Construction	Programmed	2023/24	\$ 264,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 2,557,000	\$ 613,000	\$ 1,500,000	\$ -	\$ -	\$ -

Notes
 Each of the JPB counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>SOGR Maintenance of Way Track Equipment - FY24</i>
Relative Level of Need or Urgency (time sensitive)	This project needs to proceed to enable safe and reliable movement of trains through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain’s SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	This ongoing maintenance program enables the safe and reliable operations through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system wide average of low-income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Environmental Sustainability, Equity</p> <p>Safety and livability: this project makes the transit system a safer travel option by reducing the risk of failure of the infrastructure components. Environmental Sustainability: the project also reduces the vulnerability to weather elements. Equity: each community will benefit from rehabilitated assets along the corridor that ensure the Caltrain system operates safely and on-time. Maintaining the Caltrain system in a state of good repair provides better accessibility for low-mobility individuals, improved travel time and job accessibility, and ensures improved health of riders in lieu of waiting in traffic and being exposed to GHG emissions.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	
Safety	Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations and reduces the risk of harm and limits the impact to the customers and employees in case of an incident. This project keeps the railroad in compliance with Federal safety standards (see Code of Federal Regulations Title 49 Part 213 A-F).
Need (Asset Useful Life)	The project replaces track components and equipment at the end of their useful life along with maintaining structures along the corridor.
Improves Efficiency of Transit Operations	The project offers more efficient transit operations and reduces the risk of delays.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor			
Project Name:	Stations SOGR - FY24		
Implementing Agency:	PCJPB		
Prop L Expenditure Plan Information			
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project will make various upgrades/repairs to Caltrain Stations, which may include the 4th & King and 22nd Street Stations. Maintenance of stations improves customer and employee safety on the system and makes Caltrain a more attractive option for travel. Keeping the station areas in optimal condition contributes to on-time operations at arrival and departure from the stations.		
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The stations State of Good Repairs (SOGR) work relates to planned maintenance, replacement and rehab activities which may include: corrosion mitigation, rain shelter replacements, elevator rehab, concrete repairs, repair and replace station building roofs, bathroom repairs, replace of roll up gates and decorative fencing, resurfacing of parking lot surface, and any other necessary components for the stations to offer an optimal service.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul- Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr- May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr- May-Jun	2024/25
Notes						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:	Stations SOGR - FY24
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,227,000	\$ 1,227,000	\$ -	FY2024 Capital budget
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,227,000	\$ 1,227,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 1,227,000	\$ 613,000	\$ 614,000	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,227,000	\$ 613,000	\$ 614,000	\$ -	\$ -	\$ -

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Stations SOGR - FY24</i>
Relative Level of Need or Urgency (time sensitive)	This ongoing maintenance program needs to proceed to enable safe and reliable operations through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain’s SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	This ongoing maintenance program enables the safe and reliable operations through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system-wide average of low income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Economic Vitality, Equity</p> <p>Safety and Livability: this project participates in improving the customers and employees' safety on the system and also makes the transit system a more attractive option for travels. Economic Vitality: maintaining stations in state of good repair is critical to maintaining the attractiveness and user experience on the Caltrain system, which participates in the regional economic vitality.</p> <p>Equity: each community will benefit from rehabilitated assets along the corridor that ensure the Caltrain system operates safely and on-time. Maintaining the Caltrain system in a state of good repair provides better accessibility for low-mobility individuals, improved travel time and job accessibility, and ensures improved health of riders in lieu of waiting in traffic and being exposed to GHG emissions.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	
Safety	Renovating stations contributes to offering a harm free zone to the customers and employees at the stations.
Need (Asset Useful Life)	The project replaces various station components at the end of their useful life.
Improves Efficiency of Transit Operations	Part of the repairs performed in this project is done on the platform, which is the interface between the station and the rolling stock. Keeping the station areas in optimal condition ensures on-time operations at arrival and departure from the stations.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	Next Generation Visual Messaging Sign - FY24	
Implementing Agency:	PCJPB	
Prop L Expenditure Plan Information		
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	
Prop L Sub-Program (if applicable):	N/A	
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	This project will install visual messaging signs and passenger information systems for Caltrain stations, which may include the 4th & King and 22nd Street Stations. The project improves the safety for customers and employees, and the security around the facilities, as these systems are used to share safety information with passengers.	
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties	
Supervisory District(s):	Citywide	
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?
		Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	This project will install Visual Message Signs (VMS) and passenger information system for the Caltrain stations. The current VMS signs are no longer supported by the manufacturer and the Predictive Arrival and Departure System (PADS) is obsolete. Activities may include design, research and construction related to the replacement of the signs.	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	FY24-25 NextGenVMS-Image1, FY24-25 NextGenVMS-Image2	
Type of Environmental Clearance Required:	Categorically Exempt	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25
Notes						

Prop L Sales Tax Program
Project Information Form (PIF) Template



Project Name:	Next Generation Visual Messaging Sign - FY24
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Project Cost Estimate	Funding Source		Source of Cost Estimate
Phase	Cost	Prop L	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 1,200,000	\$ 1,200,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,200,000	\$ 1,200,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 1,200,000	\$ 300,000	\$ 600,000	\$ 300,000	\$ -	\$ -
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Total By Fiscal Year					\$ 1,200,000	\$ 300,000	\$ 600,000	\$ 300,000	\$ -	\$ -

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Next Generation Visual Messaging Sign - FY24</i>
Relative Level of Need or Urgency (time sensitive)	This ongoing maintenance program needs to proceed to enable safe and reliable operations through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain's SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs and maintain the foundational goal of safety.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	This ongoing maintenance program enables the safe and reliable operations through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system-wide average of low-income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Safety and Livability, Equity
	<p>Safety and Livability: improving the quality of the communications creates a safer environment for passengers and employees.</p> <p>Equity: this project maintains critical wayfinding and information displays, therefore improving accessibility for low-mobility individuals, improved travel time and job accessibility, and health of riders that take transit in lieu of waiting in traffic and being exposed to GHG emissions.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	
Safety	System safety will deteriorate indirectly as the communication system's state of good repair levels are not maintained. The project improves the safety for customers and employees, as well as the security around the facilities. Also, communication systems are used to share safety information with passengers.
Need (Asset Useful Life)	The project rehabilitates and replaces signal systems and communication equipment and related hardware/software that is either at the end of their useful life or obsolete (e.g. VMS). The replaced PADS system will also communicate with the new EMU.
Improves Efficiency of Transit Operations	The existing equipments are not reliable, and the new system is more reliable. Service quality will also deteriorate indirectly as the communication system's state of good repair levels are not maintained.
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**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor			
Project Name:	Next Generation Visual Messaging Sign - FY25		
Implementing Agency:	PCJPB		
Prop L Expenditure Plan Information			
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project will install visual messaging signs and passenger information systems for Caltrain stations, which may include the 4th & King and 22nd Street Stations. The project improves the safety for customers and employees, and the security around the facilities, as these systems are used to share safety information with passengers.		
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	This project will install VMS and passenger information system for the Caltrain stations. The current VMS signs are no longer supported by the manufacturer and the Predictive Arrival and Departure System (PADS) is obsolete. Activities may include design, research, and construction related to the replacement of the signs.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	FY24-25 NextGenVMS-Image1, FY24-25 NextGenVMS-Image2		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25
Notes						

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Next Generation Visual Messaging Sign - FY25</i>
Relative Level of Need or Urgency (time sensitive)	This ongoing maintenance program needs to proceed to enable safe and reliable operations through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain’s SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	This ongoing maintenance program enables the safe and reliable operations through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system-wide average of low income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity</p> <p>Safety and Livability: improving the quality of the communications creates a safer environment for passengers and employees. Equity: this project maintains critical wayfinding and information displays, therefore improving accessibility for low-mobility individuals, improving travel time and job accessibility, and improving health of riders that take transit in lieu of waiting in traffic and being exposed to GHG emissions.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement

Safety	System safety will deteriorate indirectly as the communication system’s state of good repair levels are not maintained. The project improves the safety for customers and employees, and the security around the facilities. Also, communication systems are used to share safety information with passengers.
Need (Asset Useful Life)	The project rehabilitates and replaces signal systems and communication equipment and related hardware/software that is either at the end of its useful life or obsolete (e.g. VMS). The replaced PADS system will also communicate with the new EMU.
Improves Efficiency of Transit Operations	The existing equipment is not reliable, and the new system is more reliable. Service quality will also deteriorate indirectly as communication system’s state of good repair levels are not maintained.
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**↑ LOOK UP ↑
& LISTEN
FOR BOARDING
INFORMATION**

Due to construction, track assignments can change with limited warning. The scrolling message on the digital sign and platform announcements provide the most up to date information.



Project Name and Sponsor			
Project Name:	SOGR Maintenance of Way Track		
Implementing Agency:	PCJPB		
Prop L Expenditure Plan Information			
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each year is based upon the condition of the railroad, which is determined through inspections and tests performed throughout the previous year. This project makes the transit system a safer travel option by reducing the risk of failure of infrastructure components.		
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each year is based upon the condition of the railroad, which is determined through inspections and tests performed throughout the previous year. The project includes many different work activities that remain consistent from year to year. These activities include replacement of rail and crossties, replacement of special track components and other track materials, installation of thermite welds, maintenance welding and grinding at special track locations, track surfacing throughout the corridor, purchased services including inspections and weed abatement, and vegetation removal and the purchase of small tools.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	10%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2026/27
Advertise Construction	5%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Start Construction (e.g. Award Contract)	35%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use		In-house			Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)		In-house			Q4-Apr-May-Jun	2027/28
Notes						

Project Name:	SOGR Maintenance of Way Track
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Project Cost Estimate	Funding Source			Source of Cost Estimate
Phase	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 3,800,593	\$ 2,600,000	\$ 1,200,593	Capital budget
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 3,800,593	\$ 2,600,000	\$ 1,200,593	
Percent of Total		68%	32%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2024/25	\$ 2,600,000		\$ 900,000	\$ 500,000	\$ 500,000	\$ 700,000
Federal SOGR		Construction	Programmed	2024/25	\$ 955,255	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Toll		Construction	Programmed	2024/25	\$ 245,338	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,800,593	\$ -	\$ 900,000	\$ 500,000	\$ 500,000	\$ 700,000

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>SOGR Maintenance of Way Track</i>
Relative Level of Need or Urgency (time sensitive)	This project needs to proceed to enable safe and reliable movement of trains through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain’s SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	This ongoing maintenance program enables the safe and reliable operations through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system-wide average of low income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Environmental Sustainability, Equity</p> <p>Safety and livability: this project makes the transit system a safer travel option by reducing the risk of failure of the infrastructure components.</p> <p>Environmental Sustainability: the project also reduces the vulnerability to weather elements.</p> <p>Equity: each community will benefit from rehabilitated assets along the corridor that ensure the Caltrain system operates safely and on-time. Maintaining the Caltrain system in a state of good repair provides better accessibility for low-mobility individuals, improved travel time and job accessibility, and ensures improved health of riders in lieu of waiting in traffic and being exposed to GHG emissions.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement

Safety	Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations. It also reduces the risk of harm and limits the impact to the customers and employees in case of an incident. This project keeps the railroad in compliance with Federal safety standards (see Code of Federal Regulations Title 49 Part 213 A-F).
Need (Asset Useful Life)	The project replaces track components and equipment at the end of their useful life along with maintaining structures along the corridor.
Improves Efficiency of Transit Operations	The project offers more efficient transit operations and reduces the risk of delays.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor		
Project Name:	SF Local Capital Match Placeholder	
Implementing Agency:	PCJPB	
Prop L Expenditure Plan Information		
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	
Prop L Sub-Program (if applicable):	N/A	
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for ongoing maintenance programs on the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. Caltrain may use funding for one or more activities listed in the below detailed scope.	
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties	
Supervisorial District(s):	Citywide	
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?
		Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Prop L offsets San Francisco's local match contribution Caltrain's capital budget for Caltrain maintenance projects. The JPB has been rehabilitating the Caltrain corridor within San Francisco, San Mateo and Santa Clara Counties through Rolling Stock Rehabilitation, Signal and Communications, Stations and Facilities, Track and Structures programs to maintain safe, reliable and a high quality of levels of service and provide the capability for future increases in service and enhanced operational flexibility. Prop L funds may be requested for recurring maintenance programs as follows:</p> <p>The Rolling Stock Rehabilitation program may include but is not limited to: maintenance of locomotives and passenger cars, inspection and maintenance of the EMU carriages, and any other necessary components for the rolling stock to function correctly.</p> <p>The Signal Systems and Communication Rehabilitation may include but is not limited to: CCTV replacement including an assessment study, maintenance and rehabilitation of signal, fiber and radio systems along with station communications, updates on office systems hardware and software (e.g. central train control, positive train control, predictive arrival and departure systems (PADS)), study to outline the next generation for the Visual Messaging Sign (VMS), planned maintenance/replace/upgrade of the dynamic envelope at 4 grade crossing, and any other necessary components for the communications systems to function correctly.</p>	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.		
Type of Environmental Clearance Required:	Categorically Exempt	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None	

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. Schedule will be determined once specific projects are identified and an allocation request is submitted.						

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>SF Local Capital Match Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	<p>These ongoing maintenance programs need to proceed to enable safe and reliable operations through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain’s SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain’s Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's SRTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>These ongoing maintenance programs are critical to enabling the safe and reliable operations of public rail passenger service through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system-wide average of low income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	<p>Safety and Livability, Environmental Sustainability, Accountability and Engagement, Economic Vitality, Equity</p> <p>Safety and Livability: improving the quality of the assets along the corridor creates a safer environment for passengers and employees.</p> <p>Environmental Sustainability: rehabilitation programs along the corridor provide assets that are more energy efficient and offer a safer environment for all.</p> <p>Economic Vitality: rehabilitating assets along the corridor will facilitate the access to main employment areas connected to the corridor and will foster the development of businesses in communities surrounding the stations.</p> <p>Equity: each community will benefit from rehabilitated assets along the corridor that ensure the Caltrain system operates safely and on-time. Maintaining the Caltrain system in a state of good repair provides better accessibility for low-mobility individuals, improved travel time and job accessibility, and ensures improved health of riders in lieu of waiting in traffic and being exposed to GHG emissions.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement

Safety	System safety will deteriorate as corridor assets are not maintained in a good level of state of good repair. The programs improve the safety for customers and employees, around the right-of-way, stations, and facilities.
Need (Asset Useful Life)	The maintenance programs rehabilitate and replace assets that are at the end of their useful life, obsolete, or as part of a mid-life overhaul for the Rolling Stock.
Improves Efficiency of Transit Operations	Rehabilitated equipment provides higher reliability for operations. Service quality will also deteriorate indirectly as assets are not maintained in a good State of Good Repair.
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2023 Prop L 5-Year Prioritization Program

Ferry Transit Maintenance, Rehabilitation, and Replacement

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

1455 Market Street, 22nd Floor, San Francisco, CA 94103

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This report was prepared by the San Francisco County Transportation Authority in coordination with the Port of San Francisco and Golden Gate Bridge, Highway, and Transportation District.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Ferry Maintenance is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Ferry Maintenance as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Programmatic improvements for the upgrade, rehabilitation, and replacement of landside ferry facilities, passenger-serving facilities, and facilities-related equipment. May also include improvements to San Francisco ferry terminals to accommodate increases in ferry ridership, electrification, and to improve resilience to climate change. Includes project development and capital costs. Sponsor Agencies: Port of SF, GGBHTD. Total Funding: \$14.3M; EP: \$5M.”

GGBHTD stands for Golden Gate Bridge, Highway, and Transportation District.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Ferry Maintenance, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$1.86 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New

Expenditure Plan for San Francisco’s Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including the importance of transit maintenance and investments that provide safety benefits, as well as an emphasis on equity.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority’s website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process that echoed feedback heard in the outreach process during Prop L’s development, including improving transit, specifically with respect to safety and reliability, and holding equity at the forefront.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Ferry Maintenance 5YPP:

- Increase ridership
- Improve reliability (schedule adherence / on-time performance)
- Maintain facilities and major equipment systems within life cycle standards

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded ferry maintenance since 2005, contributing to maintenance work on ramps, floats, and the surrounding terminal areas.

Table 1 shows the Project Status of the only open ferry maintenance grant under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
GGBHTD	San Francisco Ferry Terminal Security Improvement	Design	2022/23	\$347,000	\$307,364	

Golden Gate Bridge, Highway, and Transportation District is currently designing security improvements to the San Francisco Ferry Terminal and is on schedule to complete design by the end of 2024.

In general, supply chain issues and shortages can cause projects to run into delays in material procurement or inflated costs. The Port design team mitigates these issues by preparing an engineer's estimate for construction costs and an estimate for construction duration at multiple stages during the design phase. During this process, the designers do their due diligence and reach out to potential vendors and contractors who provide quotes on material costs and procurement lead times. The Port adds a 10% contingency to the engineer's estimate for both the budget and schedule to compensate for potential delays. Once in construction, the construction management team and project manager from the Port require weekly meetings and

schedule updates from the contractor in order to stay on top of the schedule and budget.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Ferry Maintenance 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Ferry Maintenance ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form with details on scope, schedule, cost, funding is included in Appendix A.

As shown in the project list, the Port has not requested advancement of funds beyond the pay-go amounts in the Strategic Plan Baseline for the Ferry Maintenance program.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
09- Ferry Transit Maintenance, Rehabilitation, and Replacement
Programming Year

Pending October 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
PRT	Ferry Gate B - Repairs and Retrofitting	Construction		\$473,000				\$473,000
								\$0
								\$0
Funds Requested in 2023 5YPP			\$0	\$473,000	\$0	\$0	\$0	\$473,000
Cumulative Remaining Programming Capacity			\$473,087	\$87	\$87	\$87	\$87	\$87

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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
09- Ferry Transit Maintenance, Rehabilitation, and Replacement
Cash Flow (Maximum Annual Reimbursement)

Pending October 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Ferry Gate B - Repairs and Retrofitting	Construction		\$157,000	\$105,000	\$105,000	\$106,000	\$473,000
							\$0
							\$0
Cash Flow Requested in 2023 5YPP		\$0	\$157,000	\$105,000	\$105,000	\$106,000	\$473,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$52,565	\$105,130	\$105,130	\$105,130	\$105,130	\$473,087
Cumulative Remaining Cash Flow Capacity		\$52,565	\$696	\$826	\$956	\$87	\$87

Prop L Project Submissions Evaluation - EP 09 Ferry Maintenance

District	Projects	Prop L-Wide Criteria					Program Specific Criteria			Total
		Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Need (Asset Useful Life)	Increases Capacity	
3	Gate B - Repairs and Retrofitting	5	0	4	3	3	4	4	2	25
										0
										0
										0
Total Possible Score		5	4	5	5	4	4	4	3	34

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.

Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.

One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.

Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.

Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.

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Prop L Project Submissions Evaluation - EP 09 Ferry Maintenance

	Need (Asset Useful Life): Highest possible score is 4. Project replaces asset at end of useful life.
	Increases Capacity: Highest possible score is 3. Project supports increased capacity at ferry terminals to accommodate increases in ferry ridership. Projects with documented need to reduce crowding and/or add capacity will score higher.

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Ferry Maintenance: Ferry Gate B - Repairs & Retrofitting	65.0%	45.3%

Expected leveraging for the Ferry Maintenance program over the life of the 30-year measure is 65.0%. Based on the PIF, the anticipated leveraging is good for the relatively small proposed project, at 43.5%.

Appendix A
Prop L Sales Tax Program
Project Information Form (PIF) Template



Project Name and Sponsor			
Project Name:	Ferry Gate B - Repairs and Retrofitting		
Implementing Agency:	PORT		
Prop L Expenditure Plan Information			
Prop L Program:	09- Ferry Transit Maintenance, Rehabilitation, and Replacement		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Replacing and retrofitting the Gate B ferry float, which is adjacent to the San Francisco Ferry Building, with new corrosion-resistant ballast tank hatches, hydraulic lift assemblies, and electrical control systems. This project will retrofit and repair the floating passenger loading deck to ensure safe and reliable ferry access for passengers.		
Project Location and Limits:	Ferry Gate B - Immediately adjacent to San Francisco Ferry Building. Structure includes a float, which sits on the water, and a canopied bridge connecting it to the pier.		
Supervisory District(s):	District 03		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	No
Which EPC(s) is the project located in?	None		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. having Vision Zero)	Please refer to Detailed Scope and Design Supplemental.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please refer to attachments 1, 2, 3, 4, and 5 - "Sealed Hatch" "Damaged Seal Hatch" "Hydraulic Assembly 1" "Hydraulic Assembly 2" and "Impacted Ramp"		
Type of Environmental Clearance Required:	The proposed Ferry Terminal Gate B repair and replacement activities are authorized by the Port's CEQA Categorical Exemption Determination filed by the San Francisco Planning Department on June 4, 2021 (2021 003773ENV) and under the Bay Conservation and Development Commission Gate B use permit. Work would also be authorized under a Port Building Permit.		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2019/20	Q2-Oct-Nov-Dec	2019/20
Environmental Studies (PA&ED)	N/A					
Right of Way	N/A					
Design Engineering (PS&E)	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2021/22	Q2-Oct-Nov-Dec	2021/22
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2024/25		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)	N/A					
Open for Use	0%	In-house and Contracted			Q3-Jan-Feb-Mar	2025/26
Project Completion (means last eligible expenditure)	0%	In-house and Contracted			Q3-Jan-Feb-Mar	2025/26
Notes						
Construction to begin following appropriation in the FY24/25 budget, subject to BOS and Port Commission approval. The Port expects to have access to Gate B construction funds as soon as August 2024.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: Ferry Gate B - Repairs and Retrofitting

Project Cost Estimate	Funding Source			Source of Cost Estimate
	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ 32,284	\$ -	\$ 32,284	Prior expenditure
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 49,800	\$ -	\$ 49,800	Prior expenditure
Construction	\$ 782,000	\$ 473,000	\$ 309,000	Hard cost estimate prepared by consulting firm Liftech, added to Chief Harbor Engineer's soft cost estimate
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 864,084	\$ 473,000	\$ 391,084	
Percent of Total		55%	45%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	09- Ferry Transit Maintenance,	Construction	Planned	2024/25	\$ 473,000	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000
PRT Harbor Fund		Construction	Allocated	2024/25	\$ 309,000	\$ -	\$ -	\$ -	\$ -	\$ -
PRT Harbor Fund		Planning/Conceptual Engineering	Allocated	2019/20	\$ 32,284	\$ -	\$ -	\$ -	\$ -	\$ -
PRT Harbor Fund		Design Engineering (PS&E)	Allocated	2021/22	\$ 49,800	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 864,084	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	Ferry Gate B - Repairs and Retrofitting
Relative Level of Need or Urgency (time sensitive)	<p>The Port has been deferring this project for several years to address other pressing maintenance issues. Port staff first identified the need for significant retrofitting and repairs to Gate B in 2015. It has now become clear that the gate float's deterioration is reaching a critical point, and the Port must act now to ensure that it remains safe and seaworthy until comprehensive dry-dock maintenance is possible.</p> <p>The watertight seals on several of the float's ballast tanks have deteriorated due to prolonged and repeated exposure to seawater. Maintenance has had no other choice than to flood those tanks completely. This interim "fix" is not sustainable. The current hatch design leaves them all susceptible to deterioration at this point in the float's lifespan. Without an immediate intervention, the Port will continue to lose control over the float's ballast tanks, and thus its overall buoyancy.</p> <p>Gate B is fitted with a hydraulic lift system to keep passenger loading ramps aloft. After decades of service, it is now "rotting away from the deck" and well past-due for replacement. Port maritime staff estimate that approximately 1,500 commuters walk across Gate B's loading ramps on a given weekday, and the corrosion now poses pressing safety and reliability concerns.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Please refer to Community Engagement Supplemental
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>While Gate B does not sit within an EPC, it represents the most vulnerable point of failure in a ferry infrastructure network that connects tens of thousands of residents to the waterfront and the San Francisco Bay. For the city's underserved communities, reliable access to affordable and efficient ferry service is a lifeline that facilitates regular commuting, visits to friends and relatives, and leisure travel. Gate B currently supports ferry service to the north bay – a region that is otherwise difficult to reach from San Francisco by way of public transit. Gate B also facilitates San Francisco's sole ferry connection to Treasure Island, which is an Equity Priority Community. Reliable ferry service to and from Treasure Island supports the daily commute of Treasure Island residents and is critical for providing high quality transit service and supports the goal of ensuring that at least 50 percent of trips to and from the island are made using sustainable modes and reduces the need for car ownership. The loss of Gate B would force route changes, disrupting high-traffic commuter services across the ferry network with bottlenecks and delays. Intervening now will protect ferry transit's safety, reliability, and accessibility for underserved residents and commuters.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Environmental Sustainability, Equity</p> <hr/> <p>First and foremost, this project is about ensuring the safety of the thousands of passengers and Treasure Island residents who rely on this infrastructure to support their daily commute. The ferry network helps reduce car traffic across the Bay and Golden Gate bridges and provides an affordable, essential transit option.</p>

<p>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
<p>09- Ferry Transit Maintenance, Rehabilitation, and Replacement</p>	
<p>Safety</p>	<p>The existing hydraulic lift system carries approximately 1,500 passengers every day. After decades of use, it has become structurally compromised by rust and corrosion. Port maintenance staff have described the hydraulic assemblies as “rotting away from the deck.” If the system were to fail with passengers on the lifted ramps, it would cause serious injury. These safety concerns are compounded by regular impacts to the loading ramps by the ferry vessels themselves. Ferries typically approach the float at an angle to compensate for bay currents and frequently slam into the sides of the float. Every time this impact occurs, it weakens the passenger loading ramps and the assemblies that hold them up. Replacing Gate B’s decaying lift system will mitigate these safety concerns for the foreseeable future. The electrical systems that control the lifts have also become compromised by rust and seawater, and will be replaced to protect passengers, maintenance staff and operators.</p>
<p>Need (Asset Useful Life)</p>	<p>This float has been in service for several decades, and the hatches, hydraulic lift assemblies, and electrical control systems are all original components. This project would replace and retrofit them, meaningfully increasing the float’s lifespan, and, in the case of the ballast hatches, reduce susceptibility to corrosion in the future.</p>
<p>Increases Capacity</p>	<p>Port maritime staff estimate that 1,500 passengers walk across Gate B’s loading ramps on a given weekday. Replacing the hydraulic lift system and ballast tank hatches will make the float stronger, safer, and easier to control – positioning the gate to accommodate a greater number of passengers in the future.</p>

Attachment 1: Detailed Scope

GATE B

Ferry Gate B sits on the waterfront immediately adjacent to the San Francisco Ferry Building. It supports service to the north bay, along with San Francisco's sole ferry connection to Treasure Island. The structure has two components: a canopied foot bridge, and a floating passenger loading deck - a "float."

Operators control the float's overall stability and buoyancy by making precise adjustments to the volume of seawater inside various ballast tanks. Under normal conditions, these ballast tanks are completely sealed-off from the elements by watertight hatches, which are flush with the deck. From the float, passengers board ferry vessels using several loading ramps that are kept aloft by adjustable hydraulic assemblies. Together, these two systems mitigate the bay's fluctuating weather and tides to ensure safe and reliable ferry access for passengers.

CURRENT STATE OF THE FLOAT - OVERVIEW

Port staff first identified the need for significant retrofitting and repairs to Gate B in 2015. It has now become clear that the gate float's deterioration is reaching a critical point, with hydraulic assemblies "rotting away from the deck" and total loss of control over several ballast tanks. After decades of service, the float is well past-due for repair.

CURRENT STATE OF THE FLOAT - HATCHES

The float's current design puts ballast tank hatches flush with the deck, allowing seawater runoff to seep in and interfere with their watertight seals. The seals on several of the float's ballast tanks have completely deteriorated after years of exposure. Maintenance has had no other choice than to let those tanks flood with water – an interim "fix" that is not sustainable.

CURRENT STATE OF THE FLOAT - HYDRAULIC LIFT SYSTEM

The float's current design uses nonstandard hydraulic assembly components, which are becoming compromised by rust. Port maintenance staff have described the hydraulic assemblies as "rotting away from the deck." This deterioration is compounded by regular impacts to the loading ramps by the ferry vessels themselves. Ferries typically approach the float at an angle to compensate for bay currents and frequently slam into the sides of the float. Every time this impact occurs, it weakens the passenger loading ramps and the hydraulic assemblies that hold them up.

CONSTRUCTION SCOPE

This project is 100% designed (refer to Design Supplemental) and would do the following:

1. Modify the existing float hatch covers from flush mounted aluminum hatches to raised steel bolted hatches. The hatches shall include fittings such that gauging and filling (ballast tanks) may be accomplished without removing the bolted hatch covers.
2. Replace the existing ramp hydraulic cylinders with a common design cylinder. Various end fittings shall be developed to accommodate the different ramps.
3. Replace the existing ramp hydraulic power units (HPUS) and associated fittings.

COMMUNITY ENGAGEMENT

(Refer to Community Engagement Supplemental)

E6-158

COMMUNITY BENEFIT

Gate B represents the most vulnerable point of failure in a ferry infrastructure network that connects tens of thousands of residents to the waterfront and the San Francisco Bay. For the city's underserved communities, reliable access to affordable and efficient ferry service is a lifeline that facilitates regular commuting, visits to friends and relatives, and leisure travel. Gate B currently supports service to the north bay – a region that is otherwise difficult to reach from San Francisco by way of public transit. It also facilitates San Francisco's sole ferry connection to Treasure Island. The loss of Gate B would force route changes that disrupt high-traffic commuter services across the ferry network with bottlenecks and delays. This project is an intervention that will protect ferry transit's safety, reliability, and accessibility for underserved residents and commuters.

COORDINATION

This project would be concurrent with similar repairs to the float at China Basin Ferry Terminal.

Attachment 2: Community Engagement Supplemental

The Port develops and maintains ferry infrastructure in accordance with its Waterfront Plan, which was carefully drafted over a five-year period by seven citizen advisory teams and a staff working group. Those planning and advisory teams attended no less than 62 public meetings and heard input from hundreds of San Francisco residents – ultimately producing a document that faithfully conveys and synthesizes the diverse interests of the city and waterfront community. Maintaining safe infrastructure to support reliable service falls well within the scope of the interests identified by community advisors and members of the public in the most recent version of the plan.

In Chapter 2F of the 2019 Waterfront Plan, transportation policy 6 directs the Port to design “transit facilities on Port property to support transit reliability, resiliency, and flexibility,” and to “provide areas for transit providers to locate transit stops and stations, with pedestrian and disabled access, within ¼ mile of major Port destinations.” The San Francisco Ferry building is one of – if not the most – iconic structures on the waterfront, and the Gate B repair project will immediately improve the resiliency, reliability, and flexibility of an adjacent ferry transit facility. This project will also be concurrent with extensive repairs to another deteriorating ferry gate in China Basin, which will improve service reliability and safety for communities on the Southern Waterfront.

In addition to the community engagement and diverse support of its waterfront planning process, the Port receives general policy input and conducts outreach through various standing advisory committees. The Port has taken care to align and communicate its public-oriented maritime policies with these advisory committees, which are composed of local leaders drawn from the Port’s adjacent neighborhoods and the local organizations that serve them. The Port’s Southern Advisory Committee, for example, is chaired by a representative from the Potrero Hill Neighborhood House (NABE), which has been serving underserved youth, seniors, and families of color for more than a century.

The Port’s advisory committees have been strong and consistent advocates of ferry infrastructure improvements for previous funding opportunities – particularly gate and landing upgrades. The Northern, Southern, and Mission Bay Citizens Advisory Committees have written to members of Congress, state and federal administrators, and Governor Newsom in support of electrification grant applications, new landing construction, and federal earmarks for ferry facility expansion and rehabilitation. The Gate B maintenance project, while lower profile, is nonetheless critical to protecting and expanding access to the public ferry network, and well in-line with the support and sentiments expressed by community leaders.

The Port is firmly committed to including marginalized and underserved voices in its decision-making process, and will continue to seek community input as it works to build a safe, resilient, and accessible waterfront.

SCOPE OF REPAIRS:

THESE DOCUMENTS DESCRIBE REPAIRS / MODIFICATIONS TO THE GATE B FLOAT, THE CHINA BASIN EAST FLOAT AND THE CHINA BASIN WEST FLOAT. THE REPAIRS / MODIFICATIONS ARE AS FOLLOWS:

- MODIFY THE EXISTING FLOAT HATCH COVERS FROM FLUSH MOUNTED ALUMINUM HATCHES TO RAISED STEEL BOLTED HATCHES. THE HATCHES SHALL INCLUDE FITTINGS SUCH THAT GAUGING AND FILLING MAY BE ACCOMPLISHED WITHOUT REMOVING THE BOLTED HATCH COVERS.
- REPLACE THE EXISTING RAMP HYDRAULIC CYLINDERS WITH A COMMON DESIGN CYLINDER. VARIOUS END FITTINGS SHALL BE DEVELOPED TO ACCOMMODATE THE DIFFERENT RAMPS.
- REPLACE THE EXISTING RAMP HYDRAULIC POWER UNITS (HPUS) AND ASSOCIATED FITTINGS.

INDEX OF DRAWINGS	
DRAWINGS	TITLE
G-1	GENERAL NOTES
S-1	GATE B FLOAT DECK PLAN
S-2	GATE B DECK HATCH REPLACEMENT SCHEMATIC
S-3	CHINA BASIN WEST FLOAT DECK PLAN
S-4	CHINA BASIN EAST FLOAT DECK PLAN
S-5	CHINA BASIN DECK HATCH REPLACEMENT SCHEMATIC
S-6	HYDRAULIC CYLINDERS DETAILS
S-7	HATCH DETAILS
M-1	HYDRAULIC SYSTEMS - MECHANICAL

GENERAL NOTES:

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO COMMENCING ANY FABRICATION.

CODES:

1. 2019 CALIFORNIA BUILDING CODE (CBC)
2. ANSI/AISC 360, SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS, LATEST EDITION

STRUCTURAL STEEL, BOLTS AND WASHERS:

- STEEL PLATE ASTM A572 GRADE 50
- PIPES ASTM A53 GRADE B
- BOLTS ASTM A3125 GRADE 325 TYPE 1
- WASHERS ASTM A436 TYPE 1 CIRCULAR
- NUTS ASTM A563 DH
- HINGE PIN STEEL AQUALOY 22, FY=55 KSI
- COTTER PINS ASTM A493 TYPE 304

ALL STEEL ITEMS SHALL BE HOT-DIP GALVANIZED AND COATED UON.

WELDING:

1. WELDING SHALL CONFORM TO AWS D1.1. WELD CONSUMABLES SHALL BE E70XX.

NEOPRENE:

1. NEOPRENE SHALL BE SHORE A HARDNESS OF 60.
2. GASKETS SHALL BE MADE OF A SINGLE PIECE WITHOUT SEAMS.

COATING AND SURFACE PREPARATION OF STRUCTURAL STEEL:

1. SURFACE PREPARATION OF (E) STEEL: POWER TOOL CLEAN TO SSPC-SP 6. EXTENT OF CLEANING AND COATING SHALL BE LIMITED TO 3 INCHES FROM DECK WELDING OF NEW RAISED HATCHES.

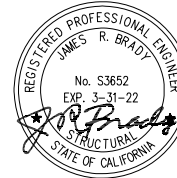
2. (N) GALVANIZED STEEL SURFACES

SURFACE PREPARATION: PREPARATION FOR ALL GALVANIZED AND REPAIRED GALVANIZED SURFACES SHALL BE IN ACCORDANCE WITH THE COATING MANUFACTURER'S RECOMMENDATIONS.

- PRIME COAT: PPG-AMERLOCK 2 IN CONTRASTING COLOR @ 4 TO 8 MILS DFT.
- SECOND COAT: PPG AMERLOCK 2 @ 4 TO 8 MILS DFT.
- THIRD COAT: PPG AMERCOAT 450 @ 2 TO 3 MILS DFT.

3. COATING OF (E) STEEL SURFACES

- PRIME COAT: DIMETCOAT 9 INORGANIC ZINC PRIMER @ 2-4 MILS DFT.
- SECOND COAT: PPG-AMERON 385 @ 4 TO 8 MILS DFT.
- THIRD COAT: PPG-AMERON 450 @ 2 TO 3 MILS DFT.



NO.	DATE	DESCRIPTION	BY	APP.
0	10/15/23	ISSUED FOR CONSTRUCTION		

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION
& FILE NO. OF SURVEYS



DESIGNED: DATE:	JB 08-20-21
DRAWN: DATE:	PH 08-20-21
CHECKED: DATE:	SH 08-20-21

APPROVED BY:	SAN FRANCISCO PORT COMMISSION
DATE:	_____
CHEF HARBOR ENGINEER	

SCALE:	AS NOTED
REV. NO.	

CONTRACT NO. XXXX
DRAWING NO. 9590-20
SHEET NO. G-1
1 OF 5

Drawing Path: C:\VC\9590-20\POSF Gate B Floor\20 CAD\Active_Sheets\959020-1.dwg, Login: anet
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 Measurement Units: English
 Plot Time: Fri, 15 Oct 2021 4:31pm

NO.	DATE	ISSUED FOR CONSTRUCTION	BY	FOR
0	10/15/21	TABLE OF REVISIONS	BR	JB
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION & FILE NO. OF SHEETS



moffatt & nichol
2185 N. California Blvd, Suite 500
Walnut Creek, CA 94596

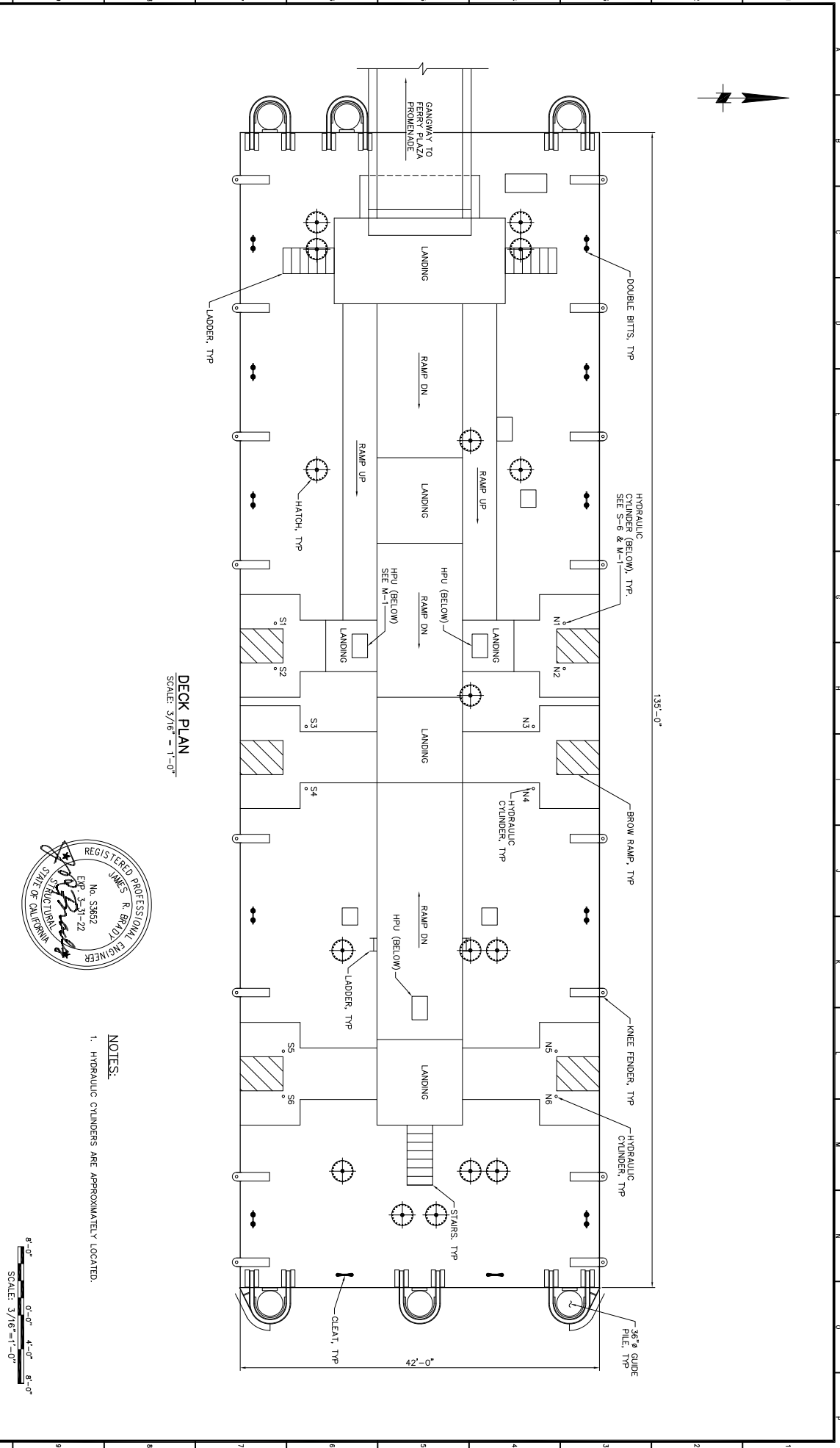
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JB	08-20-21	SAN FRANCISCO PORT COMMISSION	3-31-22
REV:	DATE:	CHECKED:	DATE:
06	08-20-21	SI	08-20-21

REGISTERED PROFESSIONAL ENGINEER
JAMES R. BRADY
No. S3852
Exp. 3-31-22
STATE OF CALIFORNIA

SCALE: AS NOTED
REV. NO.

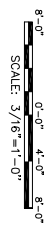
POSF GATE B & CHINA BASIN
FLOAT MODIFICATIONS
GATE B FLOAT DECK PLAN

CONTRACT NO.	DRAWING NO.	SHEET NO.
XXXX	9590-20	S-1
		3 OF 5



DECK PLAN
SCALE: 3/16" = 1'-0"

- NOTES:
1. HYDRAULIC CYLINDERS ARE APPROXIMATELY LOCATED.



NO.	DATE	ISSUED FOR CONSTRUCTION	DESCRIPTION	BY	APP'D
0	10/15/21		TABLE OF REVISIONS	BR	JB
			TABLE OF REVISIONS	BR	JB

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CHECKED: SI	DATE: 08-20-21

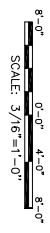
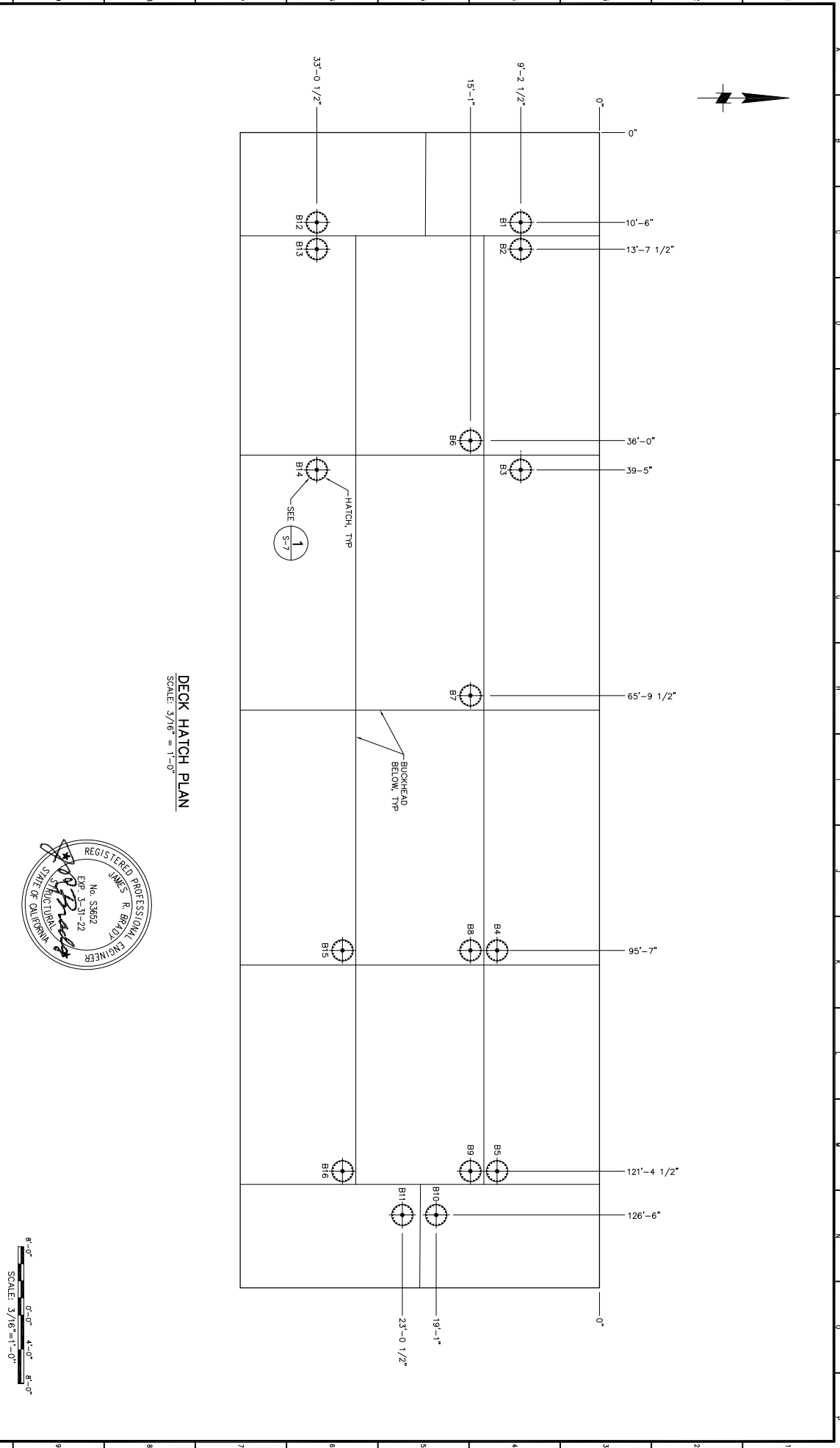
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SAN FRANCISCO PORT COMMISSION
DATE: _____
CSEF HARBOR ENGINEER

SCALE: AS NOTED
REV. NO.

POSF GATE B & CHINA BASIN
FLOAT MODIFICATIONS

GATE B DECK HATCH REPLACEMENT SCHEMATIC

CONTRACT NO. XXXX
DRAWING NO. 9590-20
SHEET NO. S-2
3 OF 5



NO.	DATE	ISSUED FOR CONSTRUCTION	DESCRIPTION	BY	APP.
0	10/15/21		TABLE OF REVISIONS	BR	JB
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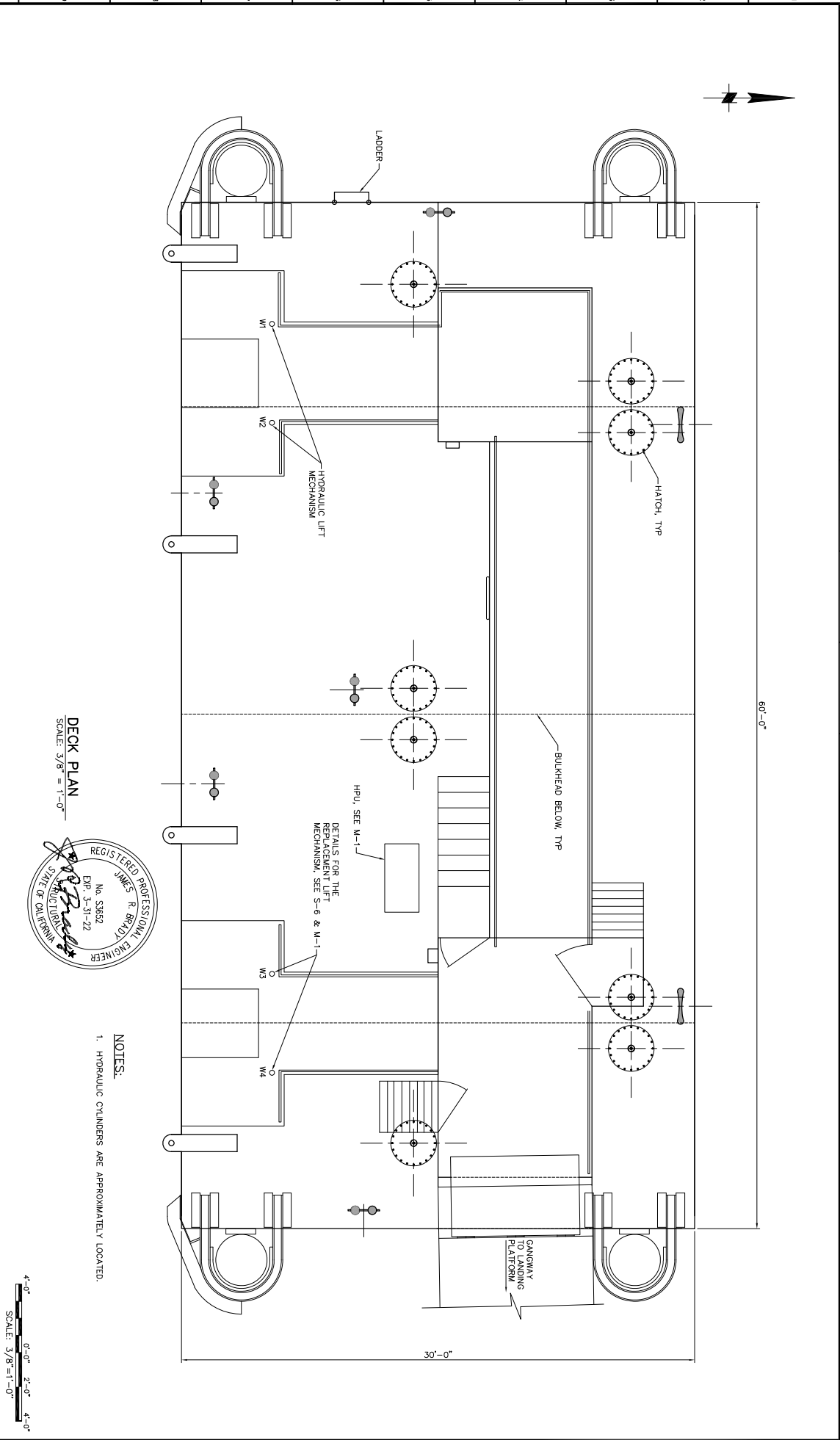
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JB	08-20-21		
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RE	08-20-21	SH	08-20-21

CHEF HARBOR ENGINEER

SCALE: AS NOTED

CHINA BASIN WEST FLOAT DECK PLAN

CONTRACT NO. XXXX
DRAWING NO. 9590-20
SHEET NO. S-3
4 OF 5



DECK PLAN
SCALE: 3/8" = 1'-0"

- NOTES:
1. HYDRAULIC CYLINDERS ARE APPROXIMATELY LOCATED.

HPU SEE M-1-1
DETAILS FOR THE REFRIGERANT LIFT MECHANISM, SEE S-6 & M-1-1

NO.	DATE	ISSUED FOR CONSTRUCTION	DESCRIPTION	BY	APP'D
0	10/15/21			BR	JG

CHECK WITH DRAWINGS TO SEE IF YOU HAVE LATEST REVISION

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& FILE NO. OF SHEETS



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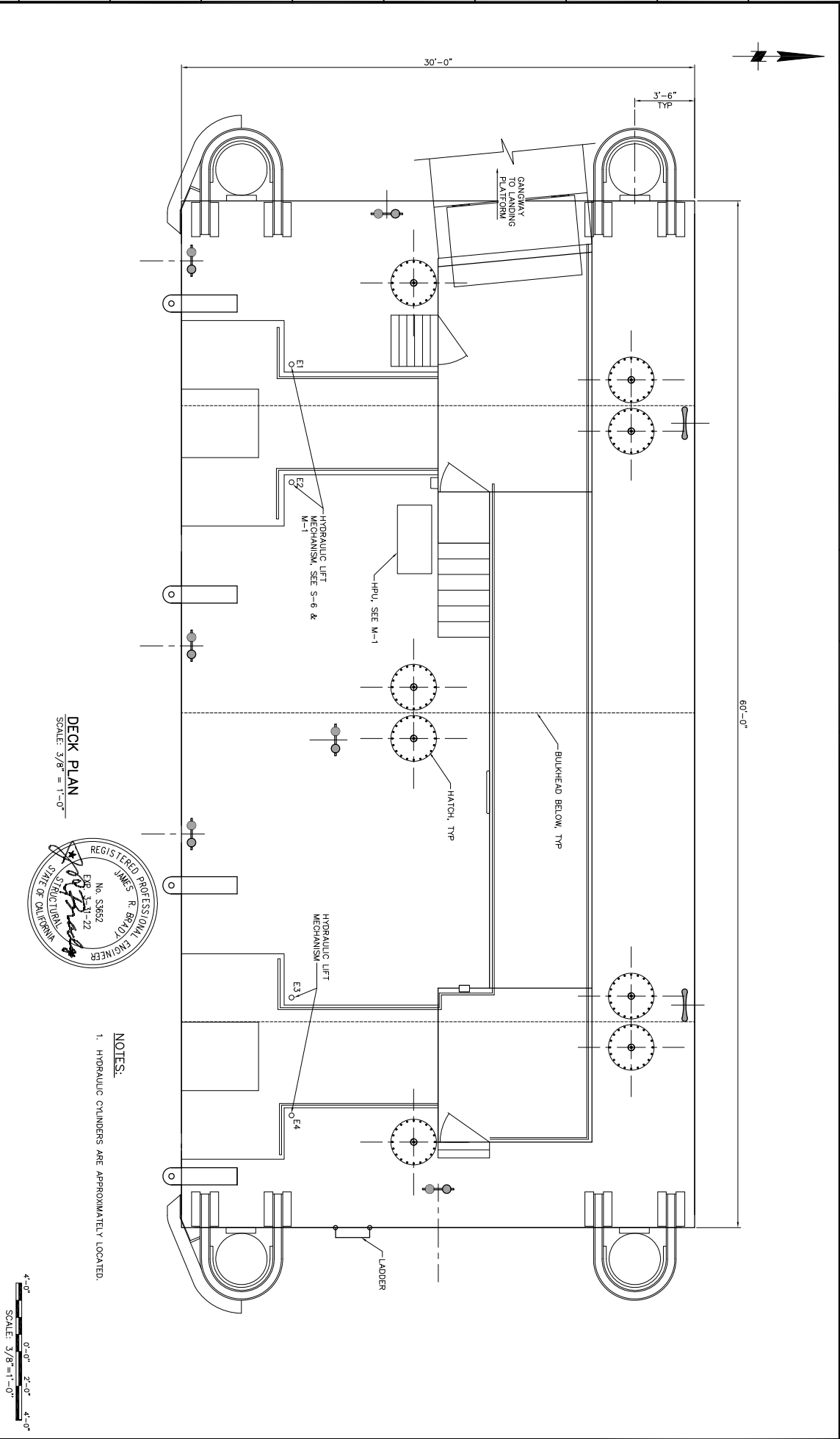
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CHECKED: JG	DATE: 08-20-21
SCALE: 3/8" = 1'-0"	

APPROVED BY: _____
DATE: _____
GATE HARBOUR ENGINEER

SCALE: AS NOTED
REV. NO.

CHINA BASIN EAST FLOAT DECK PLAN

CONTRACT NO. XXXX
DRAWING NO. 9590-20
SHEET NO. S-4
3 OF 5

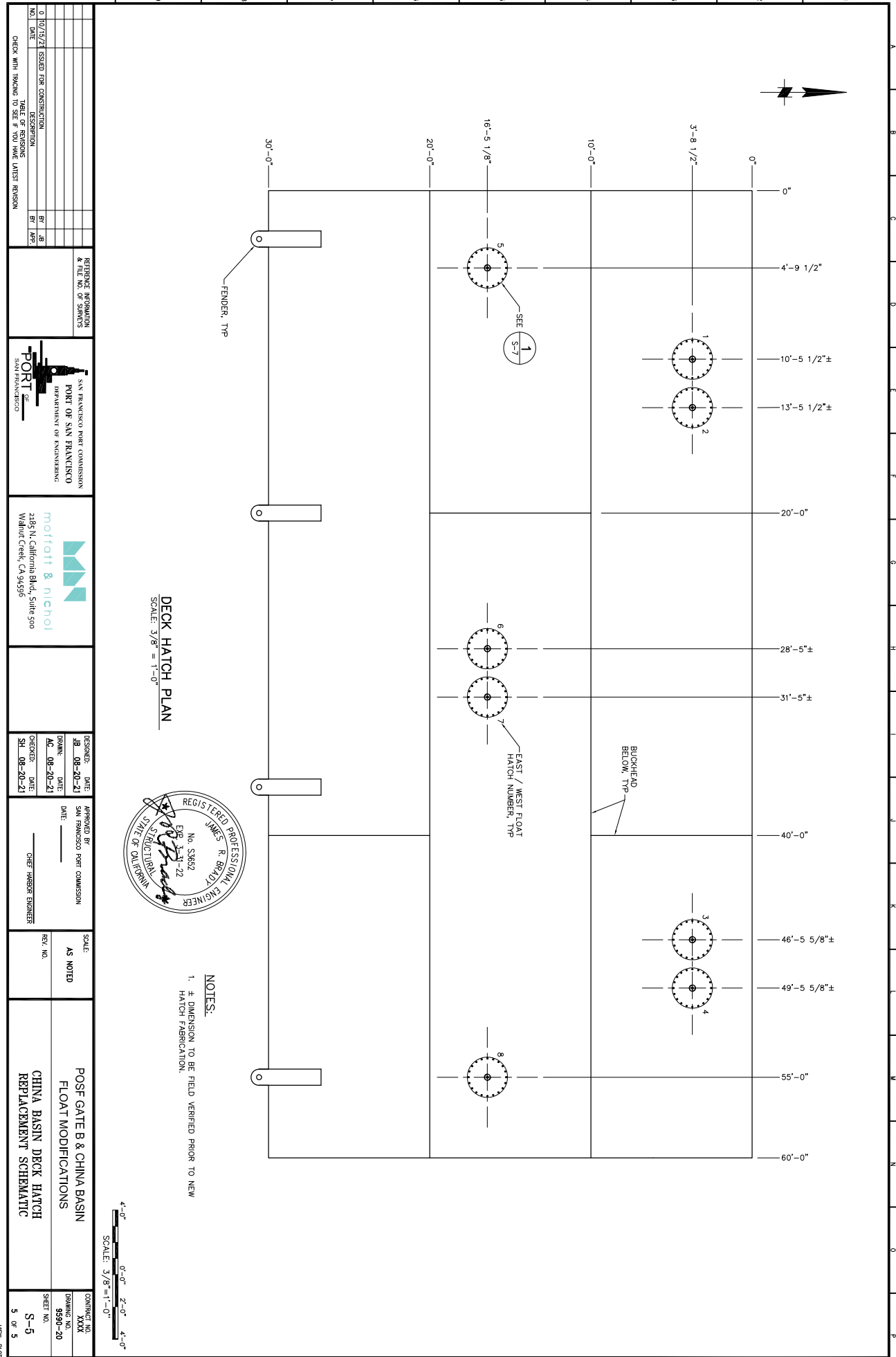


DECK PLAN
SCALE: 3/8" = 1'-0"



NOTES:
1. HYDRAULIC CYLINDERS ARE APPROXIMATELY LOCATED.





NO.	DATE	ISSUED FOR CONSTRUCTION	DESCRIPTION	BY	APP'D
0	10/15/21	ISSUED FOR CONSTRUCTION	TABLE OF REVISIONS	BR	JR

CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SHEETS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

moffatt & nichol
2185 N. California Blvd, Suite 500
Walnut Creek, CA 94596

DESIGNED: JR	DATE: 08-20-21
DRAWN: JR	DATE: 08-20-21
CHECKED: JR	DATE: 08-20-21
SCALE: AS NOTED	

APPROVED BY: _____
DATE: _____
GERT HARRIS ENGINEER

CONTRACT NO. XXXX	DRAWING NO. 9590-20	SHEET NO. S-5
SCALE: 3/8" = 1'-0"		

NO.	DATE	ISSUED FOR CONSTRUCTION	DESCRIPTION	BY	APP.
0	10/15/21		TABLE OF REVISIONS	BR	JBF
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION					

LOCATION	FLOAT	RAMP	CYLINDERS	PIN-PIN LENGTH (INCHES)	DETAIL
CHINA BASIN	WEST	WEST	W1, W2	30	1
CHINA BASIN	WEST	EAST	W3, W4	45.5	3
CHINA BASIN	EAST	WEST	E1, E2	32	2
CHINA BASIN	EAST	EAST	E3, E4	32	2
GATE B	WEST	WEST	M1, N2, S1, S2	58.5	5
GATE B	MIDDLE	WEST	M3, N4, S3, S4	32	2
GATE B	WEST	EAST	M5, N6, S5, S6	38	4

REFERENCE INFORMATION & FILE NO. OF DRAWING

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT
SAN FRANCISCO

moffatt & nichol
2185 N. California Blvd., Suite 500
Walnut Creek, CA 94596

DESIGNED BY	DATE	APPROVED BY	DATE
JR	08-20-21		
BR	08-20-21		
TL	08-20-21		
CHKD BY	DATE	DATE	
SR	08-20-21		

RESIGNED: DATE: APPROVED BY: SAN FRANCISCO PORT COMMISSION

DATE: DATE: GATE HARBOR ENGINEER

SCALE: AS NOTED

REV. NO.

HYDRAULIC CYLINDERS DETAILS

POSF GATE B & CHINA BASIN
FLOAT MODIFICATIONS

CONTRACT NO. XXXX
DRAWING NO. 9590-20
SHEET NO. S-6
OF 5

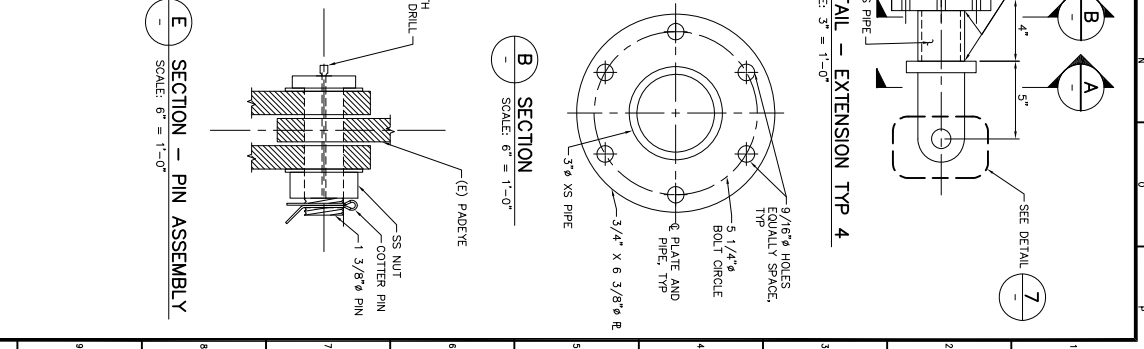
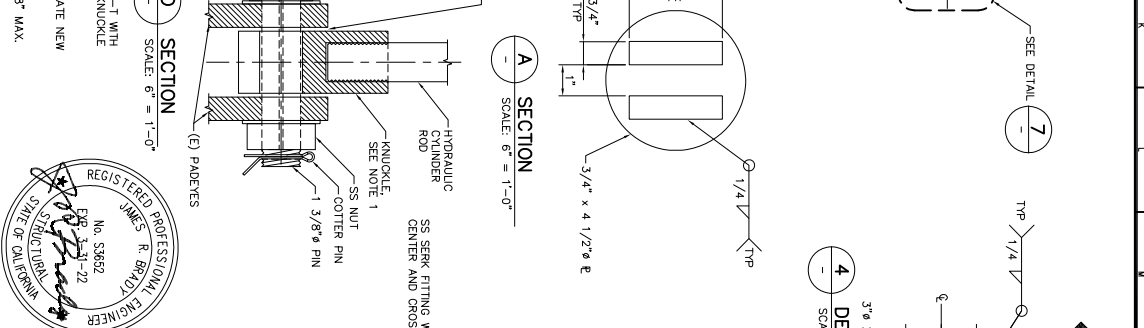
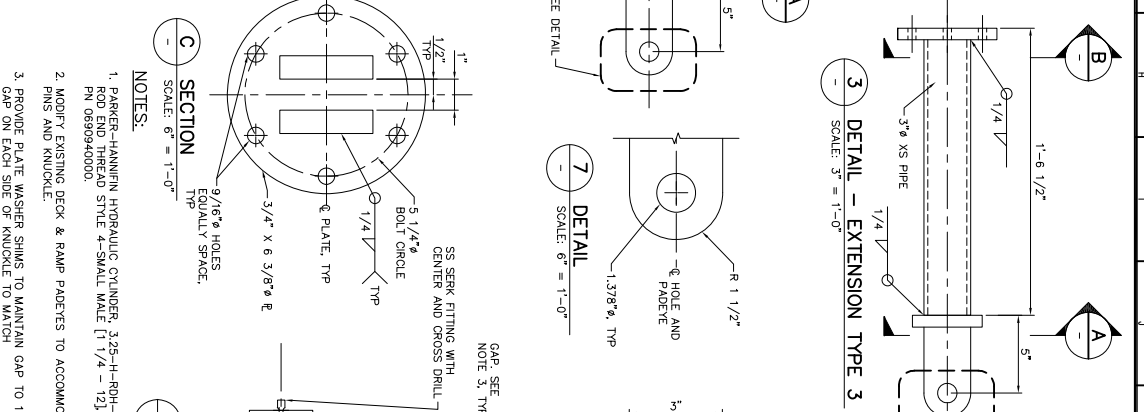
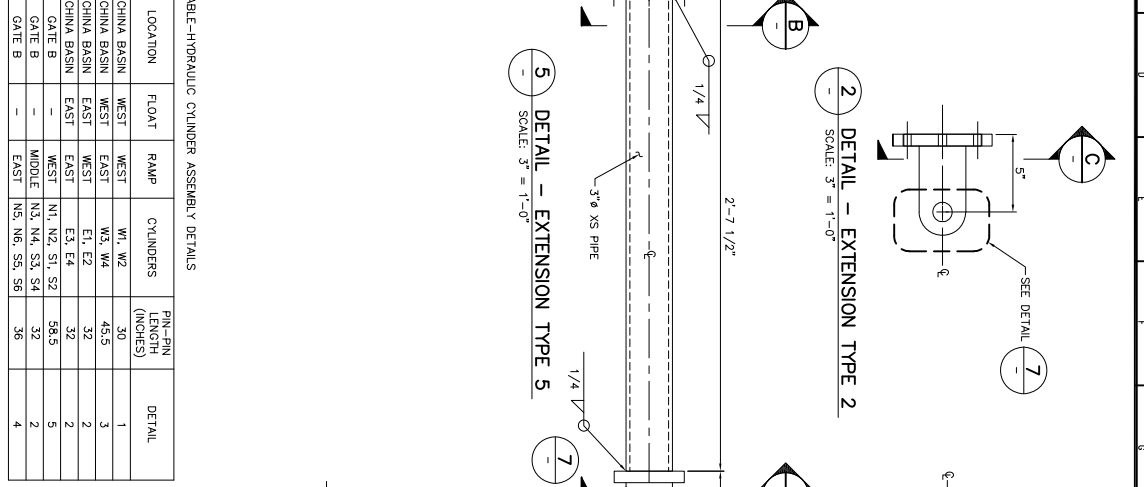
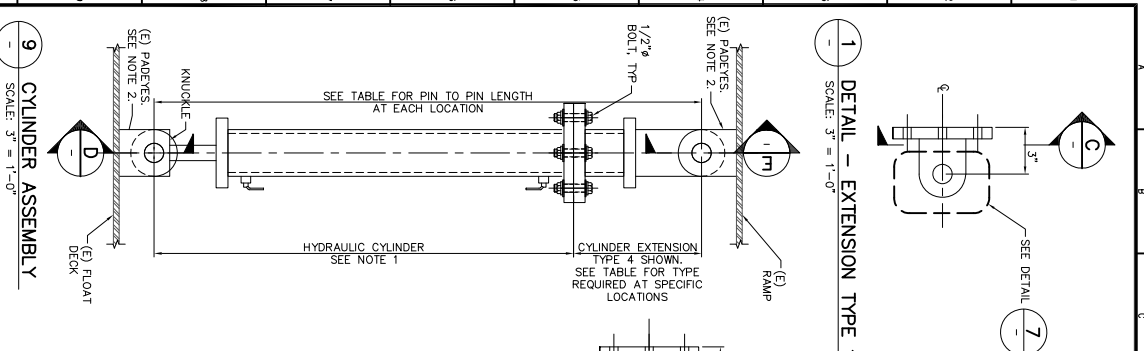
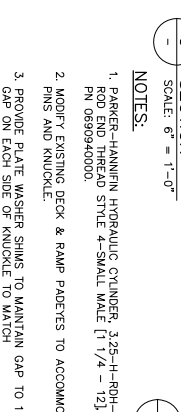


TABLE-HYDRAULIC CYLINDER ASSEMBLY DETAILS

LOCATION	FLOAT	RAMP	CYLINDERS	PIN-PIN LENGTH (INCHES)	DETAIL
CHINA BASIN	WEST	WEST	W1, W2	30	1
CHINA BASIN	WEST	EAST	W3, W4	45.5	3
CHINA BASIN	EAST	WEST	E1, E2	32	2
CHINA BASIN	EAST	EAST	E3, E4	32	2
GATE B	WEST	WEST	M1, N2, S1, S2	58.5	5
GATE B	MIDDLE	WEST	M3, N4, S3, S4	32	2
GATE B	WEST	EAST	M5, N6, S5, S6	38	4



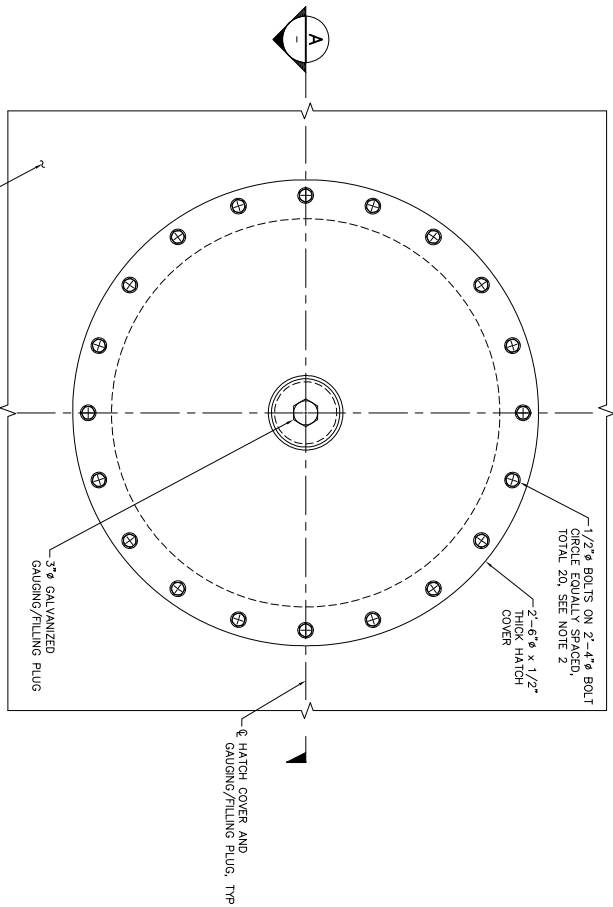
NOTES:

1. PARRER-HANNEN HYDRAULIC CYLINDER, 3.25-H-RH-B-T WITH ROD END THREADED STILE 1 1/4 - 12J KNUCKLE PN 0690940000.

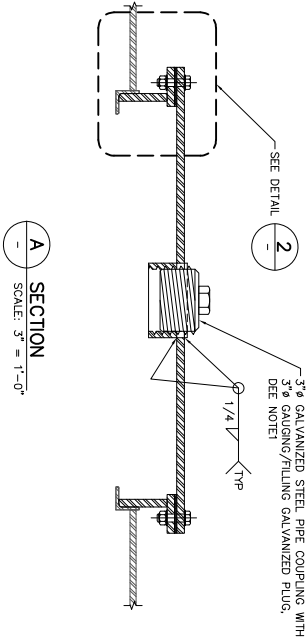
2. MODIFY EXISTING DECK & RAMP PADDLES TO ACCOMMODATE NEW PINS AND KNUCKLE.

3. REMOVE PLATE WASHER SHIMS TO MAINTAIN GAP TO 1/8" MAX. GAP ON EACH SIDE OF KNUCKLE TO MATCH

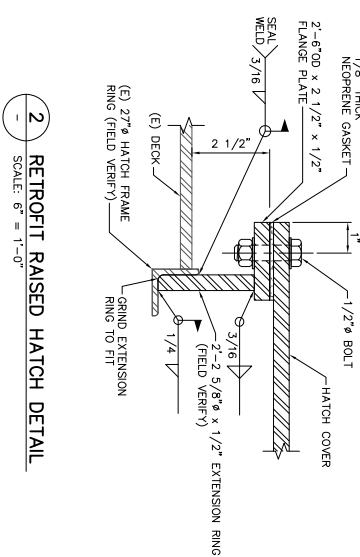




1 PLAN SCALE: 3" = 1'-0"



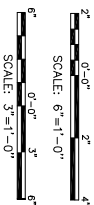
A SECTION SCALE: 3" = 1'-0"



2 RETROFIT RAISED HATCH DETAIL SCALE: 6" = 1'-0"



- NOTES:
- GREASE PLUG THREADS WITH WATER PROOF MARINE GREASE PRIOR TO INSTALLATION.
 - TIGHTEN HATCH COVER BOLTS TO EVENLY COMPRESS NEOPRENE GASKET TO OBTAIN A WATER TIGHT SEAL.



NO.	DATE	ISSUED FOR CONSTRUCTION	DESCRIPTION	BY	APP'D
0	10/15/21	ISSUED FOR CONSTRUCTION		BR	JB

REFERENCE INFORMATION & FILE NO. OF SHEETS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

moffatt & nichol
2185 N. California Blvd., Suite 500
Walnut Creek, CA 94596

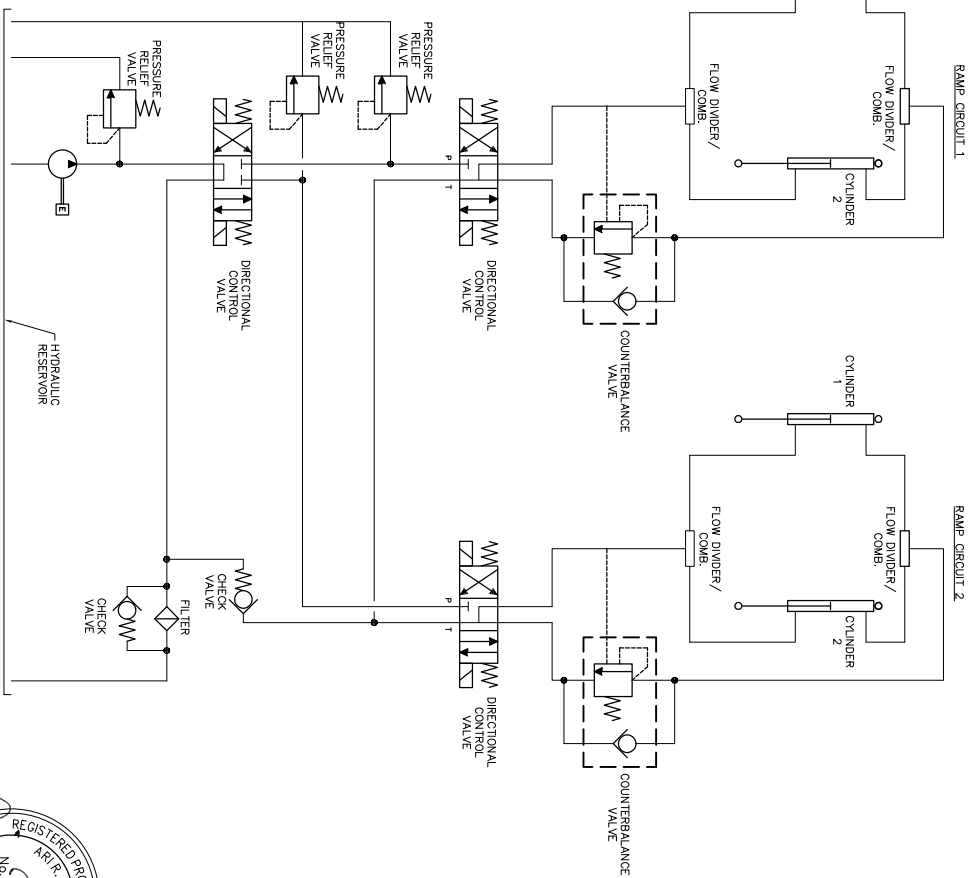
DESIGNED:	DATE:	APPROVED BY:	DATE:
JB	08-20-21	SAN FRANCISCO PORT COMMISSION	
CHECKED:	DATE:	DATE:	
SH	08-20-21	GEFF HARRIS ENGINEER	

SCALE:	AS NOTED
REV. NO.	

CONTRACT NO.	DRAWING NO.	SHEET NO.
XXXX	9590-20	S-6
		5 OF 5

- NOTES:**
1. ALL TUBING SHALL BE 3/4 INCH 316L STAINLESS STEEL.
 2. ALL PRESSURE HOSES SHALL BE PARKER 451TC 3000 PSI RATED.
 3. ALL FITTINGS AND COUPLINGS SHALL BE PARKER HIGH PRESSURE STAINLESS, 3000 PSI PRESSURE RATING, MINIMUM.
 4. PLEASE SEE EQUIPMENT BILL OF MATERIALS BELOW. ALL COMPONENTS SHALL BE MANUFACTURED BY PARKER HANNIFIN, OR APPROVED EQUAL.
 5. CONTRACTOR TO PROVIDE A BOLT DOWN CONTROL CONSOLE THAT INTEGRATES THE DIRECTIONAL CONTROL VALVES WITH 3/4 INCH WORK PORTS AND 1 INCH P AND T PORTS. ALL FITTINGS SHALL BE STAINLESS STEEL. THE VALVE CONTROLLERS SHALL BE 42 INCHES FROM GRADE, MAXIMUM.

ITEM	ITEM NUMBER	QUANTITY	NOTE
DIRECTIONAL CONTROL VALVE	DIV-M-004-C-N-Y	2	DOUBLE SOLENOID, 3 POSITION, SPRING CENTERED
DIRECTIONAL CONTROL VALVE	DIV-M-009-C-N-Y	1	DOUBLE SOLENOID, 3 POSITION, SPRING CENTERED
FLOW DIVIDER / COMBINER	PDC-75-50	4	NPT PORT, WITH INPUT FLOW UP TO 20 GALLONS PER MINUTE
HYDRAULIC PUMP	SDV10-1P75-1C	1	HYDRAULIC PUMP
POWER UNIT	H1-6.3-N-0	1	HYDRAULIC POWER UNIT
HYDRAULIC CYLINDER	3.25-H-RDH-B-T	4	HYDRAULIC CYLINDER WITH ROD END THREADED STYLE 4-SMALL MALE [1 1/4-12] KNUCKLE PIN 069940000 AND PIN PN 0683710000.
PRESSURE RELIEF VALVE	VR-160-A-06-V-G	3	
COUNTERBALANCE VALVE	CB-03-AA-30-N-A	2	



HYDRAULIC CIRCUIT
SCALE: N.T.S.



NO.	DATE	DESCRIPTION	BY	APP.
0	10/15/21	ISSUED FOR CONSTRUCTION	BR	JG

REFERENCE INFORMATION & FILE NO. OF SHEETS



DESIGNED:	DATE:	APPROVED BY:	DATE:
MD	09-22-21	SAN FRANCISCO PORT COMMISSION	
BRN	09-22-21		
CHK	09-22-21	GEF HARRIS ENGINEER	

SCALE: AS NOTED
REV. NO.

POSF GATE B & CHINA BASIN
FLOAT MODIFICATIONS
HYDRAULIC SYSTEMS - MECHANICAL

CONTRACT NO.	XXXX
DRAWING NO.	9590-20
SHEET NO.	M-1
1 OF 5	

Attachment 4: Photos

1. Sealed Hatch



E6-170

2. Damaged Seal Hatch



3. Hydraulic Assembly 1



E6-172

4. Hydraulic Assembly 2



5. Impacted Ramp



Attachment 5: Evidence of Community Support

Community support to expand and provide attractively designed and inviting water transportation services was recommended by the Waterfront Plan Working Group Transportation Subcommittee and endorsed by the 30 member Waterfront Plan working group. The policy recommendations are included in Section 3 Item D on page 20 of the Port of San Francisco Waterfront Plan Update. Supporting documentation includes 2016-11-9 working group meeting agenda, 2016-11-9 meeting notes, 2016-11-9 meeting sign-in sheets, and 2.9.18 Final Waterfront Plan Update.

1. 2016-11-9 Working Group Meeting Agenda
2. 2016-11-9 Meeting Notes
3. 2016-11-9 Meeting Sign-In Sheets
4. 2.9.18 Final Waterfront Plan Update



PORT OF SAN FRANCISCO
WATERFRONT PLAN WORKING GROUP

TRANSPORTATION SUBCOMMITTEE

Waterfront Plan Update Public Process

Wednesday, November 9, 2016

6:00 – 8:00 pm

Pier 1, Port of San Francisco Office, Bayside Conference Rooms
The Embarcadero @ Washington Street, San Francisco, CA 94111

PUBLIC MEETING AGENDA

- 1. Meeting Protocols & Review of Goals of Meetings (6:00 – 6:05)**
- 2. Discuss topics to be interwoven into each topic (6:05 – 6:10)**
- 3. Review and Confirm Meeting Plan (6:10 – 6:15)**
- 4. Meeting 1 – Transportation Topic Issues (6:15 – 7:45)**
 - a. **Water Transportation** (discuss issues, make recommendations)
Focus Statement: How can the Port enhance or expand facilities to support water transit for ferries, water taxis or chartered commuter excursion?
 - b. **Goods Movement** (discuss issues, make recommendations)
Focus Statement: The Port should protect and enhance access to support land side goods movement including truck access, freight rail access and adequate loading areas.
- 5. Review Next Meeting Goals & Next Steps (7:50 – 8:00)**
- 6. Adjourn (by 8:00)**

EMAIL NOTICING –Sign up to receive email notice of Waterfront Working Group meetings [online](#), or contact Norma.Guzman@sfport.com.

For other Working Group meeting questions,
Contact Diane.Oshima@sfport.com.

ACCESSIBLE MEETING INFORMATION

Pier 1:

The Port's fully-accessible offices are in the west end of Pier 1. There are two public entrances: the main entrance on the west (Embarcadero), and the Port History walk entrance on the south apron. Each of these entrances is provided with an automatically operated door. Both entrances lead to the Bayside Conference Rooms. Accessible public restrooms, drinking fountains, payphone and TTY are on the first floor near the main entrance. The public spaces of the Port's offices are equipped with remote infrared signage (Talking Signs) identifying all primary entrances, paths of travel, meeting rooms and amenities. Accessible seating areas and assistive listening devices will be available in the Bayside Conference Rooms.

The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142.

The nearest accessible parking is located as follows:

- A) 3 spaces in the off-street pay parking lot on the west side of the Embarcadero at Washington Street
- B) 1 space on the south side of Washington Street at the Embarcadero
- C) Hourly and valet parking in the off-street pay parking lot at Pier 3. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck, adjacent to the Ferry Boat Santa Rosa.

Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington St., Folsom St. and Drumm Street.

Accessible meeting information policy:

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the City to accommodate these individuals. A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Wendy Proctor, Port's ADA Coordinator, at 415-274-0592. The Port's TTY number is 415-274-0587.

Language Assistance

311 Free language assistance / 免費語言協助 / Ayuda gratuita con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / ການຊ່ວຍເຫຼືອພາສາຕາກາລອກ / Libreng tulong para sa wikang Tagalog

Prohibition of Ringing of Sound-Producing Devices:

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager or other similar sound-producing electronic device.



Waterfront Plan Working Group
Transportation Subcommittee Meeting 1
 Meeting: November 9, 2016
 Meeting Notes

Transportation Subcommittee Members

Present:

Linda Fadeke Richardson (chair), TIDA
 Troy Campbell, Fisherman's Wharf CBD
 Kevin Carroll, Hotel Council of SF
 Jeffrey Congdon, Kidder Mathews
 Chris Christensen, ILWU
 Carolyn Horgan, Blue and Gold Fleet
 Tom Radulovich, BART/Livable City
 Cristina Rubke, SFMTA Board of Directors
 Anne Turner, SF Towers

Working Group & Advisory Team Present:

Mike Gougherty, Transportation Advisory Team
 Kyle Lamson, Transportation Advisory Team
 Nathan Nayman, Transportation Advisory Team
 Alice Rogers, Working Group
 Veronica Sanchez, Maritime Advisory Team
 Howard Wong, Urban Design Advisory Team

Participating Agencies and Operators:

Golden Gate Bridge and Transportation District
 Hanson Aggregates
 PropSF
 SF Bay Conservation and Development
 SF Bay Railroad

SF Municipal Transportation Agency
 SF Water Taxi
 Tideline Marine
 Water Emergency Transportation Authority

Attendees:

Mary Betlach, Golden Gate Audubon
 Mike Bishop, Hanson Aggregates
 Kevin Connolly, WETA
 David Gavrich, SF Bay Railroad
 Danylo Hawks, SF Bay Railroad
 Nick Kendall, SF Bay Railroad
 Frazer Thompson, P.E., Pier 39
 Barbara Vincent, Golden Gate Bridge District

Port Staff:

David Beaupre, Senior Waterfront Planner
 Brad Benson, Director of Special Projects
 Anne Cook, Waterfront Planner
 Peter Dailey, Maritime Deputy Director
 Norma Guzman, Waterfront Planner
 Brendan O'Meara, Maritime Marketing Manager
 Diane Oshima, Planning Asst. Deputy Director
 Byron Rhett, Planning Deputy Director

1. Introductions – Transportation Subcommittee Members & Audience

2. Water Transportation Suggestions

Consider loop ferry service: Alcatraz, Angel Island, and Lucas Museum

UCSF, Warriors, other adjacent land users contribute to 16th Street Ferry project

The Port could encourage developers to contribute to transportation facility capital/operating costs

The Port should support gap funding for ferry expansion for WETA and Golden Gate

E6-178

The Port (City) should pursue cost/benefit analysis and greatest return on investment for transit capital investment

Transit modes can be complimentary: 55 could be rerouted to serve 16th Street Ferry landing

The Port should consider door-to-door trips and multi-modal access policy to make it seamless for the user and provide access for everybody

The subcommittee should highlight Port water transportation priorities for policymakers (Mayor, Board of Supervisors)

The Port should pursue bike amenities (lockers, parking), bikeshare, scootershare

Is Port at the table for Southern Bayfront discussions?

The Port should develop an accessibility policy

Water transportation should include different sized vessels that meet the needs of commuters

It is important to serve 1st mile and last mile connections related to water transportation; consider electric bikes and other modes

Engage with SFMTA to discuss Muni boarding efficiency along the waterfront

How to grow ferry capacity with multiple modes of access to and from ferries?

Consider role of water transportation in post-disaster recovery

Avoid commuter parking at transit terminals in the City

Clipper on water taxi?

Public-private partnership for water taxi landings: Mission Rock, Forest City, India Basin; consider barges as intermediary landings; more coordination with yacht clubs – task force to develop network of landings – policy should be ADA accessible, vessels should enable wheelchair access

3. Goods Movement Suggestions

The City should not differentiate between the Port and DPW streets for available capital funding; DPW should manage streets.

Staff should provide an inventory of streets, capital costs; seek a conversation with Public Works regarding process for DPW to accept Port streets.

How to organize truck delivery/pickups using software apps? Copenhagen has a potential model.

What is the Port's involvement in the I-280 offramp discussion?

Consider other means besides trucks; are there options by water? Is there a water transportation option to distribute fish and crab, perhaps to Pier 80? Maybe cost/double-handling considerations would be difficult.

Crab season to open safely!

What tools can the Port use to manage traffic congestion and protect general access?

Goods movement is a strategy, a policy and a set of conflicts that needs to be managed.

High-speed rail and freight are in conflict; may be a regional decision.

The Port should protect freight access – how many freight rail trips occur to/from the Port, related to Port tenants and other freight uses? Are trucks an option?

Freight rail offsets 100,000 truck trips annually, or 6 million miles of truck trips, and reduces CO2 emissions and congestion on roads. In Europe, high-speed rail and freight rail are compatible. At CPUC, Caltrain and freight rail users agree regarding compatibility. Does the Port want to be one of the only U.S. ports without freight access? Currently, the Port is served by 3 freight trains/week.

A large part of freight is contaminated soil from downtown construction. This market may last 10-15 years. Freight rail can help with post-disaster debris handling.

Freight rail transports construction materials and rail for MUNI.

The Port just signed terminal operator agreement with Pasha – new tunnels could provide enhanced freight rail access to the Pier, including caterpillar, machine parts and wind mills.

Rail could enhance bulk export at Pier 96 as well. Port received Freight Rail Administration \$3 million grant for Quint Street.

Freight is vital to Port maritime terminal viability.

How many more Port piers could be converted to freight handling? PDR is happening in a few piers that require Goods Movement support. How do we limit conflicts between truck loading and bike lanes; how to manage curb space?

Consider time of delivery or nodes for delivery.

Auto (a self-driving truck company) was acquired by UBER; automated trucks are being tested in Amsterdam in partnership with MIT. How will this technology benefit the Port?

Sand and gravel terminals move 1.3 million tons of material over Port berths which used to be trucked in to San Francisco; bulk terminals directly serve concrete batching tenants. Sand is now travelling to San Jose by truck from the Port. Is rail for bulk transport to the Peninsula an option?

Concern about maintaining Port voice in the discussion about how streets serving the Port managed.

E6-180

What are the added maintenance costs of maintaining freight and who pays?

SF Bay Railroad maintains the freight line within the Port; handoff of trains to Union Pacific; route is owned by Caltrain; maintenance costs are shared between Caltrain and Union Pacific.

How to manage truck and bicycle access and improved access for both in the Southern Waterfront?

Staff to reach out to SFMTA to discuss improved truck and bike access in the Southern Waterfront – consider impacts to parking.

Curb loading priorities: pedestrian safety, MUNI, short-term dropoff, resident parking, then commuters. Maximize use of limited road space.

Examine large volume movement for passengers and goods, successful at low cost in other locations because of economies of scale. How does this work from a labor perspective?

Land Use Committee urged to examine transportation policies related to new development.

The Land Use Subcommittee encouraged staff to develop draft policy proposals from the discussion and to develop draft policy proposals for future transportation topic discussions in order to facilitate the public discussion.



Waterfront Plan Update Meeting Sign In Sheet

Subject: Transportation Subcommittee MKS #1 - Water Transit + Freight
 Date: 11/9/16

Name	Affiliation	Email (if you wish to be added to mailing list)
MARY Bethach	Golden Gate Audubon	
FRANK Thompson	Pier 39	
ANNE M. JARVINEN	my	
Nick Kendall	Wetley SF Bay Railroad	NICK@SFBayRail.com
Kyle Lawson	Transit Advisory Team	
Dauglo Hayes	SF Bay Railroad	Dauglo@SFBayRail.com
NOELAN MAYMON	Idleline Marine Group	
DAN O'NEAL	SFBay	dandeshbayrail.com
Brandon O'Neira	Port of SF	brandon.oreira@sfport.com
Peter Diller	POF SF	
HOWARD CECIL	CEWG	wongaria@aol.com
Karin Lynd Jhy	WETA	
Jessica Jim Jhy	MMO	
TRICE ROGERS	WLUP	TRICE@WLUP
Barbara Vincent	Golden Gate Bridge Dist	brvincent@goldengate.org
Mike Gougherty	WETA	gougherty@waterfrontmsh.org
Mike Bishop	Hanson	Mike.Bishop@hanson.com



PORT OF SAN FRANCISCO WATERFRONT PLAN UPDATE



12/06/2017

Part 2 Final Summary Report - Working
Group Subcommittee Recommendations

WATERFRONT PLAN UPDATE

Part 2 Final Summary Report Working Group Subcommittee Recommendations

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• Guiding Principles for Part 2 Subcommittee Discussions	
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Appendix A: List and Links to Subcommittee Supporting Documents and Meeting Information

Appendix B: Land Use Subcommittee Recommendations - Summary of Embarcadero Historic District Development and Leasing Recommendations

Appendix C: Working Group Subcommittees and Advisory Teams Rosters

Appendix D: Public Agency and Consultant Participation

1. INTRODUCTION

In 2015, the Port of San Francisco began a comprehensive public process to update the Port of San Francisco Waterfront Land Use Plan (Waterfront Plan), which has guided Port land use and development decisions since it was adopted in 1997. With direction from the Port Commission, Port Staff established a 32 member Waterfront Plan Working Group comprised of representatives and stakeholders from San Francisco and the Bay Area (Working Group) and seven Waterfront Plan Advisory Teams (Advisory Teams) to help guide this public process and provide recommendations to Port Staff as they draft Waterfront Plan amendments. The Waterfront Plan Update process is organized in three parts:

Part 1 – Orientation and analysis of Port-wide Issues

Ten public meetings were held from November 2015 to July 2016, providing an extensive orientation to the Port in Part 1 of the public process. In those meetings, the Working Group began policy discussions that touched on many topics which will inform amendments to the Waterfront Plan: waterfront resilience; Port historic resource stewardship; land use diversity and regulatory environment; Port finances and capital plan; waterfront open space diversity; water recreation; and transportation.

Part 2 – Working Group policy discussions and recommendations on Port-wide Issues

With direction from the Port Commission and input from the Working Group, Port Staff initiated the Part 2 process, identifying Port-wide policy issues that would be addressed by three subcommittees of the Working Group: Land Use, Resilience (including Environmental Sustainability), and Transportation. [Figure 1](#) provides a flowchart of the Part 2 process. The Subcommittee process facilitated more nimble and focused policy discussions, resulting in the recommendations presented in this Part 2 Summary Report. The Working Group has understood from the outset that planning policy recommendations to update the Waterfront Plan have financial consequences and requirements. Port Staff has supplemented the work of the Subcommittees in preparing a Financial Requirements and Resources Table to identify likely funding and financing sources for each recommendation, presented in Section 5 of this report.

The Land Use, Transportation and Resilience Subcommittees held public meetings from November 2016 to July 2017, and produced Subcommittee Recommendations that were incorporated into a Part 2 Summary of Subcommittee Recommendations, published on September 12, 2017. From September 19 to December 6, 2017, the Working Group held public meetings to review and discuss the Subcommittee Recommendations, and revisions to further address public comments and tradeoff issues. Several public agencies and Advisory Team members contributed to Subcommittee discussions, and consultants provided analysis to inform two specific topics (see Appendix C and D). At its meeting on December 6, 2017, the Working Group unanimously accepted the Part 2 Port-wide Recommendations, as presented in this Final Part 2 Report. One alternative recommendation submitted by a Working Group member who was not able to attend the December 6th meeting is included in this final report, pertaining to Land Use Recommendation #51 regarding Sole Source Proposals (see p. 33).

Part 3 – Public realm policy framework and focus on Northeast and South Beach waterfront subareas

Part 3 of the Port's Waterfront Plan Update public process is intended to build public understanding of how the Working Group's Part 2 Guiding Principles and Port-wide Recommendations advance historic pier rehabilitation and provide policy guidance for improvements on seawall lots. Two distinct but interrelated topics will be addressed during walking tours and open house workshops open to all members of the public: 1) How Waterfront Plan urban design, open space and public access policies will be updated to incorporate "public realm" policies for The Embarcadero; and 2) How Waterfront Plan objectives for the South Beach and Northeast Waterfront subareas will be updated consistent with the Embarcadero "public realm" policies. These two subareas contain the majority of the remaining vacant or unimproved finger piers in the Embarcadero Historic District that have been identified as a priority for rehabilitation and are the focus of the Port's upcoming Request for Interest (RFI) process.

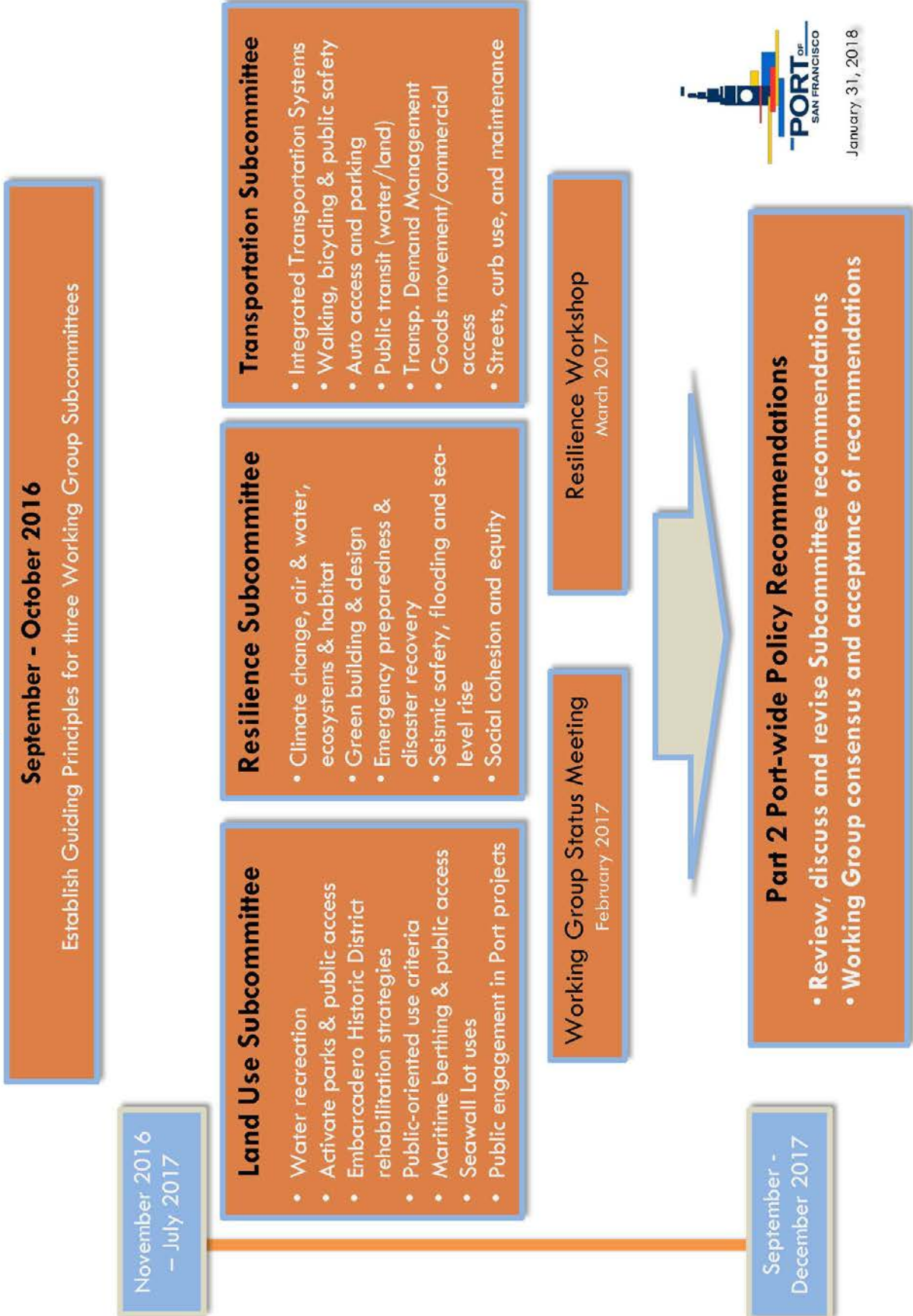
Recommendations endorsed by the Working Group and Port Commission will guide Port staff as they develop draft Waterfront Plan amendments. Currently, the Waterfront Plan consists of two volumes, one which includes land use, transportation, regulatory, and financial goals and policies, and a separate Design & Access Element which includes public access, urban design, and historic resource and preservation goals and policies. Many recommendations in Part 2

call for new goals and policies, and/or significant revisions. Port Staff anticipates that the Waterfront Plan amendments will require content to be reorganized to provide more integrated and coherent policy guidance in a single document.

The staff work to draft amendments to the Waterfront Plan will occur in Spring/Summer 2018. Once complete, Port staff will bring all proposed amendments back to the Port Commission and Working Group, as well as to Port advisory groups, other community organizations, and the general public for public review and comment. In addition, Port staff will continue working with State Lands, BCDC, SF Planning, and other partner agencies to solicit input and resolve policy issues, and all draft amendments will undergo environmental review pursuant to the California Environmental Quality Act.

Waterfront Land Use Plan Update

Part 2 Process: Port-wide Policy Discussions & Recommendations



Guiding Principles for Part 2 Subcommittee Discussions

In the fall of 2016, the Working Group met to discuss ground rules and principles that would provide a strong foundation and common goals to support the Part 2 Subcommittee meetings. Based on these meeting discussions, on October 26, 2016 the Working Group accepted the Guiding Principles described in the table below, which also indicates the Subcommittees they most likely affected.

Waterfront Plan Working Group Guiding Principles	Resilience	Transportation	Land Use
1. The Waterfront Plan Update should guide the Port while long-range adaptation planning, engineering, and financing studies to respond to sea level rise and strengthen the Seawall are undertaken by the Port, along with the appropriate City, State, Regional and other authorities.	X		
2. The Waterfront Plan Update also should highlight the need for and make recommendations to guide a Plan of Finance to improve waterfront resilience.	X		
3. The Waterfront Plan Update should enhance the Port's ability to undertake projects that rehabilitate and preserve the Embarcadero Historic District's iconic finger piers and bulkhead buildings.	X		X
4. The Waterfront Plan Update should facilitate desired projects that comply with the Secretary of the Interior Standards for Historic Rehabilitation, bringing them to fruition with greater certainty, efficiency, and transparency.	X		X
5. The Waterfront Plan Update should continue to reflect the Port's maritime commitment and the different maritime-related needs. The Update also should include additional focus on maritime services and berthing, water-borne transportation, and water recreation along the entire Port waterfront.	X	X	X
6. The Waterfront Plan Update should continue to include aspirational goals, but also recognize that choices and trade-offs must be considered to determine priority improvements and investments given the many competing needs for limited Port resources. The Working Group should discuss best alternatives for resilience, transportation, and land use, even if they might not seem acceptable within the existing regulatory framework or with current financial resources. The Working Group also should consider the merits of accessing other public and private financing and funding sources, given that the Port waterfront serves as an important City, regional, State and national resource.	X	X	X
7. Waterfront Plan transportation policies should be updated to align with City and regional transportation goals and priorities, including the City-adopted Transit First and Vision Zero policies among others, to elevate the priority for transportation investments by local and regional transportation agencies to improve access to and along the waterfront.		X	

From November 2016 – July 2017, each Subcommittee met several times to delve deeply into their respective policy topics, often addressing tradeoff issues associated with a range of choices. Advisory Team members and agency staff provided support to each Subcommittee, including background information, subject matter expertise, and answers to questions that arose during the meetings; all meeting materials and notes were posted to the Waterfront Plan Update website. The full Working Group met on February 22, 2017 to bring all parties and the public up to speed on policy discussions midway through Part 2. The recommendations in this Part 2 Summary Report reflect the results of these focused deliberations, and review and public discussion in full Working Group meetings. The final Part 2 recommendations in this report were accepted by the Working Group on December 6, 2017.

Report Format

The Part 2 Summary Report presents the topics and recommendations by subcommittee in Sections 2, 3 and 4, in the following order: Resilience, Transportation and Land Use. The summary of topics, issues, and recommendations for each Subcommittee follows a standard organization of content, as outlined below:

What the Waterfront Plan Currently Says:

A brief discussion of how the topic was addressed in the 1997 Waterfront Plan, if at all.

Waterfront Plan Update Objectives:

A brief discussion of why changes or additions to the 1997 Waterfront Plan are needed.

Recommendations for the Waterfront Plan (by topic).

A summary list of the recommendations accepted by the Working Group, organized in categories that followed the Working Group Subcommittees: Resilience, Transportation, Land Use. The recommendations are organized in much the same way they were addressed in the Subcommittee meetings.

Port staff has identified which policies we believe are appropriate for the Waterfront Plan (shown in the shaded boxes) and which we believe are appropriate for the Port's 5 year Strategic Plan or other Port or City plans. To help distinguish between the Subcommittee recommendations, Resilience Recommendations for the Waterfront Plan are shown in blue-shading, Transportation Recommendations are shown in orange-shading, and Land Use Recommendations are shown in green-shading.

As expected, there are some overlaps between Resilience, Land Use and/or Transportation Subcommittee topics/recommendations; however none of the recommendations are in conflict. As Port Staff prepares draft Waterfront Plan amendments, we will ensure that all the Subcommittee recommendations are coordinated and consistent.

Port Staff also has prepared information on **Financial Requirements and Resources to Support Subcommittee Recommendations**, presented in Section 5 of this Report. This is a staff-generated analysis separate from the recommendations produced by the Working Group, intended to illustrate the types of funding resources that typically would be necessary to implement different types of improvements described in the Working Group Recommendations. This financial matrix is provided for informational purposes and does not guarantee nor constrain the funding requirements and resources that may be necessary or secured for actual future implementation projects.

A listing with links to all supporting background and recommendation memoranda, reports and meeting agendas and notes for all three Subcommittees are provided in Appendix A.

2. RESILIENCE SUBCOMMITTEE RECOMMENDATIONS SUMMARY

The Resilience Subcommittee of the Waterfront Plan Working Group focused on developing two new goals and related policies for the Waterfront Plan Update (WP Update): Environmental Sustainability and Resilience. Unlike the work of the other two Subcommittees, the Resilience Subcommittee focused almost exclusively on guiding development of entirely new Waterfront Plan content. Attendees discussed policy ideas that affect a broad range of Port activities (operations, maintenance, development, leasing, procurement, etc.), with the expectation that some recommendations would be referred to other Port plans and policy documents, such as the Port Strategic Plan, the Emergency Operations Plan, leasing policies, etc. For detailed meeting agendas, background reports, minutes and presentation, please see the links in Appendix A at the end of this Report.

Resilience recommendations for the Waterfront Plan are highlighted in blue shaded boxes. Financial requirements and resources associated with these recommendations are presented in Section 5 of this report.

Environmental Sustainability

What the Waterfront Plan Currently Says

The 1997 Waterfront Land Use Plan includes goals, policies and development standards throughout the Plan that address environmental concerns, but with a relatively light touch, as summarized in [1997 Waterfront Plan Goals, Policies and Development Standards that Address Environmental Sustainability](#). Some have been accomplished (particularly site-specific goals as noted in linked summary); others continue to apply and may be incorporated into the WP Update, including the following:

- Provide “areas for nature, habitat, and environmental restoration” and “places that restore the environment and support wildlife habitat.”
- Provide “places to learn about waterfront activities and the Bay environments.”
- “Comply with all applicable environmental and water quality laws and regulations, and any related policies adopted by the Port Commission ... including storm water drainage policies for new construction and facility improvements.”
- “Protect the environment and ensure compatibility with adjacent uses when authorizing interim uses.”

Waterfront Plan Update Objectives

Since 1997, the City and the Port have developed many more environmental policies and programs that apply to the Port’s maintenance, leasing and redevelopment activities, shoreline habitat and public access projects, and ongoing efforts to remediate environmental contamination and protect water quality. The City and County of San Francisco (“City”) is exceptionally progressive in its environmental policies, making San Francisco a leader in environmentally sustainable local government. As a City department subject to these requirements, the Port incorporates sustainability measures that would be considered leading-edge elsewhere as standard practice. In addition to these City-wide efforts, the Port also has adopted environmental policies and practices unique to its own operations, including goals articulated in the Port of San Francisco Strategic Plan 2016-2021. Long range planning efforts to adapt to sea level rise and strengthen the historic seawall provide the City, the Port, and the public with unprecedented opportunities to ensure that environmental sustainability principles are prioritized in Port planning, development, and infrastructure projects for decades to come.

As a result of these changes, Port Staff has recommended a new environmental sustainability goal and related policies for the WP Update to:

- Elevate environmental stewardship as a key value and goal of the Waterfront Plan;
- Incorporate existing City and Port environmental sustainability requirements that affect waterfront land use, planning, development and construction;
- Align with the Port’s new 2016-2021 Strategic Plan objectives that address environmental sustainability; and

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- Ensure that the Port’s land use and planning decision-making processes continue to reflect environmental priorities.

The new environmental sustainability goal should align with the Port’s Strategic Plan Sustainability Goal: “Limit climate change and employ strong environmental stewardship principles ... that protect the environment and promote ecological balance”. It should be broad enough to serve as an umbrella for multiple polices “beneath it”, for example: Implement environmentally sustainable best practices in planning, development, leasing, maintenance, and operations on Port lands.

A. Climate Change and Air Quality

Recommendations for the Waterfront Plan

1. Continue to minimize carbon and other greenhouse gas emissions and maximize carbon capture and sequestration by the Port and its tenants and development partners; consider incentives for carbon emissions reduction measures (e.g. energy efficiency and use of cleaner fuels and technologies), above those already mandated by existing regulations, in Port leasing and development activities. **Staff will coordinate with Transportation Recommendations.**
2. Explore new opportunities and funding sources to improve energy efficiency; generate and use solar, wind or other renewable power; and facilitate use of alternative fuels, consistent with the City’s 0-50-100-Roots policy (e.g., the California Air Resources Board and Department of Conservation may be funding sources for greenhouse gas reduction projects).

Recommendations for Port Strategic Plan

- Evaluate “carbon neutrality” as a goal for Port operations; continue to measure progress toward that goal through the Port’s Climate Action Plan.
- Continue and expand efforts to reduce emissions and promote the use of clean technology for water transportation and maritime operations (e.g. shoreside power, alternative fuels, etc.)
- Enhance data collection and sharing to establish baselines and better measure impacts of climate action policies and projects. To the extent possible, align metrics used to evaluate climate action measures in the Port’s Climate Action Plan with those used by the California Air Resources Board.
- Collaborate with City and regional agencies to share information, pursue joint projects and jointly seek state and federal funding to meet Climate Action goals.

B. Water Quality and Conservation

Recommendations for the Waterfront Plan

3. Pursue leadership opportunities and deepen partnerships with regulatory agencies, research institutions, and advocacy groups (e.g., Regional Water Quality Control Board, California Coastal Conservancy, Bay Planning Coalition, BCD, SF Baykeeper, Mission Creek Conservancy, Save the Bay, etc.) to improve water quality in the Bay through research, data collection and sharing, and broader public education and communication.
4. Engage City Agencies and private development partners to maintain and repair existing, and construct new wastewater infrastructure (e.g., wastewater storage, transport, treatment and discharge structures to reduce combined sewer overflows (CSOs) and make such infrastructure more resilient to sea level rise and extreme weather). Continue to implement the City’s existing Stormwater Management Requirements and, whenever feasible, stretch beyond them to incorporate additional “green infrastructure” to reduce the volume of CSOs and improve the quality of sewer and stormwater runoff and reduce the spread of garbage into the Bay.
5. Continue to remove deleterious fill from the Bay and shoreline, particularly where such fill degrades habitat or water quality (e.g. un-engineered shoreline debris, creosote-treated wood).
6. Promote remediation, redevelopment, and reuse of contaminated sites, particularly where such redevelopment can protect such sites from erosion or inundation.

7. Implement State and local water conservation and water reuse requirements and policies for new construction, renovation, parks and open spaces, and operations and maintenance.
8. Implement City requirements for new and redevelopment projects to design and construct infrastructure to use recycled water from off-site and reuse stormwater and wastewater on-site.
9. Educate maritime tenants and visitors about the water quality risks associated with waterborne invasives (e.g., seaweeds, worms, mollusks, crabs, etc.) and regulations adopted to reduce the spread of invasive species. Where feasible, implement leasing policies, services and facilities to help reduce their spread. The Port will distribute educational materials at boat launches as well as marinas.

Recommendations for Port Strategic Plan

- Expedite the Port’s ongoing program of inspection and repair of under-pier utilities to reduce discharges of wastewater and potable water to the Bay; seek additional opportunities to relocate utilities above-board during renovation or new construction. Prioritize beneficial reuse of dredged materials at approved facilities over in-Bay, ocean, or upland disposal.
- Develop design, maintenance, and operational tools (e.g. solar-powered Big Bellies) to reduce the spread of garbage into the Bay.

C. Natural Resources

Recommendations for the Waterfront Plan

10. Protect and maintain existing natural shorelines and habitat areas, including managing impacts of invasive species, predators, and public access. **Staff will coordinate with Land Use Recommendations.**
11. Incorporate multi-benefit green infrastructure in stormwater management, flood control, and public realm improvements to promote biodiversity and provide ecological value
12. Seek opportunities to build natural infrastructure (e.g. wetlands, horizontal levees, and “living shorelines”) and habitat into shoreline stabilization or improvement projects; prioritize “soft” waterfront edges where feasible and appropriate. **Staff will coordinate with Land Use Recommendations.**
13. Seek opportunities to create a mosaic of different kinds of in-water and shoreline habitat; consider opportunities to integrate habitat into design and construction of in-water structures such as oyster baskets, or textured vertical surfaces.
14. Seek partnerships and funding to support research and implementation of innovative habitat restoration methods that will improve biodiversity and ecological function around the Port and the Bay.
15. Seek locations and opportunities for new and expanded programs and signage along the waterfront to engage and educate local communities and visitors (e.g., existing and planned marinas, boat launches, etc.)

Recommendations for Port Strategic Plan

- Work with partners to remediate contaminated sediment and support Bay-wide efforts to improve sediment quality and healthy fishing in the Bay.
- Continue to work with partners to offer environmental education and community activities at Heron Head’s Park and Pier 94.
- Encourage and collaborate with local stakeholders (tenants, community groups, schools, non-profits and other institutions) to broaden the volunteer and stewardship base, further engage the public in improving the health of the waterfront, and instill a conservation ethic.

D. Green Building, Leasing, and Development

Recommendations for the Waterfront Plan

16. Continue to implement the Port’s Green Building Standards and applicable provisions of the City’s Environment Code in new construction and renovation to meet LEED standards, conserve water, and improve energy efficiency, and use healthier or environmentally preferred building materials.
17. Work toward Zero Waste by implementing Port and City requirements and policies that promote reuse, recycling, and composting in construction and operations.

18. Implement the City's Better Roofs Ordinance, which requires new commercial and residential buildings to install rooftop solar for heat or electricity or a living roof.
19. Seek opportunities to plan land uses and lease Port property to promote "district level" sustainability measures, such as those occurring within the Port's Maritime Eco-Industrial Center, to promote reuse and recycling of materials, and reduce transportation and related air emissions from construction activities on and off Port lands. **Staff will coordinate with Land Use and Transportation Recommendations.**
20. Monitor evolving best practices and explore new technologies to achieve progressively higher levels of resource efficiency and sustainability in leasing and development projects over time; seek opportunities to incorporate new environmental requirements and best management practices in "older" Port leases and lease extensions.

Recommendations for Port Strategic Plan

- Implement integrated pest management practices in Port and tenants' facilities and operations to reduce use of toxic materials in indoor and outdoor environments.
- Market and message a green SF Port in Port development and leasing activities.

Resilience

What the Waterfront Plan Currently Says

Resilience – the capacity of the Port to maintain its function and vitality in the face of natural or human-caused disruptions or disasters – is a new subject for the Waterfront Plan. Although the 1997 Waterfront Plan touched on some policy issues often included in resilience policies today (e.g. preservation of important characteristics and functions of the San Francisco Waterfront, diversity and equity) it did so with a relatively light touch. The Waterfront Plan also preceded current understandings about the nature and extent of the Port's seismic, climate change, and public safety challenges.

Waterfront Plan Update Objectives

Since the Waterfront Plan was adopted in 1997, resilience goals and policies have increasingly made their way into land use planning documents of cities and ports throughout the United States and beyond. Although such policies vary depending on the unique attributes, challenges and priorities of different jurisdictions, common themes include how to prevent, withstand, respond to, and recover from sudden threats (e.g. earthquakes, tsunamis, terrorism) as well as slower moving or evolving threats (e.g. sea level rise, more frequent and severe storms, and other impacts of climate change, lack of social cohesion and equity, etc.)

Like for environmental sustainability, the City and County of San Francisco (CCSF) has taken a leadership role in resilience planning for the City. The Port actively participates in City-wide efforts, while also pursuing compatible policies and projects to protect its unique waterfront assets and businesses. Successful resilience planning for climate change, sea level rise, disaster response, and social equity also requires that local entities like the Port collaborate with agencies beyond their jurisdictional boundaries.

Port staff has recommended a new resilience goal and related policies for the Waterfront Plan Update to:

- Elevate resilience as a key value and goal of the Waterfront Plan;
- Incorporate existing City and Port resilience, emergency preparation and disaster recovery requirements that affect waterfront land use, planning, development and construction;
- Guide the Port's land use and planning decisions to ensure they continue to reflect public values about environmental, urban design, transportation, historic preservation, economic and sustainability values that should be reflected in the Port's resilience planning processes and projects; and
- Inform and coordinate with City and regional resilience planning efforts.

This new Resilience goal should align with the Port's Strategic Plan Resiliency Goal: "Lead the City's efforts in addressing threats from earthquakes and flood risks through research and infrastructure improvements to the

Seawall and Port property”, and also should serve as an umbrella for multiple policies “beneath it”, for example: **Identify and pursue strategies to increase the Port’s resilience to sea level rise, floods, seismic events, and emergencies/disasters, while protecting the Port’s unique historic, maritime, and cultural assets and environment, to the maximum feasible extent.**

E. Emergency Preparation Planning, Training & Mitigation

Recommendations for the Waterfront Plan

21. When evaluating development and leasing options, consider availability of Port facilities and lands needed for the movement of people, goods and debris after an emergency. **Staff will coordinate recommendations 1-5 with Land Use and Transportation Recommendations.**
22. Retain waterside access for loading/unloading vessels, and space to stage people and resources.
23. Maintain flexible areas of Port lands (parks, parking lots, under-developed industrial lands) that can be used for staging response and recovery operations after a disaster.
24. Improve the Port’s ability to facilitate evacuations by strengthening the structures and improving the capacity and flexibility of existing ferry, water-taxi, and other vessel landing facilities and protecting access to them.
25. Continue to monitor and integrate climate change projections into the Port’s emergency planning and preparedness efforts, and assess how SLR may affect critical facilities.

Recommendations for Port Strategic Plan

- Identify where additional facilities may be needed; determine if existing waterfront infrastructure could be modified to enable emergency ferry access (e.g., openings in railings, mooring features, and dual docking capacity).
- Complete Tenant Emergency Guidelines to educate tenants about the nature of potential emergencies and disasters at the Port including how to evaluate their earthquake risks. Work closely with City agencies, first responders, Port tenants and neighbors to maximize emergency preparedness and disaster recovery operations at the Port; foster tenant-to-tenant and tenant-to-neighbor connections to advance disaster readiness and response.
- Identify and protect vulnerable infrastructure and critical service lifelines in high-risk areas (e.g., areas of the Embarcadero roadway subject to inundation in the near term).

Recommendations for Port Emergency Operations or Recovery Plan

- Maintain and update the Port’s Emergency Response Plan, in compliance with applicable City, state and federal regulations.
- Integrate protection of the Port’s historic and cultural resources in the Port EOP for all phases of emergency response and disaster recovery and reconstruction efforts.
- Develop and maintain mutual aid agreements and regional joint exercises with local, regional, and state governments, as well as other relevant agencies.

F. Disaster Response & Recovery

Recommendations for the Waterfront Plan

26. Work closely with the SFMTA, BART, WETA, Golden Gate Ferries, and other regional transportation providers to increase the resiliency of Port, City, and regional transportation facilities and ensure continuity of operations to serve the Port. **Staff will coordinate with Transportation Recommendations.**
27. Continue coordination with emergency managers, tenants, water transit agencies, ferries and private boat operators to facilitate safe and efficient water transport and maritime evacuations; collaborate with regional partners to maximize water-borne movement of supplies, reconstruction materials and debris. **Staff will coordinate with Transportation Recommendations.**

28. Seek state and federal funding for critical disaster mitigation projects, collaborating with other local and regional agencies as needed to maximize success.
29. Utilize green building practices and ensure quality design in rebuilding projects.

Recommendations for Port Strategic Plan

- Develop a long-term recovery plan to bridge the gap between emergency response and long-term recovery of Port activities/operations, including focused attention on cost recovery.
- Continue participation in the San Francisco Lifelines Council and support development of a regional lifelines council of Bay Area cities and agencies; water, energy, transportation, and communication and other “lifeline” providers; and non-governmental organizations, to improve communication and collaboration, share disaster response and recovery planning, and coordinate restoration of lifeline systems as quickly as possible after a disaster; maximize protection of Port assets and operations by partnering with Port public and private neighbors (e.g. National Park Service, business and neighborhood organizations, property managers, etc.) to maximize emergency preparedness and disaster response.

G. Seismic Safety

Recommendations for the Waterfront Plan

30. Improve earthquake safety of the historic Embarcadero Seawall and reduce the potential for seismic damage and disruption to Port facilities, and City transportation and utilities within The Embarcadero and upland properties, without delay. Develop a planning framework so that near-term Seawall seismic improvements are informed by an outlook and strategy for short-, mid-, and long-term sea level rise adaptation.
31. Reduce structural and nonstructural hazards to life safety and minimize property damage resulting from future seismic events.
32. Continue to seismically retrofit vulnerable Port buildings, piers and other infrastructure.
33. Reduce risks to life safety while still preserving the architectural character of buildings and structures important to the unique visual image of the San Francisco waterfront, and increase the likelihood that historically valuable structures will survive future earthquakes.

Recommendations for Port Strategic Plan

- Provide information and guidance to help tenants incorporate earthquake safety in their uses and operations of Port facilities.
- Work with City officials, design professionals, and community members as they develop higher standards for building safety and post-earthquake re-occupancy, ensuring their applicability to the Port’s unique structures.
- Create a database of vulnerable Port buildings, seismic evaluations, and seismic retrofits to track progress, record inventories, and evaluate and report on retrofit data.

Recommendations for Seawall Resilience Project

- Improve earthquake safety of the historic Embarcadero Seawall and reduce the potential for seismic damage and disruption to Port facilities, and City transportation and utilities within The Embarcadero and upland properties, without delay. Develop a planning framework so that near-term Seawall seismic improvements are informed by an outlook and strategy for short-, mid-, and long-term sea level rise adaptation.
- Implement feasible near-term measures that can improve life safety, protect critical infrastructure and assets, and control damage of historic structures.
- Recognize and support the public commitment to maintenance and rehabilitation of structures in the Embarcadero Historic District (including the Seawall), which is a defining feature of San Francisco.

- Include opportunities for ecological and environmental enhancements to the Bay in the Seawall Resilience Project
- Limit disruption during construction, especially to business and transportation, and especially to legacy and maritime tenants.
- Seek a wide variety of local, state, federal and private funding sources.
- Ensure transparency and accountability to the public and all stakeholders

H. Sea Level Rise (SLR) & Flood Protection

Recommendations for the Waterfront Plan

34. The Waterfront Plan goals and policies should guide the Port while long-range adaptation planning, engineering, and financing studies to respond to sea level rise and strengthen the Seawall are undertaken by the Port, along with appropriate City, State and Regional and other authorities.
35. Develop a strategy that includes short, mid- and long-term planning and implementation timeframes and guidelines to ensure that new Port land uses are appropriate in light of rising seas and that new Port projects include appropriate flood protection and SLR adaptations that advance the Port's and City's goals; develop near-term adaptation plans for higher risk assets and areas.
36. Take an agile adaptive management approach to planning and implementing SLR adaptations that reflect evolving best practices and changing conditions; evaluate costs and benefits, monitor results, and adjust future actions accordingly.
37. Consider a wide range of strategies for managing SLR, including armored edges, elevated land or floors, floating development, floodable development, living shorelines or wetlands, limiting land uses, and managed retreat; choose multi-benefit strategies that reflect the unique character, location, and land uses of adjacent neighborhoods as well as the need to maintain resilience in the face of sea-level rise potentially increasing storm intensity and frequency.
38. Seek to achieve a broad range of Waterfront Plan urban design, historic preservation, public access, transportation, maritime, ecological, and recreational goals and other public benefits when designing and constructing Port projects to adapt to sea-level rise; encourage exploration and consideration of long-term aspirational, holistic, multi-benefit solutions.
39. Clean up contaminated lands in ways that consider inundation caused by rising seas.
40. Work closely with the historic preservation community, SHPO, and other interested stakeholders to integrate protection of the Port's historic and cultural resources with resilience planning and design. Develop guidelines for acceptable changes and interventions to maximize protection of historic resources.
41. Leverage existing intergovernmental alliances with City, regional, state and federal partners and form innovative, new partnerships to catalyze policy changes, pilot projects and spur investments to meet the Port's most pressing resilience challenges.
42. Promote public understanding of resilience challenges and opportunities (e.g., SLR adaptation, earthquakes and other disasters, protection of the historic, cultural, and ecological resources) and develop support for planning, funding and implementing resilience improvement measures.
43. When evaluating design alternatives for Port projects, consideration should be given to the following priorities:
 - a. Avoid major changes to the existing form of the waterfront that may prove unnecessary; instead design to support future adaptations, if/when needed.
 - b. Maximize protection of existing working waterfront berthing and dockside operations and future use/adaptation of the waterfront's edge for vessel docking, berthing or tie-ups, including for emergency response operations and water recreation. **Staff will coordinate with Land Use Recommendations.**
 - c. Maximize protection of the Port's historic and cultural resources.
 - d. Avoid significant impediments to existing physical and visual public access and/or provide new or enhanced public access, views, and connections to the Bay. **Staff will coordinate with Land Use Recommendations.**
 - e. Preserve and enhance existing natural shoreline edges to the maximum feasible extent.
 - f. Integrate existing SLR adaptations with retrofits that slow down, capture and reuse water that flows into creeks and the Bay from Port and upland areas.

- g. Use materials for new shoreline edges and in-water structures that foster a rich marine habitat, promote ecological functioning, and enhance the Bay.
- h. Provide inviting connections to and between waterfront public access and open spaces. **Staff will coordinate with Land Use Recommendations**
- i. Incorporate resilience best practices for raising structures or ground floors; protecting and elevating critical power, mechanical, hazardous material, fuel and trash storage and other infrastructure; cladding and bolstering vulnerable building exteriors.
- j. Minimize short-term, construction impacts and maximize long-term improvements to the waterfront’s multi-modal transportation network. **Staff will coordinate with Transportation Recommendations**

Recommendations for Port Strategic Plan

- Continue to examine the risk of flooding due to the effects of climate change, including storm surges, changes in precipitation patterns, and SLR, to develop a more-detailed, site-specific understanding of the Port’s vulnerability and prioritize action areas.
- Work closely with FEMA and State and City agencies to accurately reflect current flood risks, assess future flood risks, and prepare for extreme disaster events at the Port.
- Develop a publicly-vetted cost benefit analysis framework to evaluate and prioritize public benefits that should be achieved in major resilience and public infrastructure improvements.
- Work proactively with Port maritime and non-maritime tenants, legacy businesses, and development partners to identify early investments in resilience projects, including interim measures that would eliminate or reduce later, more costly repairs or optimize the life of Port assets; explore innovative leasing, financial and other incentives to bring them to fruition.
- Prioritize protection of City and regional transportation and utility networks (e.g., BART, MUNI, Ferry System, sewer and stormwater systems.)

I. Social Cohesion and Equity

Recommendations for the Waterfront Plan

- 44. Identify and protect the maritime, cultural, environmental, and historic assets that are most critical to the Waterfront’s sense of place and meaning. **Staff will coordinate with Land Use Recommendations.**
- 45. Ensure that the Port’s resilience strategies consider the needs of the most vulnerable people who depend on the Port for jobs, housing, transportation, and recreation.
- 46. Continue cooperative efforts among agencies at all levels to ensure needed redundancy in utility, transportation, and other emergency response and recovery capabilities, especially for the most vulnerable people and places. **Staff will coordinate with Transportation Recommendations.**
- 47. Promote the development and operation of maritime, industrial and other Port uses in a manner that protects the health and well-being of surrounding communities, businesses and local workers. **Staff will coordinate with Land Use Recommendations.**
- 48. Continue to implement the Southern Waterfront Community Benefits and Beautification Policy.
- 49. Meet or exceed mandates for affordable housing in new waterfront communities at Pier 70 and SWL 337. **Staff will coordinate with Land Use Recommendations.**
- 50. Ensure resilience projects are designed and implemented with meaningful involvement from all community members; ensure transparency and accountability to all stakeholders and the public.
- 51. Diversify access to economic opportunities at the Port by:
 - 1. Continuing to meet and, whenever feasible, exceed mandates for Local Hire in all current and future construction projects;
 - 2. Increasing outreach to and partnerships with underserved communities for lease and economic development opportunities;
 - 3. Promoting use of Port industrial facilities for local manufacturing businesses that keep light industrial jobs and business opportunities in San Francisco; and

4. Retaining affordable business space to maintain opportunities for non-profit entities and local and small businesses in the Port's diverse business portfolio.
52. Provide more equitable access along the waterfront by increasing the number of free or low cost activities and events along the waterfront, including activities that promote physical activity, connection with nature, and healthful living for visitors of all ages. **Staff will coordinate with Land Use Recommendations.**
53. Complete the Blue Greenway to bring more waterfront recreation opportunities to the Southern Waterfront. **Staff will coordinate with Land Use Policies.**

Recommendations for Port Strategic Plan

- Utilize the Port's existing advisory group framework, and seek new opportunities to build community and partnerships among Port tenants and adjacent non-Port businesses, neighbors, and community groups to help Port stakeholders understand, prepare for, respond to, and recover from climate change impacts and natural and human caused disasters.
- Educate Port Tenants, employees and advisory group members and other Port stakeholders about the Port's plans and their own responsibilities and capabilities before, during and after disasters; encourage their participation in the SF Fire Department's Neighborhood Emergency Response Team (NERT) Training, and the SFPD Auxiliary Law Enforcement Response Team (ALERT) training to assist first responders during disasters; work with the City to identify "resilience hubs" or "disaster preparedness zones" where waterfront residents, workers and visitors can gather to receive and share information and services during emergencies
- Maximize local business opportunities and jobs in Port resilience projects.
- Identify and engage representatives from maritime and waterfront businesses at risk because of climate change, evaluate vulnerabilities (e.g., effects of climate change on the health and location of fisheries and the fish trade; effects of potential loss of historic fabric on waterfront businesses); and consider planning and development strategies to support the most vulnerable sectors and locations.
- Grow tenant participation in the City's Business Occupancy Resumption Program (BORP) to ensure Port businesses and tenants can resume operations more quickly after a disaster.

3. TRANSPORTATION SUBCOMMITTEE RECOMMENDATIONS SUMMARY

Transportation recommendations for the Waterfront Plan are highlighted in orange shaded boxes. Financial requirements and resources associated with these recommendations are presented in Section 5 of this report.

A. Integrated Transportation Systems

What the Waterfront Plan Currently Says

The existing Waterfront Land Use Plan does not discuss integrated Transportation Systems; however there are policies and objectives relating to maximizing use of public transit, limiting long term parking and protecting access for maritime and industrial uses, with the following policy:

- Promote the use of public transit as a primary mode of transportation and maximize the efficient use of new and existing parking facilities, particularly for new development north of China Basin, by implementing any of the following, (where applicable):
 - Establish shared parking among Port-operated parking facilities, and with non-Port parking operations in adjacent areas, which are conveniently located to serve daytime, evening and weekend activities at the Port.
 - Where sufficient nearby parking is not available, provide shuttle service between new development and parking facilities.
 - Limit the amount of available long-term (all day) parking.
 - Promote ride sharing and the use of public transit through the sale of transit passes, provision of van pool/car pool parking spaces, and joint promotional campaigns with transit providers.
 - Provide parking information and signage systems to direct visitors to nearby underutilized parking locations.
- In major developments, encourage ticket sales for all local and regional modes of transportation service to and within San Francisco.
- Plan vehicle staging areas which minimize congestion on nearby streets and adverse impacts on public access.
- Provide attractively designed and inviting passenger waiting and service areas to encourage use of transportation services, whenever feasible.
- Protect industrial truck routes, freeway access, and freight rail access for southern waterfront maritime and industry.
- Support shuttle services.

Waterfront Plan Update Objective

Establish a multimodal transportation system with easy connections between modes to serve the City and the waterfront.

Recommendations for the Waterfront Plan

Integrated Transportation Systems

1. Access to all forms of transportation should consider inclusion, equity and diversity of access to the waterfront regardless of income level, age, residents, visitors or individual abilities.
2. Design new and improve existing streets based upon the City's "Complete Streets" and "Transit First" policies. Streetscapes should reflect a unified, complete design that balances among a wide variety of functions, including storm water management, safe pedestrian travel, use as a public space, bicycle, transit, and vehicle movement, parking and loading requirements, ease of maintenance, and emergency access. Wherever possible, the Port should coordinate street improvement projects to make related improvements simultaneously to construct holistically designed street improvements.
3. Design and maintain key industrial streets to prioritize safe industrial use and safety for other transportation modes.

4. Ensure that consideration of transportation safety is paramount when evaluating transportation improvements along the waterfront, including projects and operations in support of the City's Vision Zero program.
5. Support regional trip to and from the waterfront by prioritizing public transit at key regional trip-generator locations
6. Tailor new mixed-use development and major leasing projects to promote sustainable transportation modes (walking, biking, and public transit) that are universally accessible, and minimize single-occupant vehicle trips. **Staff will coordinate with Land Use Recommendations.**
7. Promote public transit, walking, and bicycling as the primary transportation modes for moving people along the waterfront, and to/from other parts of the City and region.
8. Provide space for and collaborate with other agencies to provide affordable and accessible transportation options to visitors and workers, particularly for major destinations along the waterfront.
9. Develop and maintain a Port-wide, multi-modal wayfinding system to support pedestrian and bicycle travel, directions to nearby transit connections, and access to Port facilities, consistent with City wayfinding guidelines.
10. Integrate pedestrian and bicycle facilities and services (including bike and scooter share) into City and regional transportation and transit systems to support first and last mile trips.
11. Where appropriate and feasible align Port transportation polices with those of SFMTA.

Recommendations for Port Strategic Plan

- Develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects to meet the City's goal of making 80% of all trips (except goods movement) by sustainable walking, biking or public transit/paratransit. Collaborate with the Port's James R. Herman International Cruise Terminal operator to develop a transportation plan that minimizes conflicts and congestion on The Embarcadero, maximizes access for provisioning cruise ships and transportation options for passengers, and increases the efficiency of area intersections and the Pier 27 ground transportation area, while ensuring a safe path of travel for pedestrians and bicyclists.
- In concert with SFMTA, develop policies for use of transportation network companies, including policies to manage vehicle access to large waterfront events and high volume destinations.

B. Walking and Bicycling

What the Waterfront Plan Currently Says

- North of China Basin, route pedestrian paths and circulation in Open Spaces and Public Access areas in new development projects to create a "PortWalk" that maximizes connections with the Bay, the pedestrian promenade along The Embarcadero, and the regional Bay Trail;
- Design public access and open spaces to encourage connections between the City, the waterfront and the Bay.

Waterfront Plan Update Objective

The Port should coordinate with other city and regional agencies to establish a safe and accessible pedestrian and bicycle environment that encourages and supports increased pedestrian and bicycle use to/from and along the waterfront.

Recommendations for the Waterfront Plan

Walking and Bicycling

12. Coordinate with other City agencies where appropriate and lead efforts on Port properties to implement the City's Vision Zero initiatives.
13. [By 2030], implement the Bay Trail as a continuous walking and cycling path along the entire waterfront, from the Aquatic Park to India Basin consistent with the following principles: **Staff will coordinate with Land Use Recommendations.**

- a. As close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitat,
 - b. Separate from auto traffic ([Class I](#) or [Class IV](#)), where feasible,
 - c. Separate walking and cycling paths, where possible,
 - d. Acknowledge maritime industrial access when designing new Bay Trail segments and redesigning existing segments, and
 - e. Integrate with public space design and wayfinding.¹
14. Work to eliminate conflicts between vehicles, bicycles and motorized personal vehicles (e.g., scooters) and pedestrians through improved design and signage.
 15. Coordinate with the SFMTA, SFCTA, SFPW, SF Planning to enhance and improve connections between the waterfront and adjacent neighborhoods with [Green Connections](#) and Blue Greenway Connecting Streets.
 16. Separate truck and rail routes and access points from walking and cycling routes wherever feasible. Where they share the same corridor, provide separated paths, wherever possible; where they intersect, create safe crossings.
 17. Coordinate with SFMTA to ensure that expansion of Bay Area Bike Share supports access to major destinations and transportation hubs along the waterfront.
 18. Provide secure bicycle parking, particularly at high volume destinations and in new Port development.
 19. Coordinate with the SFMTA to create conditions that make bicycling more attractive than driving for most trips, education and intersection improvements that promote awareness, respect and safety for all modes of travel.
 20. Reduce conflicts between vehicles, pedestrians and cyclists by reducing the numbers of vehicle crossings of bike lanes and the Embarcadero Promenade where possible, coordinated with reasonable transportation access needs of Port tenants.

Recommendations for Port Capital Plan

- Provide talking crosswalk signals to the greatest extent possible, including major Port destinations.
- Adjust timing of crosswalk signals to meet the needs of vulnerable populations and provide rest islands for persons with disabilities. Design bicycle and pedestrian facilities to accommodate paratransit access.

Recommendations for Port Strategic Plan

- *In concert with MTA and SFPW Design the Embarcadero Enhancement Project as a Complete Street, fostering improved movement for all modes of travel*

C. Public Transit (Land Transit)

What the Waterfront Plan Currently Says

- Promote the use of public transit as a primary mode of transportation.
- Promote the use of public transit through the sale of transit passes, provision of van pool/car pool parking spaces, and joint promotional campaigns with transit providers.
- In major developments, encourage ticket sales for all local and regional modes of transportation service to and within San Francisco.
- Provide attractively designed and inviting passenger waiting and service areas to encourage use of transportation services, whenever feasible.

Waterfront Plan Update Objectives

- Work with the SFMTA and other public transit agencies to increase transit service levels and ridership, thereby discouraging single-occupancy vehicles and reducing environmental degradation and other societal costs associated with their use.
- Provide public transportation mobility and access for the greatest number of people to the greatest number of services, jobs, educational opportunities, and cultural, tourist and other destinations.

Recommendations for the Waterfront Plan

Public Transit

21. Encourage local and regional transit providers to improve and expand fast, frequent, and reliable service connecting waterfront areas and the City and region. Focus capacity improvements in the following areas:
 - a. Peak and off-peak (midday, nights and weekends) service along The Embarcadero to and from Fisherman's Wharf;
 - b. South of China Basin, from Mission Bay to the Southern Waterfront/India Basin;
 - c. Accessibility improvements to E and F-lines; and
 - d. E-Line extension to Fort Mason.
 - e. Extension of Central Subway from Chinatown to Fisherman's Wharf
22. Support transit through land use policy by locating high density centers within shortest walk to transit stops. **Staff will coordinate with Land Use Recommendations.**
23. Encourage and, where feasible, provide areas for transit providers to locate transit stops and stations, with pedestrian and disabled access, within ¼ mile of major Port destinations.
24. Design Port streets and transit facilities on Port property to support transit reliability, resiliency, and flexibility; actively support similar street designs on Port-adjacent streets. **Staff will coordinate with Resilience Recommendations.**

Recommendation for Port Strategic Plan

- Work with Port tenants to gather employee and visitor transit use data to share with SFMTA to assess transit needs.
- Work with tourist/visitor-serving tenants to promote use of Clipper or Muni Mobile programs to reduce transit delay.

D. Water Transportation

What the Waterfront Plan Currently Says

- Provide attractively designed and inviting passenger waiting and service areas to encourage use of transportation services, whenever feasible.
- Consider water-taxi as a means of reducing traffic
- Continue existing, and promote new and expanded, ferry, excursion boat and water-taxi operations, including new berths and landing facilities, if necessary.
- Provide queuing areas for ferry and excursion boat patrons which protect patrons from inclement weather and have the least possible impact on pedestrian circulation

Waterfront Plan Update Objective

Increase ferry and water taxi ridership.

Recommendations for the Waterfront Plan

Water Transportation

25. Coordinate with WETA, Golden Gate Ferry, California Public Utilities Commission and other commercial water taxi, small ferry and water shuttle operators to establish an integrated, accessible, and federally compliant water transit system, linking Port destinations to one another, and the Port to other destinations around the Bay.
26. Provide land and water area to accommodate expansion of existing and new ferry and water transit terminals and intermodal transportation connections, where needed.
27. Continue to integrate water transit into the Port's emergency response/resiliency strategies. **Staff will coordinate with Resilience Recommendations.**

Recommendation for Port Strategic Plan

- Support WETA's Strategic Plan, particularly as it relates to system expansion (e.g., 2nd BART tube 20 or 30 years away)

E. Goods Movement and Commercial/Industrial Access

What the Waterfront Plan Currently Says

- Protect industrial truck routes, freeway access, and freight rail access for southern waterfront maritime and industry;
- Provide efficiently planned parking and loading facilities to serve the Fisherman's Wharf activities
- Provide safe and adequate truck access routes and truck loading space in this congested tourist area to meet the needs of fishing, retail, and other businesses.
- Carefully design freight service areas for new uses so that they are compatible with the transportation network.
- Design public access improvements in a manner which is compatible with freight rail access to the Port.

Waterfront Plan Update Objective

Preserve and improve mobility and access for the transport of goods for both maritime cargo and operations and production, distribution and commercial and services to, from and along the waterfront.

Recommendations for the Waterfront Plan

Goods Movement and Commercial/Industrial Access

28. Develop, maintain, and enhance a multimodal freight transportation system for the sustainable and reliable movement of goods within and through the City, with safe and efficient truck and freight rail access to Port facilities.
29. Recognize the importance of the freight network to the City's economic health and disaster recovery when making decisions that affect major truck routes and the region's roadway system. **Staff will coordinate with Resilience Recommendations.**
30. Maintain a forum for the freight community to comment and advise the City and other entities on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement.

F. Curb Use Policy

What the Waterfront Plan Currently Says

- Limit the amount of available long-term (all day) parking.
- Provide efficiently planned parking and loading facilities to serve Fisherman's Wharf activities.
- Provide safe and adequate truck access routes and truck loading space in Fisherman's Wharf's congested tourist area to meet the needs of fishing, retail, and other businesses.
- Plan vehicle staging areas which minimize congestion on nearby streets and adverse impacts on public access.

Waterfront Plan Update Objective

Manage limited Port curb space according to the following priorities, which may vary by Port subarea: (1) pedestrian safety; (2) Muni/transit/paratransit; (3) passenger loading/drop-off, including taxis and transportation network companies; (4) commercial deliveries and truck loading; (6) protected bicycle parking; (7) bike share and scooter share; and (8) visitor parking.

Recommendations for the Waterfront Plan

Curb Use

31. Improve access and traffic flow by identifying curb use priorities for specific Port areas, based on predominant land uses; utilize standard City curb coloring.
32. Where the curb use is parking or commercial loading, price on-street curb use to encourage appropriate turn-over.
33. Evaluate commercial deliveries and freight loading needs for future Port land uses, and provide off street loading areas where feasible. **Staff will coordinate with Land Use Recommendations.**
34. Prohibit residential permit parking, consistent with the public trust.
35. Consider a proprietary or specific zone for tour bus parking, particularly in high-volume areas like Fisherman’s Wharf.
36. Repair and update curbs along project sites to align with site activities (i.e. remove vehicular curb cuts and replace with standard curb at locations where vehicular access is removed).

G. Parking and Automobile Access

What the Waterfront Plan Currently Says

- Maximize the efficient use of new and existing parking facilities, particularly for new development by implementing any of the following, (where applicable):
 - Establish shared parking among Port-operated parking facilities, and with non-Port parking operations in adjacent areas, which are conveniently located to serve daytime, evening and weekend activities at the Port.
 - Where sufficient nearby parking is not available, provide shuttle service between new development and parking facilities.
 - Limit the amount of available long-term (all day) parking.
 - Provide parking information and signage systems to direct visitors to nearby underutilized parking locations.
- If there is no alternative seawall parking location, permit limited accessory parking on piers if the parking:
 - Is enclosed or otherwise screened from view.
 - Does not interfere with public access areas.
 - Does not generate significant traffic congestion on The Embarcadero.
 - Complies with applicable BCDC requirements if the pier is in Bay jurisdiction (e.g. “no upland alternative”).
- Maximize efficient use of new and existing parking facilities in a manner that does not hamper maritime business operations and minimizes adverse impacts on public access.
- Provide efficiently planned parking and loading facilities to serve Wharf activities.
- Encourage maximum coordination between merchants, fishing industry and existing garage and parking lot operators, and install better signage to fully utilize existing parking (Fisherman’s Wharf).

Waterfront Plan Update Objective

Manage the Port’s on and off-street parking supply to reduce single-occupancy vehicle trips, improve air quality and pedestrian and bicycle safety, and support other Port policies and objectives.

Recommendations for the Waterfront Plan

Parking and Automobile Access

37. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality.
38. Provide on- and off-street disabled accessible parking near major destinations along the waterfront.

39. Manage paid on-street parking to encourage parking turnover, customer access, and parking for diverse users.
40. Discourage the development of new automobile parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service.
41. Restrict dedicated parking spaces in pier rehabilitation projects to promote transit and reduce vehicle/pedestrian conflicts along Herb Caen Way.
42. Prioritize available parking for maritime, Port tenant and visitor parking; de-emphasize commuter parking.
43. Prohibit bundling of parking with Port lease except for maritime industrial leases (maritime industrial are uses such as cargo, fish processing, harbor services, batching and are not general commercial, retail, or primarily office). Keep parking leases short, flexible and at market rates to facilitate better uses of Port property.
44. Prioritize use of parking spaces for shared and electric vehicle transportation modes that promote the Port's broader sustainability goals/affordability goals without compromising spaces required for disabled parking.
45. Systematically analyze highest and best use of land used for off street parking in the context of the Port's goals and existing City policies; **Staff will coordinate with Land Use Recommendations.**
46. Establish performance and reporting standards for parking uses.

Recommendation for the Port Strategic Plan

Implement parking access and revenue control system (PARCS) functionality on a lot-by-lot basis and determine the most appropriate way for each individual lot to help ensure cost-efficient:

- a. Parking access controls and enforcement
- b. Data collection
- c. Enhanced wayfinding

H. Transportation Demand Management (TDM)

What the Waterfront Plan Currently Says

The existing Waterfront Land Use Plan has two policies relating to Transportation Demand Management (TDM,) that are also not included in the parking or other topic discussion including:

- Support shuttle services
- Promote ridesharing, TDM (ride share, transit passes)

Waterfront Plan Update Objective

Promote sustainable transportation choices and reduce single occupancy vehicle use along the waterfront through a comprehensive set of TDM strategies.

Recommendations for the Waterfront Plan (expand when consultant TDM work scope is complete)

TDM

47. Develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects to meet the City's goal of making 50% of all trips by sustainable walking, biking or public transit, consistent with the City's Climate Action Plan, and a goal of 80% of all trips by non-driving modes by 2030. **Staff will coordinate with Resilience Recommendations.**
48. Establish mode-shift goals for the various sections/subareas of the waterfront, based on the City/Port transportation goals and roadway capacity.
49. Establish an effective TDM toolbox for new and expanded developments, and for renewed leases on Port, including compliance with the City TDM Ordinance and Program.
50. Develop Port-wide and sub-area TDM plans that promote transit use, bicycle and pedestrian networks, shuttles, taxis, transportation network companies (TNC) and other projects and programs on area-wide basis (rather than on a project-by-project basis).

I. Streets and Street Maintenance

What the Waterfront Plan Currently Says

The existing Waterfront Land Use Plan has no policies or objectives relating to Streets and Street Maintenance.

Waterfront Plan Update Objective

Rebuild Port streets that are at the end of their useful lives and maintain streets on Port property consistent with industry standards (85 out of 100 pavement condition index).

Recommendations for the Waterfront Plan

Street and Street Maintenance

51. Work with the City to upgrade substandard Port streets to Better Streets standards, and transfer street maintenance responsibility to Public Works, when this strategy will enhance access to funding and ensure adequate maintenance.
52. When developing new streets, ensure that adequate long-term financing to maintain the street is budgeted, including traffic signals and signage (e.g., Pier 70 and Seawall Lot 337).
53. Vacate certain Port paper/water streets for water-related and open space uses (e.g., those that currently function as open space or are within the Bay).
54. Evaluate the opportunity to improve multi-modal transportation and open space improvements in conjunction with the Seawall Resiliency Project. **Staff will coordinate with Resilience Recommendations.**

4. LAND USE SUBCOMMITTEE RECOMMENDATIONS SUMMARY

Note: The Land Use Subcommittee recommendations summarized below incorporate details and supporting information in documents endorsed by the Land Use Subcommittee, available in full via this link:

[Final Land Use Recommendations](#)

Land Use Recommendations for the Waterfront Plan are highlighted in green shaded boxes. Financial requirements and resources associated with these recommendations are presented in Section 5 of this report.

A. Water Recreation

What the Waterfront Plan Currently Says

Waterfront Plan goals promote recreational boating and water activities, swimming and fishing (consistent with water quality regulations) in a variety of locations, and include policies and criteria for harbors/marinas, public docks and moorings, public viewing and signage explaining waterfront activities, and public amenities. Plan policies also recommend simpler permitting, design review and other regulatory requirements to maximize water recreation opportunities.

Waterfront Plan Update Objectives

- Strengthen the Plan's priority for maritime and water-dependent uses.
- Include new information and update of water recreation uses, needs and policies including San Francisco Bay Area Water Trail and Blue Greenway.
- Include policies that promote safe and environmentally sensitive water recreation.

Recommendations for the Waterfront Plan

1. Provide low/no cost water recreation access to the Bay, a form of public access/benefit that should be recognized by the Port and BCDC. Recognize the San Francisco Bay Area Water Trail, related water landings and support facilities, and the need for additional transient small boat berthing.
2. Seek and maintain interagency and community partnerships with organizations that promote safe water-oriented recreation opportunities for users of all abilities and economic circumstances.
3. Plan water recreation facilities and related commercial services near desirable destinations to accommodate a broad spectrum of users and to complement existing facilities.
4. Increase opportunities for overnight, secure transient berthing.
5. Implement water recreation projects within a framework that identifies locations of greatest benefit, and solicit new funding sources and partnerships, coordinated with Port funding opportunities identified in Port capital budget planning.
6. Promote public and water recreation user understanding of water safety, maritime vessel operations and environmental protections. **Staff will coordinate with Resilience Recommendations.**

B. Maritime Berthing and Public Access

What the Waterfront Plan Currently Says

Waterfront Plan goals and policies promote maritime berthing, including temporary and layover berthing, for multiple industries, as well as seasonal fish handling at any pier that can safely meet these needs. They also promote a bold, continuous public access network and a diversity of open spaces; and public access around

piers where safe and feasible. Where maritime berthing is needed and safety or operational needs preclude public access, portions of pier aprons may be dedicated exclusively for maritime use, and other portions for public access.

Waterfront Plan Update Objectives

- Recognize and reconcile new parks and public access improvements added over the past 20 years with growing demand for maritime operations and berthing locations in the northern waterfront.
- Recommend policies and criteria to help balance the needs of maritime industries and berthing facilities with public access along pier aprons and the water's edge.

Recommendations for the Waterfront Plan

7. Affirm Port's maritime mission and Maritime Preservation Policy to support diverse maritime and water-dependent industries; identify valuable pier-apron berthing and shed facilities in northern waterfront and deep water berths for various maritime operations all along the waterfront, and centrally located Harbor Services operations.
8. Respond to need for additional, shallower-draft maritime berths for ferries, excursion boats and water taxis.
9. Maintain water depth of 12-feet+ for berthing shallower-draft vessels in northern waterfront. North of Pier 27, provide priority consideration for maritime berthing along south (or east) sides of piers for less exposure to prevailing tides.
10. Promote shared public access on pier aprons where it is: a) safe and compatible with maritime berthing; and b) economically feasible for maritime tenant to maintain public access.
11. Identify the types of maritime operations that preclude or restrict shared public access, due to operational, security or safety issues.
12. Recognize that maritime operations maintain an authentic working waterfront, a purpose that is of interest to the public, even if not compatible with public access.
13. Reflect the positive value that views of maritime operations add to visual public access along the waterfront, and establish criteria that determine when maritime berthing and public access are expected to be compatible and when not; and when views of maritime operations or vessels are valued as positive features of working waterfronts and may fulfill public access objectives. (This issue to be further addressed by Port and BCDC in coordinating amendments to the Waterfront Plan and Special Area Plan)
14. Determine how conflicts between competing maritime/industrial trucks and non-maritime bicycle and pedestrian access along the Bay Trail in the Southern Waterfront can be managed in serve multiple modes of transportation, in a safe manner. **Staff will coordinate with Transportation Recommendations.**

C. Activation of Port Public Parks and Open Spaces

What the Waterfront Plan Currently Says

The Waterfront Plan promotes a diversity of activities, including open space, recreation and other waterfront activities for all San Franciscans and visitors to enjoy. Policies suggest that open spaces and parks include a mix of passive areas and active areas for civic gatherings, urban events, and including activities that appeal to children and seniors. The current Plan stops short of clarifying the distinction between active recreation uses that are available for all visitors to enjoy and consistent with the public trust, versus municipal public park facilities that are oriented for local resident use.

Waterfront Plan Update Objectives

- Evaluate whether active uses are desirable in Port open spaces and if so, in what form such that they can meet public trust objectives.
- Promote a broader range of recreational activities for public use and enjoyment of Port parks by all users, including residents, workers and visitors of all ages.

Recommendations for the Waterfront Plan

15. Provide more recreational uses in Port open spaces that are appropriately sited and designed to serve a balance of local and state public trust needs; improvements should benefit a full spectrum of users --locals, regional visitors, and all ages.
 16. Communicate to the City of San Francisco that the mission of providing municipal park and recreation services for San Francisco residents should not rely upon Port lands subject to public trust requirements, as a substitute for non-trust properties.
 17. Promote park/open space designs that are unique, authentic, and reflect our waterfront story; encourage art and spaces that relate to characteristics of nearby neighborhoods; and connect the public of all ages with nature.
 18. Promote water-dependent recreation in landside open spaces, where feasible. Support active water recreation programs (e.g. Kayaks unlimited, UCSF on Mission Creek).
 19. Include interest points and designs in parks and open space that attract use by youth and teens. Consider how technology and socialization patterns influence their use and enjoyment of outdoor spaces.
 20. Try pilot programs to explore how recreational opportunities can be expanded or diversified. Learn from successfully programmed events that attract diverse populations to the waterfront, while mitigating impacts on affected neighborhoods.
 21. Consider concessionaires that can support active enjoyment of Port parks (e.g. providing recreation equipment, refreshments, and restrooms).
 22. Seek ways to draw attention to underutilized public open space and water recreation areas that are not located along the public access network adjacent to Port streets (e.g. The Embarcadero, Terry Francois Boulevard).
- Staff will coordinate with Resilience (Emergency Response, Sustainability) Recommendations.**

D. Expanded Definition and Criteria for Public-Oriented Uses

What the Waterfront Plan Currently Says

Waterfront Plan goals promote a diversity of uses to achieve a dynamic array of activities along the waterfront for all San Franciscans and visitors to enjoy. Policies define several categories of acceptable public-oriented uses including Artist/Designer studios and galleries; Assembly and Entertainment; Recreational Enterprise; and Academic and Cultural Institutions. Visitor-serving retail, restaurant, hotel and public open space are trust-consistent uses, although hotels are prohibited on piers pursuant to Proposition H, approved in 1990.

Waterfront Plan Update Objectives

Develop recommendations and work with State Lands Commission and BCDC to recognize and support a broader range of public-oriented uses that would further public trust purposes.

Recommendations for the Waterfront Plan

23. Support a diversity of uses that equitably serve and attract visitors of all ages, income levels and abilities from California and the world. Design public-oriented uses to be inclusive (e.g. include lower cost take-out/happy hour offerings from restaurants; more creative public access/public realm design amenities; lobbies open to the public). Focus on creating visitor experiences and a sense of place that is oriented to San Francisco Bay.
24. Prioritize water-oriented and water-dependent uses that are open to the public.
25. Include tenant improvements that invite and enhance visitors' enjoyment of the historic architecture within bulkhead buildings and pier sheds.
26. Balance commercial revenue generation with public-oriented uses and benefits.
27. Provide waterfront views, shoreline public access or direct access to/from the Bay for visitors' enjoyment of the natural environment. **Staff will coordinate with Resilience Recommendations (re Sustainability).**

E. Historic Pier Development and Leasing

What the Waterfront Plan Currently Says

Waterfront Plan goals promote rehabilitation and re-use of Embarcadero Historic District piers and bulkhead buildings to create new public gathering places and business opportunities along the waterfront.

- Public-private development partnerships are key to achieving historic pier rehabilitation and other Waterfront Plan objectives, including investment in maritime facilities, public access and public-oriented uses, new jobs and economic opportunities, improving the financial strength of the Port to further waterfront capital repairs.
- Waterfront Plan interim leasing policies are intended to activate underutilized property pending long-term improvements; interim use policies are generally based on 10-year leases in Northern Waterfront, and up to 30-year terms in Southern Waterfront.

Waterfront Plan Update Objectives

- Develop recommendations for leasing that support financial requirements for basic repairs and capital improvements, provide public-oriented uses, and maintain utilization and public enjoyment of Embarcadero Historic District bulkhead and pier shed facilities.
- Conduct financial model analysis to develop recommendations for long-term development leases that are financially feasible and support full seismic upgrade of Historic District facilities, provide public trust benefits, and incorporate:
 - Updated cost estimates for basic repairs and seismic upgrade of Embarcadero Historic District facilities, and for historic preservation, maritime berthing, public access, and public-oriented use improvements;
 - Analysis of financial and capital requirements and tradeoffs, and lease term requirements for ongoing Port asset management leasing, and long-term development that includes full seismic upgrade.

Recommendations for the Waterfront Plan

Note: The recommendations summarize extensive discussion, analysis and Land Use Subcommittee documents, which are available in full on the Port's website. See [Appendix B](#) for highlighted details.

28. In the Embarcadero Historic District, increase certainty and coordinated inter-agency review of public trust consistency of leases and development projects by using the Public Trust Objectives Matrix. (See Appendix B.)
29. Establish a new framework to support Port leases for short-term (0-10 years), intermediate-term (11-49 years) and long-term (50-66 years) periods, and criteria for pier repairs, uses and public trust benefits to provide feasible asset management strategies needed to maintain the integrity of the Embarcadero Historic District and support the waterfront's evolving needs.
30. Allow intermediate-term (11-49 years) leases to amortize capital repair costs of Embarcadero Historic District facilities, prioritize bulkhead buildings for public-oriented uses to enhance the pedestrian environment along The Embarcadero, and generate Port rental revenue. Intermediate-term leases may occur as a master lease for an entire/most of pier, which may allow seismic improvement to support higher occupancy in limited parts of the facility; Intermediate-term leases managed by the Port within multi-tenant piers are needed to finance repairs but would not likely support seismic improvements. Consistent with Port Building Code standards, allow intermediate-term leases for high revenue, higher occupancy uses (e.g. Production/Distribution/Repair (PDR) or office) in limited areas to finance pier repairs and improvements, without changing the overall industrial, maritime or low/limited occupancy of the pier facility.
31. Allow long-term (50-66 year) leases to support full seismic and structural rehabilitation of the historic piers, sea level rise adaptation, public-oriented uses in bulkhead buildings, maritime and/or public access on pier aprons. Long-term leases require high-revenue generating uses (e.g. public/visitor serving retail, general office/PDR) to finance seismic upgrade and facility improvements and generate Port rental

revenue. Promote development of piers for public-oriented uses but recognize that this will likely require new sources of revenue and/or investment including private fundraising, targeted public investment, or other financially feasible uses to ensure financial feasibility.

32. Support intermediate-term leases which meet revenue needs, support businesses and job opportunities, and support public-oriented uses that front on The Embarcadero Promenade. Piers that offer limited public-oriented uses should be distributed among other developments and attractions and, if feasible, provide areas that may be made available for community or public use as a public benefit.
33. Encourage pilot and pop-up public-oriented uses that promote a dynamic waterfront and small business opportunities.
34. Assess and report successes and outcomes from intermediate-term leases. Monitor and report on pier condition as an integrated part of the Port capital planning cycle and capital budget process.

F. Hotel Use

What the Waterfront Plan Currently Says

Hotels are an unacceptable use on piers or within 100 feet of the shoreline, per the Waterfront Plan and the 1990 adopted Proposition H Ordinance.

Waterfront Plan Update Objectives

- Conduct architectural and financial analysis to determine whether it is feasible to adapt a historic pier shed and bulkhead building for hotel use within the existing pier footprint, while complying with Secretary of Interior historic preservation requirements.
- If hotel is a feasible pier use, discuss whether recommendations should address this public trust use to support Embarcadero Historic District rehabilitation, while also recognizing that it is currently unacceptable under Proposition H.

Recommendations for the Waterfront Plan

35. To assist the Working Group in its deliberations, the Port engaged economic consultants to determine the economic feasibility of adapting and rehabilitating an Embarcadero Historic District finger pier for hotel use, consistent with Secretary of Interior Standards for historic rehabilitation. Such a conversion is currently prohibited by law. The economic analyses showed that such a conversion could be economically feasible, however the Working Group did not reach consensus on recommending that the Port Commission pursue any efforts to change the voter passed initiative that prohibits such conversions.

Note: At the conclusion of the discussions, all except one attending Subcommittee member endorsed the recommendation above. The Subcommittee acknowledged the sensitivity of reconsidering the hotel ban and did not make a recommendation about whether the Proposition H prohibition of pier hotels should be revisited. Further details of the pier hotel discussions are in the May 24 and May 31, 2017 Meeting Notes.

G. Seawall Lot Development

What the Waterfront Plan Currently Says

The Waterfront Plan allows conversion of parking lots on Port seawall lots to higher revenue and other uses (e.g. housing, office, retail, hotel, open space) provided such new uses complement adjacent neighborhoods and provide quality design. Design policies promote physical and visual connections between the City and Port piers at key intervals along the shoreline, including public views of maritime activity, the Bay, bridges and historic architecture.

Waterfront Plan Update Objectives

- Recommend improvements/adjustments, if needed, to existing Plan policies.
- Recommend whether the trust use restriction should be lifted for seawall lots north of Market Street, as was done through State Legislation for seawall lots south of Market Street

Recommendations for the Waterfront Plan

Design and Development

36. Continue Waterfront Plan policies which encourage uses on seawall lots that integrate and connect with the surrounding neighborhood and waterfront.
37. Seawall Lot developments should achieve two desirable goals:
 - a. Incorporate public-oriented uses that enliven the pedestrian/ground level experience in a variety of ways and promote ground floor pedestrian activation
 - b. Provide land uses that support and attract diverse populations (whether oriented to residents, visitors or workers) to the waterfront. **Staff will coordinate with Resilience Recommendations (re Social Equity).**
38. Promote Seawall Lot development design that provides physical and visual access between west and east sides of The Embarcadero, historic piers and bulkhead buildings, and the Bay, and access to a diverse range of users. **Staff will coordinate with Transportation Recommendations.**
39. Activate and clean-up underutilized Seawall Lot areas, and promote new uses/design that enhances the public realm on the west side of The Embarcadero. **Staff will coordinate with Transportation Recommendations.**

Acceptable Uses and Legislation to Lift Trust Restrictions

40. Seek State legislation to lift trust restrictions on the remaining Seawall Lots north of Market Street on a case-by-case basis, if necessary, and ensure that development includes public-oriented use(s) to activate/enhance the public realm.
41. Generate revenue from a broad range of uses, including non-trust uses if needed (e.g. office, residential, general retail) to support Port capital improvements, and invite new ideas to enhance surrounding neighborhoods and connections across The Embarcadero; support development if it advances public goals and is accompanied by robust urban design.
42. Pursue significant financial benefits from Seawall Lot developments that rely on State legislation to support historic rehabilitation of piers, waterfront parks and public access.
43. Parking on Seawall Lots is a trust use which furthers trust objectives by:
 - a. Accommodating Port visitors from the region/state who drive, especially families with children, seniors, those with disabilities, and tour buses.
 - b. Supporting Port businesses, their service needs, and their employees who are currently underserved by transit (i.e. maritime operators, Fisherman's Wharf businesses, Ferry Building Marketplace, Exploratorium).
 - c. Providing revenue stream for Port capital needs on an interim basis, until other uses are approved. **Staff will coordinate with Transportation Policies**
44. Seawall Lot parking uses should be consistent with Transportation Subcommittee recommendations, and informed by further studies of people visiting waterfront, delivery and loading needs, transit and bike use. **Staff will coordinate with Transportation Policies**

H. Public Engagement in the Development/Leasing Process

What the Waterfront Plan Currently Says

The Waterfront Plan includes a pre-development public process flow chart for site-specific development opportunities offered through the competitive solicitation process. This has provided the framework to guide the Port Commission and staff procedures to implement development projects, which includes early consultation with

applicable regulatory agencies, as well as Port advisory committees and community input to define project concepts prior to developer selection.

Waterfront Plan Update Objectives

Update the Waterfront Plan's framework for community engagement and public review process for Port lease and development projects, with particular focus on the three areas described below. The Port Staff manages numerous standing Port Advisory Committees for defined areas of the waterfront, and a Maritime Commerce Advisory Committee that provides Port-wide address of maritime industries. Port Staff seeks Working Group recommendations to update and improve the description of the public process framework in Waterfront Plan as well as update Port Staff procedures to support Port Advisory Committees, and public review and comment opportunities for Port lease proposals and projects.

- **Port Advisory Committees:** Review/evaluate the Port Advisory Committee process to improve communication with Port Commission; provide community perspective in the developer selection process; enhance and broaden public awareness of Port projects to reach a broader cross-section of citizens.
- **Competitive solicitation process for long-term and intermediate-term leases:** Update existing pre-development process to support longer lease terms, improve stakeholder engagement, examine specificity of development solicitations, and align solicitation objectives with Waterfront Plan goals.
- **Sole source proposals:** Recommend public review process for consideration of development proposals that are not received through a competitive solicitation process.

Recommendations for the Waterfront Plan

The recommendations below provide guidance to update the Waterfront Plan community engagement and public review framework, and Port procedures and details for managing Port Advisory Committees, lease solicitations, and coordinated compliance with City contracting and lease approval requirements.

Improving Community Engagement and Port Advisory Groups/Committees (PACs) process

45. PACs should continue to operate on a consensus-building basis.
46. Enhance communication between PACs and Port Commission, including periodic reports, as needed, and encourage Commissioner attendance of Advisory Group meetings.
47. Ensure timely Port staff updates to PAC during project design-development process before final decisions are made.
48. Promote efforts by Port staff and PAC members to engage broader City-wide and, when appropriate, regional citizen participation and input.
49. Provide advance information to keep PACs informed about Port activities and projects, including notice of Port Commission informational presentations and forward calendar items, and special events in PAC area.

Competitive Solicitation

50. Port staff should provide Community Input Process for Competitive Solicitation for:
 - Long-term, non-maritime development opportunities for Embarcadero Historic District piers (including bulkhead buildings), Seawall Lots, and other Port properties.
 - Intermediate-term master lease opportunities for majority or entire Embarcadero Historic District piers (including bulkhead buildings) except for intermediate-term leases for maritime only businesses in the Embarcadero Historic District and other Port facilities.
 - Lease opportunities that would convert maritime/industrial/PDR space to new retail, restaurant or other public-oriented use in bulkhead buildings, piers or other Port facilities. (*Solicitations to re-tenant existing retail/restaurant spaces are not subject to this request*)

Recommended steps for competitive solicitation opportunities should include:

- a. **Port Commission meeting and public comments to consider preparation of a competitive lease/development solicitation opportunity after review of Port staff report describing competitive**

- solicitation opportunity, including requirements and key Waterfront Plan and public trust goals and objectives;
- b. Community review and input by PAC, city and regional stakeholders to determine community and public trust values and priorities to be reflected in the lease/development solicitation opportunity;
 - c. Port Commission meeting and public comments, and authorization to issue the competitive lease/development solicitation opportunity, and establish a Review Panel process to evaluate and score response submittals consistent with City Contract Monitoring Division rules and standards. Review Panel should include a development expert, Port staff member, a PAC member, and a member providing city or regional stakeholder perspective. PAC representatives and public should attend Port Commission meeting to provide public comments prior to Port Commission authorization of competitive solicitation opportunity.
 - d. Evaluation of responding lease/development proposals by Port staff for compliance with minimum qualifications, financial capability, and references; and by Review Panel for scoring developer interviews and responses.
 - e. Port Commission informational public meeting to receive presentations from qualified developer respondents, receive Port Commission, PAC and public comments.
 - f. Port Commission consideration of developer selection, after review of Port staff report of Review Panel and Port staff scores and recommendation.

Sole Source Proposals

51. Under the San Francisco Administrative Code and the Waterfront Plan, it is City and Port policy to competitively-bid development opportunities. If and when the Port receives unsolicited proposals for unique development opportunities, the Port may only enter a sole source lease for such opportunities if the Board of Supervisors finds that it would be impractical or impossible to follow competitive bidding procedures. These are recommended steps for Port Commission consideration of unsolicited (Sole Source) proposals:
 - a. Require developer to provide written submittal that describes the proposal, any community outreach completed to date, specific ways in which the project will achieve Waterfront Plan and public trust goals and objectives, and reasons that support waiving the competitive solicitation process.
 - b. Port Advisory Committee meeting(s), for review and comment on the proposal, if not already completed and described above.
 - c. Port Commission informational meeting and public comments on Sole Source proposal, including review of information in Item a above.
 - d. Board of Supervisors public hearing and consideration of waiving City competitive solicitation leasing policy provisions.

Alternative Recommendation - The Working Group reviewed the following alternative proposal for Recommendation #51 submitted by one member of the Working Group, but did not accept this language in the Final Part 2 Recommendations.

“The development teams for all commercial developments on Port property shall be selected through a public request for qualifications (RFQ) process. The RFQ may include site-specific criteria, and that certain uses and features be included, if deemed desirable by the Waterfront Land Use plan and/or by community consultation, but no RFQ shall be written in a way that permits only one potential bidder.”

Southern Waterfront Lease Guidelines

52. Update Southern Waterfront Interim Lease Guidelines (originally established in 2004 prior to Pier 70 and Blue Greenway plans, and Pier 80-96 Maritime Eco-Industrial Strategy) to include the following:

Short-term leasing:

 - a. Limit location of heavy industrial uses away from adjacent neighborhoods, and include lease provisions to minimize external impacts on neighborhood, as applicable. **Staff will coordinate with Resilience Recommendations.**
 - b. Provide 10-day notice and review of information on proposed lease to Central Waterfront Advisory Group (CWAG) and Southern Waterfront Advisory Committee (SWAC) before the lease is

approved, and opportunity to request review at a CWAG or SWAC meeting, to receive public input prior to lease approval.

Pier 80-96 Maritime Eco-Industrial Strategy Area (Intermediate or Long-term leases):

- a. Provide regular Port Commission and SWAC informational updates and community engagement on maritime marketing lease proposals.
- b. Schedule Port Commission informational presentation for intermediate-term or long-term lease opportunity
- c. Schedule SWAC meeting to discuss lease opportunity, solicit community input to report back to Port Commission
- d. Any opportunity for intermediate-term or long-term lease follows competitive solicitation process as proposed for piers and seawall lots (See Recommendation 51).

Other Leasing

53. Board of Supervisors - Under current policy, Port non-maritime leases of 10 years or more and \$1 million (or more) in annual rental revenue are required to secure approval by the Board of Supervisors after Port Commission approval. Public comment opportunities are provided in Port Commission and Board of Supervisor hearings. For any such intermediate-term, non-maritime leases that are not covered by Recommendation #50, the Port should take the following steps prior to authorization by the Port Commission and approval by the Board of Supervisors:

- a. Schedule a Port Commission informational public meeting regarding the proposed lease and related capital investment, and proposed lease term necessary to amortize cost of facility improvements;
- b. Present the proposed lease for Port Advisory Committee review and comment, including a description of the proposed capital investment in the pier to warrant the intermediate lease term;
- c. Port Commission meeting to receive Port Advisory Committee and public comments and lease authorization, prior to consideration and approval by the Board of Supervisors.

54. No additional required process - The following types of leases do not require separate public review, however intermediate leases (over 10-years) would be reviewed by Port Commission and Board of Supervisors:

- a. Short-term (0-10yr) leases (except in Southern Waterfront), and turnover leasing for maritime, light-industrial/PDR, existing office, retail, restaurant spaces.
- b. Intermediate lease renewal/re-lease for existing public-oriented use, including restaurant and retail, in historic bulkhead building.

5. PORT STAFF ANALYSIS: FINANCIAL REQUIREMENTS AND RESOURCES FOR ALL SUBCOMMITTEE RECOMMENDATIONS

Port staff prepared the table below for the Working Group's information regarding possible funding sources for Waterfront Plan policy recommendations. This is a staff-generated analysis, intended to illustrate the types of funding resources that typically would be necessary to implement different types of improvements described in the Working Group recommendations. This financial matrix is provided for informational purposes and does not guarantee nor constrain the funding requirements and resources that may be necessary or secured for actual future implementation projects.

The following general comments apply to all funding opportunities. Additional comments that apply to specific policy topics are imbedded in green rows within the table.

- Funding opportunities identified with an 'X' indicate an alignment between work required to meet that policy objective and generally eligible uses of each funding source. Many of these sources, particularly federal, state, and regional funds, general obligation bonds, other city funds, and philanthropy, are highly competitive; the identification of a possible source does not guarantee that funds can be secured for the Port's priority work, only that a viable source may be available and could be pursued. Other funding sources, like infrastructure financing districts and assessment districts, generally are limited to long-term development projects and require a substantial commitment of Port staff time and sometimes state and/or local legislation to secure.
- As documented and discussed extensively in Working Group public meetings, the Port's capital resources are limited and fall far short of the investment required to keep assets in "State of Good Repair" and many desired community benefit improvements. The Port has expanded partnerships with City and public agencies, private and non-profit partners, and developed tools to expand or newly tap private and public financing. They are reflected in the funding and financing categories in this table.
- Many Subcommittee recommendations would rely on the same funding sources, meaning that new initiatives will need to "compete" for funding - as well as staff time to manage the initiatives - alongside other new and existing Port programs and projects.
- Many program or capital costs could be borne in part or in full by Port development partners and tenants, which could affect their returns and, if the costs are recovered through reduced rents or rent credits, could reduce revenues to the Port's Harbor Fund.
- Given their narrow profit margins, maritime businesses are particularly vulnerable to rising costs associated with new programs and policies; small and legacy businesses and non-profit organizations also may be vulnerable.
- The Port's two-year Capital Budget, funded through a set-aside of approximately 25% of Port Operating Revenue, allocates funds to a variety of pier structure repairs, dredging, utility, open space, greening and alternative energy, life-safety, and other projects. All funding proposals undergo review against criteria that align with goals of the Waterfront Plan to determine which projects should be funded in a given year.
- The Port is improving its capital planning and budget process by adding a 5-Year Capital Improvement Program (CIP), providing the Port Commission and the public with earlier review and consideration of upcoming projects and expected financial resources.
- Interested members of the public should regularly participate in Port Commission meetings that focus on capital planning and budgeting, to best understand and influence the process and criteria for determining how waterfront maintenance, repairs and improvements are determined.

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

LAND USE SUBCOMMITTEE

Water Recreation - Federal/State/Regional sources earmarked for recreational boating (e.g. Cal Boating, Coastal Conservancy, ABAG Bay Area Water Trail) and related improvements. IFD and Assessment districts may include projects with water recreation facilities (e.g. Pier 70, Mission Rock).														
1, 3. Provide low/no cost water recreation access to the Bay and recognize San Francisco Bay Water Trail and related landings, support facilities, and need for transient small boat berthing. Plan water recreation facilities near desirable destinations to accommodate multiple users, and complement existing facilities.	C	C, O	X	X	X	X						X		
2. Seek and maintain interagency and community partnerships with organizations that promote water-oriented recreation for people of all abilities and economic circumstances.	C	O						X						
4. Increase opportunities for overnight transient berthing.	C,R	C, O		X					X	X		X		X
5. Implement water recreation projects at locations of greatest benefit; solicit new funding sources, coordinate with Port funding opportunities in capital budget planning.	C	C, O		X					X	X		X		X
6. Promote understanding of water safety, maritime vessel operations and environmental protections by all recreation users	C	O												
Maritime Berthing/Access - Pier aprons may be funded with Port capital, or project funds (generally, maritime tenants do not provide major capital improvements). Maritime berthing improvements include apron repair, floats/gangways, and gates. Fed/State/Regional funds may be available for ferry landing facilities; City has contributed to fund ferry project design.														
7, 8. Affirm Port's maritime mission and Maritime Preservation Policy for diverse maritime and water-dependent industries. Identify valuable pier-apron berthing and shed facilities in northern waterfront for maritime operations. Respond to need for additional, shallower-draft maritime berths for ferries, excursion boats and water taxis.	C	C	X	X	X		X					X	X	
9. Maintain water depth of 12-feet+ for berthing in North Waterfront; prioritize south /east aprons north of Pier 27.	C	C												
10. Promote shared public access on pier aprons where it is compatible with maritime, and economically feasible for tenant to maintain public access.	C	C										X	X	
11. Identify the types of maritime operations that preclude or restrict shared public access due to operational security or safety issues.	N	O												
12, 13. Recognize that Maritime operations maintain an authentic working waterfront that is of public interest, even if not compatible with public access. Reflect the positive value that views of maritime operations add to visual public access; establish criteria that determine when maritime berthing and public access are compatible and when not, and when views of maritime operations are valued as positive features of working waterfronts and may fulfill public access objectives.	N													
14. Determine how conflicts between competing maritime/industrial trucks and non-maritime bicycle and pedestrian access in the Southern Waterfront can be managed to serve multiple modes in a safe manner.	N, C	C, O												
Activation of Port Parks and Open Spaces - Capital improvements and operational/maintenance costs to activate parks and open space may be funded with Port capital or project/tenant fees. City General Obligation Bonds for parks is another potential funding source, particularly for new construction. IFD and Assessment districts may include projects with park/open space facilities.														
15, 16. Provide more recreational uses in Port open spaces that are appropriately sited/designed to serve a full spectrum of users: local, regional visitors and all ages. Communicate to the City that the mission of providing municipal park/rec services should not rely on Port/trust land.	C	C				X			X	X		X		X

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

17. Promote unique, authentic park designs and reflect our waterfront story; encourage art and local character features.	C	C				X			X	X		X		X
17, 18. Promote water-dependent recreation, where feasible. Support active water recreation programs. Promote connecting the public of all ages with nature.	N								X	X				
19. Include interest points and designs that attract use by youth and teens. Consider how technology and socialization patterns influence their use and enjoyment of outdoor spaces.	C	O												
20. Try pilot programs to expand recreation opportunities. Learn from successfully programmed events that attract diverse populations while mitigating impacts on affected neighborhoods.	C	C, O				X								
21. Consider concessionaires that can support active enjoyment of parks (supplying equipment, restrooms, etc.)	N	O												
22. Seek ways to draw attention to underutilized open space and water recreation	C	C, O												

Public-oriented Use Criteria - Public-oriented uses and historic pier rehabilitation requires significant capital investment, and may be funded with new projects, i.e. public-private partnerships, or philanthropy. Infrastructure Financing Districts, Assessment Districts, and/or Historic Tax Credits may apply to such project to offset a portion of total costs. GO Bonds may fund parks/open space improvements that meet these criteria.

23. Support a diversity of uses that equitably serve and attract visitors of all ages, income levels and abilities from CA and the world (e.g. lower cost food options, creative public access design). Focus on creating visitor experiences and a sense of place that is oriented to San Francisco Bay.	N, C	C, O				X				X	X	X	X	X
24. Prioritize water-oriented and water-dependent uses	C	C				X				X	X	X	X	X
25. Include tenant improvements that invite and enhance visitor enjoyment of historic architecture in piers/bulkheads	C	C								X	X	X	X	
26. Balance commercial revenue with public-oriented uses/benefits	C	C								X	X	X	X	
27. Provide waterfront views, shoreline or direct Bay access for visitors enjoyment of the natural environment	C	C				X				X	X	X	X	X

Historic Pier Rehabilitation - Public-oriented uses and historic pier rehabilitation require significant capital investment, and may be funded with new long term leases that require major investment, i.e. public-private partnerships, or philanthropy. Infrastructure Financing Districts, Assessment Districts, and/or Historic Tax Credits of up to 20% may apply to such projects to offset a portion of total costs.

28, 29. In the Embarcadero Historic District, increase certainty and coordinated inter-agency review of public trust consistency by using the Public Trust Objectives Matrix (Appendix B). Establish a new framework to support Port leases for short-term (0-10 years), intermediate term (11-49), and long-term (50-66) periods, and criteria for pier repairs, uses and public trust benefits to provide feasible asset management strategies needed to maintain the integrity of the District and support waterfront's evolving needs.	N	O												
30. Allow intermediate term leases to amortize capital repair costs of Embarcadero Historic District facilities, prioritize bulkhead buildings for public-oriented uses to enhance Embarcadero pedestrian environment, and generate Port rental revenue. Such leases may occur as a master lease of an entire/most of pier which may allow seismic improvements to support higher occupancy in limited parts of the facility. Such leases managed by the Port within multi-tenant piers are needed to finance repairs, but would not likely support seismic improvements. Allow intermediate-term leases for high revenue, higher occupancy uses (e.g. PDR or office) in limited areas to finance pier improvements.	R	C, O									X	X	X	X

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

31. Allow long-term leases for full structural/seismic rehabilitation of historic piers, SLR adaptation, public-oriented uses in bulkhead buildings and maritime and/or public access use of aprons. Such leases require high-revenue generating uses (e.g. public/visitor serving retail, office, PDR) to finance improvements. Public oriented uses likely require new sources of revenue and/or investment including private fundraising, targeted public investment or other financially feasible uses to ensure feasibility.	R	C,O							X	X	X	X	X	X
32, 33. Support intermediate-leases that meet revenue needs, support business/job opportunities and support public-oriented uses that front on The Embarcadero. Distribute piers with limited public uses among other developments and attractions and, if feasible, provide areas for community/public use. Encourage pilot and pop-up public oriented uses that promote a dynamic mix of uses and small business opportunities.	N	C,O										X	X	X
34. For intermediate leases: Assess and report successes and outcomes; monitor and report on pier condition during capital planning/budget cycle.	C	O										X	X	X

Hotel use – Hotels are an unacceptable use on piers per the Waterfront Plan and 1990 adopted Proposition H Ordinance, but are an acceptable public trust use. Discussion considered whether hotel could be a revenue generating use to support Embarcadero Historic District rehabilitation but did not make a recommendation to revisit the Proposition H hotel prohibition.

35. Economic analysis determined that it is financially feasible to adapt and rehabilitate a historic finger pier for hotel use, however the Working Group did not reach consensus on recommending that the Port Commission pursue change to the voter passed initiative that prohibits such conversions.	N													
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Seawall lot Development - Seawall lot development requires significant capital investment, likely funded with public-private partnerships. Infrastructure Financing or Assessment Districts could be applied to offset a portion of total costs and provide funding for pier and other waterfront improvements in the District. Fed/State/Regional grant funds may be available for streetscape improvements. A broader range of higher revenue uses could generate revenue for the Port Harbor Fund.

36, 37. Encourage SWL uses that integrate and connect with the surrounding neighborhood and waterfront, and enliven pedestrian/ground level experience with public-oriented uses.	N													
38, 39. Improve connections between east/west sides of Embarcadero, and enhance the public realm on the west side of The Embarcadero.	C	C	X	X	X			X				X	X	X
40-45. Legislation to lift trust restrictions on the remaining seawall lots north of Market Street should be considered on a case-by-case basis, if necessary, and include public-oriented uses to enhance public realm. Generate revenue from a broad range of uses, including non-trust uses if needed to support Port capital improvements, and generate significant financial benefits to support historic pier rehab, parks and access and support a diverse population of users.	R	O						X	X	X		X		
43, 44. Parking on seawall lots furthers trust objectives by accommodating waterfront visitors, supporting Port business, and generating Port revenue. Parking policies should be coordinated with Transportation Subcommittee recs, and be informed by further study of visitor patterns and business needs.	C	C, O						X		X		X		

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Potential Funding Sources														
Policy Areas	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant	Philanthropy

Public Engagement in Development/Leasing Process - Enhancing public engagement in the Port development and leasing process requires some additional staff/operational costs, but facilitates community input and support for waterfront projects. Inter-agency efforts to streamline the entitlement process increase certainty and reduce the cost of development.														
Port Advisory Groups/Committees (PACs)														
45, 46. PACs should operate on consensus-building basis; provide periodic reports to Port Commission, as needed.	N													
47-49. Port staff should provide project updates to PAC prior to final decisions; seek broader City-wide citizen participation; provide advance notice to PACs of relevant Port Commission calendar items and special events.	C	O												
Competitive Solicitation														
50a-f. Competitive solicitation process steps include Port Commission and Port Advisory Committee meetings and public comments prior to authorizing competitive solicitation opportunity; a Review Panel process with community representatives to interview respondents; and Port Commission hearings to select developer.	N	O												
Sole Source Proposal														
51a-d. City and Port policy is to competitively-bid development opportunities. If/when Port receives unsolicited proposals, require developer written submittal of reasons to waive competitive solicitation requirement, and ways in which project will achieve Plan goals, for review by Port Advisory Committee, Port Commission and Board of Supervisors.	N	O												
Southern Waterfront Lease Guidelines														
52a-d. 10-day notice prior to approval of short-term leases. Follow competitive solicitation process in Recommendation 51 above, and provide regular SWC updates for intermediate and long-term leases.	N	O												
Other Leasing														
53, 54. Board of Supervisors approval required for 10+ year non-maritime leases generating \$1+million annual rental revenue, prior to which intermediate-term non-maritime leases not covered by #50 will be reviewed by Port Advisory Committee and Commission. Additional, separate review process is not required for certain short-term leases (0-10 yrs.) or intermediate term lease renewals for existing public oriented uses in bulkhead buildings.	N													

RESILIENCE SUBCOMMITTEE
ENVIRONMENTAL SUSTAINABILITY The Port looks to a variety of funding sources to implement its environmental programs and projects, especially state and regional funds, as well as agency and public private partnerships.
Climate Change & Air Quality - Most air quality projects are funded by partnerships between Port and development partners or tenants. Opportunities for regional, state, or federal funding may present themselves, and the Port could compete for such funding when projects that are a good fit are poised and Port staff resources can be dedicated (e.g., the California Air Resources Board and the Department of Conservation could be funding sources for greenhouse gas reduction projects.)

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

1. Continue to minimize carbon and other greenhouse gas emissions and maximize carbon capture and sequestration by the Port and its tenants and development partners; consider incentives for carbon emissions reduction measures (e.g. energy efficiency and use of cleaner fuels and technologies), above those already mandated by existing regulations, in Port leasing and development activities.	C	O,C		X	X							X	X	
2. Explore new opportunities to improve energy efficiency; generate and use solar, wind or other renewable power; and facilitate use of alternative fuels, consistent with the City's 0-50-100-Roots policy. (e.g., the California Air Resources Board and Department of Conservation may be funding sources for greenhouse gas reduction projects)	C,R	O,C		X	X		X					X	X	

Water Quality & Conservation - Most stormwater and other water quality improvements are designed and constructed, over time, in conjunction with larger capital, development, or tenant improvement projects. The Port often incurs costs for on-going maintenance, or lost revenue due to land occupied by green infrastructure. Fill removal projects can be incorporated into new development or construction, and in some cases grant funds are available for fill removal.

3. Pursue leadership opportunities and partnerships with regulatory agencies, research institutions and advocacy groups to improve water quality in the Bay through research and broader public education/communication.	C	O		X	X			X				X		X
4. Engage City Agencies and private development partners to maintain/repair existing/new wastewater infrastructure to reduce combined sewer overflows. Continue to implement the City's existing Storm water Management Requirements and stretch beyond them, when feasible, to incorporate additional "green infrastructure" to reduce the volume of overflows and improve the quality of sewer/storm water runoff and reduce the spread of garbage into the Bay.	C	O,C		X			X	X				X	X	
5. Continue to remove deleterious fill from the Bay and shoreline, particularly where such fill degrades habitat or water quality (e.g. un-engineered shoreline debris, creosote-treated wood).	C	O,C	X	X	X							X	X	
6. Promote remediation, redevelopment, and reuse of contaminated sites, particularly where such redevelopment can protect such sites from erosion or inundation.	C,R	O,C							X			X	X	
7. Implement State and local water conservation and water reuse requirements and policies for new construction, renovation, parks and open spaces, and operations and maintenance.	C	O,C										X	X	
8. Implement City requirements for new and redevelopment projects to design and construct infrastructure to use recycled water from off-site and reuse stormwater and wastewater on-site.	C	O,C										X	X	
9. Educate maritime tenants and visitors, and implement leasing policies where feasible, to reduce the spread of waterborne invasives (e.g. seaweeds, worms, mollusks, etc)	N													

Natural Resources – Natural resource enhancement project are most likely to be funded as part of larger development projects or by regional or state grants. Where such projects are not implemented by a development partner or other third party, they would typically require significant investment of Port staff time to plan, design, manage, and pursue funding, as well as funding for implementation.

10. Protect and maintain existing natural shorelines and habitat areas, including managing impacts of invasive species, predators, and public access.	C	O		X	X			X				X		
11. Incorporate multi-benefit green infrastructure in stormwater management, flood control, and public realm improvements to promote biodiversity and provide ecological value.	C	O		X	X			X				X		

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Potential Funding Sources														
Policy Areas	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant	Philanthropy

12. Seek opportunities to build natural infrastructure (e.g. wetlands, horizontal levees, and “living shorelines”) and habitat into shoreline stabilization or improvement projects; prioritize “soft” waterfront edges where feasible and appropriate.	C	C		X	X			X				X		
13. Seek opportunities to create a mosaic of different kinds of in-water and shoreline habitat; consider opportunities to integrate habitat into design and construction of in-water structures such as oyster baskets, or textured vertical surfaces.	C	O,C		X	X							X	X	
14. Seek partnerships and funding to support research and implementation of innovative habitat restoration methods that will improve biodiversity and ecological function around the Port and the Bay.	C	O	X	X	X			X				X		X
15. Seek locations and opportunities for new and expanded programs and signage along the waterfront to engage and educate local communities and visitors (e.g., existing and planned marinas, boat launches, etc.)	C	O,C		X	X			X				X	X	X

Green Building, Leasing & Development – Green building and related sustainability measures associated with new development are typically implemented by the Port’s development partners, tenants, or other third parties. Implementation of these measures may increase development costs and therefore may impact the Port’s financial or other benefits from development projects.

16. Continue to implement the Port’s Green Building Standards and applicable provisions of the City’s Environment Code in new construction and renovation to meet LEED standards, conserve water, and improve energy efficiency, and use healthier or environmentally preferred building materials.	C	O, C					X					X	X	
17. Work toward Zero Waste by implementing Port and City requirements and policies that promote reuse, recycling, and composting in construction and operations.	C	O, C					X					X	X	
18. Implement the City’s Better Roofs Ordinance, which requires new commercial and residential buildings to install rooftop solar for heat or electricity, or a living roof.	C,R	O, C										X	X	
19. Seek opportunities to plan land uses and lease Port property to promote “district level” sustainability measures, such as those occurring within the Port’s Maritime Eco-Industrial Center, to promote reuse and recycling of materials, and reduce transportation and related air emissions from construction activities on and off Port lands.	C	O, C							X			X	X	
20. Monitor evolving best practices and explore new technologies to achieve progressively higher levels of resource efficiency and sustainability in leasing and development projects over time; seek opportunities to incorporate new environmental requirements and best management practices in “older” Port leases and lease extensions.	C	O, C										X	X	

Emergency Preparedness, Disaster Response & Recovery

The Department of Homeland Security provides funding for local and regional emergency preparedness planning and disaster recovery programs and projects, though these funding programs are very specific and competitive. Federal, state and regional funds may be available for ferry landing facilities.

21. When evaluating development and leasing options, consider availability of Port facilities and lands needed for the movement of people, goods and debris after an emergency.	N	O												
22. Retain waterside access for loading/unloading vessels, and space to stage people and resources.	N	O												
23. Maintain flexible areas of Port lands (parks, parking lots, under-developed industrial lands) that can be used for staging response and recovery operations after a disaster.	N	O	X											

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

24. Improve the Port's ability to facilitate evacuations by strengthening the structures and improving the capacity and flexibility of existing ferry, water-taxi, and other vessel landing facilities and protecting access to them.	C	C, O,	X	X	X	X	X	X				X	X	
25. Continue to monitor and integrate climate change projections into the Port's emergency planning and preparedness efforts, and assess how SLR may affect critical facilities.	C	O												
26. Work closely with the SFMTA, BART, WETA, Golden Gate Ferries, and other regional transportation providers to increase the resiliency of Port, City and regional transportation facilities and ensure continuity of operations to serve the Port.	C	O,C	X	X										
27. Continue coordination with emergency managers, tenants, water transit agencies, ferries and private boat operators to facilitate safe and efficient water transport and maritime evacuations; collaborate with regional partners to maximize water-borne movement of supplies, reconstruction materials and debris.	C	O												
28. Seek state and federal funding for critical disaster mitigation projects, collaborating with other local and regional agencies as needed to maximize success.	C	C	X	X										
29. Utilize green building practices and ensure quality design in rebuilding projects.	N													

Seismic Safety - A wide range of financing and cost recovery tools are being analyzed to fund the Port's long-term, multi-phase Seawall Resiliency Project. A narrower range of funding options likely would be available for single building/pier projects.

30. Improve earthquake safety of the historic Embarcadero Seawall and reduce the potential for seismic damage and disruption to Port facilities, and City transportation and utilities within The Embarcadero and upland properties, without delay. Develop a planning framework so that near-term Seawall seismic improvements are informed by an outlook and strategy for short-, mid-, and long-term sea level rise adaptation.	C	O,C, D	X	X	X	X	X	X	X	X	X	X	X	
31. Reduce structural and nonstructural hazards to life safety and minimize property damage resulting from future seismic events.	C	O,C, D	X	X		X						X	X	
32. Continue to seismically retrofit vulnerable Port buildings, piers and other infrastructure.	C	O,C, D	X	X		X				X		X	X	
33. Reduce risks to life safety while still preserving the architectural character of buildings and structures important to the unique visual image of the San Francisco waterfront, and increase the likelihood that historically valuable structures will survive future earthquakes.	C	O,C, D	X	X		X				X		X	X	

Sea Level Rise & Flood Protection - The Port and City will not be able to finance all the ongoing, large-scale infrastructure projects that will be required over many decades to protect the City from rising seas and flooding caused by climate change. Innovative partnerships will need to be developed among regional, state, and federal agencies and private industry and businesses to meet the Port's most pressing challenges.

34. Waterfront Plan goals and policies should guide the Port while long-range adaptation studies to respond to sea level rise and strengthen the Seawall are undertaken by the Port, City and other authorities.	N													
35. Develop a strategy that includes short, mid- and long-term planning and implementation timeframes and guidelines to ensure that new Port land uses are appropriate in light of rising seas and that new Port projects include appropriate flood protection and SLR adaptations that advance the Port's and City's goals; develop near-term adaptation plans for higher risk assets and areas.	C	O						X						

Information provided for Working Group discussion only. Refer to Port website for Port Finance and Administration Information

Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

36. Take an agile adaptive management approach to planning and implementing SLR adaptations that reflect evolving best practices and changing conditions; evaluate costs and benefits, monitor results, and adjust future actions accordingly.	C	O						X						
37. Consider a wide range of strategies for managing SLR, including armored edges, elevated land or floors, floating development, floodable development, living shorelines or wetlands, limiting land uses, and managed retreat; choose multi-benefit strategies that reflect the unique character, location, and land uses of adjacent neighborhoods as well as the need to maintain resilience in the face of sea level rise potentially increasing storm intensity and frequency.	C	O						X						
38. Seek to achieve a broad range of Waterfront Plan urban design, historic preservation, public access, transportation, maritime, ecological, and recreational goals and other public benefits when designing and constructing Port projects to adapt to sea level rise. Encourage long-term aspirational, holistic, multi-benefit solutions.	C	C, O	X	X	X	X	X	X			X	X	X	
39. Clean up contaminated lands in ways that consider inundation caused by rising seas.	C	O, C									X	X		
40. Work closely with the historic preservation community, SHPO, and other interested stakeholders to integrate protection of the Port's historic and cultural resources with resilience planning and design. Develop guidelines for acceptable changes and interventions to maximize protection of historic resources.	C	O						X						X
41. Leverage existing intergovernmental alliances with City, regional, state and federal partners and form innovative, new partnerships to catalyze policy changes, pilot projects and spur investments to meet the Port's most pressing resilience challenges.	C	O						X						
42. Promote public understanding of resilience challenges and opportunities (e.g., SLR adaptation, earthquakes and other disasters, protection of the historic, cultural, and ecological resources) and develop support for planning, funding and implementing resilience improvement measures.	C	O												
43. When evaluating design alternatives for Port projects, consideration should be given to the following priorities: a. Avoid major changes to the existing form of the waterfront that may prove unnecessary; instead design to support future adaptations, if/when needed. b. Maximize protection of existing working waterfront berthing and dockside operations and future use/adaptation of the waterfront's edge for vessel docking, berthing or tie-ups, including for emergency response operations and water recreation. c. Maximize protection of the Port's historic and cultural resources. d. Avoid significant impediments to existing physical and visual public access and/or provide new or enhanced public access, views, and connections to the Bay. e. Preserve and enhance existing natural shoreline edges to the maximum feasible extent. f. Integrate existing SLR adaptations with retrofits that slow down, capture and reuse water that flows into creeks and the Bay from Port and upland areas. g. Use materials for new shoreline edges and in-water structures that foster a rich marine habitat, promote ecological functioning, and enhance the Bay. h. Provide inviting connections to and between waterfront public access and open spaces. i. Incorporate resilience best practices for raising	C	O												

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

structures or ground floors; protecting and elevating critical power, mechanical, hazardous material, fuel and trash storage and other infrastructure; cladding and bolstering vulnerable building exteriors. j. Minimize short-term, construction impacts and maximize long-term improvements to the waterfront's multi-modal transportation network.														
Social Cohesion & Equity - Investments in social cohesion and equity that affect land use and resultant revenue to Port would typically be made by Port's development partners or tenants. Implementation of other policies is more likely to be supported by Port and other agencies.														
44. Identify and protect the maritime, cultural, environmental, and historic assets that are most critical to the Waterfront's sense of place and meaning.	C	C,O	X	X				X			X			X
45. Ensure that the Port's resilience strategies consider the needs of the most vulnerable people who depend on the Port for jobs, housing, transportation, and recreation.	C	O						X						
46. Continue cooperative efforts among agencies at all levels to ensure needed redundancy in utility, transportation, and other emergency response and recovery capabilities, especially for the most vulnerable people and places.	C	O	X	X	X			X						
47. Promote the development and operation of maritime, industrial and other Port uses in a manner that protects the health and well-being of surrounding communities, businesses and local workers.	C	O						X					X	
48. Continue to implement the Southern Waterfront Community Benefits and Beautification Policy.	C	C,O									X	X		
49. Meet or exceed mandates for affordable housing in new waterfront communities at Pier 70 and SWL 337.	C	O												
50. Ensure resilience projects are designed and implemented with meaningful involvement from all community members; ensure transparency and accountability to all stakeholders and the public.	C	O												
51. Diversify access to economic opportunities at the Port by: a. Continuing to meet and, whenever feasible, exceed mandates for Local Hire in all current and future construction projects; b. Increasing outreach to and partnerships with underserved communities for lease and economic development opportunities; c. Promoting use of Port industrial facilities for local manufacturing businesses that keep light industrial jobs and business opportunities in San Francisco; and d. Retaining affordable business space to maintain opportunities for non-profit entities and local and small businesses in the Port's diverse business portfolio.	C	O						X			X	X		
52. Provide more equitable access along the waterfront by increasing the number of free or low cost activities and events along the waterfront, including activities that promote physical activity, connection with nature, and healthful living for visitors of all ages.	C	O				X					X		X	
53. Complete the Blue Greenway to bring more waterfront recreation opportunities to the Southern Waterfront.	C	C,O			X	X			X	X	X		X	X

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Potential Funding Sources														
Policy Areas	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private / Non- profit Partnership	Port Tenant	Philanthropy

TRANSPORTATION SUBCOMMITTEE

Integrated Transportation Systems Funding for Integrated Transportation Systems will largely be through individual projects budgets that collectively enhance the system as a whole. Larger scale capital and planning projects that cross multiple transportation modes may be funded through collaborative funding sources.

1. Access to all forms of transportation should consider inclusion, equity and diversity of access to waterfront.	N/A													
2. Design streets based on City's "Complete Streets" and "Transit First" policies, reflecting a unified design that balances among a variety of functions. Where possible, coordinate street and related improvement projects.	N	C,O	X	X	X		X	X	X	X			X	
3. Design and maintain key industrial streets to prioritize safe industrial use and safety for other transportation modes.	C	C	X	X	X		X	X	X	X				
4. Ensure that consideration of transportation safety is paramount when evaluating transportation improvements along the waterfront, including projects and operations in support of the City's Vision Zero program.	N	O						X						
5. Support regional trip to and from the waterfront by prioritizing public transit at key regional trip-generator locations	N	O	X	X	X	X	X	X					X	
6. Tailor new mixed-use development and major leasing projects to promote sustainable transportation modes (walking, biking, and public transit) that are universally accessible, and minimize single-occupant vehicle trips.	N							X				X		
7. Promote public transit, walking, and bicycling as the primary transportation modes for moving people along the waterfront, and to/from other parts of the City and region.	N	O	X	X	X	X	X	X						
8. Provide space for and collaborate with other agencies to provide affordable and accessible transportation options to visitors and workers, particularly for major destinations along the waterfront.	N	C,O	X	X	X		X	X	X					
9. Develop and maintain a Port-wide, multi-modal wayfinding system to support pedestrian and bicycle travel, directions to nearby transit connections, and access to Port facilities, consistent with City wayfinding guidelines														
10. Integrate pedestrian and bicycle facilities and services (including bike and scooter share) into City and regional transportation and transit systems to support first and last mile trips.	N	O	X	X	X	X	X	X				X		
11. Where appropriate and feasible, align Port transportation polices with those of SFMTA.	N	O						X						

Walking and Bicycling - The Port collaborates with SFCTA, SFMTA and SFPW on most pedestrian and bicycle improvements, often

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Potential Funding Sources														
Policy Areas	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant	Philanthropy

investing its own capital to fund projects. The Port also has successfully partnered with the Coastal Conservancy and Association of Bay Area Governments for funding of projects that are along the Bay Trail or provide improved public access along the Bay Trail.														
12. Coordinate with other City agencies where appropriate and lead efforts on Port properties to implement the City's Vision Zero initiatives.	C	O	X	X	X			X	X	X				
13. [By 2030], implement the Bay Trail as a continuous walking and cycling path along the entire waterfront, from the Aquatic Park to India Basin consistent with the following principles: <ul style="list-style-type: none"> a. As close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitat, b. Separate from auto traffic (Class I or Class IV), where feasible, c. Separate walking and cycling paths, where possible, d. Acknowledge maritime industrial access when designing new Bay Trail segments and redesigning existing segments, and e. Integrate with public space design and wayfinding. 	C	C,O	X	X	X	X	X	X						
14. Work to eliminate conflicts between vehicles, bicycles and motorized personal vehicles (e.g., scooters) and pedestrians with improved design/signage.	C	C	X	X	X	X	X	X						
15. Coordinate with the SFMTA, SFCTA, SFPW, SF Planning to enhance and improve connections between the waterfront and adjacent neighborhoods with Green Connections and Blue Greenway Connecting Streets.	C	C	X	X	X	X	X	X						
16. Separate truck and rail routes and access points from walking and cycling routes wherever feasible. Where they share the same corridor, provide separated paths, wherever possible; where they intersect, create safe crossings.	C	C	X	X	X	X	X	X	X	X				
17. Coordinate with SFMTA to ensure that expansion of Bay Area Bike Share supports access to major destinations and transportation hubs along the waterfront.	N	O		X	X			X						
18. Provide secure bicycle parking, particularly at high volume destinations and in new Port development	C	C	X	X	X	X	X	X						
19. Coordinate with the SFMTA to create conditions that make bicycling more attractive than driving for most trips, education and intersection improvements that promote awareness, respect and safety for all modes of travel.	C	C	X	X	X	X	X	X						
20. Reduce conflicts between vehicles, pedestrians and cyclists by reducing the numbers of vehicle crossings of bike lanes and the Embarcadero Promenade where possible, coordinated with reasonable transportation access needs of Port tenants.	C	C	X	X	X	X	X	X	X	X				
Public Transit – Land The Port relies on transits agencies that swerve and operate on Port property to fund projects that support their agencies. The Port will partner with the agencies where appropriate to leverage resources. The Port has also been funding certain capital projects to support water transit.														

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private/ Non- profit Partnership	Port Tenant

21. Encourage local and regional transit providers to improve and expand fast, frequent, and reliable service connecting waterfront areas and the City and region. Focus capacity improvements in the following areas: a. Peak and off-peak (midday, nights and weekends) service along The Embarcadero to and from Fisherman's Wharf; b. South of China Basin, from Mission Bay to the Southern Waterfront/India Basin; c. Accessibility improvements to E and F-lines; and d. E-Line extension to Fort Mason. e. Extension of Central Subway from Chinatown to Fisherman's Wharf	N	O	X	X	X	X	X	X						
22. Support transit through land use policy by locating high density centers within shortest walk to transit stops.	N	O												
23. Encourage and, where feasible, provide areas for transit providers to locate transit stops and stations, with pedestrian and disabled access, within ¼ mile of major Port destinations.	C	O	X	X	X	X	X	X						
24. Design Port streets and transit facilities on Port property to support transit reliability, resiliency, and flexibility; actively support similar street designs on Port-adjacent streets.	N	C	X	X	X	X	X	X						
Water Transportation - The Port has delivered water transit facilities through a number of capital resources, including utilizing its own capital, partnering with transit providers and requesting tenants to make improvements to support water taxis.														
25. Coordinate with WETA, Golden Gate Ferry, CPUC, and other commercial water taxi, small ferry and water shuttle operators to establish an integrated, accessible, and federally compliant water transit system, linking Port destinations to one another, and the Port to other destinations around the Bay.	C	C	X	X	X	X	X	X				X	X	
26. Provide land and water area to accommodate expansion of existing and new ferry and water transit terminals and intermodal transportation connections, where needed.	C	O	X	X	X	X	X	X						
27. Continue to integrate water transit into the Port's emergency response/resiliency strategies.	C	C	X	X	X	X	X	X						
Goods Movement & Commercial/Industrial Access - The Port has invested significantly in facilities to support goods movement, future improvements will likely require federal, regional and local sources of funds.														
28. Develop, maintain, and enhance a multimodal freight transportation system for the sustainable and reliable movement of goods within and through the City, with safe and efficient truck and freight rail access to Port facilities.	C	C	X	X	X	X	X	X	X	X		X	X	
29. Recognize the importance of the freight network to the City's economic health and disaster recovery when making decisions that affect major truck routes and the region's roadway system.	N	O												
30. Maintain a forum for the freight community to comment and advise the City and other entities on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement.	N	O												
Curb Use Policy - The Port coordinates closely with the SFMTA on curb use policy. Improvements to better manage curb use would typically fall within the Port's operating budget, through work orders to SFMTA.														
31. Improve access and traffic flow by identifying curb use priorities for specific Port areas, based on predominant land uses; utilize standard City curb coloring.	N	O		X	X		X							

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Policy Areas	Potential Funding Sources												
	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private / Non- profit Partnership	Port Tenant

32. Where the curb use is parking or commercial loading, price on-street curb use to encourage appropriate turnover.	N	O					X							
33. Evaluate commercial deliveries and freight loading needs for future Port land uses, and provide off street loading areas where feasible.	N	O												
34. Prohibit residential permit parking, consistent with the public trust.	N	O												
35. Consider a proprietary or specific zone for tour bus parking, particularly in high-volume areas like Fisherman's Wharf.	R	O												
36. Repair and update curbs along project sites to align with site activities (i.e. remove vehicular curb cuts and replace with standard curb at locations where vehicular access is removed).	C	C				X	X		X					

Parking and Automobile Access - Improvements required to support off street parking improvements are typically funded through the Port's capital budget or sometimes a requirement of the Port tenant (parking operator)

37. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality.	N	O					X							
38. Provide on- and off-street disabled accessible parking near major destinations along the waterfront.	N	O												
39. Manage paid on-street parking to encourage parking turnover, customer access, and parking for diverse users.	N	O												
40. Discourage the development of new automobile parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service.	N	O												
41. Restrict dedicated parking spaces in pier rehabilitation projects to promote transit and reduce vehicle/pedestrian conflicts along Herb Caen Way.	R	O												
42. Prioritize available parking for maritime, Port tenant and visitor parking; de-emphasize commuter parking.	N	O												
43. Prohibit bundling of parking with Port leases (except maritime industrial), and keep parking leases short and flexible to facilitate better uses of Port property.	N	O												
44. Prioritize use of parking spaces for shared and electric vehicle transportation modes that promote the Port's broader sustainability/affordability goals without compromising spaces required for disabled parking.	N	O												
45. Systematically analyze highest and best use of land used for off street parking in the context of the Port's goals and existing City policies.	N	O												
46. Establish performance and reporting standards for parking uses.	N	O												

Transportation Demand Management - The Port is currently working with a consultant and SFMTA to determine the feasibility and options for A Port TDM. If deemed feasible, the Port will look at several methods to funds it. (this section will be updated, once the feasibility analysis is completed)

47. Develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects to meet the City's goal of making 50% of all trips by sustainable walking, biking or public transit, consistent with the City's Climate Action Plan, and a goal of 80% of all trips by non-driving modes by 2030.	C	O					X	X					X	
48. Establish mode-shift goals for the various sections/subareas of the waterfront, based on the City/Port transportation goals and roadway capacity.	N	O						X						

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Potential Funding Sources														
Policy Areas	Cost/Revenue Cost, Revenue, Neutral	Port Capital (C); Operating (O); Debt (D)	Federal Funds	State Funds	Regional Funds	General Obligation Bonds	Other City Funds	Agency Partners	Infrastructure Financing District	Assessment Districts	Historic Tax Credits	Public/Private / Non- profit Partnership	Port Tenant	Philanthropy

49. Establish an effective TDM toolbox for new and expanded developments, and for renewed leases on Port, including compliance with the City TDM Ordinance and Program.	C	O					X	X						
50. Develop Port-wide and sub-area TDM plans that promote transit use, bicycle and pedestrian networks, shuttles, taxis, transportation network companies, and other projects and programs on area-wide basis (rather than on a project-by-project basis).	C	O			X		X	X						
Streets & Street Maintenance The Port will need to work closely with both SF Public Works and SFCTA to develop a funding plan to improve Port streets to bring them up to SFPW standards. The Port receives no gas tax or other City revenues to maintain or improve its streets.														
51. Work with the City to upgrade substandard Port streets to Better Streets standards, and transfer street maintenance responsibility to Public Works, when this strategy will enhance access to funding and ensure adequate maintenance.	C	C,O	X	X	X	X	X	X						
52. When developing new streets, ensure that adequate long-term financing to maintain the street is budgeted, including traffic signals and signage (e.g., Pier 70 and Seawall Lot 337).	N	O					X		X	X		X		
53. Vacate certain Port paper/water streets for water-related and open space uses (e.g., those that currently function as open space or are within the Bay)	N	O												
54. Evaluate the opportunity to improve multi-modal transportation and open space improvements in conjunction with the Seawall Resiliency Project. Coordinate with Resilience Recommendations.	N	O												

APPENDIX A

List and Links to Subcommittee Supporting Documents and Meeting Information

Resilience Documents - Links

For further details regarding the Resilience Subcommittee Meetings, please click on the following documents or contact Anne Cook at anne.cook@sfpport.com or Carol Bach at carol.bach@sfpport.com.

Meeting #1 - November 2, 2016: Environmental Sustainability

- [Agenda](#) | [Meeting Notes](#)
- [Draft Resilience Subcommittee Meeting Plan](#)
- [Environmental Sustainability Background Report](#)
- [PPT Presentation](#)
- [Draft Outline for Waterfront Plan Environmental Sustainability Goal & Policies](#)

Meeting #2 - November 30, 2016: Emergency Preparedness & Disaster Recovery, Collaborations Required for Successful Resilience Planning

- [Agenda](#) | [Meeting Notes](#) | [PPT Presentation on Preparedness and Sea Level Rise Planning](#)
- [Sea Level Rise Action Plan](#)
- [Water Emergency Transportation Authority 2016 Strategic Plan](#)
- [BCDC Staff Report - Workshop Series on Rising Sea Levels](#)

Meeting #3 – February 1, 2017: Environmental Sustainability

- [Agenda](#) | [Final Meeting Notes](#)
- [Draft Resilience Subcommittee Status Report](#)
- [Summary of Environmental Policy Discussions to Date](#)
- [Policy and Discussion Ideas for Environmental Sustainability](#)

Meeting #4 - April 19, 2017: Social Equity and Cohesion

- [Agenda and Supporting Links](#)
- [Final Meeting Notes](#)
- [Policy Ideas for Discussion - Social Equity and Cohesion](#)

March 1, 2017: Working Group Designing for Resilience Workshop

- [Agenda](#)
- [Presentation on Designing for Resilience](#)
- [Summary of Table Reports and Wall Notes](#)

Meeting#5 - March 29, 2017: Emergency Preparedness & Disaster Recovery, Sea Level Rise & Flood Protection, Seismic Safety

- [Agenda and Supporting Links](#)
- [Final Meeting Notes](#)

- [Resilience Policy Ideas for Discussion](#)

Transportation Documents - Links

Meeting 4 - May 3, 2017 Draft Policy Guidance

- [Agenda](#)
- [Waterfront Transportation Policy Guidance](#)

Meeting 3- January 25, 2017 - Parking and Transportation Demand Management

- [Agenda | Draft Meeting Notes](#)
- [Presentation on Parking and TDM](#)
- [Background document on Transportation Demand Management \(TDM\)](#)

Meeting 2- December 7, 2016 - Land Transit and Pedestrian and Bike Access

- [Agenda | Meeting Notes | Presentation on Land Transit and Pedestrian and Bike Access](#)
- [Transportation Subcommittee Draft Waterfront Plan Policy Options](#)
- [Seattle Dept. of Transportation - Presentation on Curb Space](#)
- [Part 1 Transportation Presentation and Part 1 Meeting Notes](#)

Meeting 1 - November 9, 2016 - Goods Movement & Water Transportation

- [Agenda | Meeting Notes | Presentation on Goods Movement and Water Transportation](#)
- [Supporting documents and useful links](#)

Land Use Documents - Links

Final Land Use Subcommittee Recommendations

This link includes all accepted memos and detailed documentation of the Land Use Subcommittee Recommendations, organized by topic.

Final Land Use Recommendations

July 20, 2017 Meeting: Community Engagement & Public Process

- [Agenda](#)
- [Final Accepted Meeting Notes for July 20](#)
- [Final Recommendations for Port Advisory Groups](#)
- [Final Recommendations for Development Public Process](#)

July 12, 2017 Meeting: Seawall Lots

- [Agenda](#)
- [Final Accepted Meeting Notes](#)
- [Final Seawall Lot Recommendations](#)


June 21, 2017 Meeting: Seawall Lots

- [Agenda](#)
- [Final Accepted Meeting Notes](#)

June 7, 2017 Meeting: Public Oriented Uses & Seawall Lots

-  [Agenda](#)
-  [Seawall Lot Powerpoint Presentation](#)
- [Public Oriented Use Criteria FINALACCEPTED](#)

May 31, 2017 Meeting: Embarcadero Historic District Leasing & Development (including Hotels on Piers) & Public-oriented Uses

-  [2017-05-31 Agenda.pdf](#)
- [May 10, 2017 Draft Meeting Notes | Final Meeting Notes](#)
- [Policy Guidance Recommendations for Embarcadero Historic District Leasing & Development](#)
- [Draft Public-oriented Use Criteria](#)

May 24, 2017 Public oriented Uses, Embarcadero Historic District Leasing & Development (including Hotels on Piers)

- [Agenda](#)
- [Policy Guidance Recommendations for Embarcadero Historic District Leasing & Development](#)
- [Draft Public-oriented Use Criteria](#)

May 10, 2017 Embarcadero Historic District Leasing & Development

- [Agenda](#)
- [May 10, 2017 Draft Meeting Notes | Final Meeting Notes](#)
- [April 12, 2017 Draft Meeting Notes | Final Meeting Notes](#)
- [Examples of existing leased illustrative of EPS Long-term and Intermediate-term lease scenarios for Embarcadero Historic District piers](#)
- [Embarcadero Historic District Pier Condition Information](#)

April 12, 2017 Meeting: Public Trust Objectives for Embarcadero Historical District Leasing & Development

- [Agenda and Supporting Links](#)
- [April 12, 2017 Draft Meeting Notes | Final Meeting Notes](#)
- [March 22, 2017 Draft Meeting Notes | Final Meeting Notes](#)
- [March 15, 2017 Draft Meeting Notes | Final Meeting Notes](#)
- [Final Policy Recommendations on Open Space Activation, Revised](#)
- [Handout - Trust Objectives for Finger Piers | Handout - Intermediate Rehab Options, Historic Piers](#)
- [Presentation on Feasibility Analysis: Historic Pier Rehabilitation with Notes](#)

March 22, 2017 Meeting: Open Space Activation; Preliminary results of EPS Financial Analysis of Leasing + Development Scenarios

- [Agenda and Supporting Links](#)
- [Draft Meeting Notes | Final Meeting Notes](#)
- [Draft Policy Recommendations on Open Space Activation, Revised](#)
- [Final Policy Recommendations on Open Space Activation, Revised](#)
- [Presentation on Feasibility Analysis: Historic Pier Rehabilitation | Presentation with Notes](#)

March 15, 2017 Meeting: Open Space Activation; Review Port Development Process; Past Development Projects

- [Agenda and Supporting Links | Presentation on the Development Process Part 1](#)
- [Draft Meeting Notes | Final Meeting Notes](#)
- [Draft Policy Recommendations on Open Space Activation](#)
- [Past Development Projects](#)

February 8, 2017 Meeting: Water Recreation, Maritime Berthing + Public Access; Active uses in Port Parks + public open spaces

- [Agenda and supporting links | Presentation on Active Uses in Open Spaces](#)
- [Draft Meeting Notes | Final Meeting Notes](#)
- [Memo on Draft Policy Guidance for Water Recreation and Berthing Access - Amended Clean Version](#)
- [Memo on Draft Policy Guidance for Water Recreation and Berthing Access - Redlined Version](#)
- [Memo on Final Policy Guidance for Water Recreation and Berthing Access - Final Accepted](#)

January 18, 2017 Meeting: Water Recreation, Maritime Berth + Public Access; EPS Economic Model; Land uses to be considered; Activation Uses in Port Parks

- [Agenda and supporting links](#)
- [Meeting Notes](#)
- [Final Policy Recommendations for Water Recreation, Maritime Berthing and Public Access](#)
- [Presentation on Economic Feasibility Analysis Methodology](#)

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December 14, 2016 Meeting: Water Recreation and Maritime Berth & Public Access

- [Agenda and supporting links](#)
- [Meeting Notes](#)
- [Presentation on Water Recreation, Maritime Berthing, and Public Access](#)

November 16, 2016 Subcommittee Meeting Plan; Land Use Context Map; Piers 80 - 96 Maritime Eco-Industrial Strategy

- [Agenda and Background Materials and Supporting Links](#)
- [Meeting Notes](#)
- [Presentation on Public Trust Objectives and Piers 80-96 Eco-Industrial Strategy](#)

APPENDIX B

Embarcadero Historic District Development and Leasing Land Use Subcommittee Recommendations Summary

Issues to Address

- Continued rehabilitation, repair and reuse of Embarcadero Historic District properties are a public priority and primary trust purpose; people value historic rehabilitation projects completed to date.
- Costs to repair and rehabilitate Historic District properties have grown substantially, driving the need for longer amortization periods and lease terms beyond 10 years, the timeframe generally used by State Lands and BCDC to define “Interim Uses”.
- Lack of a clearly defined public trust objective framework adds uncertainty in the entitlement process for historic rehabilitation lease and development projects.
- There is strong public desire to promote a diversity of public-oriented uses beyond traditional visitor-oriented retail and restaurant trust uses in the Historic District, particularly in bulkhead buildings, to enhance the pedestrian experience along The Embarcadero Promenade.
- More revenue-generating uses are needed to meet financial feasibility requirements for development projects which include maritime berthing, public access and public-oriented uses, and Historic District stewardship that complies with Secretary Standards.


Recommendations

- Recognize and use the Public Trust Objectives Matrix (Attachment 1) as the framework to provide more certainty and definition of the form and type of public trust benefits to be sought in Embarcadero Historic District leases and development projects.
- Allow short-term (0-10 years), intermediate-term (11-49 years) and long-term (50-66 years) leases to provide a broader range of feasible asset management strategies that encourage capital investment to maintain the integrity of the Historic District, and support the waterfront’s evolving needs.
- Continue to allow a full range of uses in short-term leases of piers
- Allow high revenue-producing uses in intermediate and long-term leases, to support financial feasibility requirements of pier projects, and include public trust benefits described in the Public Trust Objectives Matrix and further detail below.

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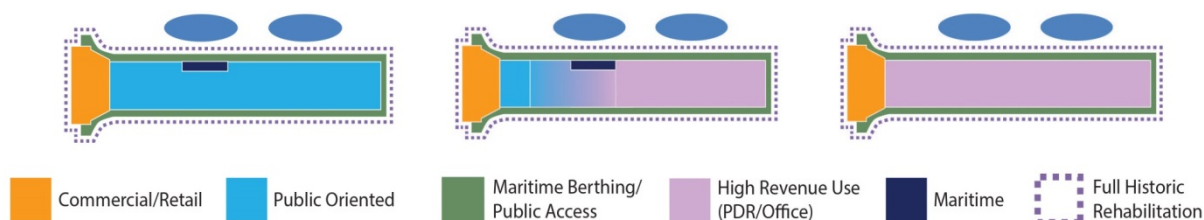
Appendix B-1: Public Trust Objectives for Embarcadero Historic District Finger Piers

There are multiple public trust objectives for Embarcadero Historic District piers and bulkhead structures, which are described in the column headings of this matrix. Within each trust objective category, the matrix describes characteristics that are most desirable for the trust in that category, scaling down to those that are least desirable. Depending on mix of uses, level of repair, capital investment and revenue generation, projects provide different combinations of public trust benefits. This matrix provides a framework of definitions and standards to improve understanding and predictability in achieving public trust benefit objectives.

	Historic Preservation of the Trust Asset (comply with Secretary Stds.)	Seismic/Life Safety Improvements to the Trust Asset	Exterior Public Access and/or Maritime Improvements	Facility Capital Repairs and Improvements	Revenue generation	Interior Uses Serving Trust Purposes (use types)	Interior Uses Serving Trust Purposes – (amount of area occupied)	Lease Term/ Flexibility that allows facility to accommodate changing uses
Most Desirable for Trust 	Full historic rehabilitation to Sec. Int. Standards	Full substructure and superstructure repair and seismic upgrade	Full repair and improvement of apron for public access and/or maritime use	High capital investment	High revenue generation	Traditional trust uses: maritime office, visitor-serving, retail/restaurant, water-related recreation, public access	Entire bulkhead building and pier shed	No lease – allows most flexibility to respond to trust use needs and market demand
	Partial historic rehabilitation (bulkhead only; or bulkhead + partial shed)	Superstructure repair, but no or partial substructure repair; partial seismic upgrade (e.g. seismic joint between bulkhead and shed)	Repair and improvement substantial portion of apron for public access and/or maritime use	Medium capital investment	Medium revenue generation	Public attraction uses: museum/gallery, general indoor recreation, entertainment, specialty (local/maker) retail/manufacture	Entire ground floor of bulkhead building; portions of shed and/or upper floor bulkhead	Short term lease (1-10 yrs.)
	No rehabilitation, but tenant improvements, maintenance of some/all buildings	No major repairs or seismic upgrades, but tenant improvements, maintenance of some/all buildings.	Limited public access/maritime use, as can be supported by existing condition of apron with minor repairs	Limited capital investment	Low revenue generation	General retail, institutional uses, government uses	Portion of ground floor of bulkhead.	Medium term lease (between 10 and 50 yrs.)
Least Desirable for Trust	Vacant, deterioration	Vacant, deterioration	No public access/maritime use of apron	No capital investment	No revenue generation	Private Uses (general office; R&D)	None	Long term lease (50-66 yrs) – least flexibility to meet evolving trust needs and market opportunities
	<p>The levels at which trust objectives in each category are achieved determines the amount of capital investment required in a facility, and the amount of rental revenue sufficient to finance capital improvements and generate revenue for the Port.</p>					<p>Port projects vary widely in the mix of uses and degree of facility improvement. While short-term leases are considered desirable because they afford the most flexibility to respond quickly to Port needs, long-term leases that enable a project to finance major capital investments and provide a mix of traditional trust uses, public-oriented, commercial or PDR uses also are desirable and provide high trust value.</p>		

Appendix B-2: Long-term Leases

Waterfront Plan Land Use Subcommittee
Analysis of **LONG TERM Rehabilitation Options** - Embarcadero Historic District Piers



Long-term Leases (50-66 years)

Long-term leases require outside investment sources to finance the full seismic and structural rehabilitation of historic piers and deliver other public trust benefits, described below. The high cost of capital improvements require high-revenue uses (e.g. public/visitor serving retail, general office/tech PDR) to make projects financially feasible. Public-oriented uses (e.g. cultural or recreation) are highly desirable when they provide program and design that promote access to historic structures and appreciation of Port architecture and maritime history. However, many public-oriented uses are low revenue generators, which rely on a mix with high revenue uses to be financially feasible. The long-term pier rehabilitation recommendations support public-oriented use program in some or all of the pier, but recognize that additional types funding (e.g. private fundraising, philanthropy) will likely be required to subsidize pier rehabilitation costs.

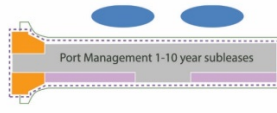
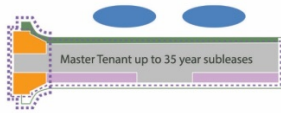
Public trust objectives are achieved, including:

1. Full historic rehabilitation of pier within the Embarcadero Historic District, consistent with Secretary of the Interior Standards
2. Full seismic and structural repairs (substructure and superstructure) as required by Building Code, including long-term maintenance by tenant
3. Full repair and improvement of pier apron for active re-use
4. Maritime berthing/operations along pier aprons and within shed, as needed
5. Maximum feasible public access along pier aprons which may be physical and/or visual access, consistent with safety and operational requirements of maritime berthing operations
6. Public-oriented uses at the pedestrian level in the bulkhead buildings, adjacent to The Embarcadero Promenade (e.g. restaurant, commercial recreation, visitor retail)
7. Additional public-oriented use within the pier shed is encouraged, where feasible, for retail, restaurant, recreation or cultural events or activities.
8. High-revenue generating uses permitted in the pier shed and upper-floor bulkhead (e.g. PDR/general office) to finance high investment/debt
9. Public-oriented uses permitted in the pier shed that, if low-revenue generating, may finance high investment with new revenue sources such as private fundraising or targeted public investment.

Appendix B-3: Intermediate-term Leases

Waterfront Plan Land Use Subcommittee

Analysis of INTERMEDIATE TERM Rehabilitation Options - Embarcadero Historic District Piers



Intermediate-term leases (11-49 years) Intermediate-term leases are needed to continue productive use of historic piers for a mix of lower occupancy maritime, light industrial and commercial uses that don't require full seismic rehabilitation of the pier. Lease terms of longer than 10 years are needed to enable tenants to amortize the high and growing cost of preservation and repairs. Intermediate-term leases may be provided through a master lease for an entire pier ("moderate historic rehabilitation"), or for a significant investment in a very limited portion of a pier ("limited historic rehabilitation"). Each achieves important public trust objectives, described below.	
<p><u>Moderate Historic Rehabilitation</u></p> <p>For intermediate-term master leases (for an entire pier or majority of the facility), which may include seismic repairs for a portion of facility (e.g. bulkhead building), and other structural repairs to the pier.</p>	<p><u>Limited Historic Rehabilitation</u></p> <p>For intermediate-term leases in multi-tenant facilities managed by the Port, where a high-revenue tenant invests more for repairs, or historic rehabilitation in a discrete portion of the pier, with no seismic upgrades. (Port manages the overall tenant lease mix, including short-term leases, to optimize utilization of the pier facility.) Deteriorated pier aprons would not be repaired unless needed for tenant operation or Fire Code requirements</p>
<p><u>Public trust objectives</u> can be achieved, including:</p> <ol style="list-style-type: none"> 1. <u>Partial historic rehabilitation</u> of pier within the Embarcadero Historic District, consistent with Secretary of the Interior Standards 2. <u>Partial seismic and structural repairs</u> (substructure and superstructure) as required by Building Code; arrest physical deterioration; transfer some maintenance responsibilities to tenant 3. <u>Limited repair and improvement of pier apron</u> for active re-use 4. <u>Maritime berthing/operations</u> along operable pier aprons and within shed, as needed 5. Maximum feasible* <u>public access along operable</u> pier aprons which may be physical and/or visual access, consistent with safety and operational requirements of maritime berthing operations 6. <u>Public/visitor serving uses</u> at the pedestrian level in the bulkhead buildings, adjacent to The Embarcadero promenade (e.g. restaurant, commercial recreation, visitor retail) 7. <u>Additional public oriented use</u> within the pier is encouraged, where feasible, such as temporary and changing pilot or pop-up opportunities for retail, restaurant, recreation or cultural events or activities consistent with Building Code 8. <u>High-revenue generating uses permitted in limited portion of the pier shed and upper-floor bulkhead</u> (e.g. PDR/general office) consistent with Building Code, to finance investment/debt 	<p><u>Public trust objectives</u> can be achieved, including:</p> <ol style="list-style-type: none"> 1) <u>Rehabilitation</u> undertaken by tenant will be consistent with Secretary of the Interior Standards 2) <u>Limited structural repairs</u> (superstructure) as required by Building Code; arrest physical deterioration; transfer some maintenance responsibilities to tenant 3) <u>Maritime berthing/operations</u> along operable pier aprons and within shed, as needed 4) <u>Public/visitor serving uses</u> at the pedestrian level in the bulkhead buildings, adjacent to The Embarcadero promenade (e.g. restaurant, commercial recreation, visitor retail) 5) <u>Additional public oriented uses</u> within the pier will be encouraged, where feasible, such as temporary and changing pilot or pop-up opportunities for retail, restaurant, recreation or cultural events or activities 6) <u>High-revenue generating uses permitted in limited portion of the pier shed and upper-floor bulkhead</u> (e.g. PDR/general office) consistent with Building Code, to finance investment/debt

APPENDIX C

Working Group Subcommittees and Advisory Teams Rosters

Waterfront Land Use Plan Update



Working Group Land Use Subcommittee Roster

Alice Rogers (chair)

- South Beach/Rincon/Mission Bay Neighborhood Association
- Transbay Joint Powers Authority CAC
- SF Parks Alliance Policy Council member/District 6
- South Park/Central Soma business owner and resident

Lawrence Beard

- Kayaks Unlimited Chairman
- Longtime canoer and kayaker
- Water access activist

Kirk Bennett

- Retired Port employee, Real Estate, Maritime, and Planning & Development Divisions.
- Positions at Port included: Manager, Waterfront Development Projects; and Manager, Fisherman's Wharf & Northern Waterfront.
- Currently, resident of Brentwood, Contra Costa County

Jane Connors/Stewart Morton

NEWAG Co-representatives

Jane Connors

- Ferry Building property manager
- Sustainable business practice leader

Stewart Morton

- SF Architectural Heritage founder
- SF Landmarks Preservation Advisory Board
- Telegraph Hill Dwellers

Jon Golinger

- Environmental Attorney
- Campaign Director, No Wall on the Waterfront

Ellen Johnck

- Maritime Commerce Advisory Committee (MCAC), Co-Chair

Ron Miguel

- Former SF Planning Commission
- Potrero Hill Boosters and Dogpatch Neighborhood Assn.

Karen Pierce

- Southern Waterfront Advisory Committee (SWAC) representative
- SF Public Health Dept. Project Manager for Public Health Accreditation
- Member: Southeast Working Group for the SF PUC; SFGH Training and Education Program for Underserved Populations Community Advisory Board
- Native San Franciscan, Bayview Hunters Point resident

Jasper Rubin

- SFSU Faculty; former SF Planning Department Planner
- Inner Sunset resident

Corinne Woods

- Central Waterfront Advisory Group (CWAG), Co-Chair

DeeDee Workman

- SF Chamber of Commerce, VP Public Policy
- SF Beautiful (former ED)
- SF Graffiti Advisory Board, Seat 14
- Bernal Heights resident

Other Working Group Members

- **Janice Li**, Working Group Co-chair
- **Rudy Nothenberg**, Working Group Co-chair
- **Reid Boggiano**, State Lands Commission

Port Staff Contacts

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Working Group Subcommittees and Advisory Teams Rosters



Waterfront Land Use Plan Update

Working Group Resilience Subcommittee Roster

Pia Hinckle (chair)

- The FruitGuys Community Fund Board
- Dolphin Swimming & Boating Club

Grant Ballard

- Ecologist, Point Blue Conservation Science
- Baylands Ecosystem Habitat Goals Update steering committee
- Our Coast Our Future project leader

Mike Buhler/Aaron Hyland

Mike Buhler

- SF Heritage, Executive Director
- National Trust for Historic Preservation

Aaron Hyland (alternate)

- SF Historic Preservation Commissioner
- AIASF president

Earl James

- Geologist/environmental consultant (Erler & Kalinowski)
- Cole Valley resident

Peter Summerville

- Treasure Island Development Authority, Project Manager
- Richmond District resident

John Tobias

- Interest in housing and social justice
- Hunters Point/Bayview resident

Dilip Trivedi

- Coastal & Marine Engineer, Moffatt & Nichol
- SF Sea Level Rise Committee; BCDC Policies for a Rising Bay

Other Working Group Members

- **Janice Li**, Working Group Co-chair
- **Rudy Nothenberg**, Working Group Co-chair
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APPENDIX C

Working Group Subcommittees and Advisory Teams Rosters



Waterfront Land Use Plan Update

Working Group Transportation Subcommittee Roster

Linda Fadeke Richardson (chair)

- Board of Directors, Treasure Island Development Authority; India Basin Waterfront Parks Planning Task Force
- Former Commissioner for BCDC, SF Planning; and SF Environment.
- Bayview Hunters Point Project Area Committee - Chair, Land Use, Planning and Transportation.
- Environmental Justice, Sustainability Development Expert, Co-Founder, Southeast Alliance for Environmental Justice; Bayview - India Basin resident

Troy Campbell

- Fisherman's Wharf Advisory Group (FWAG)
- Executive Director, Fisherman's Wharf Community Benefit District

Kevin Carroll

- Hotel Council of SF, Executive Director
- Workforce Investment Board SF, Chair
- San Francisco Travel Association, Board
- Alliance for Jobs and Sustainable Growth, Board

Jeffrey Congdon

- Kidder Mathews, Executive VP
- Commercial real estate transactions and financing

Chris Christensen

- Dispatcher, International Longshore Warehouse Union (ILWU), Local 10
- Executive Board, Local 10 Northern California District Council
- President, Bay Area Longshoremen's Memorial Association

Carolyn Horgan

- President, Blue and Gold Fleet
- Maritime Commerce Advisory Committee

Tom Radulovich

- Livable City Executive Director
- BCDC-Port Working Group member

Christina Rubke

- San Francisco Municipal Transportation Agency, Board
- Bay Area Association of Disabled Sailors, Commodore

Anne Turner

APPENDIX C

Working Group Subcommittees and Advisory Teams Rosters

- Retired public library director; 2014-15 Civil Grand Jury
- SF Towers senior housing resident

Other Working Group Members

- **Janice Li**, Working Group Co-chair
- **Rudy Nothenberg**, Working Group Co-chair
- **Reid Boggiano**, State Lands Commission

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APPENDIX C
Working Group Subcommittees and Advisory Teams Rosters



Waterfront Land Use Plan 2016-18

Waterfront Plan Advisory Team Roster

Resilience

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 Keith Primdahl
 Teresa Rea
 Justin Semion
 Bill Tremayne
 Anthony Veerkamp

Recreation/ Open Space

Bo Barnes
 Suzanne Bushnell
 Stuart Hills
 Barry Kendall
 Kenneth Ogle

Transportation

Bruce Agid
 Mike Gougherty
 Kyle Lamson
 Peter Martin
 Nathan Nayman

Financial/ Economy

Scott Gentner/ Taylor Safford
 Kurt Kober
 Viv Shifei Li
 Tom Lockard

Maritime

Joe Burgard
 Veronica Sanchez
 John Super David
 Thomas Tom Walker
 Joe Wyman

Waterfront Urban Design

Claire Bonham-Carter Steaven
 Campbell
 Charles Chase
 Patricia Fonseca
 Melissa Jones Ellen
 Lou Adam Mayer Cass
 Smith Richard Tsai
 Howard Wong
 Urban Works Agency

Land Use Mix/ Neighborhood Planning

Joe Boss
 Tim Colen
 Stan Hayes
 Melissa Litwicki
 Amy Patrick
 Chris Tolles
 Dale Riehart
 Patrick Valentino
 Fran Weld

APPENDIX D

Public Agency and Consultant Participation

Public Agencies

- San Francisco Planning Department
- Bay Area Conservation and Development Commission
- California State Lands Commission
- Association of Bay Area Government, Water Trail Division
- Water Emergency Transportation Authority (WETA)
- Golden Gate Bridge Highway and Transportation District
- San Francisco Municipal Transportation Agency
- Metropolitan Transportation Commission
- San Francisco Department of the Environment
- San Francisco Department of Emergency Management
- San Francisco Neighborhood Empowerment Network
- San Francisco Office of Resilience and Recovery

Consultants

- Nelson Nygaard/Seifel Consulting
 - D&A Communications
- EPS Economic & Planning Systems
 - Waterfront Land Use Plan Update Real Estate Feasibility Study*
 - Moffat and Nichol
SITELAB
 - Lynn Sedway
Carey and Company

2023 Prop L 5-Year Prioritization Program

Bayview Caltrain Station

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in consultation with San Francisco Public Works, Caltrain, the San Francisco Municipal Transportation Agency, and the San Francisco Planning Department.



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 - Anticipated Leveraging

Appendices

Appendix A: Project Information Forms

1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for the Bayview Caltrain Station Program, which also includes the Quint-Jerrold Connect Road, is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for the Bayview Caltrain Station as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Construction of a new or relocated Caltrain station in the Bayview. Includes \$4.73M in legacy funding for the Quint-Jerrold Connector Road, which will restore access eliminated by the construction of a Caltrain berm. Includes project development and capital costs. Sponsor Agencies: SFCTA, PCJPB, SFMTA, SFPW. Total Funding: \$100M; EP: \$27M.”

SFCTA stands for San Francisco County Transportation Authority, PCJPB stands for Peninsula Corridor Joint Powers Board, SFMTA stands for San Francisco Municipal Transportation Agency, and SFPW stands for San Francisco Public Works.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Bayview Caltrain Station, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$2.70 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including investment in transit, focused investment in low-income neighborhoods, and better transit connectivity.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process and largely echoed the feedback heard in Expenditure Plan development, including improving transit reliability and accessibility, especially in Equity Priority Communities.

Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Bayview Caltrain Station 5YPP:

- Increased access to schools, jobs, services for Equity Priority Communities
- Increased Caltrain ridership
- Reduced vehicle miles traveled (VMT)

4. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded Bayview Station-related projects since 2006. This Prop L program also includes the Quint-Jerrold Connector Road, a legacy project which Prop K initially funded in 2011. Table 1 shows the Project Status of open Bayview Caltrain Station grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF SEPT 21, 2023)	OPEN FOR USE?
Quint-Jerrold Connector Road						
SFPW	Quint-Jerrold Connector Road	Planning, Environmental Studies	FY2013/14	\$89,433	\$80,664	
SFCTA	Quint-Jerrold Connector Road Workforce and Contractor Outreach	Planning	FY2014/15	\$89,000	\$3,716	
SFCTA	Quint-Jerrold Connector Road - Environmental Studies	Environmental Studies	FY2015/16	\$75,000	\$45,676	
SFPW	Quint-Jerrold Connector Road - Environmental Studies	Environmental Studies	FY2015/16	\$17,350	\$17,350	
SFPW	Quint-Jerrold Connector Road - ROW	Right of Way	FY2015/16	\$1,914,000	\$1,914,000	
Bayview Caltrain Station						
SFCTA	Bayview Station Preliminary Design and Pre-Environmental	Planning	2022/23	\$800,000	\$738,665	

Projects are sorted by project category, then allocation year, then sponsor.

Bayview Caltrain Station

The Paul Avenue Caltrain station was permanently closed in 2005, and multiple studies have advanced since that time to restore access to Caltrain's regional transit service in the Bayview. Most recently, in July 2022, SF Planning completed the Southeast Rail Station Study (SERSS) that explored options for future station locations on the Caltrain corridor in southeastern San Francisco. The Transportation Authority is leading the current planning phase that builds on the results of SERSS and seeks to finalize selection of a station location from the two options that remain under consideration (Evans and Oakdale) and preparation for environmental clearance.

The largest risks to the schedule for the current pre-environmental project phase are external/interagency coordination, data gathering (particularly, coordination with private railroad operators whose movements may be critical in an ultimate station recommendation), and completing broad based and inclusive outreach.

The planning and preliminary engineering work that we are doing is critical to development of a reliable cost estimate for future phases.

Over the course of this 5YPP period, we expect major milestones, subject to funding availability of Prop L and matching funds, to be:

- Selection of a single preferred location at the conclusion of the current Prop K funded phase (Spring 2024)
- 35% design and environmental clearance (Summer 2026), and
- Initiation of final design (Summer 2028).

Quint-Jerrold Connector Road

In 2016, Caltrain replaced its aging rail bridge over Quint Street with a berm, which closed through access on Quint Street under the tracks. The Transportation Authority has been working with SFPW and other city agencies since 2012 to restore access across the train tracks with the Quint-Jerrold Connector Road, and to do so in a way that does not preclude a potential future Caltrain station. Progress on this project has been significantly delayed, due largely to prolonged negotiations between the City and the property owner to acquire the land needed to build a road between Quint Street and Jerrold Street on the west side of the Caltrain tracks. Funding has been a challenge for this project, as the cost of the land and capital improvements has increased over time and funding has been challenging to secure.

5. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Bayview Caltrain Station 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

6. Project List

This section shows how each project/project phase proposed for funding from the Bayview Caltrain Station program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form(s) with details on scope, schedule, cost, funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five year period. The recommended project list would advance \$4,175,332 or 163% over the \$2,554,668 pay-go amount in the first five years of the 30-year program. This need for advancing funds is driven by the need to acquire right of way for the Quint-Jerrold Connector Road to leverage non-Prop L funding sources and avoid further cost escalation, and to keep momentum for the next phase of work for a Bayview Caltrain station. Both projects will need to extensively leveraging non-Prop L funds in future phases particularly the construction phase.

Prop L Project Submissions Evaluation - EP 11 Bayview Caltrain Station

		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
10	Bayview Caltrain Station PAED	2	0	5	5	0	1	13
10	Bayview Caltrain Station PS&E	1	0	5	5	2	1	14
10	Quint-Jerrold Connector Road ROW	2	0	5	3	2	0	12
10	Quint-Jerrold Connector Road PS&E	1	0	5	3	1	0	10
Total Possible Score		5	4	5	5	4	4	27

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Prop L Project Submissions Evaluation - EP 11 Bayview Caltrain Station

	<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>
	<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>
	<p>Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.</p>

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
11- Bayview Caltrain Station
Programming Year
 Pending October 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Bayview Caltrain Station PA&ED	Environmental Studies (PA&ED)		\$2,000,000				\$2,000,000
TBD	Bayview Caltrain Station (PS&E)	Design Engineering (PS&E)				\$1,800,000		\$1,800,000
SFPW	Quint-Jerrold Connector Road	Right of Way	\$2,086,000					\$2,086,000
SFPW	Quint-Jerrold Connector Road	Design Engineering (PS&E)		\$2,644,000				\$2,644,000
Funds Requested in 2023 5YPP			\$2,086,000	\$4,644,000	\$0	\$1,800,000	\$0	\$8,530,000
Cumulative Remaining Programming Capacity			\$468,668	(\$4,175,332)	(\$4,175,332)	(\$5,975,332)	(\$5,975,332)	(\$5,975,332)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

11- Bayview Caltrain Station

Cash Flow (Maximum Annual Reimbursement)

Pending October 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement								Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
Bayview Caltrain Station PA&ED	Environmental Studies (PA&ED)		\$800,000	\$800,000	\$400,000					\$2,000,000
Bayview Caltrain Station (PS&E)	Design Engineering (PS&E)						\$800,000	\$800,000	\$200,000	\$1,800,000
Quint-Jerrold Connector Road	Right of Way		\$2,086,000							\$2,086,000
Quint-Jerrold Connector Road	Design Engineering (PS&E)			\$1,322,000	\$1,322,000					\$2,644,000
Cash Flow Requested in 2023 5YPP		\$0	\$2,886,000	\$2,122,000	\$1,722,000	\$0	\$800,000	\$800,000	\$200,000	\$8,530,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$283,852	\$567,704	\$567,704	\$567,704	\$567,704	\$0	\$0	\$0	\$2,554,668
Cumulative Remaining Cash Flow Capacity		\$283,852	(\$2,034,444)	(\$3,588,740)	(\$4,743,036)	(\$4,175,332)	(\$4,975,332)	(\$5,775,332)	(\$5,975,332)	(\$5,975,332)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Bayview Caltrain Station Full Program of Projects	73.0%	82.8%
Bayview Caltrain Station		83.2%
Quint-Jerrold Connector Road		81.6%

Anticipated leveraging, most of which is to be determined/planned funds in this 5YPP, exceeds the leveraging that was anticipated in the Expenditure Plan. Prop L is being used for the early project development phases to develop project scopes and make them more competitive for discretionary funds for future phases.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

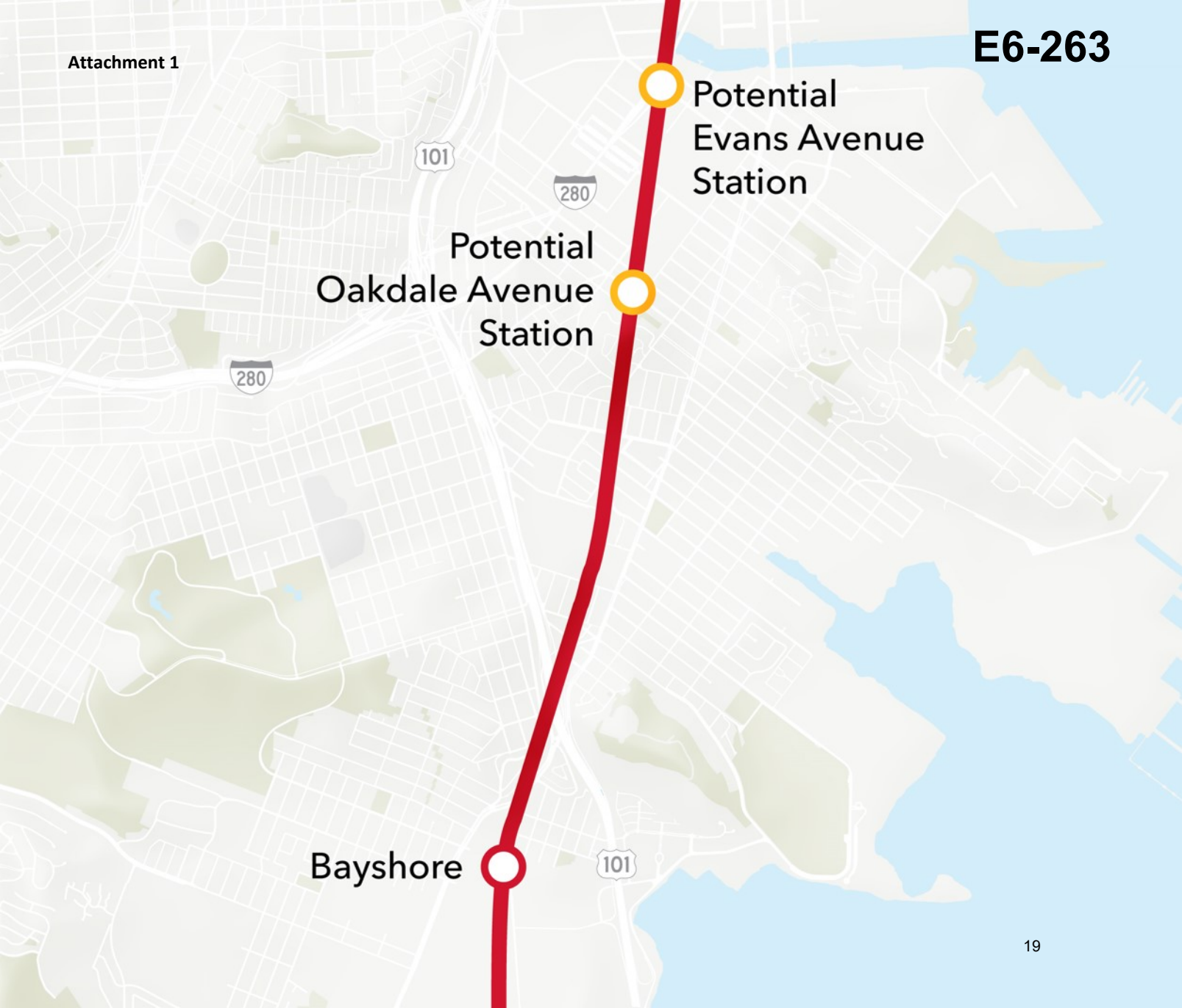
Project Name and Sponsor		
Project Name:	Bayview Caltrain Station Environmental Clearance & Preliminary Design	
Implementing Agency:	TBD (e.g., SFCTA, PCJPB, Planning Department)	
Prop L Expenditure Plan Information		
Prop L Program:	11- Bayview Caltrain Station	
Prop L Sub-Program (if applicable):		
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	Requested Prop L funds would support preliminary design, environmental clearance, and final design for a Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study (Bayview Caltrain Station Study) led by the SFCTA and building off previous work led by the Planning Department.	
Project Location and Limits:	TBD; Caltrain right-of-way between Evans Ave and Oakdale Ave	
Supervisory District(s):	District 10	
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?
		Yes
Which EPC(s) is the project located in?	Bayview	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Paul Avenue Caltrain station was permanently closed in 2005, and multiple studies have advanced since that time to restore access to Caltrain's regional transit service in the Bayview. Currently, a pre-environmental planning and conceptual engineering phase led by the SFCTA seeks to identify a preferred location for the station and prepare for environmental clearance, including identifying the appropriate document types, environmental studies required, and responsible and coordinating agencies. This predecessor phase will also include the development of a preliminary full funding plan through implementation.</p> <p>The requested programming of funds will support the advancement of conceptual design and completion of environmental clearance (CEQA & NEPA) for the identified preferred infill Caltrain station location in the Bayview, and support the final design (PS&E) for the identified preferred station location following regulatory approvals and environmental clearance.</p>	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Location map	
Type of Environmental Clearance Required:	TBD, but currently anticipating full EIR for CEQA and EA for NEPA.	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Peninsula Corridor Joint Powers Board - Dahlia Chazan, Deputy Chief, Caltrain Planning SF Planning - Tam Tran, Principal Planner, Citywide/Transportation SFMTA - Kansai Uchida, Principal Planner, Transit	

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	15%	In-house and Contracted	Q4-Apr-May-Jun	2022/23	Q3-Jan-Feb-Mar	2023/24
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25	Q1-Jul-Aug-Sep	2026/27
Right of Way	0%	TBD	Q1-Jul-Aug-Sep	2028/29	Q2-Oct-Nov-Dec	2030/31
Design Engineering (PS&E)	0%	Contracted	Q1-Jul-Aug-Sep	2028/29	Q2-Oct-Nov-Dec	2030/31
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
Construction dates will be proposed as part of the environmental review phase and will be subject to funding availability.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:		Bayview Caltrain Station Environmental Clearance & Preliminary Design											
Project Cost Estimate		Funding Source											
Phase	Cost	Prop L	Other	Source of Cost Estimate									
Planning/Conceptual Engineering	\$ -	\$ -	\$ -										
Environmental Studies (PA&ED)	\$ 2,000,000	\$ 2,000,000	\$ -	Prior work (SERSS wrap-up conversations with SF Planning Environmental Staff provided a \$1M \$3M cost range for clearance of this project dependent on number of alternatives and document type, based on review of similar recent projects).									
Right of Way	\$ -	\$ -	\$ -										
Design Engineering (PS&E)	\$ 10,000,000	\$ 1,800,000	\$ 8,200,000	PS&E at 10% of total project cost. Should Evans be selected, we do not anticipate a significant increase as costs at this location are driven by capital work rather than design.									
Construction	\$ 100,000,000	\$ 15,000,000	\$ 85,000,000	Currently estimated at \$100M in SERSS, ConnectSF, and the SFTP based on escalated estimates for an Oakdale location.									
Operations (i.e. paratransit)	\$ -	\$ -	\$ -										
Total Project Cost	\$ 112,000,000	\$ 18,800,000	\$ 93,200,000										
Percent of Total		17%	83%										
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Prop L	11- Bayview Caltrain Station	Environmental Studies (PA&ED)	Planned	2024/25	\$ 2,000,000	\$ -	\$ 800,000	\$ 800,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Design Engineering (PS&E)	Planned	2026/27	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	\$ 200,000
TBD		Design Engineering (PS&E)	Planned		\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L		Construction	Planned	TBD	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned		\$ 85,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 112,000,000	\$ -	\$ 800,000	\$ 800,000	\$ 400,000	\$ -	\$ 800,000	\$ 800,000	\$ 200,000
Notes													
<p>The current Bayview Station Preliminary Design and Pre-Environmental study will develop a funding plan/strategy for the project through construction, including looking at leveraging opportunities for the harder to fund early project phases such as environmental clearance. The overall project will need to achieve high leveraging in order to fully fund the project. We will rescore the project when the allocation request form for the design phase is submitted as that will have more detailed and up to date project information about leveraging, project benefits, etc. Prop L anticipates significant leveraging for the overall project. The Prop L amount listed for the construction phase above is a placeholder. We will have a better estimate of remaining funds available in the Caltrain Bayview Station program when we adopt the final Strategic Plan in late 2023/early 2024.</p> <p>Potential TBD funding sources for construction phase include TIRCP, RAISE, and CMAQ, among others. ■</p>													

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Bayview Caltrain Station Environmental Clearance & Preliminary Design</i>
Relative Level of Need or Urgency (time sensitive)	This project phase is not currently related to any external funding deadlines or timely use of funds needs, though community engagement and outreach has identified a strong desire to advance this project to implementation expediently to fill a gap in regional connectivity that has existed in the EPC neighborhood since the Paul Avenue station closure in 2005.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project is included in the Bayview CBTP, ConnectSF Transit Strategy, and SFTP investment plan. The most recently completed effort to study the station, SF Planning's Prop K funded Southeast Rail Station Study, included virtual and in-person outreach that identified near universal support for implementation of a station, though questions remained and consensus was not achieved about the best specific location in which it should be placed. Additional outreach and coordination is currently underway as part of the pre-environmental planning phase that will recommend a single preferred location.
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>Per the ConnectSF Transit Strategy, a Bayview Caltrain station would increase the number of jobs and activity centers that can be reached within 45 minutes from the Bayview via transit: there are 2,500 people with low incomes and 6,500 people living in EPCs within a half mile of the potential station locations. A Bayview Caltrain station would help neighborhood residents connect to the regional transit network, provide a fast alternative route to downtown, and improve options for traveling to locations outside of San Francisco, including job centers on the Peninsula and in the South Bay. An additional 1,000 jobs would be reachable by people with low incomes within a 45 minute travel time, and an additional 2,500 jobs by people living in equity priority communities.</p> <p>The currently underway pre-environmental planning phase will further update and refine these expected benefits as part of the selection of a preferred station location for environmental clearance in the PAED phase.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Environmental Sustainability, Economic Vitality</p> <p>This project is a named, fully funded project in the SFTP investment plan. Based on the plan's evaluation, the project provides a restorative transit access investment that serves an EPC, reduces VMT and GHG, and improved accessibility both to jobs within the surrounding area and for nearby residents to other job centers in the region by reducing travel times and transfers.</p>
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
11- Bayview Caltrain Station	
Safety	Specific project design elements will be determined during conceptual and preliminary design, however it is expected that station access features both at and around the selected location will be chosen and implemented to increase safety for people walking, cycling, and taking transit to and in the vicinity of the station.



Bayshore

Potential
Oakdale Avenue
Station

Potential
Evans Avenue
Station

Project Name and Sponsor				
Project Name:	Quint-Jerrold Connector Road			
Implementing Agency:	SFPW			
Prop L Expenditure Plan Information				
Prop L Program:	11- Bayview Caltrain Station			
Prop L Sub-Program (if applicable):	N/A			
Second Prop L Program (if applicable):				
Project Information				
Brief Project Description for MyStreetSF (80 words max):	The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along a former Union Pacific Rail Road Right-of-Way to the west of the Caltrain tracks. The road will restore access eliminated by the construction of a Caltrain berm. This is a Legacy Project carried forward from the Prop K Expenditure Plan.			
Project Location and Limits:	Along former Union Pacific Rail Road Right-of-Way between Jerrold Avenue and Newcomb Avenue, west of and parallel to the Caltrain tracks			
Supervisorial District(s):	District 10			
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	<table border="1"> <tr> <td>Is the project located in an Equity Priority Community (EPC)?</td> <td>Yes</td> </tr> </table>	Is the project located in an Equity Priority Community (EPC)?	Yes
Is the project located in an Equity Priority Community (EPC)?	Yes			
Which EPC(s) is the project located in?	The project is located in an industrial area considered part of the Bayview Equity Priority Community Neighborhood.			
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along the west side of the Caltrain tracks. The Caltrain bridge over Quint Street, a local street in the Bayview-Hunters Point neighborhood, was over 100 years old, seismically unsafe and was approaching the end of its useful life. In late 2016, Caltrain replaced the bridge with a berm that could facilitate a future station but closed through access on Quint Street. The road will restore access eliminated by the construction of the berm and is also intended to support a potential new Caltrain station at Oakdale Avenue and provide access to other nearby land uses.</p> <p>The Transportation Authority and SF Public Works are working together on a design for the new road. The proposed design meets all of the local circulation needs for Quint Street. The current proposal features:</p> <ul style="list-style-type: none"> • One traffic lane in each direction and a sidewalk • New street lighting and new landscaping coordinated with adjacent properties • An intersection with Jerrold Avenue that would allow for turns in all directions, accommodate trucks, and integrate with the San Francisco Wholesale Produce Market’s planned street reconfiguration • New sewer and water lines to supply adjacent buildings • New retaining wall along Caltrain right-of-way • Utility relocation for Sprint / T-Mobile fiber optic line(s) and/or duct bank <p>Prop L funds are requested to fund a portion of the cost of acquiring the right-of-way for the road, and a portion of the cost of the design phase. Funding for design will also enable the project team to get a new survey since the site has changed extensively. The team anticipates additional environmental investigation due to the stockpile yard on the site for construction soil and waste from various projects. The design will also require new geotechnical borings and potholing for utility such as fiber optic, gas, and sewer. Quint Street is being designed to not preclude a potential Caltrain station serving the Bayview.</p>			

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Map Attachment in Map Tab
Type of Environmental Clearance Required:	Negative Declaration
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Mike Tan, mike.tan@sfcta.org Office of Real Estate - Jeff Suess, jeff.suess@sfgov.org

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q4-Apr-May-Jun	Previous	Q1-Jul-Aug-Sep	2019/20
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	Previous	Q1-Jul-Aug-Sep	Previous
Right of Way	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2024/25
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2025/26	Q2-Oct-Nov-Dec	2026/27
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2026/27		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2027/28		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2028/29
Project Completion (means last eligible expenditure)	0%	Contracted			Q4-Apr-May-Jun	2028/29

Notes

Project schedule depends on acquisition of right-of-way and securing funds to fully fund design and construction. The project may also have to start relocation of a Sprint/T-Mobile fiber optic during the design phase before construction starts. Design duration is 18 months to allow for coordination of referenced fiber optic (and other utilities).

Negative declaration was completed August of FY2015/16.

Project Name:	Quint-Jerrold Connector Road
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Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate	
		Prop L	Other		
Planning/Conceptual Engineering	\$ 556,000		\$ 556,000	actual cost	*Other is Prop K sales tax.
Environmental Studies (PA&ED)	\$ 224,000		\$ 224,000	actual cost	*Other is Prop K sales tax.
Right of Way	\$ 8,000,000	\$ 2,086,000	\$ 5,914,000	Real Estate Division	*1.914M of Other is Prop K sales tax.
Design Engineering (PS&E)	\$ 4,500,000	\$ 2,644,000	\$ 1,856,000	Engineer's estimate at 15%	
Construction	\$ 27,000,000		\$ 27,000,000	Engineer's estimate at 15%	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -		
Total Project Cost	\$ 40,280,000	\$ 4,730,000	\$ 35,550,000		*\$2.694M of Other is Prop K sales tax. Prop K + Prop L sales tax is 18% of total project cost.
Percent of Total		12%	88%		

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Planning/Conceptual Engineering	Allocated	Previous	\$ 556,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Environmental Studies (PA&ED)	Allocated	Previous	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Right of Way	Allocated	Previous	\$ 1,914,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Right of Way	Planned	2023/24	\$ 2,086,000	\$ -	\$ 2,086,000	\$ -	\$ -	\$ -
SFPUC		Right of Way	Planned	2023/24	\$ 4,000,000	\$ -	\$ -		\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Design Engineering (PS&E)	Planned	2024/25	\$ 2,644,000	\$ -	\$ -	\$ 1,322,000	\$ 1,322,000	\$ -
TBD		Design Engineering (PS&E)	Planned	2024/25	\$ 1,856,000	\$ -	\$ -	\$ -		\$ -
TBD		Construction	Planned	2026/27	\$ 27,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 40,280,000	\$ -	\$ 2,086,000	\$ 1,322,000	\$ 1,322,000	\$ -

Notes

The Transportation Authority previously allocated \$1.9M in Prop K funds for right-of-way acquisition. Prop L funds would bring the total sales tax contribution to the right-of-way phase to \$4 million of the \$8 million appraised value of the property. The project team anticipates that SFPUC will contribute the remaining \$4M for right-of-way acquisition through a street vacation of the Quint Street stub, between Jerrold Avenue and the Caltrain tracks, east of the project area. For the SFPUC street vacation, SFPUC plans to privatize this segment of road and provide revenues to the Quint-Jerrold Connector Road Project. This requires a Board of Supervisors approval for the street vacation and the diversion of the street vacation funds to the project instead of the General Fund. The actual amount of funding from the street vacation will depend on market conditions.

\$4 million of the Prop L funds represent Caltrain's contribution to the project via a fund exchange of Prop K funds with FTA funds.

TBD sources may include General Funds, SFPUC funds, and private funds.

Overall leveraging of sales tax funds (Props K and L) for the proposed project is 18.4% sales tax leveraging 81.6% in other funds.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Quint-Jerrold Connector Road</i>
Relative Level of Need or Urgency (time sensitive)	Real Estate is waiting on ROW funding to be secured before continuing to negotiate for the ROW. The ROW funding will include this Prop L request for an additional \$2.1M and SFPUC's street vacation which is ongoing. Any delay to securing the funding will push the negotiation further out and also risk the property owner selling the property to another buyer. Additional delay may increase the ROW cost due to resilient demand for industrial space from the switch to e-commerce and the lack of empty land in the City. When Real Estate is able to successfully negotiate for the property then the project team would start on the design phase, subject to funding availability. SFPW is the lead designer and worked on the conceptual engineering of the project.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The project team made presentations to the Bayview CAC on several occasions and to the TA CAC. Both CACs had members requesting that project move forward when possible. The project team also received phone calls from local residents requesting the City to restore through access on Quint Street. The community and District 10 has expressed support for this project
Benefits to Disadvantaged Populations and Equity Priority Communities	The project is located in the Bayview Equity Priority Community. This has been considered to be a marginalized neighborhood in the City. Local residents have requested that the City restore through access on Quint street that was cut off by the construction of a berm. The Quint-Jerrold Connector Road project will also benefit the Bayview neighborhood by providing for a potential future Caltrain Station in the Bayview that will provide critical transportation links to the neighborhood which is experiencing growth from new development in Hunters Point area of Bayview.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Safety and Livability
	The project will improve traffic circulation in the area especially for truck traffic. The area is an industrial area with numerous trucks. In addition with the potential street vacation of Jerrold Avenue between Rankin and Toland streets, there is need for the Quint-Jerrold Connector Road Project to accommodate truck circulation in this area. The project will also support a future Caltrain Station in the Bayview which will improve the livability of the neighborhood.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

11- Bayview Caltrain Station

Safety



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2023 Prop L 5-Year Prioritization Program

Curb Ramps

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with San Francisco Public Works.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Curb Ramps is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Curb Ramps as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Construction of new Americans with Disabilities Act (ADA)-compliant curb ramps and related roadway work to permit ease of movement. Reconstruction of existing ramps. Includes project development and capital costs. Sponsor Agency: SFPW. Total Funding: \$143M; EP: \$29M.”

SFPW stands for San Francisco Public Works.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Curb Ramps, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$3.93 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole. See Section 7 of this document for the anticipated leveraging of the proposed 5-year project list.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco’s Half-Cent Sales Tax for Transportation: Outreach

Findings report can be found on the Transportation Authority website. Key themes emerged from this process including safety and accessibility, especially for seniors and persons with disabilities.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process that echoed feedback heard in the outreach process during Prop L's development, including safety and accessibility especially for seniors and persons with disabilities.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Curb Ramps 5YPP:

- Number of new ADA-compliant curb ramps constructed
- Number of existing curb ramps reconstructed to meet ADA-compliance
- Progress in implementing a citywide curb ramp plan/program

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded San Francisco Public Works' Curb Ramps program since 2004. Table 1 shows the Project Status of open Curb Ramps grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
SFPW	Curb Ramps - Various Locations (Districts 1, 9, 10)	Construction	2017/18	\$804,084	\$184,502	Yes
SFPW	Mansell Street Curb Ramps	Construction	2020/21	\$971,025	\$414,978	Yes
SFPW	Curb Ramps - Various Locations (Districts 5, 6, 8, 11)	Construction	2021/22	\$978,252	\$651,530	Yes
SFPW	Mansell Street Curb Ramps - Additional Locations	Construction	2021/22	\$548,763	\$227,382	Yes
SFPW	Curb Ramps: Sacramento and Sansome	Construction	2022/23	\$1,097,416	\$1,097,416	
SFPW	Curb Ramps: Various Locations	Construction	2022/23	\$2,136,651	\$2,136,651	

Projects are sorted by allocation year, then name.

SFPW's Curb Ramp program has had major staff changes in the last fiscal year with the departure of the Curb Ramp Program Manager who had worked in this capacity for over a decade. SFPW's recruitment of a replacement is drawing to a close, and interim leadership has provided clarity and guidance on program developments and active projects. Additionally, as more ramps are constructed at less complex locations throughout the city, the proportion of remaining locations with more complex factors

to coordinate increases, which increases the average per ramp cost and average length of project timeline. SFPW maintains and will continue to maintain cash flow projections to ensure that spend down and reimbursement timelines are aligned with grant requirements.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Curb Ramps 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Curb Ramps ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

The recommended project list would advance about \$1.7M over the pay-go amount (\$2,743,902) in the first five years of the 30-year program. The need for advancing funds is due to SFPW's desire to maintain consistent Prop L annual funding levels as with Prop K. This level of funding is essential to supporting SFPW's construction of curb ramps, for which there are many outstanding requests.

Prop L Project Submissions Evaluation - EP 19 Curb Ramps

District	Projects	Prop L-Wide Criteria					Program Specific Criteria				Total
		Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Requester Disability	Condition of Existing Corner	Proximity to Key Resources	
TBD	Curb Ramps	4	0	5	3	3	2	3	2	2	24
Total Possible Score		5	4	5	5	4	2	3	2	2	32

<p>Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.</p>											
<p>Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.</p>											
<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>											
<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>											
<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from both neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from either neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>											
<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>											
<p>Safety: Highest possible score is 2. Intersection is located on the High Injury Network.</p>											
<p>Requester Disability: Highest possible score is 3. The intersections with no curb ramps or curb ramps in poor condition that have been identified by people with disabilities as being necessary for their path of travel are given the highest initial priority.</p>											
<p>Condition of Existing Corner: Highest possible score is 2. Intersections with no curb ramps or curb ramps in poor condition, and located on the high injury network, are given priority.</p>											
<p>Proximity to Key Resources: Highest possible score is 2. Intersection requests that are within the path of travel to key amenities such as, but not limited to, public spaces, transportation, hospitals, and schools.</p>											
<p>Note: Proximity to Other Project Locations criterion was removed per San Francisco Public Works' request after they clarified this criterion is assessed during the design phase, rather than used as a prioritization criterion.</p>											

E6-280

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

19- Curb Ramps

Programming Year

Pending October 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFPW	Curb Ramps	Construction	\$575,000					\$575,000
SFPW	Curb Ramps	Construction		\$1,100,000				\$1,100,000
SFPW	Curb Ramps	Construction			\$1,155,000			\$1,155,000
SFPW	Curb Ramps	Construction				\$1,212,000		\$1,212,000
SFPW	Curb Ramps	Construction					\$1,275,000	\$1,275,000
Funds Requested in 2023 5YPP			\$575,000	\$1,100,000	\$1,155,000	\$1,212,000	\$1,275,000	\$5,317,000
Cumulative Remaining Programming Capacity			\$2,168,902	\$1,068,902	(\$86,098)	(\$1,298,098)	(\$2,573,098)	(\$2,573,098)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

19- Curb Ramps

Cash Flow (Maximum Annual Reimbursement)

Pending October 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement						Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
Curb Ramps	Construction		\$575,000					\$575,000
Curb Ramps	Construction		\$350,000	\$750,000				\$1,100,000
Curb Ramps	Construction			\$350,000	\$805,000			\$1,155,000
Curb Ramps	Construction				\$400,000	\$812,000		\$1,212,000
Curb Ramps	Construction					\$400,000	\$875,000	\$1,275,000
Cash Flow Requested in 2023 5YPP		\$0	\$925,000	\$1,100,000	\$1,205,000	\$1,212,000	\$875,000	\$5,317,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$304,878	\$609,756	\$609,756	\$609,756	\$609,756	\$0	\$2,743,902
Cumulative Remaining Cash Flow Capacity		\$304,878	(\$10,366)	(\$500,610)	(\$1,095,854)	(\$1,698,098)	(\$2,573,098)	(\$2,573,098)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Curb Ramps	79.7%	79.3% ¹ /14.3% ²

¹FY24 programming. Includes General Fund appropriation.

²FY25-28 programming. General Fund contribution for these years unknown.

Expected leveraging for the Curb Ramps program over the life of the 30-year measure is 79.7%. The Fiscal Year 2023/24 Project Information Form shows the General Fund amount for Curb Ramps with anticipated leveraging of 79.3%, which is consistent with expected leveraging. The following four years of programming have an average leveraging of 14.3% including state Transportation Development Act Article 3 funds that SFPW uses for designing the curb ramps that are constructed using Prop L funds. This leveraging amount may increase as future General Fund contributions are secured. We will reevaluate leveraging for Fiscal Years 2024/25 - 2027/28 at time of allocation.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor			
Project Name:	Curb Ramps		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	19- Curb Ramps		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities. The Curb Ramp program, driven by requests from the community, creates accessible and safer routes of travel to various locations within the public right-of-way.		
Project Location and Limits:	TBD		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Curb ramp construction meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.</p> <p>A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. The U.S. Department of Justice (USDOJ) ADA Handbook states: "The legislative history of Title II of the ADA makes it clear that, under Title II, local and state governments are required to provide curb cuts on public streets... (and)... the employment, transportation, and public accommodation sections of ... [the ADA] would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between streets." ADA Section 35.151(e) establishes accessibility requirements for new construction and alterations, requiring all newly constructed and altered streets, roads, or highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. Paragraph (d)(2) clarifies the application of the general requirement for program accessibility to the provision of curb ramps at existing crosswalks.</p> <p>The scope of this work is the construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. Based on historical cost data and condition assumptions, Public Works anticipates the work funded by \$5,317,000 in Prop L sales tax funds will construct approximately 220 curb ramps. Public Works will use Transportation Development Act, Article 3 funds for planning and design of these curb ramps. The average cost per ramp has increased since 2016/17 because of topographic and infrastructure obstacles, and corresponding increased labor and materials costs to coordinate and address these complex factors.</p>		

	<p>Topographic and infrastructure obstacles include high slopes on steep streets that require extensive roadway and sidewalk modifications, conflicts between ADA compliant slopes and proper storm water drainage that requires catch basin and culvert relocation and construction, and utility relocations like fire hydrants, water valves and meters, traffic signals/traffic light adjustments and streetlight pull boxes that need to be out of the curb ramp slopes. Sub-sidewalk basements and narrow sidewalks may require additional sidewalk widening or bulb-outs to provide proper access. In addition, basement roof slabs also shared by the existing sidewalks may need to be replaced depending on its condition during the demolition process. As more ramps are constructed throughout the city, the proportion of locations with more complex factors to coordinate remain, which increases the average per ramp cost.</p> <p>Public Works and the Mayor's Office on Disability (MOD) will develop a list of curb return locations requiring curb ramp upgrades during the planning phase of the project. The list primarily includes locations identified through citizen complaints and requests, and other locations vital to transit access identified by Muni.</p> <p>Prioritization of curb ramp locations typically depends on the following factors:</p> <ul style="list-style-type: none"> -The intersections with no curb ramps or curb ramps in poor condition that have been identified by people with disabilities as being necessary for their path of travel are given the highest initial priority. -Intersection is located on the High Injury Network. -Intersection requests that are within the path of travel to key amenities such as, but not limited to, public spaces, transportation, hospitals, and schools. <p>All candidates are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>Maps showing current projects and planning locations</p>
<p>Type of Environmental Clearance Required:</p>	<p>Categorically Exempt</p>
<p>Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>N/A</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering		In-house and Contracted	Q2-Oct-Nov-Dec	2023/24		
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)		In-house and Contracted	Q3-Jan-Feb-Mar	2023/24		
Advertise Construction		In-house	Q1-Jul-Aug-Sep	2024/25		
Start Construction (e.g. Award Contract)		Contracted	Q2-Oct-Nov-Dec	2024/25		
Operations (i.e. paratransit)						
Open for Use		Contracted			Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)		Contracted			Q4-Apr-May-Jun	2027/28
Notes						

Prop L Sales Tax Program Project Information Form (PIF) Template



Project Name:		Curb Ramps									
Project Cost Estimate											
		Funding Source									
Phase	Cost	Prop L		Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ 987,745	\$ -	\$ -	\$ 987,745	Prior Work						
Construction	\$ 7,317,000	\$ 5,317,000	\$ -	\$ 2,000,000	Prior Work						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -							
Total Project Cost	\$ 8,304,745	\$ 5,317,000	\$ -	\$ 2,987,745							
Percent of Total		64%		36%							
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Transportation Development Act Article		Design Engineering (PS&E)	Planned	2023/24	\$ 197,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L		Construction	Planned	2023/24	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ -	\$ -	\$ -
City General Fund		Construction	Planned	2023/24	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article		Design Engineering (PS&E)	Planned	2024/25	\$ 197,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	19- Curb Ramps	Construction	Planned	2024/25	\$ 1,100,000	\$ -	\$ 350,000	\$ 750,000	\$ -	\$ -	\$ -
Transportation Development Act Article		Design Engineering (PS&E)	Planned	2025/26	\$ 197,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	19- Curb Ramps	Construction	Planned	2025/26	\$ 1,155,000	\$ -	\$ -	\$ 350,000	\$ 805,000	\$ -	\$ -
Transportation Development Act Article		Design Engineering (PS&E)	Planned	2026/27	\$ 197,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	19- Curb Ramps	Construction	Planned	2026/27	\$ 1,212,000	\$ -	\$ -	\$ -	\$ 400,000	\$ 812,000	\$ -
Transportation Development Act Article		Design Engineering (PS&E)	Planned	2027/28	\$ 197,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	19- Curb Ramps	Construction	Planned	2027/28	\$ 1,275,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 875,000
Total By Fiscal Year					\$ 8,304,745	\$ -	\$ 925,000	\$ 1,100,000	\$ 1,205,000	\$ 1,212,000	\$ 875,000
Notes											
Proposed leveraging ranges from 79% in FY 23/24 to 13% in FY 27/28. In FY23/24, SFPW will receive \$2M in General Fund support. General Fund support is revisited annually, so only FY24 information is available at this time.											

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Curb Ramps</i>
Relative Level of Need or Urgency (time sensitive)	Project is time sensitive due to the nature of community requests and the number of requests. Timely resolution is needed to minimize risk of bodily harm to constituents and potential City liability for such injuries.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The Curb Ramp Program's project locations are based on community requests. Requests come from all districts across San Francisco.
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>The Curb Ramp Project creates accessible and safer routes of travel to various locations within the public right-of-way which includes but is not limited to public libraries, schools, and public transit.</p> <p>Project Locations are distributed Citywide, and more than 40% of the sites are located in Equity Priority Communities.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Economic Vitality, Safety and Livability</p> <p>Equity - The Curb Ramp Program considers geographic equity when programming projects to ensure accessibility for all citizens of San Francisco.</p> <p>Economic Vitality - Installing new Curb Ramps will provide accessibility for Citizens and equal opportunity to access transportation, public spaces and store fronts.</p> <p>Safety and Livability - New Curb Ramps will give people with disabilities quick and easy access to get off of the roadways and onto the sidewalk and increase quality of life.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

19- Curb Ramps

<p>Safety</p>	<p>Project Locations are distributed Citywide, and more than 1/3 of the sites are located on the High Injury Network.</p>
<p>Disability Status of Requester, Condition of Existing Curb Ramps, Proximity to Key Resources, Proximity to Other Construction Project Locations</p>	<p>A list of Curb Ramp Locations are generated from constituent requests. Every year, the Program does a prioritization process where all the locations are analyzed for the following aspects in order to be prioritized into a Project:</p> <p>Intersection is located on the High Injury Network.</p> <p>The intersections with no curb ramps or curb ramps in poor condition that have been identified by people with disabilities as being necessary for their path of travel are given the highest initial priority.</p> <p>Intersection requests that are within the path of travel to key amenities such as, but not limited to, public spaces, transportation, hospitals, and schools.</p>

District	Project Phase	Location	# of Curb Ramps
01	Planning	02ND AVE: GEARY BLVD intersection	4
01	Planning	03RD AVE: GEARY BLVD intersection	4
01	Planning	04TH AVE: GEARY BLVD intersection	10
01	Planning	05TH AVE: GEARY BLVD intersection	4
01	Planning	06TH AVE: GEARY BLVD intersection	12
01	Planning	07TH AVE: GEARY BLVD intersection	2
01	Planning	08TH AVE: CABRILLO ST to FULTON ST (700 - 799)	1
01	Planning	08TH AVE: GEARY BLVD intersection	2
01	Planning	09TH AVE: GEARY BLVD intersection	4
01	Planning	10TH AVE: GEARY BLVD intersection	4
01	Planning	10TH AVE: LAKE ST to CALIFORNIA ST (100 - 199)	1
01	Planning	11TH AVE: GEARY BLVD intersection	4
01	Planning	12TH AVE: GEARY BLVD intersection	10
01	Planning	14TH AVE: CALIFORNIA ST to CLEMENT ST (200 - 299)	1
01	Planning	14TH AVE: CLEMENT ST to GEARY BLVD (300 - 399)	1
01	Planning	14TH AVE: GEARY BLVD intersection	2
01	Planning	14TH AVE: LAKE ST to CALIFORNIA ST (100 - 199)	1
01	Planning	16TH AVE: GEARY BLVD intersection	4
01	Planning	17TH AVE: GEARY BLVD intersection	4
01	Planning	17TH AVE: LAKE ST intersection	8
01	Planning	18TH AVE: GEARY BLVD intersection	2
01	Planning	18TH AVE: LAKE ST intersection	8
01	Planning	19TH AVE: GEARY BLVD intersection	2
01	Planning	20TH AVE: GEARY BLVD intersection	8
01	Planning	21ST AVE: GEARY BLVD intersection	4
01	Planning	22ND AVE: GEARY BLVD intersection	6
01	Planning	24TH AVE: GEARY BLVD intersection	4
01	Planning	25TH AVE: ANZA ST intersection	8
01	Planning	25TH AVE: CLEMENT ST intersection	8
01	Planning	25TH AVE: GEARY BLVD intersection	12
01	Planning	26TH AVE: GEARY BLVD intersection	2
01	Planning	27TH AVE: GEARY BLVD intersection	10
01	Planning	28TH AVE: GEARY BLVD intersection	10
01	Planning	29TH AVE: GEARY BLVD intersection	12
01	Planning	30TH AVE: FULTON ST intersection	8
01	Planning	30TH AVE: GEARY BLVD intersection	6
01	Planning	36TH AVE: FULTON ST intersection	8
01	Planning	ANZA ST: 25TH AVE intersection	8
01	Planning	ANZA ST: ARGUELLO BLVD to 02ND AVE (1000 - 1099)	1
01	Planning	ANZA ST: FUNSTON AVE to PARK PRESIDIO BLVD (2200 - 2249)	1
01	Planning	BALBOA ST: FUNSTON AVE to PARK PRESIDIO BLVD (1200 - 1249)	1
01	Planning	BEAUMONT AVE: TURK BLVD intersection	6
01	Planning	CALIFORNIA ST: 09TH AVE to 10TH AVE (4700 - 4799)	1
01	Planning	CALIFORNIA ST: 12TH AVE to FUNSTON AVE (5000 - 5099)	1
01	Planning	CLEMENT ST: 25TH AVE intersection	8
01	Planning	FULTON ST: 30TH AVE intersection	8
01	Planning	FULTON ST: 36TH AVE intersection	8
01	Planning	FUNSTON AVE: GEARY BLVD intersection	2
01	Planning	GEARY BLVD: 02ND AVE intersection	4
01	Planning	GEARY BLVD: 03RD AVE intersection	4
01	Planning	GEARY BLVD: 04TH AVE intersection	10
01	Planning	GEARY BLVD: 05TH AVE intersection	4
01	Planning	GEARY BLVD: 06TH AVE intersection	12
01	Planning	GEARY BLVD: 07TH AVE intersection	2
01	Planning	GEARY BLVD: 08TH AVE intersection	2
01	Planning	GEARY BLVD: 09TH AVE intersection	4
01	Planning	GEARY BLVD: 10TH AVE intersection	4
01	Planning	GEARY BLVD: 11TH AVE intersection	4
01	Planning	GEARY BLVD: 12TH AVE intersection	10
01	Planning	GEARY BLVD: 14TH AVE intersection	2
01	Planning	GEARY BLVD: 16TH AVE intersection	4
01	Planning	GEARY BLVD: 17TH AVE intersection	4
01	Planning	GEARY BLVD: 18TH AVE intersection	2
01	Planning	GEARY BLVD: 19TH AVE intersection	2
01	Planning	GEARY BLVD: 20TH AVE intersection	8
01	Planning	GEARY BLVD: 21ST AVE intersection	4
01	Planning	GEARY BLVD: 22ND AVE intersection	6
01	Planning	GEARY BLVD: 24TH AVE intersection	4
01	Planning	GEARY BLVD: 25TH AVE intersection	12
01	Planning	GEARY BLVD: 26TH AVE intersection	2
01	Planning	GEARY BLVD: 27TH AVE intersection	10
01	Planning	GEARY BLVD: 28TH AVE intersection	10
01	Planning	GEARY BLVD: 29TH AVE intersection	12
01	Planning	GEARY BLVD: 30TH AVE intersection	6

E6-290

Light Rail Station and Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
01	Planning	GEARY BLVD: FUNSTON AVE intersection	2
01	Planning	GEARY BLVD: PARK PRESIDIO BLVD intersection	8
01	Planning	GOLDEN GATE AVE: WILLARD ST intersection	1
01	Planning	LAKE ST: 11TH AVE to 12TH AVE (1000 - 1099)	1
01	Planning	LAKE ST: 16TH AVE to 17TH AVE (1500 - 1599)	1
01	Planning	LAKE ST: 17TH AVE intersection	8
01	Planning	LAKE ST: 17TH AVE to 18TH AVE (1600 - 1699)	1
01	Planning	LAKE ST: 18TH AVE intersection	8
01	Planning	LAKE ST: 18TH AVE to 19TH AVE (1700 - 1799)	1
01	Planning	PARK PRESIDIO BLVD: GEARY BLVD intersection	8
01	Planning	PARKER AVE: TURK BLVD intersection	8
01	Planning	ROSSI AVE: TURK BLVD intersection	6
01	Planning	STANYAN BLVD: STANYAN ST \ TURK BLVD intersection	8
01	Planning	STANYAN ST: STANYAN BLVD \ TURK BLVD intersection	8
01	Planning	TURK BLVD: ANNAPOLIS TER to TAMALPAIS TER (2400 - 2499)	1
01	Planning	TURK BLVD: BEAUMONT AVE intersection	6
01	Planning	TURK BLVD: BEAUMONT AVE to STANYAN BLVD \ STANYAN ST (2950 - 2999)	1
01	Planning	TURK BLVD: CHABOT TER to TEMESCAL TER (2800 - 2849)	1
01	Planning	TURK BLVD: KITTREDGE TER to CHABOT TER (2700 - 2799)	1
01	Planning	TURK BLVD: PARKER AVE intersection	8
01	Planning	TURK BLVD: PARKER AVE to BEAUMONT AVE (2900 - 2949)	1
01	Planning	TURK BLVD: ROSELYN TER to KITTREDGE TER (2600 - 2699)	1
01	Planning	TURK BLVD: ROSSI AVE intersection	6
01	Planning	TURK BLVD: ROSSI AVE to WILLARD ST (3050 - 3099)	1
01	Planning	TURK BLVD: STANYAN BLVD \ STANYAN ST intersection	8
01	Planning	TURK BLVD: STANYAN BLVD \ STANYAN ST to ROSSI AVE (3000 - 3049)	1
01	Planning	TURK BLVD: TAMALPAIS TER to ROSELYN TER (2500 - 2599)	1
01	Planning	TURK BLVD: TEMESCAL TER to PARKER AVE (2850 - 2899)	1
01	Planning	TURK BLVD: WILLARD ST intersection	8
01	Planning	TURK BLVD: WILLARD ST to ARGUELLO BLVD \ BALBOA ST (3100 - 3199)	1
01	Planning	WILLARD ST: GOLDEN GATE AVE intersection	1
01	Planning	WILLARD ST: TURK BLVD intersection	8
01	Design	06TH AVE: FULTON ST intersection	4
01	Design	08TH AVE: FULTON ST intersection	3
01	Design	10TH AVE: FULTON ST intersection	6
01	Design	31ST AVE: GEARY BLVD intersection	14
01	Design	34TH AVE: ANZA ST intersection	8
01	Design	35TH AVE: ANZA ST intersection	1
01	Design	35TH AVE: CABRILLO ST intersection	2
01	Design	35TH AVE: FULTON ST intersection	1
01	Design	36TH AVE: SHORE VIEW AVE intersection	7
01	Design	37TH AVE: SHORE VIEW AVE intersection	6
01	Design	38TH AVE: BALBOA ST intersection	1
01	Design	38TH AVE: CABRILLO ST intersection	1
01	Design	43RD AVE: CLEMENT ST \ VETERANS DR intersection	4
01	Design	47TH AVE: CABRILLO ST intersection	12
01	Design	ANNAPOLIS TER: TURK BLVD intersection	4
01	Design	ANZA ST: 34TH AVE intersection	8
01	Design	ANZA ST: 35TH AVE intersection	1
01	Design	ARGUELLO BLVD: FULTON ST intersection	2
01	Design	BALBOA ST: 38TH AVE intersection	1
01	Design	CABRILLO ST: 35TH AVE intersection	2
01	Design	CABRILLO ST: 38TH AVE intersection	1
01	Design	CABRILLO ST: 47TH AVE intersection	12
01	Design	CABRILLO ST: FUNSTON AVE intersection	6
01	Design	CHABOT TER: TURK BLVD intersection	6
01	Design	CLEMENT ST: 43RD AVE \ VETERANS DR intersection	4
01	Design	EWING TER: END intersection	6
01	Design	FULTON ST: 06TH AVE intersection	4
01	Design	FULTON ST: 08TH AVE intersection	3
01	Design	FULTON ST: 10TH AVE intersection	6
01	Design	FULTON ST: 35TH AVE intersection	1
01	Design	FULTON ST: ARGUELLO BLVD intersection	2
01	Design	FUNSTON AVE: CABRILLO ST intersection	6
01	Design	GEARY BLVD: 31ST AVE intersection	14
01	Design	GOLDEN GATE AVE: KITTREDGE TER intersection	2
01	Design	HWY 1 NORTHBOUND: HWY 1 SOUTHBOUND \ LAKE ST \ PARK PRESIDIO BLVD intersection	7
01	Design	HWY 1 SOUTHBOUND: HWY 1 NORTHBOUND \ LAKE ST \ PARK PRESIDIO BLVD intersection	7
01	Design	KITTREDGE TER: GOLDEN GATE AVE intersection	2
01	Design	KITTREDGE TER: TURK BLVD intersection	11
01	Design	LAKE ST: HWY 1 NORTHBOUND \ HWY 1 SOUTHBOUND \ PARK PRESIDIO BLVD intersection	7
01	Design	PARK PRESIDIO BLVD: HWY 1 NORTHBOUND \ HWY 1 SOUTHBOUND \ LAKE ST intersection	7
01	Design	PARKER AVE: TURK BLVD intersection	7
01	Design	ROSELYN TER: TURK BLVD intersection	12

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
01	Design	SHORE VIEW AVE: 36TH AVE intersection	7
01	Design	SHORE VIEW AVE: 37TH AVE intersection	6
01	Design	TAMALPAIS TER: TURK BLVD intersection	12
01	Design	TEMESCAL TER: TURK BLVD intersection	13
01	Design	TURK BLVD: ANNAPOLIS TER intersection	4
01	Design	TURK BLVD: CHABOT TER intersection	6
01	Design	TURK BLVD: KITTREDGE TER intersection	11
01	Design	TURK BLVD: PARKER AVE intersection	7
01	Design	TURK BLVD: ROSELYN TER intersection	12
01	Design	TURK BLVD: TAMALPAIS TER intersection	12
01	Design	TURK BLVD: TEMESCAL TER intersection	13
01	Design	VETERANS DR: 43RD AVE \ CLEMENT ST intersection	4
01	Construction	07TH AVE: CABRILLO ST intersection	3
01	Construction	17TH AVE: LAKE ST intersection	2
01	Construction	ASHBURY ST: FULTON ST \ HEMWAY TER intersection	8
01	Construction	CABRILLO ST: 07TH AVE intersection	3
01	Construction	FULTON ST: ASHBURY ST \ HEMWAY TER intersection	8
01	Construction	HEMWAY TER: ASHBURY ST \ FULTON ST intersection	8
01	Construction	LAKE ST: 17TH AVE intersection	2
02	Planning	ANZA ST: LORAIN CT intersection	2
02	Planning	ANZA ST: STANYAN BLVD intersection	12
02	Planning	ARGUELLO BLVD: GEARY BLVD intersection	2
02	Planning	CALIFORNIA ST: JORDAN AVE to PALM AVE (3800 - 3862)	1
02	Planning	CALIFORNIA ST: PALM AVE to ARGUELLO BLVD (3851 - 3899)	1
02	Planning	CALIFORNIA ST: PRESIDIO AVE to WALNUT ST (3200 - 3299)	1
02	Planning	CALIFORNIA ST: WALNUT ST intersection	8
02	Planning	CAPRA WAY: PIERCE ST intersection	2
02	Planning	GEARY BLVD: ARGUELLO BLVD intersection	2
02	Planning	LORAIN CT: ANZA ST intersection	2
02	Planning	LYON ST: OFARRELL ST \ VICHA RATANAPAKDEE WAY to GEARY BLVD (1200 - 1299)	1
02	Planning	OCTAVIA ST: PACIFIC AVE intersection	8
02	Planning	PACIFIC AVE: OCTAVIA ST intersection	8
02	Planning	PIERCE ST: CAPRA WAY intersection	2
02	Planning	PRESIDIO AVE: MASONIC AVE \ PINE ST to BUSH ST \ EUCLID AVE (600 - 699)	1
02	Planning	STANYAN BLVD: ANZA ST intersection	12
02	Planning	WALNUT ST: CALIFORNIA ST intersection	8
02	Design	ALHAMBRA ST: CERVANTES BLVD intersection	6
02	Design	ALHAMBRA ST: PIERCE ST intersection	6
02	Design	ANZAVISTA AVE: FORTUNA AVE intersection	4
02	Design	AVILA ST: CERVANTES BLVD intersection	7
02	Design	BAY ST: LARKIN ST intersection	1
02	Design	BEACH ST: CERVANTES BLVD \ MALLORCA WAY intersection	12
02	Design	BEACH ST: PIERCE ST intersection	4
02	Design	BRODERICK ST: GREENWICH ST intersection	16
02	Design	BRODERICK ST: JEFFERSON ST intersection	8
02	Design	BUCHANAN ST: UNION ST intersection	1
02	Design	BUSH ST: EUCLID AVE \ PRESIDIO AVE intersection	3
02	Design	BUSH ST: FRANKLIN ST intersection	2
02	Design	BUSH ST: LYON ST intersection	2
02	Design	CALIFORNIA ST: PIERCE ST intersection	1
02	Design	CALIFORNIA ST: PRESIDIO AVE intersection	8
02	Design	CALIFORNIA ST: SCOTT ST intersection	8
02	Design	CAPRA WAY: SCOTT ST intersection	6
02	Design	CERVANTES BLVD: ALHAMBRA ST intersection	6
02	Design	CERVANTES BLVD: AVILA ST intersection	7
02	Design	CERVANTES BLVD: BEACH ST \ MALLORCA WAY intersection	12
02	Design	CERVANTES BLVD: PRADO ST intersection	1
02	Design	CLAY ST: STEINER ST intersection	5
02	Design	EUCLID AVE: BUSH ST \ PRESIDIO AVE intersection	3
02	Design	FILBERT ST: FILLMORE ST intersection	2
02	Design	FILLMORE ST: FILBERT ST intersection	2
02	Design	FILLMORE ST: MOULTON ST intersection	4
02	Design	FORTUNA AVE: ANZAVISTA AVE intersection	4
02	Design	FRANKLIN ST: BUSH ST intersection	2
02	Design	GEARY BLVD: PRESIDIO AVE intersection	2
02	Design	GREENWICH ST: BRODERICK ST intersection	16
02	Design	JACKSON ST: PRESIDIO AVE intersection	6
02	Design	JEFFERSON ST: BRODERICK ST intersection	8
02	Design	LARKIN ST: BAY ST intersection	1
02	Design	LYON ST: BUSH ST intersection	2
02	Design	LYON ST: MARINA BLVD intersection	2
02	Design	LYON ST: OFARRELL ST \ VICHA RATANAPAKDEE WAY intersection	6
02	Design	MAGNOLIA ST: WEBSTER ST intersection	2
02	Design	MALLORCA WAY: BEACH ST \ CERVANTES BLVD intersection	12

District	Project Phase	Location	# of Curb Ramps
02	Design	MARINA BLVD: LYON ST intersection	2
02	Design	MOULTON ST: FILLMORE ST intersection	4
02	Design	OFARRELL ST: LYON ST \ VICHA RATANAPAKDEE WAY intersection	6
02	Design	PACIFIC AVE: PIERCE ST intersection	4
02	Design	PACIFIC AVE: PRESIDIO AVE \ PRESIDIO BLVD intersection	8
02	Design	PIERCE ST: ALHAMBRA ST intersection	6
02	Design	PIERCE ST: BEACH ST intersection	4
02	Design	PIERCE ST: CALIFORNIA ST intersection	1
02	Design	PIERCE ST: PACIFIC AVE intersection	4
02	Design	PIERCE ST: VALLEJO ST intersection	8
02	Design	PRADO ST: CERVANTES BLVD intersection	1
02	Design	PRESIDIO AVE: BUSH ST \ EUCLID AVE intersection	3
02	Design	PRESIDIO AVE: CALIFORNIA ST intersection	8
02	Design	PRESIDIO AVE: GEARY BLVD intersection	2
02	Design	PRESIDIO AVE: JACKSON ST intersection	6
02	Design	PRESIDIO AVE: PACIFIC AVE \ PRESIDIO BLVD intersection	8
02	Design	PRESIDIO AVE: SUTTER ST intersection	2
02	Design	PRESIDIO BLVD: PACIFIC AVE \ PRESIDIO AVE intersection	8
02	Design	SCOTT ST: CALIFORNIA ST intersection	8
02	Design	SCOTT ST: CAPRA WAY intersection	6
02	Design	STEINER ST: CLAY ST intersection	5
02	Design	SUTTER ST: PRESIDIO AVE intersection	2
02	Design	UNION ST: BUCHANAN ST intersection	1
02	Design	VALLEJO ST: PIERCE ST intersection	8
02	Design	VICHA RATANAPAKDEE WAY: LYON ST \ OFARRELL ST intersection	6
02	Design	WEBSTER ST: MAGNOLIA ST intersection	2
02	Construction	ANZAVISTA AVE: BARCELONA AVE intersection	2
02	Construction	ANZAVISTA AVE: ENCANTO AVE intersection	5
02	Construction	BARCELONA AVE: ANZAVISTA AVE intersection	2
02	Construction	BARCELONA AVE: TERRA VISTA AVE intersection	5
02	Construction	BROADWAY: PIERCE ST intersection	6
02	Construction	CLAY ST: PIERCE ST intersection	4
02	Construction	ENCANTO AVE: ANZAVISTA AVE intersection	5
02	Construction	ENCANTO AVE: TERRA VISTA AVE intersection	5
02	Construction	FILBERT ST: FILLMORE ST intersection	3
02	Construction	FILLMORE ST: FILBERT ST intersection	3
02	Construction	JACKSON ST: PIERCE ST intersection	4
02	Construction	NIDO AVE: TURK BLVD intersection	4
02	Construction	PIERCE ST: BROADWAY intersection	6
02	Construction	PIERCE ST: CLAY ST intersection	4
02	Construction	PIERCE ST: JACKSON ST intersection	4
02	Construction	PIERCE ST: SACRAMENTO ST intersection	4
02	Construction	PIERCE ST: UNION ST intersection	4
02	Construction	SACRAMENTO ST: PIERCE ST intersection	4
02	Construction	TERRA VISTA AVE: BARCELONA AVE intersection	5
02	Construction	TERRA VISTA AVE: ENCANTO AVE intersection	5
02	Construction	TURK BLVD: NIDO AVE intersection	4
02	Construction	UNION ST: PIERCE ST intersection	4
03	Planning	BATTERY ST: HALLECK ST intersection	2
03	Planning	BELDEN ST: BUSH ST intersection	2
03	Planning	BUSH ST: BELDEN ST intersection	2
03	Planning	CALIFORNIA ST: LARKIN ST intersection	8
03	Planning	CEDAR ST: LARKIN ST intersection	2
03	Planning	CLAY ST: LARKIN ST intersection	14
03	Planning	CLAY ST: LEAVENWORTH ST intersection	8
03	Planning	COLUMBUS AVE: GREEN ST \ STOCKTON ST intersection	2
03	Planning	FILBERT ST: POWELL ST intersection	4
03	Planning	GEARY ST: POWELL ST intersection	8
03	Planning	GREEN ST: COLUMBUS AVE \ STOCKTON ST intersection	2
03	Planning	HALLECK ST: BATTERY ST intersection	2
03	Planning	JACKSON ST: MONTGOMERY ST intersection	4
03	Planning	JONES ST: POST ST intersection	1
03	Planning	JONES ST: WASHINGTON ST intersection	7
03	Planning	KEARNY ST: POST ST intersection	6
03	Planning	LARKIN ST: CALIFORNIA ST intersection	8
03	Planning	LARKIN ST: CEDAR ST intersection	2
03	Planning	LARKIN ST: CLAY ST intersection	14
03	Planning	LARKIN ST: POST ST intersection	8
03	Planning	LARKIN ST: UNION ST intersection	2
03	Planning	LARKIN ST: WASHINGTON ST intersection	8
03	Planning	LEAVENWORTH ST: CLAY ST intersection	8
03	Planning	MARKET ST: STEUART ST intersection	4
03	Planning	MONTGOMERY ST: JACKSON ST intersection	4
03	Planning	NORTH POINT ST: STOCKTON ST intersection	3

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
03	Planning	POST ST: JONES ST intersection	1
03	Planning	POST ST: KEARNY ST intersection	6
03	Planning	POST ST: LARKIN ST intersection	8
03	Planning	POST ST: POWELL ST intersection	4
03	Planning	POST ST: STOCKTON ST intersection	2
03	Planning	POST ST: TAYLOR ST intersection	6
03	Planning	POWELL ST: FILBERT ST intersection	4
03	Planning	POWELL ST: GEARY ST intersection	8
03	Planning	POWELL ST: POST ST intersection	4
03	Planning	STEUART ST: MARKET ST intersection	4
03	Planning	STOCKTON ST: COLUMBUS AVE \ GREEN ST intersection	2
03	Planning	STOCKTON ST: NORTH POINT ST intersection	3
03	Planning	STOCKTON ST: POST ST intersection	2
03	Planning	TAYLOR ST: POST ST intersection	6
03	Planning	UNION ST: LARKIN ST intersection	2
03	Planning	WASHINGTON ST: JONES ST intersection	7
03	Planning	WASHINGTON ST: LARKIN ST intersection	8
03	Design	BATTERY ST: JACKSON ST intersection	3
03	Design	BATTERY ST: SACRAMENTO ST intersection	4
03	Design	BATTERY ST: VALLEJO ST intersection	2
03	Design	BEACH ST: STOCKTON ST intersection	4
03	Design	BERGEN ALY: HYDE ST intersection	2
03	Design	BURGOYNE ST: PACIFIC AVE intersection	2
03	Design	BUSH ST: HYDE ST intersection	4
03	Design	CALIFORNIA ST: DRUMM ST intersection	2
03	Design	CHESTNUT ST: JONES ST intersection	8
03	Design	CHESTNUT ST: POWELL ST intersection	7
03	Design	CLAY ST: DRUMM ST intersection	6
03	Design	CLAY ST: GRANT AVE intersection	8
03	Design	CLAY ST: MONTGOMERY ST intersection	5
03	Design	CLAY ST: SPROULE LN intersection	1
03	Design	CLAY ST: TAYLOR ST intersection	8
03	Design	COMMERCIAL ST: GRANT AVE intersection	2
03	Design	COMMERCIAL ST: KEARNY ST intersection	4
03	Design	DAVIS ST: SACRAMENTO ST intersection	4
03	Design	DRUMM ST: CALIFORNIA ST intersection	2
03	Design	DRUMM ST: CLAY ST intersection	6
03	Design	DRUMM ST: WASHINGTON ST intersection	2
03	Design	EASTMAN ST: RUSSELL ST intersection	2
03	Design	FELLA PL: POWELL ST intersection	4
03	Design	FILBERT ST: KEARNY ST intersection	2
03	Design	FRANCISCO ST: GRANT AVE intersection	4
03	Design	FRANCISCO ST: POWELL ST intersection	2
03	Design	FRESNO ST: ROMOLO ST intersection	6
03	Design	FRONT ST: PACIFIC AVE intersection	6
03	Design	FRONT ST: SACRAMENTO ST intersection	2
03	Design	FRONT ST: VALLEJO ST intersection	1
03	Design	GEARY ST: STOCKTON ST intersection	8
03	Design	GLOVER ST: JONES ST intersection	2
03	Design	GRANT AVE: CLAY ST intersection	8
03	Design	GRANT AVE: COMMERCIAL ST intersection	2
03	Design	GRANT AVE: FRANCISCO ST intersection	4
03	Design	GRANT AVE: JACKSON ST intersection	8
03	Design	GRANT AVE: PACIFIC AVE intersection	8
03	Design	GRANT AVE: PINE ST intersection	2
03	Design	GRANT AVE: POST ST intersection	5
03	Design	GRANT AVE: SACRAMENTO ST intersection	4
03	Design	GRANT AVE: VINTON CT intersection	2
03	Design	GRANT AVE: WASHINGTON ST intersection	14
03	Design	GREEN ST: JONES ST intersection	5
03	Design	GREEN ST: LARKIN ST intersection	6
03	Design	GREEN ST: POWELL ST intersection	8
03	Design	GREENWICH ST: POWELL ST intersection	4
03	Design	HYDE ST: BERGEN ALY intersection	2
03	Design	HYDE ST: BUSH ST intersection	4
03	Design	JACKSON ST: BATTERY ST intersection	3
03	Design	JACKSON ST: GRANT AVE intersection	8
03	Design	JONES ST: CHESTNUT ST intersection	8
03	Design	JONES ST: GLOVER ST intersection	2
03	Design	JONES ST: GREEN ST intersection	5
03	Design	JONES ST: PLEASANT ST intersection	1
03	Design	JONES ST: VALLEJO ST intersection	2
03	Design	KEARNY ST: COMMERCIAL ST intersection	4
03	Design	KEARNY ST: FILBERT ST intersection	2

District	Project Phase	Location	# of Curb Ramps
03	Design	KEARNY ST: PINE ST intersection	6
03	Design	LARKIN ST: GREEN ST intersection	6
03	Design	LARKIN ST: SUTTER ST intersection	4
03	Design	LARKIN ST: VALLEJO ST intersection	6
03	Design	LEAVENWORTH ST: NORTH POINT ST intersection	1
03	Design	LEAVENWORTH ST: VALLEJO ST intersection	8
03	Design	LEIDESDORFF ST: SACRAMENTO ST intersection	12
03	Design	LOMBARD ST: POWELL ST intersection	4
03	Design	MAIDEN LN: STOCKTON ST intersection	2
03	Design	MCCORMICK ST: MORRELL PL \ PACIFIC AVE intersection	4
03	Design	MONTGOMERY ST: CLAY ST intersection	5
03	Design	MONTGOMERY ST: SACRAMENTO ST intersection	8
03	Design	MONTGOMERY ST: SUTTER ST intersection	1
03	Design	MORRELL PL: MCCORMICK ST \ PACIFIC AVE intersection	4
03	Design	NORTH POINT ST: LEAVENWORTH ST intersection	1
03	Design	NORTH POINT ST: STOCKTON ST intersection	4
03	Design	OFARRELL ST: STOCKTON ST intersection	8
03	Design	OPHIR ALY: POST ST intersection	2
03	Design	PACIFIC AVE: BURGUYNE ST intersection	2
03	Design	PACIFIC AVE: FRONT ST intersection	6
03	Design	PACIFIC AVE: GRANT AVE intersection	8
03	Design	PACIFIC AVE: MCCORMICK ST \ MORRELL PL intersection	4
03	Design	PINE ST: GRANT AVE intersection	2
03	Design	PINE ST: KEARNY ST intersection	6
03	Design	PINE ST: TAYLOR ST intersection	2
03	Design	PLEASANT ST: JONES ST intersection	1
03	Design	POST ST: GRANT AVE intersection	5
03	Design	POST ST: OPHIR ALY intersection	2
03	Design	POST ST: TRADER VIC ALY intersection	2
03	Design	POWELL ST: CHESTNUT ST intersection	7
03	Design	POWELL ST: FELLA PL intersection	4
03	Design	POWELL ST: FRANCISCO ST intersection	2
03	Design	POWELL ST: GREEN ST intersection	8
03	Design	POWELL ST: GREENWICH ST intersection	4
03	Design	POWELL ST: LOMBARD ST intersection	4
03	Design	POWELL ST: SACRAMENTO ST intersection	4
03	Design	POWELL ST: VALLEJO ST intersection	8
03	Design	ROMOLO ST: FRESNO ST intersection	6
03	Design	RUSSELL ST: EASTMAN ST intersection	2
03	Design	SACRAMENTO ST: BATTERY ST intersection	4
03	Design	SACRAMENTO ST: DAVIS ST intersection	4
03	Design	SACRAMENTO ST: FRONT ST intersection	2
03	Design	SACRAMENTO ST: GRANT AVE intersection	4
03	Design	SACRAMENTO ST: LEIDESDORFF ST intersection	12
03	Design	SACRAMENTO ST: MONTGOMERY ST intersection	8
03	Design	SACRAMENTO ST: POWELL ST intersection	4
03	Design	SACRAMENTO ST: SANSOME ST intersection	12
03	Design	SACRAMENTO ST: SPRING ST intersection	2
03	Design	SANSOME ST: SACRAMENTO ST intersection	12
03	Design	SANSOME ST: VALLEJO ST intersection	1
03	Design	SHARP PL: UNION ST intersection	2
03	Design	SPRING ST: SACRAMENTO ST intersection	2
03	Design	SPROULE LN: CLAY ST intersection	1
03	Design	STOCKTON ST: BEACH ST intersection	4
03	Design	STOCKTON ST: GEARY ST intersection	8
03	Design	STOCKTON ST: MAIDEN LN intersection	2
03	Design	STOCKTON ST: NORTH POINT ST intersection	4
03	Design	STOCKTON ST: OFARRELL ST intersection	8
03	Design	STOCKTON ST: STOCKTON TUNL \ SUTTER ST intersection	11
03	Design	STOCKTON ST: WASHINGTON ST intersection	9
03	Design	STOCKTON TUNL: STOCKTON ST \ SUTTER ST intersection	11
03	Design	SUTTER ST: LARKIN ST intersection	4
03	Design	SUTTER ST: MONTGOMERY ST intersection	1
03	Design	SUTTER ST: STOCKTON ST \ STOCKTON TUNL intersection	11
03	Design	TAYLOR ST: CLAY ST intersection	8
03	Design	TAYLOR ST: PINE ST intersection	2
03	Design	TAYLOR ST: UNION ST intersection	8
03	Design	TRADER VIC ALY: POST ST intersection	2
03	Design	UNION ST: SHARP PL intersection	2
03	Design	UNION ST: TAYLOR ST intersection	8
03	Design	VALLEJO ST: BATTERY ST intersection	2
03	Design	VALLEJO ST: FRONT ST intersection	1
03	Design	VALLEJO ST: JONES ST intersection	2
03	Design	VALLEJO ST: LARKIN ST intersection	6

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
03	Design	VALLEJO ST: LEAVENWORTH ST intersection	8
03	Design	VALLEJO ST: POWELL ST intersection	8
03	Design	VALLEJO ST: SANSOME ST intersection	1
03	Design	VINTON CT: GRANT AVE intersection	2
03	Design	WASHINGTON ST: DRUMM ST intersection	2
03	Design	WASHINGTON ST: GRANT AVE intersection	14
03	Design	WASHINGTON ST: STOCKTON ST intersection	9
03	Construction	BROADWAY: MONTGOMERY ST intersection	2
03	Construction	CHESTNUT ST: VENARD AVE intersection	2
03	Construction	CLAY ST: STOCKTON ST intersection	8
03	Construction	CLAY ST: WETMORE ST intersection	2
03	Construction	COLUMBUS AVE: POWELL ST intersection	2
03	Construction	DAVIS ST: VALLEJO ST intersection	2
03	Construction	GREENWICH ST: KRAMER PL intersection	2
03	Construction	KRAMER PL: GREENWICH ST intersection	2
03	Construction	MONTGOMERY ST: BROADWAY intersection	2
03	Construction	MONTGOMERY ST: PINE ST intersection	2
03	Construction	PETRARCH PL: PINE ST intersection	1
03	Construction	PINE ST: MONTGOMERY ST intersection	2
03	Construction	PINE ST: PETRARCH PL intersection	1
03	Construction	POWELL ST: COLUMBUS AVE intersection	2
03	Construction	POWELL ST: SACRAMENTO ST intersection	8
03	Construction	SACRAMENTO ST: POWELL ST intersection	8
03	Construction	STOCKTON ST: CLAY ST intersection	8
03	Construction	VALLEJO ST: DAVIS ST intersection	2
03	Construction	VENARD AVE: CHESTNUT ST intersection	2
03	Construction	WETMORE ST: CLAY ST intersection	2
04	Planning	20TH AVE: SLOAT BLVD intersection	1
04	Planning	22ND AVE: SLOAT BLVD intersection	1
04	Planning	24TH AVE: SLOAT BLVD intersection	2
04	Planning	25TH AVE: SLOAT BLVD intersection	2
04	Planning	37TH AVE: KIRKHAM ST intersection	8
04	Planning	38TH AVE: KIRKHAM ST intersection	8
04	Planning	39TH AVE: KIRKHAM ST intersection	8
04	Planning	40TH AVE: KIRKHAM ST intersection	1
04	Planning	42ND AVE: KIRKHAM ST intersection	8
04	Planning	INVERNESS DR: SLOAT BLVD intersection	2
04	Planning	KIRKHAM ST: 37TH AVE intersection	8
04	Planning	KIRKHAM ST: 38TH AVE intersection	8
04	Planning	KIRKHAM ST: 39TH AVE intersection	8
04	Planning	KIRKHAM ST: 40TH AVE intersection	1
04	Planning	KIRKHAM ST: 42ND AVE intersection	8
04	Planning	LAKESHORE PLZ: SLOAT BLVD intersection	3
04	Planning	MEADOWBROOK DR: SLOAT BLVD intersection	2
04	Planning	RIVERTON DR: SLOAT BLVD intersection	2
04	Planning	SLOAT BLVD: 20TH AVE intersection	1
04	Planning	SLOAT BLVD: 22ND AVE intersection	1
04	Planning	SLOAT BLVD: 24TH AVE intersection	2
04	Planning	SLOAT BLVD: 25TH AVE intersection	2
04	Planning	SLOAT BLVD: INVERNESS DR intersection	2
04	Planning	SLOAT BLVD: LAKESHORE PLZ intersection	3
04	Planning	SLOAT BLVD: MEADOWBROOK DR intersection	2
04	Planning	SLOAT BLVD: RIVERTON DR intersection	2
04	Planning	SLOAT BLVD: SPRINGFIELD DR intersection	2
04	Planning	SLOAT BLVD: SUNSET BLVD OFF RAMP intersection	2
04	Planning	SLOAT BLVD: SUNSET BLVD ON RAMP intersection	2
04	Planning	SPRINGFIELD DR: SLOAT BLVD intersection	2
04	Planning	SUNSET BLVD OFF RAMP: SLOAT BLVD intersection	2
04	Planning	SUNSET BLVD ON RAMP: SLOAT BLVD intersection	2
04	Design	19TH AVE: CROSSOVER DR \ LINCOLN WAY intersection	2
04	Design	20TH AVE: JUDAH ST intersection	2
04	Design	20TH AVE: LINCOLN WAY intersection	1
04	Design	20TH AVE: RIVERA ST intersection	6
04	Design	20TH AVE: TARAVAL ST intersection	8
04	Design	21ST AVE: TARAVAL ST intersection	12
04	Design	21ST AVE: VICENTE ST intersection	7
04	Design	22ND AVE: MORAGA ST intersection	8
04	Design	22ND AVE: TARAVAL ST intersection	16
04	Design	23RD AVE: QUINTARA ST intersection	6
04	Design	23RD AVE: TARAVAL ST intersection	6
04	Design	24TH AVE: SANTIAGO ST intersection	8
04	Design	24TH AVE: TARAVAL ST intersection	16
04	Design	25TH AVE: QUINTARA ST intersection	6
04	Design	25TH AVE: TARAVAL ST intersection	8

District	Project Phase	Location	# of Curb Ramps
04	Design	26TH AVE: QUINTARA ST intersection	6
04	Design	27TH AVE: QUINTARA ST intersection	4
04	Design	27TH AVE: TARAVAL ST intersection	12
04	Design	27TH AVE: VICENTE ST intersection	6
04	Design	28TH AVE: TARAVAL ST intersection	8
04	Design	29TH AVE: MORAGA ST intersection	8
04	Design	29TH AVE: SANTIAGO ST intersection	4
04	Design	30TH AVE: ESCOLTA WAY intersection	4
04	Design	30TH AVE: JUDAH ST intersection	8
04	Design	30TH AVE: MORAGA ST intersection	8
04	Design	30TH AVE: QUINTARA ST intersection	1
04	Design	30TH AVE: RIVERA ST intersection	10
04	Design	30TH AVE: SANTIAGO ST intersection	2
04	Design	31ST AVE: ESCOLTA WAY intersection	4
04	Design	31ST AVE: QUINTARA ST intersection	1
04	Design	31ST AVE: RIVERA ST intersection	8
04	Design	32ND AVE: RIVERA ST intersection	8
04	Design	32ND AVE: TARAVAL ST intersection	8
04	Design	33RD AVE: RIVERA ST intersection	8
04	Design	33RD AVE: TARAVAL ST intersection	16
04	Design	34TH AVE: MORAGA ST intersection	8
04	Design	34TH AVE: PACHECO ST intersection	8
04	Design	34TH AVE: RIVERA ST intersection	9
04	Design	34TH AVE: TARAVAL ST intersection	6
04	Design	35TH AVE: TARAVAL ST intersection	8
04	Design	36TH AVE: SUNSET BLVD intersection	4
04	Design	37TH AVE: SUNSET BLVD intersection	4
04	Design	38TH AVE: JUDAH ST intersection	4
04	Design	38TH AVE: KIRKHAM ST intersection	8
04	Design	38TH AVE: TARAVAL ST intersection	8
04	Design	39TH AVE: KIRKHAM ST intersection	8
04	Design	39TH AVE: TARAVAL ST intersection	16
04	Design	40TH AVE: KIRKHAM ST intersection	12
04	Design	40TH AVE: TARAVAL ST intersection	12
04	Design	41ST AVE: TARAVAL ST intersection	10
04	Design	42ND AVE: RIVERA ST intersection	8
04	Design	42ND AVE: TARAVAL ST intersection	8
04	Design	42ND AVE: ULLOA ST intersection	8
04	Design	43RD AVE: JUDAH ST intersection	12
04	Design	43RD AVE: TARAVAL ST intersection	16
04	Design	43RD AVE: ULLOA ST intersection	8
04	Design	44TH AVE: TARAVAL ST intersection	16
04	Design	45TH AVE: QUINTARA ST intersection	1
04	Design	45TH AVE: ULLOA ST intersection	8
04	Design	45TH AVE: WAWONA ST intersection	8
04	Design	46TH AVE: PACHECO ST intersection	8
04	Design	46TH AVE: TARAVAL ST intersection	16
04	Design	47TH AVE: CUTLER AVE intersection	2
04	Design	47TH AVE: RIVERA ST intersection	8
04	Design	47TH AVE: SANTIAGO ST intersection	8
04	Design	47TH AVE: ULLOA ST intersection	8
04	Design	47TH AVE: VICENTE ST intersection	7
04	Design	48TH AVE: KIRKHAM ST intersection	8
04	Design	CONSTANSO WAY: CRESTLAKE DR intersection	6
04	Design	CRESTLAKE DR: CONSTANSO WAY intersection	6
04	Design	CRESTLAKE DR: EL MIRASOL PL intersection	6
04	Design	CRESTLAKE DR: YORBA ST intersection	6
04	Design	CROSSOVER DR: 19TH AVE \ LINCOLN WAY intersection	2
04	Design	CROSSOVER DR: MARTIN LUTHER KING JR DR intersection	4
04	Design	CUTLER AVE: 47TH AVE intersection	2
04	Design	EL MIRASOL PL: CRESTLAKE DR intersection	6
04	Design	ESCOLTA WAY: 30TH AVE intersection	4
04	Design	ESCOLTA WAY: 31ST AVE intersection	4
04	Design	EUCALYPTUS DR: RIVERTON DR intersection	6
04	Design	GELLERT DR: MIDDLEFIELD DR intersection	1
04	Design	GREAT HWY: SLOAT BLVD intersection	2
04	Design	JUDAH ST: 20TH AVE intersection	2
04	Design	JUDAH ST: 30TH AVE intersection	8
04	Design	JUDAH ST: 38TH AVE intersection	4
04	Design	JUDAH ST: 43RD AVE intersection	12
04	Design	KIRKHAM ST: 38TH AVE intersection	8
04	Design	KIRKHAM ST: 39TH AVE intersection	8
04	Design	KIRKHAM ST: 40TH AVE intersection	12
04	Design	KIRKHAM ST: 48TH AVE intersection	8

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
04	Design	LINCOLN WAY: 19TH AVE \ CROSSOVER DR intersection	2
04	Design	LINCOLN WAY: 20TH AVE intersection	1
04	Design	MARTIN LUTHER KING JR DR: CROSSOVER DR intersection	4
04	Design	MIDDLEFIELD DR: GELLERT DR intersection	1
04	Design	MORAGA ST: 22ND AVE intersection	8
04	Design	MORAGA ST: 29TH AVE intersection	8
04	Design	MORAGA ST: 30TH AVE intersection	8
04	Design	MORAGA ST: 34TH AVE intersection	8
04	Design	OCEAN AVE: SUNSET BLVD intersection	4
04	Design	PACHECO ST: 34TH AVE intersection	8
04	Design	PACHECO ST: 46TH AVE intersection	8
04	Design	QUINTARA ST: 23RD AVE intersection	6
04	Design	QUINTARA ST: 25TH AVE intersection	6
04	Design	QUINTARA ST: 26TH AVE intersection	6
04	Design	QUINTARA ST: 27TH AVE intersection	4
04	Design	QUINTARA ST: 30TH AVE intersection	1
04	Design	QUINTARA ST: 31ST AVE intersection	1
04	Design	QUINTARA ST: 45TH AVE intersection	1
04	Design	QUINTARA ST: SUNSET BLVD intersection	2
04	Design	RIVERA ST: 20TH AVE intersection	6
04	Design	RIVERA ST: 30TH AVE intersection	10
04	Design	RIVERA ST: 31ST AVE intersection	8
04	Design	RIVERA ST: 32ND AVE intersection	8
04	Design	RIVERA ST: 33RD AVE intersection	8
04	Design	RIVERA ST: 34TH AVE intersection	9
04	Design	RIVERA ST: 42ND AVE intersection	8
04	Design	RIVERA ST: 47TH AVE intersection	8
04	Design	RIVERTON DR: EUCALYPTUS DR intersection	6
04	Design	SANTIAGO ST: 24TH AVE intersection	8
04	Design	SANTIAGO ST: 29TH AVE intersection	4
04	Design	SANTIAGO ST: 30TH AVE intersection	2
04	Design	SANTIAGO ST: 47TH AVE intersection	8
04	Design	SLOAT BLVD: GREAT HWY intersection	2
04	Design	SUNSET BLVD OFF RAMP: SUNSET BLVD intersection	4
04	Design	SUNSET BLVD ON RAMP: SUNSET BLVD intersection	4
04	Design	SUNSET BLVD: 36TH AVE intersection	4
04	Design	SUNSET BLVD: 37TH AVE intersection	4
04	Design	SUNSET BLVD: OCEAN AVE intersection	4
04	Design	SUNSET BLVD: QUINTARA ST intersection	2
04	Design	SUNSET BLVD: SUNSET BLVD OFF RAMP intersection	4
04	Design	SUNSET BLVD: SUNSET BLVD ON RAMP intersection	4
04	Design	TARAVAL ST: 20TH AVE intersection	8
04	Design	TARAVAL ST: 21ST AVE intersection	12
04	Design	TARAVAL ST: 22ND AVE intersection	16
04	Design	TARAVAL ST: 23RD AVE intersection	6
04	Design	TARAVAL ST: 24TH AVE intersection	16
04	Design	TARAVAL ST: 25TH AVE intersection	8
04	Design	TARAVAL ST: 27TH AVE intersection	12
04	Design	TARAVAL ST: 28TH AVE intersection	8
04	Design	TARAVAL ST: 32ND AVE intersection	8
04	Design	TARAVAL ST: 33RD AVE intersection	16
04	Design	TARAVAL ST: 34TH AVE intersection	6
04	Design	TARAVAL ST: 35TH AVE intersection	8
04	Design	TARAVAL ST: 38TH AVE intersection	8
04	Design	TARAVAL ST: 39TH AVE intersection	16
04	Design	TARAVAL ST: 40TH AVE intersection	12
04	Design	TARAVAL ST: 41ST AVE intersection	10
04	Design	TARAVAL ST: 42ND AVE intersection	8
04	Design	TARAVAL ST: 43RD AVE intersection	16
04	Design	TARAVAL ST: 44TH AVE intersection	16
04	Design	TARAVAL ST: 46TH AVE intersection	16
04	Design	ULLOA ST: 42ND AVE intersection	8
04	Design	ULLOA ST: 43RD AVE intersection	8
04	Design	ULLOA ST: 45TH AVE intersection	8
04	Design	ULLOA ST: 47TH AVE intersection	8
04	Design	VICENTE ST: 21ST AVE intersection	7
04	Design	VICENTE ST: 27TH AVE intersection	6
04	Design	VICENTE ST: 47TH AVE intersection	7
04	Design	WAWONA ST: 45TH AVE intersection	8
04	Design	YORBA ST: CRESTLAKE DR intersection	6
04	Construction	21ST AVE: LAWTON ST intersection	9
04	Construction	22ND AVE: LAWTON ST intersection	4
04	Construction	23RD AVE: LAWTON ST intersection	4
04	Construction	25TH AVE: SANTIAGO ST intersection	2

District	Project Phase	Location	# of Curb Ramps
04	Construction	26TH AVE: VICENTE ST intersection	8
04	Construction	27TH AVE: JUDAH ST intersection	2
04	Construction	27TH AVE: VICENTE ST intersection	3
04	Construction	30TH AVE: WAWONA ST intersection	4
04	Construction	31ST AVE: PACHECO ST intersection	2
04	Construction	39TH AVE: LAWTON ST intersection	2
04	Construction	39TH AVE: RIVERA ST intersection	4
04	Construction	39TH AVE: SKYLINE BLVD \ SLOAT BLVD intersection	2
04	Construction	41ST AVE: LAWTON ST intersection	4
04	Construction	42ND AVE: MORAGA ST intersection	8
04	Construction	42ND AVE: NORIEGA ST intersection	2
04	Construction	43RD AVE: MORAGA ST intersection	4
04	Construction	44TH AVE: SANTIAGO ST intersection	4
04	Construction	45TH AVE: SANTIAGO ST intersection	6
04	Construction	46TH AVE: MORAGA ST intersection	2
04	Construction	46TH AVE: NORIEGA ST intersection	8
04	Construction	46TH AVE: ORTEGA ST intersection	6
04	Construction	46TH AVE: WAWONA ST intersection	4
04	Construction	47TH AVE: KIRKHAM ST intersection	4
04	Construction	47TH AVE: MORAGA ST intersection	4
04	Construction	47TH AVE: NORIEGA ST intersection	4
04	Construction	47TH AVE: ORTEGA ST intersection	8
04	Construction	47TH AVE: PACHECO ST intersection	6
04	Construction	48TH AVE: ORTEGA ST intersection	2
04	Construction	JUDAH ST: 27TH AVE intersection	2
04	Construction	KIRKHAM ST: 47TH AVE intersection	4
04	Construction	LAWTON ST: 21ST AVE intersection	9
04	Construction	LAWTON ST: 22ND AVE intersection	4
04	Construction	LAWTON ST: 23RD AVE intersection	4
04	Construction	LAWTON ST: 39TH AVE intersection	2
04	Construction	LAWTON ST: 41ST AVE intersection	4
04	Construction	MORAGA ST: 42ND AVE intersection	8
04	Construction	MORAGA ST: 43RD AVE intersection	4
04	Construction	MORAGA ST: 46TH AVE intersection	2
04	Construction	MORAGA ST: 47TH AVE intersection	4
04	Construction	NORIEGA ST: 42ND AVE intersection	2
04	Construction	NORIEGA ST: 46TH AVE intersection	8
04	Construction	NORIEGA ST: 47TH AVE intersection	4
04	Construction	ORTEGA ST: 46TH AVE intersection	6
04	Construction	ORTEGA ST: 47TH AVE intersection	8
04	Construction	ORTEGA ST: 48TH AVE intersection	2
04	Construction	PACHECO ST: 31ST AVE intersection	2
04	Construction	PACHECO ST: 47TH AVE intersection	6
04	Construction	RIVERA ST: 39TH AVE intersection	4
04	Construction	SANTIAGO ST: 25TH AVE intersection	2
04	Construction	SANTIAGO ST: 44TH AVE intersection	4
04	Construction	SANTIAGO ST: 45TH AVE intersection	6
04	Construction	SKYLINE BLVD: 39TH AVE \ SLOAT BLVD intersection	2
04	Construction	SLOAT BLVD: 39TH AVE \ SKYLINE BLVD intersection	2
04	Construction	VICENTE ST: 26TH AVE intersection	8
04	Construction	VICENTE ST: 27TH AVE intersection	3
04	Construction	WAWONA ST: 30TH AVE intersection	4
04	Construction	WAWONA ST: 46TH AVE intersection	4
05	Planning	ASHBURY ST: FREDERICK ST intersection	8
05	Planning	BAKER ST: HAYES ST intersection	8
05	Planning	BRODERICK ST: TURK ST intersection	8
05	Planning	BUCHANAN ST: HAIGHT ST intersection	4
05	Planning	BUCHANAN ST: MCALLISTER ST intersection	4
05	Planning	DIVISADERO ST: GOLDEN GATE AVE intersection	8
05	Planning	DIVISADERO ST: MCALLISTER ST intersection	8
05	Planning	DIVISADERO ST: OFARRELL ST intersection	8
05	Planning	DIVISADERO ST: TURK ST intersection	8
05	Planning	EDDY ST: FILLMORE ST intersection	7
05	Planning	EDDY ST: HYDE ST intersection	8
05	Planning	ELLIS ST: FILLMORE ST intersection	6
05	Planning	FILLMORE ST: EDDY ST intersection	7
05	Planning	FILLMORE ST: ELLIS ST intersection	6
05	Planning	FILLMORE ST: HAYES ST intersection	8
05	Planning	FILLMORE ST: MCALLISTER ST intersection	8
05	Planning	FILLMORE ST: TURK ST intersection	8
05	Planning	FREDERICK ST: ASHBURY ST intersection	8
05	Planning	GOLDEN GATE AVE: DIVISADERO ST intersection	8
05	Planning	GOLDEN GATE AVE: LAGUNA ST intersection	2
05	Planning	HAIGHT ST: BUCHANAN ST intersection	4

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
05	Planning	HAIGHT ST: LAGUNA ST intersection	2
05	Planning	HAIGHT ST: STEINER ST intersection	8
05	Planning	HAYES ST: BAKER ST intersection	8
05	Planning	HAYES ST: FILLMORE ST intersection	8
05	Planning	HAYES ST: WEBSTER ST intersection	8
05	Planning	HYDE ST: EDDY ST intersection	8
05	Planning	LAGUNA ST: GOLDEN GATE AVE intersection	2
05	Planning	LAGUNA ST: HAIGHT ST intersection	2
05	Planning	LAGUNA ST: SUTTER ST intersection	4
05	Planning	LAGUNA ST: TURK ST intersection	2
05	Planning	MCALLISTER ST: BUCHANAN ST intersection	4
05	Planning	MCALLISTER ST: DIVISADERO ST intersection	8
05	Planning	MCALLISTER ST: FILLMORE ST intersection	8
05	Planning	OFARRELL ST: DIVISADERO ST intersection	8
05	Planning	PIERCE ST: TURK ST intersection	8
05	Planning	SCOTT ST: TURK ST intersection	8
05	Planning	STEINER ST: HAIGHT ST intersection	8
05	Planning	STEINER ST: TURK ST intersection	8
05	Planning	SUTTER ST: LAGUNA ST intersection	4
05	Planning	TAYLOR ST: TURK ST intersection	2
05	Planning	TURK ST: BRODERICK ST intersection	8
05	Planning	TURK ST: DIVISADERO ST intersection	8
05	Planning	TURK ST: DIVISADERO ST to BRODERICK ST (1800 - 1899)	1
05	Planning	TURK ST: FILLMORE ST intersection	8
05	Planning	TURK ST: LAGUNA ST intersection	2
05	Planning	TURK ST: PIERCE ST intersection	8
05	Planning	TURK ST: SCOTT ST intersection	8
05	Planning	TURK ST: STEINER ST intersection	8
05	Planning	TURK ST: TAYLOR ST intersection	2
05	Planning	WEBSTER ST: HAYES ST intersection	8
05	Design	ASHBURY ST: FELL ST intersection	2
05	Design	BAKER ST: GOLDEN GATE AVE intersection	8
05	Design	BRODERICK ST: PAGE ST intersection	4
05	Design	BUCHANAN ST: EDDY ST intersection	1
05	Design	CYRIL MAGNIN ST: OFARRELL ST intersection	1
05	Design	DELMAR ST: FREDERICK ST intersection	2
05	Design	EDDY ST: BUCHANAN ST intersection	1
05	Design	EDDY ST: LEAVENWORTH ST intersection	2
05	Design	EDDY ST: PIERCE ST intersection	8
05	Design	EDDY ST: STEINER ST intersection	4
05	Design	ELLIS ST: HOLLIS ST intersection	6
05	Design	FELL ST: ASHBURY ST intersection	2
05	Design	FELL ST: VAN NESS AVE intersection	2
05	Design	FREDERICK ST: DELMAR ST intersection	2
05	Design	GEARY ST: LEAVENWORTH ST intersection	2
05	Design	GERMANIA ST: WEBSTER ST intersection	2
05	Design	GOLDEN GATE AVE: BAKER ST intersection	8
05	Design	GOLDEN GATE AVE: LARKIN ST intersection	6
05	Design	HOLLIS ST: ELLIS ST intersection	6
05	Design	IVY ST: LAGUNA ST intersection	4
05	Design	IVY ST: OCTAVIA ST intersection	2
05	Design	JONES ST: OFARRELL ST intersection	2
05	Design	LAGUNA ST: IVY ST intersection	4
05	Design	LARKIN ST: GOLDEN GATE AVE intersection	6
05	Design	LARKIN ST: TURK ST intersection	3
05	Design	LARKIN ST: WILLOW ST intersection	1
05	Design	LEAVENWORTH ST: EDDY ST intersection	2
05	Design	LEAVENWORTH ST: GEARY ST intersection	2
05	Design	LEAVENWORTH ST: TURK ST intersection	2
05	Design	OCTAVIA ST: IVY ST intersection	2
05	Design	OCTAVIA ST: ROSE ST intersection	1
05	Design	OCTAVIA ST: SUTTER ST intersection	7
05	Design	OFARRELL ST: CYRIL MAGNIN ST intersection	1
05	Design	OFARRELL ST: JONES ST intersection	2
05	Design	PAGE ST: BRODERICK ST intersection	4
05	Design	PIERCE ST: EDDY ST intersection	8
05	Design	POLK ST: TURK ST intersection	3
05	Design	POST ST: PRESIDIO AVE intersection	3
05	Design	POST ST: WEBSTER ST intersection	8
05	Design	PRESIDIO AVE: POST ST intersection	3
05	Design	ROSE ST: OCTAVIA ST intersection	1
05	Design	STEINER ST: EDDY ST intersection	4
05	Design	SUTTER ST: OCTAVIA ST intersection	7
05	Design	TURK ST: LARKIN ST intersection	3

District	Project Phase	Location	# of Curb Ramps
05	Design	TURK ST: LEAVENWORTH ST intersection	2
05	Design	TURK ST: POLK ST intersection	3
05	Design	VAN NESS AVE: FELL ST intersection	2
05	Design	WEBSTER ST: GERMANIA ST intersection	2
05	Design	WEBSTER ST: POST ST intersection	8
05	Design	WILLOW ST: LARKIN ST intersection	1
05	Construction	BUCHANAN ST: MCALLISTER ST intersection	4
05	Construction	BUCHANAN ST: PAGE ST intersection	16
05	Construction	DIVISADERO ST: FULTON ST intersection	12
05	Construction	DIVISADERO ST: GOLDEN GATE AVE intersection	12
05	Construction	EDDY ST: TAYLOR ST intersection	6
05	Construction	ELLIS ST: JONES ST intersection	4
05	Construction	ELLIS ST: TAYLOR ST intersection	6
05	Construction	FILLMORE ST: FULTON ST intersection	8
05	Construction	FILLMORE ST: GOLDEN GATE AVE intersection	8
05	Construction	FREDERICK ST: STANYAN ST intersection	2
05	Construction	FULTON ST: DIVISADERO ST intersection	12
05	Construction	FULTON ST: FILLMORE ST intersection	8
05	Construction	FULTON ST: LAGUNA ST intersection	8
05	Construction	FULTON ST: STEINER ST intersection	8
05	Construction	GOLDEN GATE AVE: DIVISADERO ST intersection	12
05	Construction	GOLDEN GATE AVE: FILLMORE ST intersection	8
05	Construction	GOLDEN GATE AVE: LAGUNA ST intersection	6
05	Construction	GOLDEN GATE AVE: PIERCE ST intersection	8
05	Construction	GOLDEN GATE AVE: SCOTT ST intersection	8
05	Construction	GOLDEN GATE AVE: STEINER ST intersection	8
05	Construction	HYDE ST: 08TH ST \ GROVE ST \ MARKET ST to FULTON ST \ UNITED NATIONS PLZ (1 - 44)	2
05	Construction	JONES ST: ELLIS ST intersection	4
05	Construction	LAGUNA ST: FULTON ST intersection	8
05	Construction	LAGUNA ST: GOLDEN GATE AVE intersection	6
05	Construction	LAGUNA ST: PAGE ST intersection	4
05	Construction	LAGUNA ST: SUTTER ST intersection	4
05	Construction	LAGUNA ST: TURK ST intersection	6
05	Construction	MARKET ST: 06TH ST \ GOLDEN GATE AVE \ TAYLOR ST to MCALLISTER ST (1000 - 1098) -- NORTH --	1
05	Construction	MARKET ST: 07TH ST \ CHARLES J BRENHAM PL to 08TH ST \ GROVE ST \ HYDE ST (1122 - 1198) -- NORTH --	2
05	Construction	MARKET ST: MASON ST \ TURK ST to 06TH ST \ GOLDEN GATE AVE \ TAYLOR ST (950 - 998) -- NORTH --	1
05	Construction	MCALLISTER ST: BUCHANAN ST intersection	4
05	Construction	PAGE ST: BUCHANAN ST intersection	16
05	Construction	PAGE ST: LAGUNA ST intersection	4
05	Construction	PIERCE ST: GOLDEN GATE AVE intersection	8
05	Construction	POLK ST: TURK ST intersection	4
05	Construction	SCOTT ST: GOLDEN GATE AVE intersection	8
05	Construction	STANYAN ST: FREDERICK ST intersection	2
05	Construction	STEINER ST: FULTON ST intersection	8
05	Construction	STEINER ST: GOLDEN GATE AVE intersection	8
05	Construction	SUTTER ST: LAGUNA ST intersection	4
05	Construction	TAYLOR ST: EDDY ST intersection	6
05	Construction	TAYLOR ST: ELLIS ST intersection	6
05	Construction	TAYLOR ST: TURK ST intersection	6
05	Construction	TURK ST: LAGUNA ST intersection	6
05	Construction	TURK ST: POLK ST intersection	4
05	Construction	TURK ST: TAYLOR ST intersection	6
05,08	Planning	MASONIC AVE: WALLER ST to FREDERICK ST (1300 - 1399)	1
06	Planning	03RD ST: BRYANT ST intersection	8
06	Planning	03RD ST: HARRISON ST intersection	8
06	Planning	03RD ST: PERRY ST intersection	2
06	Planning	03RD ST: STEVENSON ST intersection	1
06	Planning	03RD ST: TOWNSEND ST intersection	8
06	Planning	05TH ST: BLUXOME ST to TOWNSEND ST (650 - 699)	1
06	Planning	05TH ST: BRANNAN ST to BLUXOME ST (600 - 649)	2
06	Planning	05TH ST: BRYANT ST \ I-80 E ON RAMP to WELSH ST (500 - 529)	1
06	Planning	05TH ST: CLEMENTINA ST to FOLSOM ST (263 - 299)	1
06	Planning	05TH ST: JESSIE ST intersection	1
06	Planning	05TH ST: JESSIE ST to MISSION ST (67 - 99)	1
06	Planning	05TH ST: MISSION ST intersection	3
06	Planning	05TH ST: MISSION ST to MINNA ST (100 - 135)	1
06	Planning	05TH ST: NATOMA ST intersection	1
06	Planning	05TH ST: STEVENSON ST intersection	1
06	Planning	05TH ST: TEHAMA ST to CLEMENTINA ST (227 - 266)	1
06	Planning	05TH ST: WELSH ST to BRANNAN ST (530 - 599)	2
06	Planning	06TH ST: JESSIE ST intersection	8
06	Planning	10TH ST: HARRISON ST intersection	1
06	Planning	ALAMEDA ST: HENRY ADAMS ST intersection	5
06	Planning	ALAMEDA ST: SAN BRUNO AVE intersection	8

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
06	Planning	ALAMEDA ST: UTAH ST intersection	1
06	Planning	ALAMEDA ST: VERMONT ST intersection	8
06	Planning	ANNIE ST: STEVENSON ST intersection	2
06	Planning	BEALE ST: HOWARD ST to FOLSOM ST (200 - 299)	2
06	Planning	BRANNAN ST: HARRIET ST intersection	1
06	Planning	BRUSH PL: HALLAM ST intersection	2
06	Planning	BRYANT ST: 03RD ST intersection	8
06	Planning	CLEMENTINA ST: KAPLAN LN intersection	2
06	Planning	FREMONT ST: HOWARD ST intersection	4
06	Planning	HALLAM ST: BRUSH PL intersection	2
06	Planning	HARRIET ST: BRANNAN ST intersection	1
06	Planning	HARRISON ST: 03RD ST intersection	8
06	Planning	HARRISON ST: 10TH ST intersection	1
06	Planning	HENRY ADAMS ST: ALAMEDA ST intersection	5
06	Planning	HOWARD ST: 01ST ST to MALDEN ALY (500 - 589)	2
06	Planning	HOWARD ST: FREMONT ST intersection	4
06	Planning	HOWARD ST: SPEAR ST intersection	4
06	Planning	HOWARD ST: STEUART LN \ STEUART ST intersection	5
06	Planning	JESSIE ST: 05TH ST intersection	1
06	Planning	JESSIE ST: 06TH ST intersection	8
06	Planning	KAPLAN LN: CLEMENTINA ST intersection	2
06	Planning	MAIN ST: MISSION ST intersection	1
06	Planning	MARKET ST: MASON ST \ TURK ST intersection	3
06	Planning	MASON ST: MARKET ST \ TURK ST intersection	3
06	Planning	MISSION ST: 05TH ST intersection	3
06	Planning	MISSION ST: MAIN ST intersection	1
06	Planning	NATOMA ST: 05TH ST intersection	1
06	Planning	NATOMA ST: NEW MONTGOMERY ST intersection	8
06	Planning	NEW MONTGOMERY ST: NATOMA ST intersection	8
06	Planning	PERRY ST: 03RD ST intersection	2
06	Planning	SAN BRUNO AVE: ALAMEDA ST intersection	8
06	Planning	SPEAR ST: HOWARD ST intersection	4
06	Planning	STEUART LN: HOWARD ST \ STEUART ST intersection	5
06	Planning	STEUART ST: HOWARD ST \ STEUART LN intersection	5
06	Planning	STEVENSON ST: 03RD ST intersection	1
06	Planning	STEVENSON ST: 05TH ST intersection	1
06	Planning	STEVENSON ST: ANNIE ST intersection	2
06	Planning	TOWNSEND ST: 03RD ST intersection	8
06	Planning	TURK ST: MARKET ST \ MASON ST intersection	3
06	Planning	UTAH ST: ALAMEDA ST intersection	1
06	Planning	VERMONT ST: ALAMEDA ST intersection	8
06	Design	01ST ST: BUSH ST \ MARKET ST intersection	2
06	Design	01ST ST: MISSION ST intersection	2
06	Design	02ND ST: MINNA ST intersection	2
06	Design	03RD ST: FOLSOM ST intersection	4
06	Design	03RD ST: HARRISON ST intersection	4
06	Design	03RD ST: MISSION ST intersection	4
06	Design	03RD ST: VARNEY PL intersection	2
06	Design	03RD ST: WARRIORS WAY intersection	4
06	Design	03RD ST: WARRIORS WAY to 16TH ST (1601 - 1799) -- EAST --	1
06	Design	04TH ST: BLUXOME ST intersection	2
06	Design	04TH ST: BRYANT ST \ I-80 E OFF RAMP intersection	10
06	Design	04TH ST: CLEMENTINA ST intersection	2
06	Design	04TH ST: ELLIS ST \ MARKET ST \ STOCKTON ST intersection	8
06	Design	04TH ST: FOLSOM ST intersection	2
06	Design	04TH ST: FREELON ST intersection	4
06	Design	04TH ST: HARRISON ST \ I-80 W ON RAMP intersection	4
06	Design	04TH ST: HOWARD ST intersection	5
06	Design	04TH ST: KING ST intersection	8
06	Design	04TH ST: TOWNSEND ST intersection	6
06	Design	04TH ST: WELSH ST intersection	4
06	Design	05TH ST: BRYANT ST \ I-80 E ON RAMP intersection	4
06	Design	05TH ST: FOLSOM ST intersection	8
06	Design	06TH ST: FOLSOM ST intersection	8
06	Design	06TH ST: HARRISON ST intersection	6
06	Design	07TH ST: FOLSOM ST intersection	8
06	Design	07TH ST: HOWARD ST to FOLSOM ST (200 - 299)	1
06	Design	08TH ST: 16TH ST intersection	2
06	Design	08TH ST: FOLSOM ST intersection	8
06	Design	08TH ST: STEVENSON ST to MISSION ST (36 - 99)	1
06	Design	08TH ST: TOWNSEND ST intersection	1
06	Design	09TH ST: BRYANT ST \ HWY 101 N OFF RAMP intersection	2
06	Design	09TH ST: FOLSOM ST intersection	2
06	Design	09TH ST: LARKIN ST \ MARKET ST intersection	2

District	Project Phase	Location	# of Curb Ramps
06	Design	10TH ST: BRYANT ST \ HWY 101 S ON RAMP intersection	5
06	Design	10TH ST: FOLSOM ST intersection	8
06	Design	10TH ST: HARRISON ST intersection	4
06	Design	11TH ST: FOLSOM ST intersection	8
06	Design	16TH ST: 08TH ST intersection	2
06	Design	16TH ST: WISCONSIN ST intersection	4
06	Design	ALAMEDA ST: VERMONT ST intersection	4
06	Design	BEALE ST: DAVIS ST \ MARKET ST \ PINE ST to MISSION ST (1 - 99)	1
06	Design	BEALE ST: HOWARD ST intersection	2
06	Design	BLUXOME ST: 04TH ST intersection	2
06	Design	BRIDGEVIEW WAY: WARRIORS WAY intersection	8
06	Design	BRYANT ST: 04TH ST \ I-80 E OFF RAMP intersection	10
06	Design	BRYANT ST: 05TH ST \ I-80 E ON RAMP intersection	4
06	Design	BRYANT ST: 09TH ST \ HWY 101 N OFF RAMP intersection	2
06	Design	BRYANT ST: 10TH ST \ HWY 101 S ON RAMP intersection	5
06	Design	BRYANT ST: HARRIET ST intersection	2
06	Design	BRYANT ST: KATE ST intersection	1
06	Design	BRYANT ST: OAK GROVE ST intersection	2
06	Design	BUSH ST: 01ST ST \ MARKET ST intersection	2
06	Design	CLARENCE PL: TOWNSEND ST intersection	1
06	Design	CLEMENTINA ST: 04TH ST intersection	2
06	Design	CLEMENTINA ST: GALLAGHER LN intersection	4
06	Design	COLUMBIA SQUARE ST: FOLSOM ST intersection	3
06	Design	DIVISION ST: HENRY ADAMS ST intersection	2
06	Design	DIVISION ST: TOWNSEND ST intersection	3
06	Design	DORE ST: FOLSOM ST intersection	4
06	Design	ELLIS ST: 04TH ST \ MARKET ST \ STOCKTON ST intersection	8
06	Design	FALMOUTH ST: FOLSOM ST intersection	4
06	Design	FOLSOM ST: 03RD ST intersection	4
06	Design	FOLSOM ST: 04TH ST intersection	2
06	Design	FOLSOM ST: 04TH ST to 05TH ST (800 - 899)	1
06	Design	FOLSOM ST: 05TH ST intersection	8
06	Design	FOLSOM ST: 06TH ST intersection	8
06	Design	FOLSOM ST: 07TH ST intersection	8
06	Design	FOLSOM ST: 08TH ST intersection	8
06	Design	FOLSOM ST: 09TH ST intersection	2
06	Design	FOLSOM ST: 10TH ST intersection	8
06	Design	FOLSOM ST: 11TH ST intersection	8
06	Design	FOLSOM ST: COLUMBIA SQUARE ST intersection	3
06	Design	FOLSOM ST: DORE ST intersection	4
06	Design	FOLSOM ST: FALMOUTH ST intersection	4
06	Design	FOLSOM ST: HALLAM ST intersection	2
06	Design	FOLSOM ST: HARRIET ST intersection	2
06	Design	FOLSOM ST: HAWTHORNE ST intersection	6
06	Design	FOLSOM ST: JUNIPER ST intersection	2
06	Design	FOLSOM ST: LANGTON ST intersection	4
06	Design	FOLSOM ST: MABINI ST intersection	4
06	Design	FOLSOM ST: MOSS ST intersection	2
06	Design	FOLSOM ST: RAUSCH ST intersection	6
06	Design	FOLSOM ST: RODGERS ST intersection	2
06	Design	FOLSOM ST: RUSS ST intersection	6
06	Design	FOLSOM ST: SHERMAN ST intersection	2
06	Design	FRELON ST: 04TH ST intersection	4
06	Design	FREMONT ST: FRONT ST \ MARKET ST intersection	1
06	Design	FREMONT ST: MISSION ST intersection	2
06	Design	FRONT ST: FREMONT ST \ MARKET ST intersection	1
06	Design	GALLAGHER LN: CLEMENTINA ST intersection	4
06	Design	GOUGH ST: MCCOPPIN ST \ OTIS ST intersection	6
06	Design	HALLAM ST: FOLSOM ST intersection	2
06	Design	HARRIET ST: BRYANT ST intersection	2
06	Design	HARRIET ST: FOLSOM ST intersection	2
06	Design	HARRISON ST: 03RD ST intersection	4
06	Design	HARRISON ST: 04TH ST \ I-80 W ON RAMP intersection	4
06	Design	HARRISON ST: 06TH ST intersection	6
06	Design	HARRISON ST: 10TH ST intersection	4
06	Design	HAWTHORNE ST: FOLSOM ST intersection	6
06	Design	HENRY ADAMS ST: DIVISION ST intersection	2
06	Design	HOWARD ST: 04TH ST intersection	5
06	Design	HOWARD ST: BEALE ST intersection	2
06	Design	HOWARD ST: MAIN ST intersection	1
06	Design	HWY 101 N OFF RAMP: 09TH ST \ BRYANT ST intersection	2
06	Design	HWY 101 S ON RAMP: 10TH ST \ BRYANT ST intersection	5
06	Design	I-80 E OFF RAMP: 04TH ST \ BRYANT ST intersection	10
06	Design	I-80 E ON RAMP: 05TH ST \ BRYANT ST intersection	4

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
06	Design	I-80 W ON RAMP: 04TH ST \ HARRISON ST intersection	4
06	Design	ILLINOIS ST: MARIPOSA ST \ TERRY A FRANCOIS BLVD intersection	10
06	Design	JACK LONDON ALY: SOUTH PARK intersection	12
06	Design	JACK LONDON ALY: TABER PL intersection	8
06	Design	JACK LONDON ALY: VARNEY PL intersection	6
06	Design	JESSIE ST: MINT PLZ \ MINT ST intersection	1
06	Design	JUNIPER ST: FOLSOM ST intersection	2
06	Design	KATE ST: BRYANT ST intersection	1
06	Design	KING ST: 04TH ST intersection	8
06	Design	LAFAYETTE ST: NATOMA ST intersection	4
06	Design	LANGTON ST: FOLSOM ST intersection	4
06	Design	LARKIN ST: 09TH ST \ MARKET ST intersection	2
06	Design	MABINI ST: FOLSOM ST intersection	4
06	Design	MAIN ST: HOWARD ST intersection	1
06	Design	MARIPOSA ST: ILLINOIS ST \ TERRY A FRANCOIS BLVD intersection	10
06	Design	MARKET ST: 01ST ST \ BUSH ST intersection	2
06	Design	MARKET ST: 04TH ST \ ELLIS ST \ STOCKTON ST intersection	8
06	Design	MARKET ST: 09TH ST \ LARKIN ST intersection	2
06	Design	MARKET ST: FREMONT ST \ FRONT ST intersection	1
06	Design	MARY ST: MINNA ST intersection	2
06	Design	MCCOPPIN ST: GOUGH ST \ OTIS ST intersection	6
06	Design	MINNA ST: 02ND ST intersection	2
06	Design	MINNA ST: MARY ST intersection	2
06	Design	MINNA ST: NEW MONTGOMERY ST intersection	9
06	Design	MINT PLZ: JESSIE ST \ MINT ST intersection	1
06	Design	MINT ST: JESSIE ST \ MINT PLZ intersection	1
06	Design	MISSION ST: 01ST ST intersection	2
06	Design	MISSION ST: 03RD ST intersection	4
06	Design	MISSION ST: FREMONT ST intersection	2
06	Design	MOSS ST: FOLSOM ST intersection	2
06	Design	NATOMA ST: LAFAYETTE ST intersection	4
06	Design	NEW MONTGOMERY ST: MINNA ST intersection	9
06	Design	OAK GROVE ST: BRYANT ST intersection	2
06	Design	OCTAVIA ST: PAGE ST intersection	2
06	Design	OTIS ST: GOUGH ST \ MCCOPPIN ST intersection	6
06	Design	PAGE ST: OCTAVIA ST intersection	2
06	Design	RAUSCH ST: FOLSOM ST intersection	6
06	Design	RITCH ST: TOWNSEND ST intersection	2
06	Design	RODGERS ST: FOLSOM ST intersection	2
06	Design	RUSS ST: FOLSOM ST intersection	6
06	Design	SHERMAN ST: FOLSOM ST intersection	2
06	Design	SOUTH PARK: END intersection	12
06	Design	SOUTH PARK: JACK LONDON ALY intersection	12
06	Design	STOCKTON ST: 04TH ST \ ELLIS ST \ MARKET ST intersection	8
06	Design	TABER PL: JACK LONDON ALY intersection	8
06	Design	TERRY A FRANCOIS BLVD: ILLINOIS ST \ MARIPOSA ST intersection	10
06	Design	TOWNSEND ST: 04TH ST intersection	6
06	Design	TOWNSEND ST: 08TH ST intersection	1
06	Design	TOWNSEND ST: CLARENCE PL intersection	1
06	Design	TOWNSEND ST: DIVISION ST intersection	3
06	Design	TOWNSEND ST: RITCH ST intersection	2
06	Design	VARNEY PL: 03RD ST intersection	2
06	Design	VARNEY PL: JACK LONDON ALY intersection	6
06	Design	VERMONT ST: ALAMEDA ST intersection	4
06	Design	WARRIORS WAY: 03RD ST intersection	4
06	Design	WARRIORS WAY: BRIDGEVIEW WAY intersection	8
06	Design	WELSH ST: 04TH ST intersection	4
06	Design	WISCONSIN ST: 16TH ST intersection	4
06	Construction	04TH ST: BRYANT ST \ I-80 E OFF RAMP intersection	5
06	Construction	04TH ST: CLARA ST intersection	1
06	Construction	04TH ST: FOLSOM ST intersection	6
06	Construction	04TH ST: HARRISON ST \ I-80 W ON RAMP intersection	4
06	Construction	04TH ST: MISSION ST intersection	1
06	Construction	04TH ST: TOWNSEND ST intersection	1
06	Construction	05TH ST: CYRIL MAGNIN ST \ MARKET ST intersection	8
06	Construction	05TH ST: FOLSOM ST intersection	1
06	Construction	05TH ST: MISSION ST intersection	2
06	Construction	05TH ST: TOWNSEND ST intersection	10
06	Construction	06TH ST: GOLDEN GATE AVE \ MARKET ST \ TAYLOR ST intersection	12
06	Construction	06TH ST: GOLDEN GATE AVE \ MARKET ST \ TAYLOR ST to STEVENSON ST (1 - 33)	1
06	Construction	06TH ST: HOWARD ST intersection	6
06	Construction	06TH ST: JESSIE ST intersection	8
06	Construction	06TH ST: JESSIE ST to MISSION ST (64 - 99)	1
06	Construction	06TH ST: MINNA ST intersection	8

District	Project Phase	Location	# of Curb Ramps
06	Construction	06TH ST: MINNA ST to NATOMA ST (132 - 165)	1
06	Construction	06TH ST: MISSION ST intersection	4
06	Construction	06TH ST: MISSION ST to MINNA ST (100 - 131)	1
06	Construction	06TH ST: NATOMA ST intersection	8
06	Construction	06TH ST: NATOMA ST to HOWARD ST (162 - 199)	1
06	Construction	06TH ST: STEVENSON ST intersection	8
06	Construction	06TH ST: STEVENSON ST to JESSIE ST (32 - 63)	2
06	Construction	07TH ST: MISSION ST intersection	6
06	Construction	08TH ST: GROVE ST \ HYDE ST \ MARKET ST intersection	9
06	Construction	08TH ST: MISSION ST intersection	6
06	Construction	10TH ST: NATOMA ST intersection	1
06	Construction	15TH ST: DE HARO ST intersection	4
06	Construction	15TH ST: RHODE ISLAND ST intersection	8
06	Construction	16TH ST: CAROLINA ST intersection	2
06	Construction	16TH ST: CONNECTICUT ST intersection	4
06	Construction	16TH ST: KANSAS ST intersection	8
06	Construction	16TH ST: SAN BRUNO AVE intersection	8
06	Construction	BEALE ST: BRYANT ST \ DELANCEY ST intersection	8
06	Construction	BRYANT ST: 04TH ST \ I-80 E OFF RAMP intersection	5
06	Construction	BRYANT ST: BEALE ST \ DELANCEY ST intersection	8
06	Construction	BRYANT ST: MAIN ST intersection	6
06	Construction	CAROLINA ST: 16TH ST intersection	2
06	Construction	CLARA ST: 04TH ST intersection	1
06	Construction	CONNECTICUT ST: 16TH ST intersection	4
06	Construction	CYRIL MAGNIN ST: 05TH ST \ MARKET ST intersection	8
06	Construction	DE HARO ST: 15TH ST intersection	4
06	Construction	DELANCEY ST: BEALE ST \ BRYANT ST intersection	8
06	Construction	FOLSOM ST: 02ND ST to HAWTHORNE ST (600 - 650)	1
06	Construction	FOLSOM ST: 04TH ST intersection	6
06	Construction	FOLSOM ST: 04TH ST to 05TH ST (800 - 899)	1
06	Construction	FOLSOM ST: 05TH ST intersection	1
06	Construction	GOLDEN GATE AVE: 06TH ST \ MARKET ST \ TAYLOR ST intersection	12
06	Construction	GOUGH ST: PAGE ST intersection	8
06	Construction	GROVE ST: 08TH ST \ HYDE ST \ MARKET ST intersection	9
06	Construction	HARRISON ST: 04TH ST \ I-80 W ON RAMP intersection	4
06	Construction	HOWARD ST: 03RD ST to 04TH ST (700 - 799)	1
06	Construction	HOWARD ST: 06TH ST intersection	6
06	Construction	HYDE ST: 08TH ST \ GROVE ST \ MARKET ST intersection	9
06	Construction	I-80 E OFF RAMP: 04TH ST \ BRYANT ST intersection	5
06	Construction	I-80 W ON RAMP: 04TH ST \ HARRISON ST intersection	4
06	Construction	JESSIE ST: 06TH ST intersection	8
06	Construction	KANSAS ST: 16TH ST intersection	8
06	Construction	MAIN ST: BRYANT ST intersection	6
06	Construction	MARKET ST: 05TH ST \ CYRIL MAGNIN ST intersection	8
06	Construction	MARKET ST: 06TH ST \ GOLDEN GATE AVE \ TAYLOR ST intersection	12
06	Construction	MARKET ST: 06TH ST \ GOLDEN GATE AVE \ TAYLOR ST to 07TH ST \ CHARLES J BRENHAM PL (1001 - 1099) -- SOUTH --	1
06	Construction	MARKET ST: 07TH ST \ CHARLES J BRENHAM PL to 08TH ST \ GROVE ST \ HYDE ST (1101 - 1199) -- SOUTH --	2
06	Construction	MARKET ST: 08TH ST \ GROVE ST \ HYDE ST intersection	9
06	Construction	MARKET ST: MASON ST \ TURK ST intersection	13
06	Construction	MARKET ST: MASON ST \ TURK ST to 06TH ST \ GOLDEN GATE AVE \ TAYLOR ST (943 - 999) -- SOUTH --	1
06	Construction	MARKET ST: ROSE ST intersection	2
06	Construction	MASON ST: MARKET ST \ TURK ST intersection	13
06	Construction	MINNA ST: 06TH ST intersection	8
06	Construction	MISSION ST: 04TH ST intersection	1
06	Construction	MISSION ST: 05TH ST intersection	2
06	Construction	MISSION ST: 06TH ST intersection	4
06	Construction	MISSION ST: 07TH ST intersection	6
06	Construction	MISSION ST: 08TH ST intersection	6
06	Construction	MISSION ST: PLUM ST intersection	2
06	Construction	NATOMA ST: 06TH ST intersection	8
06	Construction	NATOMA ST: 10TH ST intersection	1
06	Construction	PAGE ST: GOUGH ST intersection	8
06	Construction	PLUM ST: MISSION ST intersection	2
06	Construction	RHODE ISLAND ST: 15TH ST intersection	8
06	Construction	ROSE ST: MARKET ST intersection	2
06	Construction	SAN BRUNO AVE: 16TH ST intersection	8
06	Construction	SHERMAN ST: CLEVELAND ST to HARRISON ST (51 - 99)	2
06	Construction	STEVENSON ST: 06TH ST intersection	8
06	Construction	TAYLOR ST: 06TH ST \ GOLDEN GATE AVE \ MARKET ST intersection	12
06	Construction	TOWNSEND ST: 04TH ST intersection	1
06	Construction	TOWNSEND ST: 05TH ST intersection	10
06	Construction	TURK ST: MARKET ST \ MASON ST intersection	13
06,08	Construction	VALENCIA ST: MCCOPPIN ST to DUBOCE AVE (100 - 199)	2
07	Planning	06TH AVE: IRVING ST intersection	8

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
07	Planning	ALOHA AVE: LOMITA AVE intersection	1
07	Planning	ARBALLO DR: END intersection	6
07	Planning	ARELLANO AVE: HOLLOWAY AVE intersection	6
07	Planning	BRENTWOOD AVE: YERBA BUENA AVE intersection	5
07	Planning	BROADMOOR DR: STONECREST DR intersection	6
07	Planning	BUCARELI DR: JUAN BAUTISTA CIR intersection	6
07	Planning	CASTENADA AVE: LOPEZ AVE \ SAN MARCOS AVE intersection	2
07	Planning	CHUMASERO DR: GALINDO AVE intersection	6
07	Planning	CRESPI DR: JUAN BAUTISTA CIR intersection	12
07	Planning	DEL VALE AVE: ENCLINE CT intersection	8
07	Planning	DIAZ AVE: JUAN BAUTISTA CIR intersection	6
07	Planning	ENCLINE CT: DEL VALE AVE intersection	8
07	Planning	ENCLINE CT: MARIETTA DR intersection	2
07	Planning	FONT BLVD: JUAN BAUTISTA CIR intersection	16
07	Planning	FOWLER AVE: PORTOLA DR \ SYDNEY WAY intersection	2
07	Planning	FUENTE AVE: JUAN BAUTISTA CIR intersection	6
07	Planning	GALINDO AVE: CHUMASERO DR intersection	6
07	Planning	GALINDO AVE: END intersection	5
07	Planning	GENNESSEE ST: MELROSE AVE intersection	5
07	Planning	GLENBROOK AVE: MOUNTAIN SPRING AVE intersection	4
07	Planning	GRIJALVA DR: JUAN BAUTISTA CIR intersection	6
07	Planning	HIGUERA AVE: VIDAL DR intersection	6
07	Planning	HOLLOWAY AVE: ARELLANO AVE intersection	6
07	Planning	HOLLOWAY AVE: TAPIA DR intersection	4
07	Planning	IRVING ST: 06TH AVE intersection	8
07	Planning	JOSEPHA AVE: JUAN BAUTISTA CIR intersection	6
07	Planning	JUAN BAUTISTA CIR: BUCARELI DR intersection	6
07	Planning	JUAN BAUTISTA CIR: CRESPI DR intersection	12
07	Planning	JUAN BAUTISTA CIR: DIAZ AVE intersection	6
07	Planning	JUAN BAUTISTA CIR: FONT BLVD intersection	16
07	Planning	JUAN BAUTISTA CIR: FUENTE AVE intersection	6
07	Planning	JUAN BAUTISTA CIR: GRIJALVA DR intersection	6
07	Planning	JUAN BAUTISTA CIR: JOSEPHA AVE intersection	6
07	Planning	JUANITA WAY: LANSDALE AVE intersection	1
07	Planning	JUNIPERO SERRA BLVD: WINSTON DR intersection	8
07	Planning	KEYSTONE WAY: OCEAN AVE intersection	2
07	Planning	LANSDALE AVE: JUANITA WAY intersection	1
07	Planning	LOMITA AVE: ALOHA AVE intersection	1
07	Planning	LOPEZ AVE: CASTENADA AVE \ SAN MARCOS AVE intersection	2
07	Planning	LOPEZ AVE: SOTELO AVE intersection	4
07	Planning	MARIETTA DR: ENCLINE CT intersection	2
07	Planning	MARIETTA DR: REPOSA WAY intersection	4
07	Planning	MELROSE AVE: GENNESSEE ST intersection	5
07	Planning	MOUNTAIN SPRING AVE: GLENBROOK AVE intersection	4
07	Planning	OCEAN AVE: KEYSTONE WAY intersection	2
07	Planning	PORTOLA DR: FOWLER AVE \ SYDNEY WAY intersection	2
07	Planning	REPOSA WAY: MARIETTA DR intersection	4
07	Planning	ROCKAWAY AVE: ROCKWOOD CT intersection	4
07	Planning	ROCKWOOD CT: ROCKAWAY AVE intersection	4
07	Planning	SAN MARCOS AVE: CASTENADA AVE \ LOPEZ AVE intersection	2
07	Planning	SOTELO AVE: LOPEZ AVE intersection	4
07	Planning	STONECREST DR: BROADMOOR DR intersection	6
07	Planning	SYDNEY WAY: FOWLER AVE \ PORTOLA DR intersection	2
07	Planning	TAPIA DR: HOLLOWAY AVE intersection	4
07	Planning	UNNAMED 113: END intersection	2
07	Planning	VIDAL DR: HIGUERA AVE intersection	6
07	Planning	WINSTON DR: JUNIPERO SERRA BLVD intersection	8
07	Planning	YERBA BUENA AVE: BRENTWOOD AVE intersection	5
07	Design	02ND AVE: HUGO ST intersection	7
07	Design	05TH AVE: HUGO ST intersection	8
07	Design	06TH AVE: HUGO ST intersection	8
07	Design	07TH AVE: KIRKHAM ST intersection	1
07	Design	07TH AVE: MORAGA ST intersection	5
07	Design	08TH AVE: MORAGA ST intersection	6
07	Design	09TH AVE: ALTON AVE intersection	1
07	Design	15TH AVE: TARAVAL ST intersection	4
07	Design	16TH AVE: CECILIA AVE intersection	4
07	Design	16TH AVE: LOMITA AVE intersection	2
07	Design	16TH AVE: TARAVAL ST intersection	16
07	Design	17TH AVE: TARAVAL ST intersection	16
07	Design	18TH AVE: TARAVAL ST intersection	12
07	Design	18TH AVE: ULLOA ST intersection	4
07	Design	19TH AVE: BANBURY DR intersection	2
07	Design	19TH AVE: WINSTON DR intersection	2

District	Project Phase	Location	# of Curb Ramps
07	Design	ACADIA ST: MONTEREY BLVD intersection	1
07	Design	ACEVEDO AVE: ARBALLO DR intersection	6
07	Design	ACEVEDO AVE: ARBALLO DR to VIDAL DR (1 - 89)	2
07	Design	ACEVEDO AVE: VIDAL DR intersection	20
07	Design	ALLSTON WAY: CLAREMONT BLVD intersection	6
07	Design	ALTON AVE: 09TH AVE intersection	1
07	Design	ALTON AVE: CASTENADA AVE intersection	4
07	Design	ARBALLO DR: ACEVEDO AVE intersection	6
07	Design	ARBALLO DR: END intersection	2
07	Design	ARBALLO DR: GONZALEZ DR intersection	6
07	Design	ARBALLO DR: HIGUERA AVE intersection	8
07	Design	ARBALLO DR: HIGUERA AVE to GONZALEZ DR (481 - 562)	2
07	Design	ARBALLO DR: HIGUERA AVE to HIGUERA AVE (461 - 530)	1
07	Design	ARBALLO DR: PINTO AVE intersection	6
07	Design	ARBALLO DR: SERRANO DR intersection	6
07	Design	ARBALLO DR: VIDAL DR intersection	4
07	Design	ARGUELLO BLVD: HUGO ST intersection	6
07	Design	BADEN ST: CIRCULAR AVE intersection	8
07	Design	BALCETA AVE: LAGUNA HONDA BLVD intersection	2
07	Design	BANBURY DR: 19TH AVE intersection	2
07	Design	BRENTWOOD AVE: MAYWOOD DR intersection	6
07	Design	BROADMOOR DR: STONECREST DR intersection	4
07	Design	BROADMOOR DR: WINSTON DR intersection	8
07	Design	BROTHERHOOD WAY: CHUMASERO DR \ THOMAS MORE WAY intersection	10
07	Design	BROTHERHOOD WAY: JUNIPERO SERRA BLVD OFF RAMP intersection	2
07	Design	CAMBON DR: FONT BLVD intersection	6
07	Design	CASITAS AVE: HAZELWOOD AVE \ YERBA BUENA AVE intersection	6
07	Design	CASTENADA AVE: ALTON AVE intersection	4
07	Design	CECILIA AVE: 16TH AVE intersection	4
07	Design	CERRITOS AVE: OCEAN AVE \ WESTGATE DR intersection	7
07	Design	CHESTER AVE: PALMETTO AVE intersection	2
07	Design	CHRISTOPHER DR: CLARENDON AVE intersection	4
07	Design	CHRISTOPHER DR: FOREST KNOLLS DR intersection	2
07	Design	CHUMASERO DR: BROTHERHOOD WAY \ THOMAS MORE WAY intersection	10
07	Design	CHUMASERO DR: FONT BLVD intersection	8
07	Design	CIRCULAR AVE: BADEN ST intersection	8
07	Design	CLAREMONT BLVD: ALLSTON WAY intersection	6
07	Design	CLAREMONT BLVD: DORCHESTER WAY intersection	6
07	Design	CLARENDON AVE: CHRISTOPHER DR intersection	4
07	Design	CLARENDON AVE: GALEWOOD CIR intersection	4
07	Design	CLARENDON AVE: JOHNSTONE DR intersection	2
07	Design	CLARENDON AVE: OAK PARK DR intersection	2
07	Design	CLARENDON AVE: OLYMPIA WAY intersection	3
07	Design	CLARENDON AVE: PALO ALTO AVE intersection	2
07	Design	CONGO ST: MARTHA AVE intersection	2
07	Design	DEL SUR AVE: JUANITA WAY intersection	8
07	Design	DETROIT ST: HEARST AVE intersection	8
07	Design	DETROIT ST: STAPLES AVE intersection	16
07	Design	DORANTES AVE: SAN MARCOS AVE intersection	5
07	Design	DORCHESTER WAY: CLAREMONT BLVD intersection	6
07	Design	EDNA ST: HEARST AVE intersection	8
07	Design	EDNA ST: MONTEREY BLVD intersection	1
07	Design	EL VERANO WAY: FERNWOOD DR intersection	6
07	Design	EVELYN WAY: JUANITA WAY intersection	8
07	Design	FAIRFIELD WAY: KENWOOD WAY \ MANOR DR intersection	8
07	Design	FAIRFIELD WAY: LAKEWOOD AVE intersection	4
07	Design	FERNWOOD DR: EL VERANO WAY intersection	6
07	Design	FONT BLVD: CAMBON DR intersection	6
07	Design	FONT BLVD: CHUMASERO DR intersection	8
07	Design	FONT BLVD: CHUMASERO DR to CAMBON DR (100 - 198) -- EAST --	3
07	Design	FONT BLVD: CHUMASERO DR to CAMBON DR (101 - 199) -- WEST --	2
07	Design	FONT BLVD: JUNIPERO SERRA BLVD intersection	2
07	Design	FOREST KNOLLS DR: CHRISTOPHER DR intersection	2
07	Design	GALEWOOD CIR: CLARENDON AVE intersection	4
07	Design	GENNESSEE ST: MELROSE AVE intersection	4
07	Design	GLADEVIEW WAY: PANORAMA DR intersection	6
07	Design	GLENBROOK AVE: PALO ALTO AVE intersection	3
07	Design	GONZALEZ DR: ARBALLO DR intersection	6
07	Design	GONZALEZ DR: RIVAS AVE intersection	6
07	Design	GONZALEZ DR: RIVAS AVE to ARBALLO DR (801 - 899)	2
07	Design	GREAT HWY: SLOAT BLVD intersection	2
07	Design	HAZELWOOD AVE: CASITAS AVE \ YERBA BUENA AVE intersection	6
07	Design	HEARST AVE: DETROIT ST intersection	8
07	Design	HEARST AVE: EDNA ST intersection	8

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
07	Design	HERNANDEZ AVE: LAGUNA HONDA BLVD intersection	6
07	Design	HIGUERA AVE: ARBALLO DR intersection	8
07	Design	HIGUERA AVE: LAKE MERCED BLVD intersection	6
07	Design	HIGUERA AVE: VIDAL DR intersection	8
07	Design	HIGUERA AVE: VIDAL DR to ARBALLO DR (1 - 99)	2
07	Design	HUGO ST: 02ND AVE intersection	7
07	Design	HUGO ST: 05TH AVE intersection	8
07	Design	HUGO ST: 06TH AVE intersection	8
07	Design	HUGO ST: ARGUELLO BLVD intersection	6
07	Design	IDORA AVE: LAGUNA HONDA BLVD intersection	4
07	Design	JOHNSTONE DR: CLARENDON AVE intersection	2
07	Design	JUANITA WAY: DEL SUR AVE intersection	8
07	Design	JUANITA WAY: EVELYN WAY intersection	8
07	Design	JUANITA WAY: MIRALOMA DR intersection	6
07	Design	JUANITA WAY: REX AVE intersection	6
07	Design	JUNIPERO SERRA BLVD OFF RAMP: BROTHERHOOD WAY intersection	2
07	Design	JUNIPERO SERRA BLVD OFF RAMP: JUNIPERO SERRA BLVD intersection	2
07	Design	JUNIPERO SERRA BLVD ON RAMP: JUNIPERO SERRA BLVD intersection	4
07	Design	JUNIPERO SERRA BLVD: FONT BLVD intersection	2
07	Design	JUNIPERO SERRA BLVD: JUNIPERO SERRA BLVD OFF RAMP intersection	2
07	Design	JUNIPERO SERRA BLVD: JUNIPERO SERRA BLVD ON RAMP intersection	4
07	Design	JUNIPERO SERRA BLVD: MERCEDES WAY \ WINSTON DR intersection	4
07	Design	JUNIPERO SERRA BLVD: MERCEDES WAY intersection	8
07	Design	JUNIPERO SERRA BLVD: OCEAN AVE intersection	2
07	Design	JUNIPERO SERRA BLVD: PALMETTO AVE intersection	2
07	Design	JUNIPERO SERRA BLVD: PALOMA AVE intersection	10
07	Design	JUNIPERO SERRA BLVD: SAN FRANCISCO GOLF CLUB RD intersection	2
07	Design	JUNIPERO SERRA BLVD: WINSTON DR intersection	4
07	Design	KENWOOD WAY: FAIRFIELD WAY \ MANOR DR intersection	8
07	Design	KENWOOD WAY: PINEHURST WAY intersection	8
07	Design	KENWOOD WAY: WESTGATE DR intersection	8
07	Design	KIRKHAM ST: 07TH AVE intersection	1
07	Design	KNOLLVIEW WAY: PANORAMA DR intersection	6
07	Design	LAGUNA HONDA BLVD: BALCETA AVE intersection	2
07	Design	LAGUNA HONDA BLVD: HERNANDEZ AVE intersection	6
07	Design	LAGUNA HONDA BLVD: IDORA AVE intersection	4
07	Design	LAGUNA HONDA BLVD: MERCED AVE intersection	4
07	Design	LAGUNA HONDA BLVD: VASQUEZ AVE intersection	4
07	Design	LAGUNA HONDA BLVD: WOODSIDE AVE intersection	4
07	Design	LAKE MERCED BLVD: HIGUERA AVE intersection	6
07	Design	LAKEWOOD AVE: FAIRFIELD WAY intersection	4
07	Design	LOMITA AVE: 16TH AVE intersection	2
07	Design	LOPEZ AVE: SOTELO AVE intersection	7
07	Design	LYNDHURST DR: STRATFORD DR intersection	6
07	Design	MALTA DR: STILLINGS AVE intersection	2
07	Design	MANOR DR: FAIRFIELD WAY \ KENWOOD WAY intersection	8
07	Design	MARNE AVE: MIRALOMA DR intersection	1
07	Design	MARTHA AVE: CONGO ST intersection	2
07	Design	MAYWOOD DR: BRENTWOOD AVE intersection	6
07	Design	MAYWOOD DR: RAVENWOOD DR intersection	6
07	Design	MELROSE AVE: GENNESSEE ST intersection	4
07	Design	MERCED AVE: LAGUNA HONDA BLVD intersection	4
07	Design	MERCEDES WAY: JUNIPERO SERRA BLVD \ WINSTON DR intersection	4
07	Design	MERCEDES WAY: JUNIPERO SERRA BLVD intersection	8
07	Design	MIRALOMA DR: JUANITA WAY intersection	6
07	Design	MIRALOMA DR: MARNE AVE intersection	1
07	Design	MIRALOMA DR: RAVENWOOD DR \ YERBA BUENA AVE intersection	4
07	Design	MONTEREY BLVD: ACADIA ST intersection	1
07	Design	MONTEREY BLVD: EDNA ST intersection	1
07	Design	MORAGA ST: 07TH AVE intersection	5
07	Design	MORAGA ST: 08TH AVE intersection	6
07	Design	OAK PARK DR: CLARENDON AVE intersection	2
07	Design	OCEAN AVE: CERRITOS AVE \ WESTGATE DR intersection	7
07	Design	OCEAN AVE: JUNIPERO SERRA BLVD intersection	2
07	Design	OCEAN AVE: VICTORIA ST intersection	6
07	Design	OCEANVIEW TER: PALMETTO AVE \ RAMSELL ST \ WORCESTER AVE intersection	7
07	Design	OLYMPIA WAY: CLARENDON AVE intersection	3
07	Design	PALMETTO AVE: CHESTER AVE intersection	2
07	Design	PALMETTO AVE: JUNIPERO SERRA BLVD intersection	2
07	Design	PALMETTO AVE: OCEANVIEW TER \ RAMSELL ST \ WORCESTER AVE intersection	7
07	Design	PALO ALTO AVE: CLARENDON AVE intersection	2
07	Design	PALO ALTO AVE: GLENBROOK AVE intersection	3
07	Design	PALOMA AVE: JUNIPERO SERRA BLVD intersection	10
07	Design	PANORAMA DR: GLADEVIEW WAY intersection	6

District	Project Phase	Location	# of Curb Ramps
07	Design	PANORAMA DR: KNOLLVIEW WAY intersection	6
07	Design	PANORAMA DR: STARVIEW WAY intersection	9
07	Design	PAYSON ST: SAINT CHARLES AVE intersection	2
07	Design	PINEHURST WAY: KENWOOD WAY intersection	8
07	Design	PINTO AVE: ARBALLO DR intersection	6
07	Design	RAMSELL ST: OCEANVIEW TER \ PALMETTO AVE \ WORCESTER AVE intersection	7
07	Design	RAVENWOOD DR: MAYWOOD DR intersection	6
07	Design	RAVENWOOD DR: MIRALOMA DR \ YERBA BUENA AVE intersection	4
07	Design	REX AVE: JUANITA WAY intersection	6
07	Design	RIVAS AVE: GONZALEZ DR intersection	6
07	Design	SAINT CHARLES AVE: PAYSON ST intersection	2
07	Design	SAN FRANCISCO GOLF CLUB RD: JUNIPERO SERRA BLVD intersection	2
07	Design	SAN MARCOS AVE: DORANTES AVE intersection	5
07	Design	SANTA CLARA AVE: TERRACE DR intersection	8
07	Design	SERRANO DR: ARBALLO DR intersection	6
07	Design	SERRANO DR: TAPIA DR intersection	6
07	Design	SLOAT BLVD: GREAT HWY intersection	2
07	Design	SOTELO AVE: LOPEZ AVE intersection	7
07	Design	STAPLES AVE: DETROIT ST intersection	16
07	Design	STARVIEW WAY: PANORAMA DR intersection	9
07	Design	STILLINGS AVE: MALTA DR intersection	2
07	Design	STONECREST DR: BROADMOOR DR intersection	4
07	Design	STRATFORD DR: LYNDHURST DR intersection	6
07	Design	TAPIA DR: SERRANO DR intersection	6
07	Design	TARAVAL ST: 15TH AVE intersection	4
07	Design	TARAVAL ST: 16TH AVE intersection	16
07	Design	TARAVAL ST: 17TH AVE intersection	16
07	Design	TARAVAL ST: 18TH AVE intersection	12
07	Design	TERRACE DR: SANTA CLARA AVE intersection	8
07	Design	THOMAS MORE WAY: BROTHERHOOD WAY \ CHUMASERO DR intersection	10
07	Design	ULLOA ST: 18TH AVE intersection	4
07	Design	UNNAMED 113: END intersection	2
07	Design	VASQUEZ AVE: LAGUNA HONDA BLVD intersection	4
07	Design	VICTORIA ST: OCEAN AVE intersection	6
07	Design	VIDAL DR: ACEVEDO AVE intersection	20
07	Design	VIDAL DR: ACEVEDO AVE to HIGUERA AVE (201 - 299) -- EAST --	2
07	Design	VIDAL DR: ARBALLO DR intersection	4
07	Design	VIDAL DR: HIGUERA AVE intersection	8
07	Design	WESTGATE DR: CERRITOS AVE \ OCEAN AVE intersection	7
07	Design	WESTGATE DR: KENWOOD WAY intersection	8
07	Design	WINSTON DR: 19TH AVE intersection	2
07	Design	WINSTON DR: BROADMOOR DR intersection	8
07	Design	WINSTON DR: JUNIPERO SERRA BLVD \ MERCEDES WAY intersection	4
07	Design	WINSTON DR: JUNIPERO SERRA BLVD intersection	4
07	Design	WOODSIDE AVE: LAGUNA HONDA BLVD intersection	4
07	Design	WORCESTER AVE: OCEANVIEW TER \ PALMETTO AVE \ RAMSELL ST intersection	7
07	Design	YERBA BUENA AVE: CASITAS AVE \ HAZELWOOD AVE intersection	6
07	Design	YERBA BUENA AVE: MIRALOMA DR \ RAVENWOOD DR intersection	4
07	Construction	03RD AVE: KEZAR DR \ LINCOLN WAY intersection	6
07	Construction	03RD AVE: LINCOLN WAY intersection	1
07	Construction	19TH AVE: SLOAT BLVD intersection	6
07	Construction	19TH AVE: VICENTE ST intersection	2
07	Construction	41ST AVE: SLOAT BLVD intersection	10
07	Construction	43RD AVE: SLOAT BLVD intersection	10
07	Construction	COVENTRY CT: CRESTA VISTA DR intersection	6
07	Construction	CRESTA VISTA DR: COVENTRY CT intersection	6
07	Construction	DALEWOOD WAY: LANSDALE AVE \ LUDLOW ALY intersection	4
07	Construction	DARIEN WAY: JUNIPERO SERRA BLVD intersection	1
07	Construction	EUCALYPTUS DR: JUNIPERO SERRA BLVD \ OCEAN AVE intersection	2
07	Construction	HOLLOWAY AVE: VARELA AVE intersection	2
07	Construction	JUNIPERO SERRA BLVD: DARIEN WAY intersection	1
07	Construction	JUNIPERO SERRA BLVD: EUCALYPTUS DR \ OCEAN AVE intersection	2
07	Construction	JUNIPERO SERRA BLVD: MERCEDES WAY \ WINSTON DR intersection	8
07	Construction	JUNIPERO SERRA BLVD: MONCADA WAY intersection	3
07	Construction	JUNIPERO SERRA BLVD: STONECREST DR intersection	2
07	Construction	JUNIPERO SERRA BLVD: STRATFORD DR intersection	2
07	Construction	KEZAR DR: 03RD AVE \ LINCOLN WAY intersection	6
07	Construction	LANSDALE AVE: DALEWOOD WAY \ LUDLOW ALY intersection	4
07	Construction	LINCOLN WAY: 03RD AVE \ KEZAR DR intersection	6
07	Construction	LINCOLN WAY: 03RD AVE intersection	1
07	Construction	LUDLOW ALY: DALEWOOD WAY \ LANSDALE AVE intersection	4
07	Construction	MARVIEW WAY: PANORAMA DR intersection	3
07	Construction	MERCEDES WAY: JUNIPERO SERRA BLVD \ WINSTON DR intersection	8
07	Construction	MONCADA WAY: JUNIPERO SERRA BLVD intersection	3

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
07	Construction	OCEAN AVE: EUCALYPTUS DR \ JUNIPERO SERRA BLVD intersection	2
07	Construction	PANORAMA DR: MARVIEW WAY intersection	3
07	Construction	SLOAT BLVD: 19TH AVE intersection	6
07	Construction	SLOAT BLVD: 41ST AVE intersection	10
07	Construction	SLOAT BLVD: 43RD AVE intersection	10
07	Construction	STONECREST DR: JUNIPERO SERRA BLVD intersection	2
07	Construction	STRATFORD DR: JUNIPERO SERRA BLVD intersection	2
07	Construction	VARELA AVE: HOLLOWAY AVE intersection	2
07	Construction	VICENTE ST: 19TH AVE intersection	2
07	Construction	WINSTON DR: JUNIPERO SERRA BLVD \ MERCEDES WAY intersection	8
08	Planning	16TH ST: SANCHEZ ST intersection	8
08	Planning	17TH ST: MARS ST intersection	6
08	Planning	17TH ST: ROOSEVELT WAY \ URANUS TER intersection	8
08	Planning	21ST ST: FAIR OAKS ST intersection	1
08	Planning	25TH ST: GRAND VIEW AVE intersection	4
08	Planning	25TH ST: VALENCIA ST intersection	1
08	Planning	30TH ST: CHENERY ST intersection	6
08	Planning	30TH ST: SAN JOSE AVE intersection	8
08	Planning	ALPINE TER: DUBOCE AVE to 14TH ST \ ROOSEVELT WAY (100 - 199)	1
08	Planning	CHENERY ST: 30TH ST intersection	6
08	Planning	DUBOCE AVE: NOE ST to SCOTT ST (600 - 699)	1
08	Planning	DUBOCE AVE: SCOTT ST intersection	6
08	Planning	DUBOCE AVE: SCOTT ST to CASTRO ST (700 - 740)	1
08	Planning	FAIR OAKS ST: 21ST ST intersection	1
08	Planning	GRAND VIEW AVE: 25TH ST intersection	4
08	Planning	HATTIE ST: CORBETT AVE to MARKET ST (1 - 48)	1
08	Planning	HENRY ST: NOE ST to CASTRO ST (100 - 199)	1
08	Planning	MARKET ST: MCCOPPIN ST \ PEARL ST to GUERRERO ST \ LAGUNA ST (1829 - 1899) -- SOUTH --	1
08	Planning	MARS ST: 17TH ST intersection	6
08	Planning	ORA WAY: TOPAZ WAY intersection	2
08	Planning	ROOSEVELT WAY: 17TH ST \ URANUS TER intersection	8
08	Planning	SAINT GERMAIN AVE: TWIN PEAKS BLVD intersection	1
08	Planning	SAN JOSE AVE: 30TH ST intersection	8
08	Planning	SANCHEZ ST: 16TH ST intersection	8
08	Planning	SCOTT ST: DUBOCE AVE intersection	6
08	Planning	TOPAZ WAY: ORA WAY intersection	2
08	Planning	TWIN PEAKS BLVD: SAINT GERMAIN AVE intersection	1
08	Planning	URANUS TER: 17TH ST \ ROOSEVELT WAY intersection	8
08	Planning	VALENCIA ST: 25TH ST intersection	1
08	Design	14TH ST: BELCHER ST \ BOYNTON CT intersection	2
08	Design	14TH ST: BUENA VISTA TER intersection	2
08	Design	14TH ST: DIVISADERO ST intersection	4
08	Design	15TH ST: SHARON ST intersection	2
08	Design	16TH ST: DOLORES ST intersection	4
08	Design	17TH ST: COLE ST intersection	4
08	Design	17TH ST: CORBIN PL intersection	2
08	Design	17TH ST: SHRADER ST intersection	3
08	Design	19TH ST: CORBETT AVE intersection	2
08	Design	19TH ST: DANVERS ST intersection	3
08	Design	19TH ST: DOUGLASS ST intersection	4
08	Design	19TH ST: LAMSON LN intersection	2
08	Design	19TH ST: YUKON ST intersection	8
08	Design	20TH ST: HARTFORD ST intersection	4
08	Design	21ST ST: DOUGLASS ST \ ROMAIN ST intersection	6
08	Design	22ND ST: CHURCH ST intersection	3
08	Design	22ND ST: DOUGLASS ST intersection	6
08	Design	23RD ST: CHURCH ST intersection	8
08	Design	24TH ST: CHATTANOOGA ST intersection	8
08	Design	27TH ST: DIAMOND ST intersection	2
08	Design	27TH ST: NOE ST intersection	8
08	Design	ARLINGTON ST: RANDALL ST intersection	2
08	Design	BELCHER ST: 14TH ST \ BOYNTON CT intersection	2
08	Design	BIGLER AVE: CLARENDON AVE \ TWIN PEAKS BLVD intersection	1
08	Design	BLANCHE ST: ELIZABETH ST intersection	6
08	Design	BOYNTON CT: 14TH ST \ BELCHER ST intersection	2
08	Design	BUENA VISTA TER: 14TH ST intersection	2
08	Design	BURNETT AVE: DIXIE ALY intersection	4
08	Design	BURNETT AVE: GLENVIEW DR intersection	5
08	Design	BURNSIDE AVE: MANGELS AVE intersection	3
08	Design	CESAR CHAVEZ ST: NOE ST intersection	6
08	Design	CHATTANOOGA ST: 24TH ST intersection	8
08	Design	CHENERY ST: RANDALL ST intersection	2
08	Design	CHURCH ST: 22ND ST intersection	3
08	Design	CHURCH ST: 23RD ST intersection	8

District	Project Phase	Location	# of Curb Ramps
08	Design	CHURCH ST: CLIPPER ST intersection	4
08	Design	CHURCH ST: HERMANN ST intersection	6
08	Design	CHURCH ST: RANDALL ST intersection	6
08	Design	CLARENDON AVE: BIGLER AVE \ TWIN PEAKS BLVD intersection	1
08	Design	CLAYTON ST: FREDERICK ST intersection	3
08	Design	CLAYTON ST: PARNASSUS AVE intersection	1
08	Design	CLIFFORD TER: ROOSEVELT WAY intersection	6
08	Design	CLIPPER ST: CHURCH ST intersection	4
08	Design	COLE ST: 17TH ST intersection	4
08	Design	COLE ST: WALLER ST intersection	1
08	Design	COLLEEN WAY: GOLD MINE DR \ ONIQUE LN intersection	2
08	Design	CORBETT AVE: 19TH ST intersection	2
08	Design	CORBETT AVE: MARS ST intersection	2
08	Design	CORBIN PL: 17TH ST intersection	2
08	Design	DANVERS ST: 19TH ST intersection	3
08	Design	DAWNVIEW WAY: GLENVIEW DR intersection	6
08	Design	DIAMOND ST: 27TH ST intersection	2
08	Design	DIAMOND ST: WILDER ST intersection	2
08	Design	DIVISADERO ST: 14TH ST intersection	4
08	Design	DIXIE ALY: BURNETT AVE intersection	4
08	Design	DOLORES ST: 16TH ST intersection	4
08	Design	DOUGLASS ST: 19TH ST intersection	4
08	Design	DOUGLASS ST: 21ST ST \ ROMAIN ST intersection	6
08	Design	DOUGLASS ST: 22ND ST intersection	6
08	Design	DOWNEY ST: FREDERICK ST intersection	4
08	Design	ELIZABETH ST: BLANCHE ST intersection	6
08	Design	FAIRMOUNT ST: MIGUEL ST intersection	2
08	Design	FAIRMOUNT ST: WHITNEY ST intersection	8
08	Design	FARNUM ST: MOFFITT ST intersection	1
08	Design	FARNUM ST: MORELAND ST intersection	3
08	Design	FREDERICK ST: CLAYTON ST intersection	3
08	Design	FREDERICK ST: DOWNEY ST intersection	4
08	Design	FREDERICK ST: MASONIC AVE intersection	7
08	Design	GLENVIEW DR: BURNETT AVE intersection	5
08	Design	GLENVIEW DR: DAWNVIEW WAY intersection	6
08	Design	GLENVIEW DR: PORTOLA DR intersection	8
08	Design	GOLD MINE DR: COLLEEN WAY \ ONIQUE LN intersection	2
08	Design	GOLD MINE DR: JADE PL intersection	3
08	Design	GOLD MINE DR: TOPAZ WAY intersection	4
08	Design	GRAYSTONE TER: IRON ALY intersection	2
08	Design	HARTFORD ST: 20TH ST intersection	4
08	Design	HERMANN ST: CHURCH ST intersection	6
08	Design	HERMANN ST: WEBSTER ST intersection	8
08	Design	IRON ALY: GRAYSTONE TER intersection	2
08	Design	JADE PL: GOLD MINE DR intersection	3
08	Design	LAMSON LN: 19TH ST intersection	2
08	Design	LEVANT ST: STATES ST intersection	4
08	Design	LLOYD ST: SCOTT ST intersection	6
08	Design	LOMA VISTA TER: MASONIC AVE intersection	6
08	Design	LOMA VISTA TER: ROOSEVELT WAY intersection	2
08	Design	MANGELS AVE: BURNSIDE AVE intersection	3
08	Design	MANGELS AVE: NORDHOFF ST intersection	5
08	Design	MARS ST: CORBETT AVE intersection	2
08	Design	MASONIC AVE: FREDERICK ST intersection	7
08	Design	MASONIC AVE: LOMA VISTA TER intersection	6
08	Design	MASONIC AVE: PIEDMONT ST intersection	4
08	Design	MASONIC AVE: UPPER TER intersection	4
08	Design	MIGUEL ST: FAIRMOUNT ST intersection	2
08	Design	MOFFITT ST: FARNUM ST intersection	1
08	Design	MORELAND ST: FARNUM ST intersection	3
08	Design	NOE ST: 27TH ST intersection	8
08	Design	NOE ST: CESAR CHAVEZ ST intersection	6
08	Design	NORDHOFF ST: MANGELS AVE intersection	5
08	Design	ONIQUE LN: COLLEEN WAY \ GOLD MINE DR intersection	2
08	Design	PARNASSUS AVE: CLAYTON ST intersection	1
08	Design	PIEDMONT ST: MASONIC AVE intersection	4
08	Design	PORTOLA DR: GLENVIEW DR intersection	8
08	Design	RANDALL ST: ARLINGTON ST intersection	2
08	Design	RANDALL ST: CHENERY ST intersection	2
08	Design	RANDALL ST: CHURCH ST intersection	6
08	Design	RANDALL ST: SAN JOSE AVE intersection	1
08	Design	RANDALL ST: WHITNEY ST intersection	8
08	Design	ROMAIN ST: 21ST ST \ DOUGLASS ST intersection	6
08	Design	ROOSEVELT WAY: CLIFFORD TER intersection	6

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
08	Design	ROOSEVELT WAY: LOMA VISTA TER intersection	2
08	Design	ROOSEVELT WAY: SATURN ST intersection	2
08	Design	SAN JOSE AVE: RANDALL ST intersection	1
08	Design	SANCHEZ ST: VALLEY ST intersection	4
08	Design	SATURN ST: ROOSEVELT WAY intersection	2
08	Design	SCOTT ST: LLOYD ST intersection	6
08	Design	SHARON ST: 15TH ST intersection	2
08	Design	SHRADER ST: 17TH ST intersection	3
08	Design	STATES ST: LEVANT ST intersection	4
08	Design	TOPAZ WAY: GOLD MINE DR intersection	4
08	Design	TWIN PEAKS BLVD: BIGLER AVE \ CLARENDON AVE intersection	1
08	Design	UPPER TER: MASONIC AVE intersection	4
08	Design	VALLEY ST: SANCHEZ ST intersection	4
08	Design	WALLER ST: COLE ST intersection	1
08	Design	WEBSTER ST: HERMANN ST intersection	8
08	Design	WHITNEY ST: FAIRMOUNT ST intersection	8
08	Design	WHITNEY ST: RANDALL ST intersection	8
08	Design	WILDER ST: DIAMOND ST intersection	2
08	Design	YUKON ST: 19TH ST intersection	8
08	Construction	22ND ST: AMES ST intersection	2
08	Construction	22ND ST: CHATTANOOGA ST intersection	4
08	Construction	22ND ST: DOLORES ST intersection	1
08	Construction	22ND ST: FAIR OAKS ST intersection	8
08	Construction	22ND ST: QUANE ST intersection	4
08	Construction	23RD ST: AMES ST intersection	2
08	Construction	23RD ST: CHATTANOOGA ST intersection	4
08	Construction	23RD ST: FAIR OAKS ST intersection	8
08	Construction	23RD ST: MERSEY ST intersection	2
08	Construction	23RD ST: QUANE ST intersection	3
08	Construction	24TH ST: QUANE ST intersection	2
08	Construction	26TH ST: SANCHEZ ST intersection	8
08	Construction	27TH ST: DIAMOND ST intersection	8
08	Construction	28TH ST: DOUGLASS ST intersection	5
08	Construction	AMES ST: 22ND ST intersection	2
08	Construction	AMES ST: 23RD ST intersection	2
08	Construction	BUENA VISTA AVE: PARK HILL AVE intersection	1
08	Construction	CASTRO ST: DUNCAN ST intersection	5
08	Construction	CESAR CHAVEZ ST: SANCHEZ ST intersection	32
08	Construction	CHATTANOOGA ST: 22ND ST intersection	4
08	Construction	CHATTANOOGA ST: 23RD ST intersection	4
08	Construction	DIAMOND ST: 27TH ST intersection	8
08	Construction	DIAMOND ST: DUNCAN ST intersection	3
08	Construction	DOLORES ST: 22ND ST intersection	1
08	Construction	DOLORES ST: MARKET ST intersection	2
08	Construction	DOUGLASS ST: 28TH ST intersection	5
08	Construction	DOUGLASS ST: DUNCAN ST intersection	8
08	Construction	DUNCAN ST: CASTRO ST intersection	5
08	Construction	DUNCAN ST: DIAMOND ST intersection	3
08	Construction	DUNCAN ST: DOUGLASS ST intersection	8
08	Construction	FAIR OAKS ST: 22ND ST intersection	8
08	Construction	FAIR OAKS ST: 23RD ST intersection	8
08	Construction	GARDENSIDE DR: VISTA LN intersection	2
08	Construction	HATTIE ST: MARKET ST intersection	3
08	Construction	MARKET ST: DOLORES ST intersection	2
08	Construction	MARKET ST: HATTIE ST intersection	3
08	Construction	MERSEY ST: 23RD ST intersection	2
08	Construction	PARK HILL AVE: BUENA VISTA AVE intersection	1
08	Construction	QUANE ST: 22ND ST intersection	4
08	Construction	QUANE ST: 23RD ST intersection	3
08	Construction	QUANE ST: 24TH ST intersection	2
08	Construction	SANCHEZ ST: 26TH ST intersection	8
08	Construction	SANCHEZ ST: CESAR CHAVEZ ST intersection	32
08	Construction	VISTA LN: GARDENSIDE DR intersection	2
08	Construction	WALLER ST: OCTAVIA ST to LAGUNA ST (1 - 99)	1
09	Planning	10TH ST: BRANNAN ST \ DIVISION ST \ POTRERO AVE intersection	1
09	Planning	18TH ST: BRYANT ST intersection	2
09	Planning	18TH ST: FLORIDA ST intersection	2
09	Planning	19TH ST: FOLSOM ST intersection	8
09	Planning	21ST ST: FOLSOM ST intersection	9
09	Planning	22ND ST: CAPP ST intersection	1
09	Planning	22ND ST: FOLSOM ST intersection	8
09	Planning	23RD ST: FOLSOM ST intersection	8
09	Planning	26TH ST: BRYANT ST intersection	1
09	Planning	29TH ST: SAN JOSE AVE intersection	8

District	Project Phase	Location	# of Curb Ramps
09	Planning	ALAMEDA ST: HAMPSHIRE ST intersection	1
09	Planning	ALAMEDA ST: POTRERO AVE intersection	2
09	Planning	ALAMEDA ST: TREAT AVE intersection	1
09	Planning	BRANNAN ST: 10TH ST \ DIVISION ST \ POTRERO AVE intersection	1
09	Planning	BRYANT ST: 18TH ST intersection	2
09	Planning	BRYANT ST: 26TH ST intersection	1
09	Planning	CAPP ST: 22ND ST intersection	1
09	Planning	DIVISION ST: 10TH ST \ BRANNAN ST \ POTRERO AVE intersection	1
09	Planning	ESMERALDA AVE: PROSPECT AVE intersection	1
09	Planning	FLORIDA ST: 18TH ST intersection	2
09	Planning	FOLSOM ST: 19TH ST intersection	8
09	Planning	FOLSOM ST: 21ST ST intersection	9
09	Planning	FOLSOM ST: 22ND ST intersection	8
09	Planning	FOLSOM ST: 23RD ST intersection	8
09	Planning	HAMPSHIRE ST: ALAMEDA ST intersection	1
09	Planning	POTRERO AVE: 10TH ST \ BRANNAN ST \ DIVISION ST intersection	1
09	Planning	POTRERO AVE: ALAMEDA ST intersection	2
09	Planning	PROSPECT AVE: ESMERALDA AVE intersection	1
09	Planning	SAN JOSE AVE: 29TH ST intersection	8
09	Planning	SHOTWELL ST: 22ND ST to 23RD ST (800 - 899)	1
09	Planning	TREAT AVE: ALAMEDA ST intersection	1
09	Planning	VIRGINIA AVE: WINFIELD ST intersection	3
09	Planning	WINFIELD ST: VIRGINIA AVE intersection	3
09	Design	15TH ST: BRYANT ST intersection	1
09	Design	16TH ST: VALENCIA ST intersection	4
09	Design	17TH ST: FOLSOM ST intersection	3
09	Design	17TH ST: SOUTH VAN NESS AVE intersection	4
09	Design	18TH ST: HAMPSHIRE ST intersection	8
09	Design	18TH ST: MISSION ST intersection	2
09	Design	18TH ST: YORK ST intersection	8
09	Design	19TH ST: TREAT AVE intersection	8
09	Design	19TH ST: YORK ST intersection	8
09	Design	20TH ST: HAMPSHIRE ST intersection	9
09	Design	20TH ST: MISSION ST intersection	4
09	Design	20TH ST: YORK ST intersection	8
09	Design	21ST ST: FOLSOM ST intersection	5
09	Design	21ST ST: YORK ST intersection	8
09	Design	22ND ST: FLORIDA ST intersection	5
09	Design	22ND ST: MISSION ST intersection	4
09	Design	22ND ST: TREAT AVE intersection	4
09	Design	22ND ST: YORK ST intersection	8
09	Design	24TH ST: BARTLETT ST intersection	2
09	Design	24TH ST: ORANGE ALY intersection	2
09	Design	25TH ST: YORK ST intersection	3
09	Design	26TH ST: BARTLETT ST intersection	16
09	Design	26TH ST: HAMPSHIRE ST intersection	2
09	Design	26TH ST: ORANGE ALY intersection	4
09	Design	ALABAMA ST: NORWICH ST intersection	2
09	Design	ALABAMA ST: RUTLEDGE ST intersection	1
09	Design	ALAMEDA ST: HAMPSHIRE ST intersection	1
09	Design	ALAMEDA ST: TREAT AVE intersection	3
09	Design	AMHERST ST: WAYLAND ST intersection	2
09	Design	BACON ST: CAMBRIDGE ST intersection	8
09	Design	BACON ST: HAMILTON ST intersection	8
09	Design	BACON ST: HOLYOKE ST intersection	16
09	Design	BARNEVELD AVE: SWEENEY ST intersection	8
09	Design	BARTLETT ST: 24TH ST intersection	2
09	Design	BARTLETT ST: 26TH ST intersection	16
09	Design	BENNINGTON ST: CORTLAND AVE intersection	2
09	Design	BOCANA ST: CORTLAND AVE intersection	1
09	Design	BRONTE ST: TOMPKINS AVE intersection	4
09	Design	BRYANT ST: 15TH ST intersection	1
09	Design	BURROWS ST: HAMILTON ST intersection	14
09	Design	CAMBRIDGE ST: BACON ST intersection	8
09	Design	CORTLAND AVE: BENNINGTON ST intersection	2
09	Design	CORTLAND AVE: BOCANA ST intersection	1
09	Design	CORTLAND AVE: PROSPECT AVE intersection	3
09	Design	COSO AVE: MIRABEL AVE intersection	4
09	Design	COSO AVE: PRECITA AVE intersection	6
09	Design	DUBOCE AVE: WOODWARD ST intersection	2
09	Design	DUNCAN ST: SAN JOSE AVE intersection	8
09	Design	ERIE ST: SOUTH VAN NESS AVE intersection	2
09	Design	EUGENIA AVE: WINFIELD ST intersection	3
09	Design	FAIR AVE: PETERS AVE intersection	8

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
09	Design	FELTON ST: HAMILTON ST intersection	16
09	Design	FLORIDA ST: 22ND ST intersection	5
09	Design	FOLSOM ST: 17TH ST intersection	3
09	Design	FOLSOM ST: 21ST ST intersection	5
09	Design	GATES ST: TOMPKINS AVE intersection	8
09	Design	HALE ST: SAN BRUNO AVE intersection	2
09	Design	HAMILTON ST: BACON ST intersection	8
09	Design	HAMILTON ST: BURROWS ST intersection	14
09	Design	HAMILTON ST: FELTON ST intersection	16
09	Design	HAMPSHIRE ST: 18TH ST intersection	8
09	Design	HAMPSHIRE ST: 20TH ST intersection	9
09	Design	HAMPSHIRE ST: 26TH ST intersection	2
09	Design	HAMPSHIRE ST: ALAMEDA ST intersection	1
09	Design	HAMPSHIRE ST: MARIPOSA ST intersection	4
09	Design	HARRISON ST: NORWICH ST intersection	8
09	Design	HARRISON ST: PRECITA AVE intersection	5
09	Design	HOLYOKE ST: BACON ST intersection	16
09	Design	MARIPOSA ST: HAMPSHIRE ST intersection	4
09	Design	MASSASOIT ST: RUTLEDGE ST intersection	4
09	Design	MIRABEL AVE: COSO AVE intersection	4
09	Design	MISSION ST: 18TH ST intersection	2
09	Design	MISSION ST: 20TH ST intersection	4
09	Design	MISSION ST: 22ND ST intersection	4
09	Design	MISSION ST: VIRGINIA AVE intersection	6
09	Design	NEVADA ST: OGDEN AVE intersection	2
09	Design	NORWICH ST: ALABAMA ST intersection	2
09	Design	NORWICH ST: HARRISON ST intersection	8
09	Design	OGDEN AVE: NEVADA ST intersection	2
09	Design	ORANGE AVE: 24TH ST intersection	2
09	Design	ORANGE AVE: 26TH ST intersection	4
09	Design	PERALTA AVE: RIPLEY ST \ SAMOSET ST intersection	6
09	Design	PERALTA AVE: RUTLEDGE ST intersection	2
09	Design	PETERS AVE: FAIR AVE intersection	8
09	Design	PRECITA AVE: COSO AVE intersection	6
09	Design	PRECITA AVE: HARRISON ST intersection	5
09	Design	PRINCETON ST: SWEENEY ST intersection	6
09	Design	PRINCETON ST: WAYLAND ST intersection	4
09	Design	PROSPECT AVE: CORTLAND AVE intersection	3
09	Design	PROSPECT AVE: VIRGINIA AVE intersection	8
09	Design	RICKARD ST: SAN BRUNO AVE intersection	4
09	Design	RIPLEY ST: PERALTA AVE \ SAMOSET ST intersection	6
09	Design	RUTLEDGE ST: ALABAMA ST intersection	1
09	Design	RUTLEDGE ST: MASSASOIT ST intersection	4
09	Design	RUTLEDGE ST: PERALTA AVE intersection	2
09	Design	SAMOSET ST: PERALTA AVE \ RIPLEY ST intersection	6
09	Design	SAN BRUNO AVE: HALE ST intersection	2
09	Design	SAN BRUNO AVE: RICKARD ST intersection	4
09	Design	SAN BRUNO AVE: SWEENEY ST intersection	4
09	Design	SAN JOSE AVE: DUNCAN ST intersection	8
09	Design	SHOTWELL ST: 26TH ST to CESAR CHAVEZ ST (1200 - 1299)	1
09	Design	SOUTH VAN NESS AVE: 17TH ST intersection	4
09	Design	SOUTH VAN NESS AVE: ERIE ST intersection	2
09	Design	SWEENEY ST: BARNEVELD AVE intersection	8
09	Design	SWEENEY ST: PRINCETON ST intersection	6
09	Design	SWEENEY ST: SAN BRUNO AVE intersection	4
09	Design	TOMPKINS AVE: BRONTE ST intersection	4
09	Design	TOMPKINS AVE: GATES ST intersection	8
09	Design	TREAT AVE: 19TH ST intersection	8
09	Design	TREAT AVE: 22ND ST intersection	4
09	Design	TREAT AVE: ALAMEDA ST intersection	3
09	Design	VALENCIA ST: 16TH ST intersection	4
09	Design	VALENCIA ST: CLINTON PARK to BROSNAN ST (230 - 256)	3
09	Design	VALENCIA ST: ROSA PARKS LN to 15TH ST (338 - 399)	1
09	Design	VIRGINIA AVE: MISSION ST intersection	6
09	Design	VIRGINIA AVE: PROSPECT AVE intersection	8
09	Design	VIRGINIA AVE: WINFIELD ST intersection	8
09	Design	WAYLAND ST: AMHERST ST intersection	2
09	Design	WAYLAND ST: PRINCETON ST intersection	4
09	Design	WAYLAND ST: YALE ST intersection	7
09	Design	WINFIELD ST: EUGENIA AVE intersection	3
09	Design	WINFIELD ST: VIRGINIA AVE intersection	8
09	Design	WOODWARD ST: DUBOCE AVE intersection	2
09	Design	YALE ST: WAYLAND ST intersection	7
09	Design	YORK ST: 18TH ST intersection	8

District	Project Phase	Location	# of Curb Ramps
09	Design	YORK ST: 19TH ST intersection	8
09	Design	YORK ST: 20TH ST intersection	8
09	Design	YORK ST: 21ST ST intersection	8
09	Design	YORK ST: 22ND ST intersection	8
09	Design	YORK ST: 25TH ST intersection	3
09	Construction	10TH ST: BRANNAN ST \ DIVISION ST \ POTRERO AVE intersection	2
09	Construction	21ST ST: ALABAMA ST intersection	6
09	Construction	22ND ST: BRYANT ST intersection	2
09	Construction	24TH ST: BRYANT ST intersection	2
09	Construction	25TH ST: CAPP ST intersection	8
09	Construction	25TH ST: LILAC ST intersection	2
09	Construction	25TH ST: YORK ST intersection	1
09	Construction	ADAIR ST: SOUTH VAN NESS AVE intersection	1
09	Construction	ALABAMA ST: 21ST ST intersection	6
09	Construction	BRANNAN ST: 10TH ST \ DIVISION ST \ POTRERO AVE intersection	2
09	Construction	BRYANT ST: 22ND ST intersection	2
09	Construction	BRYANT ST: 24TH ST intersection	2
09	Construction	CAPP ST: 25TH ST intersection	8
09	Construction	DIVISION ST: 10TH ST \ BRANNAN ST \ POTRERO AVE intersection	2
09	Construction	LILAC ST: 25TH ST intersection	2
09	Construction	MACEDONIA ST: MONTCALM ST intersection	6
09	Construction	MONTCALM ST: MACEDONIA ST intersection	6
09	Construction	MONTCALM ST: YORK ST intersection	8
09	Construction	POTRERO AVE: 10TH ST \ BRANNAN ST \ DIVISION ST intersection	2
09	Construction	ROSA PARKS LN: VALENCIA ST intersection	1
09	Construction	SOUTH VAN NESS AVE: ADAIR ST intersection	1
09	Construction	VALENCIA ST: BROSNAN ST to 14TH ST (245 - 299)	1
09	Construction	VALENCIA ST: ROSA PARKS LN intersection	1
09	Construction	YORK ST: 25TH ST intersection	1
09	Construction	YORK ST: MONTCALM ST intersection	8
10	Planning	23RD ST: MINNESOTA ST intersection	1
10	Planning	25TH ST: CONNECTICUT ST intersection	1
10	Planning	25TH ST: DAKOTA ST \ TEXAS ST intersection	1
10	Planning	25TH ST: MINNESOTA ST intersection	3
10	Planning	26TH ST: CONNECTICUT ST intersection	4
10	Planning	BAYVIEW CIR: NEWHALL ST intersection	2
10	Planning	BOWMAN CT: KEITH ST intersection	2
10	Planning	CAMPBELL AVE: SAN BRUNO AVE intersection	1
10	Planning	CONNECTICUT ST: 25TH ST intersection	1
10	Planning	CONNECTICUT ST: 26TH ST intersection	4
10	Planning	DAKOTA ST: 25TH ST \ TEXAS ST intersection	1
10	Planning	EGBERT AVE: INGALLS ST intersection	8
10	Planning	EVANS AVE: PHELPS ST intersection	8
10	Planning	GALVEZ AVE: MENDELL ST intersection	6
10	Planning	HUDSON AVE: INGALLS ST intersection	8
10	Planning	INGALLS ST: EGBERT AVE intersection	8
10	Planning	INGALLS ST: HUDSON AVE intersection	8
10	Planning	JAMESTOWN AVE: KEITH ST intersection	2
10	Planning	JENNINGS ST: SHAFTER AVE intersection	4
10	Planning	KEITH ST: BOWMAN CT intersection	2
10	Planning	KEITH ST: JAMESTOWN AVE intersection	2
10	Planning	KEITH ST: REBECCA LN intersection	2
10	Planning	KIRKWOOD AVE: PHELPS ST intersection	6
10	Planning	MADDUX AVE: TOPEKA AVE intersection	1
10	Planning	MENDELL ST: GALVEZ AVE intersection	6
10	Planning	MINNESOTA ST: 23RD ST intersection	1
10	Planning	MINNESOTA ST: 25TH ST intersection	3
10	Planning	NEWHALL ST: BAYVIEW CIR intersection	2
10	Planning	PHELPS ST: EVANS AVE intersection	8
10	Planning	PHELPS ST: KIRKWOOD AVE intersection	6
10	Planning	REBECCA LN: KEITH ST intersection	2
10	Planning	SAN BRUNO AVE: CAMPBELL AVE intersection	1
10	Planning	SHAFTER AVE: JENNINGS ST intersection	4
10	Planning	TEXAS ST: 25TH ST \ DAKOTA ST intersection	1
10	Planning	TOPEKA AVE: MADDUX AVE intersection	1
10	Design	03RD ST: BAY VIEW ST \ REVERE AVE intersection	2
10	Design	03RD ST: HOLLISTER AVE intersection	2
10	Design	03RD ST: LANE ST \ WALLACE AVE intersection	4
10	Design	03RD ST: MARIPOSA ST intersection	2
10	Design	03RD ST: VAN DYKE AVE \ WILLIAMS AVE intersection	2
10	Design	18TH ST: ARKANSAS ST intersection	4
10	Design	18TH ST: DE HARO ST intersection	4
10	Design	18TH ST: ILLINOIS ST intersection	6
10	Design	18TH ST: PENNSYLVANIA AVE intersection	8

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
10	Design	18TH ST: RHODE ISLAND ST intersection	6
10	Design	19TH ST: ILLINOIS ST intersection	4
10	Design	19TH ST: PENNSYLVANIA AVE intersection	7
10	Design	19TH ST: RHODE ISLAND ST intersection	3
10	Design	20TH ST: DE HARO ST intersection	8
10	Design	22ND ST: TEXAS ST intersection	2
10	Design	23RD ST: MINNESOTA ST intersection	3
10	Design	23RD ST: RHODE ISLAND ST intersection	4
10	Design	26TH ST: MINNESOTA ST intersection	2
10	Design	26TH ST: RHODE ISLAND ST intersection	1
10	Design	ARGONAUT AVE: BURR AVE intersection	6
10	Design	ARGONAUT AVE: MCCARTHY AVE intersection	6
10	Design	ARKANSAS ST: 18TH ST intersection	4
10	Design	ARKANSAS ST: MADERA ST intersection	1
10	Design	ARLETA AVE: BAY SHORE BLVD \ SAN BRUNO AVE intersection	2
10	Design	ARMSTRONG AVE: KEITH ST intersection	2
10	Design	BARNEVELD AVE: PALOU AVE intersection	6
10	Design	BAY SHORE BLVD: ARLETA AVE \ SAN BRUNO AVE intersection	2
10	Design	BAY SHORE BLVD: LELAND AVE intersection	4
10	Design	BAY SHORE BLVD: RAYMOND AVE intersection	2
10	Design	BAY SHORE BLVD: SUNNYDALE AVE intersection	4
10	Design	BAY SHORE BLVD: VISITACION AVE intersection	4
10	Design	BAY VIEW ST: 03RD ST \ REVERE AVE intersection	2
10	Design	BAY VIEW ST: BAYVIEW CIR \ NEWHALL ST intersection	5
10	Design	BAYVIEW CIR: BAY VIEW ST \ NEWHALL ST intersection	5
10	Design	BRIDGEVIEW DR: NEWHALL ST \ REVERE AVE intersection	5
10	Design	BRIDGEVIEW DR: TOPEKA AVE intersection	6
10	Design	BURR AVE: ARGONAUT AVE intersection	6
10	Design	BURR AVE: MCCARTHY AVE intersection	4
10	Design	CARGO WAY: MENDELL ST intersection	3
10	Design	CARROLL AVE: JENNINGS ST intersection	2
10	Design	CESAR CHAVEZ ST: MICHIGAN ST intersection	4
10	Design	CESAR CHAVEZ ST: MINNESOTA ST intersection	2
10	Design	CESAR CHAVEZ ST: MISSISSIPPI ST intersection	2
10	Design	CESAR CHAVEZ ST: TENNESSEE ST intersection	4
10	Design	DE HARO ST: 18TH ST intersection	4
10	Design	DE HARO ST: 20TH ST intersection	8
10	Design	EARL ST: KIRKWOOD AVE intersection	2
10	Design	EGBERT AVE: HAWES ST intersection	2
10	Design	ELMIRA ST: SHAFTER AVE intersection	2
10	Design	ESPANOLA ST: MATTHEW CT intersection	4
10	Design	EVANS AVE: QUINT ST intersection	6
10	Design	EVANS AVE: RANKIN ST intersection	8
10	Design	FITZGERALD AVE: INGALLS ST intersection	8
10	Design	GALVEZ AVE: HUNTERS POINT BLVD intersection	2
10	Design	GIRARD ST: WARD ST intersection	8
10	Design	GRIFFITH ST: INNES AVE intersection	8
10	Design	GRIFFITH ST: QUESADA AVE intersection	8
10	Design	HARKNESS AVE: RUTLAND ST intersection	4
10	Design	HAWES ST: EGBERT AVE intersection	2
10	Design	HAWES ST: HUDSON AVE \ HUNTERS POINT BLVD intersection	8
10	Design	HAWES ST: INNES AVE intersection	4
10	Design	HOLLISTER AVE: 03RD ST intersection	2
10	Design	HOLLISTER AVE: JENNINGS ST intersection	8
10	Design	HUDSON AVE: HAWES ST \ HUNTERS POINT BLVD intersection	8
10	Design	HUNTERS POINT BLVD: GALVEZ AVE intersection	2
10	Design	HUNTERS POINT BLVD: HAWES ST \ HUDSON AVE intersection	8
10	Design	ILLINOIS ST: 18TH ST intersection	6
10	Design	ILLINOIS ST: 19TH ST intersection	4
10	Design	INGALLS ST: FITZGERALD AVE intersection	8
10	Design	INNES AVE: GRIFFITH ST intersection	8
10	Design	INNES AVE: HAWES ST intersection	4
10	Design	INNES AVE: PHELPS ST intersection	1
10	Design	JAMESTOWN AVE: KEITH ST intersection	4
10	Design	JENNINGS ST: CARROLL AVE intersection	2
10	Design	JENNINGS ST: HOLLISTER AVE intersection	8
10	Design	KEITH ST: ARMSTRONG AVE intersection	2
10	Design	KEITH ST: JAMESTOWN AVE intersection	4
10	Design	KEITH ST: REVERE AVE intersection	8
10	Design	KIRKWOOD AVE: EARL ST intersection	2
10	Design	KIRKWOOD AVE: LA SALLE AVE intersection	2
10	Design	KIRKWOOD AVE: MENDELL ST intersection	3
10	Design	LA SALLE AVE: KIRKWOOD AVE intersection	2
10	Design	LA SALLE AVE: MENDELL ST intersection	1

District	Project Phase	Location	# of Curb Ramps
10	Design	LA SALLE AVE: PHELPS ST intersection	6
10	Design	LANE ST: 03RD ST \ WALLACE AVE intersection	4
10	Design	LANE ST: OAKDALE AVE intersection	4
10	Design	LANE ST: QUESADA AVE intersection	2
10	Design	LANE ST: REVERE AVE intersection	8
10	Design	LELAND AVE: BAY SHORE BLVD intersection	4
10	Design	MADERA ST: ARKANSAS ST intersection	1
10	Design	MADERA ST: WISCONSIN ST intersection	4
10	Design	MARIPOSA ST: 03RD ST intersection	2
10	Design	MARIPOSA ST: POTRERO AVE intersection	2
10	Design	MARIPOSA ST: RHODE ISLAND ST intersection	6
10	Design	MATTHEW CT: ESPANOLA ST intersection	4
10	Design	MCCARTHY AVE: ARGONAUT AVE intersection	6
10	Design	MCCARTHY AVE: BURR AVE intersection	4
10	Design	MCKINNON AVE: PHELPS ST intersection	6
10	Design	MCKINNON AVE: TOLAND ST intersection	2
10	Design	MENDELL ST: CARGO WAY intersection	3
10	Design	MENDELL ST: KIRKWOOD AVE intersection	3
10	Design	MENDELL ST: LA SALLE AVE intersection	1
10	Design	MICHIGAN ST: CESAR CHAVEZ ST intersection	4
10	Design	MINNESOTA ST: 23RD ST intersection	3
10	Design	MINNESOTA ST: 26TH ST intersection	2
10	Design	MINNESOTA ST: CESAR CHAVEZ ST intersection	2
10	Design	MISSISSIPPI ST: CESAR CHAVEZ ST intersection	2
10	Design	NEWCOMB AVE: QUINT ST intersection	4
10	Design	NEWHALL ST: BAY VIEW ST \ BAYVIEW CIR intersection	5
10	Design	NEWHALL ST: BRIDGEVIEW DR \ REVERE AVE intersection	5
10	Design	NEWHALL ST: TOPEKA AVE \ VENUS ST intersection	2
10	Design	OAKDALE AVE: LANE ST intersection	4
10	Design	PALOU AVE: BARNEVELD AVE intersection	6
10	Design	PENNSYLVANIA AVE: 18TH ST intersection	8
10	Design	PENNSYLVANIA AVE: 19TH ST intersection	7
10	Design	PHELPS ST: INNES AVE intersection	1
10	Design	PHELPS ST: LA SALLE AVE intersection	6
10	Design	PHELPS ST: MCKINNON AVE intersection	6
10	Design	PHELPS ST: SAM JORDANS WAY intersection	6
10	Design	POTRERO AVE: MARIPOSA ST intersection	2
10	Design	QUESADA AVE: GRIFFITH ST intersection	8
10	Design	QUESADA AVE: LANE ST intersection	2
10	Design	QUINT ST: EVANS AVE intersection	6
10	Design	QUINT ST: NEWCOMB AVE intersection	4
10	Design	QUINT ST: SCOTIA AVE intersection	4
10	Design	RANKIN ST: EVANS AVE intersection	8
10	Design	RAYMOND AVE: BAY SHORE BLVD intersection	2
10	Design	REVERE AVE: 03RD ST \ BAY VIEW ST intersection	2
10	Design	REVERE AVE: BRIDGEVIEW DR \ NEWHALL ST intersection	5
10	Design	REVERE AVE: KEITH ST intersection	8
10	Design	REVERE AVE: LANE ST intersection	8
10	Design	RHODE ISLAND ST: 18TH ST intersection	6
10	Design	RHODE ISLAND ST: 19TH ST intersection	3
10	Design	RHODE ISLAND ST: 23RD ST intersection	4
10	Design	RHODE ISLAND ST: 26TH ST intersection	1
10	Design	RHODE ISLAND ST: MARIPOSA ST intersection	6
10	Design	ROBBLEE AVE: THOMAS AVE intersection	4
10	Design	RUTLAND ST: HARKNESS AVE intersection	4
10	Design	SAM JORDANS WAY: PHELPS ST intersection	6
10	Design	SAN BRUNO AVE: ARLETA AVE \ BAY SHORE BLVD intersection	2
10	Design	SCOTIA AVE: QUINT ST intersection	4
10	Design	SHAFTER AVE: ELMIRA ST intersection	2
10	Design	SILVER AVE: TOPEKA AVE intersection	1
10	Design	SUNNYDALE AVE: BAY SHORE BLVD intersection	4
10	Design	TENNESSEE ST: CESAR CHAVEZ ST intersection	4
10	Design	TEXAS ST: 22ND ST intersection	2
10	Design	THOMAS AVE: ROBBLEE AVE intersection	4
10	Design	TOLAND ST: MCKINNON AVE intersection	2
10	Design	TOPEKA AVE: BRIDGEVIEW DR intersection	6
10	Design	TOPEKA AVE: NEWHALL ST \ VENUS ST intersection	2
10	Design	TOPEKA AVE: SILVER AVE intersection	1
10	Design	VAN DYKE AVE: 03RD ST \ WILLIAMS AVE intersection	2
10	Design	VENUS ST: NEWHALL ST \ TOPEKA AVE intersection	2
10	Design	VISITACION AVE: BAY SHORE BLVD intersection	4
10	Design	WALLACE AVE: 03RD ST \ LANE ST intersection	4
10	Design	WARD ST: GIRARD ST intersection	8
10	Design	WHITNEY YOUNG CIR: YOUNG CT intersection	6

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
10	Design	WILLIAMS AVE: 03RD ST \ VAN DYKE AVE intersection	2
10	Design	WISCONSIN ST: MADERA ST intersection	4
10	Design	YOUNG CT: WHITNEY YOUNG CIR intersection	6
10	Construction	03RD ST: CARROLL AVE intersection	5
10	Construction	03RD ST: EVANS AVE intersection	2
10	Construction	16TH ST: ARKANSAS ST intersection	2
10	Construction	16TH ST: DE HARO ST intersection	8
10	Construction	16TH ST: MISSOURI ST intersection	2
10	Construction	16TH ST: RHODE ISLAND ST intersection	8
10	Construction	17TH ST: SAN BRUNO AVE intersection	2
10	Construction	17TH ST: VERMONT ST intersection	2
10	Construction	19TH ST: ARKANSAS ST intersection	8
10	Construction	19TH ST: DE HARO ST intersection	6
10	Construction	19TH ST: WISCONSIN ST intersection	6
10	Construction	22ND ST: WISCONSIN ST intersection	8
10	Construction	23RD ST: INDIANA ST intersection	8
10	Construction	23RD ST: IOWA ST intersection	4
10	Construction	26TH ST: BLAIR TER intersection	2
10	Construction	26TH ST: DE HARO ST intersection	4
10	Construction	ARKANSAS ST: 16TH ST intersection	2
10	Construction	ARKANSAS ST: 19TH ST intersection	8
10	Construction	ARKANSAS ST: MARIPOSA ST intersection	8
10	Construction	BAY SHORE BLVD: OAKDALE AVE intersection	1
10	Construction	BEATRICE LN: ESPANOLA ST intersection	3
10	Construction	BEATRICE LN: LILLIAN ST intersection	3
10	Construction	BLAIR TER: 26TH ST intersection	2
10	Construction	CAROLINA ST: MARIPOSA ST intersection	5
10	Construction	CARROLL AVE: 03RD ST intersection	5
10	Construction	CESAR CHAVEZ ST: I-280 N OFF RAMP \ PENNSYLVANIA AVE intersection	9
10	Construction	DE HARO ST: 16TH ST intersection	8
10	Construction	DE HARO ST: 19TH ST intersection	6
10	Construction	DE HARO ST: 26TH ST intersection	4
10	Construction	DE HARO ST: MARIPOSA ST intersection	8
10	Construction	ESPANOLA ST: BEATRICE LN intersection	3
10	Construction	ESPANOLA ST: MATTHEW CT intersection	2
10	Construction	ESPANOLA ST: ROSIE LEE LN intersection	3
10	Construction	EVANS AVE: 03RD ST intersection	2
10	Construction	FITZGERALD AVE: JENNINGS ST intersection	1
10	Construction	I-280 N OFF RAMP: CESAR CHAVEZ ST \ PENNSYLVANIA AVE intersection	9
10	Construction	INDIANA ST: 23RD ST intersection	8
10	Construction	INDIANA ST: TUBBS ST intersection	4
10	Construction	INGALLS ST: INNES AVE \ MIDDLE POINT RD intersection	1
10	Construction	INNES AVE: INGALLS ST \ MIDDLE POINT RD intersection	1
10	Construction	IOWA ST: 23RD ST intersection	4
10	Construction	JENNINGS ST: FITZGERALD AVE intersection	1
10	Construction	KEITH ST: REVERE AVE intersection	6
10	Construction	LANE ST: REVERE AVE intersection	6
10	Construction	LILLIAN ST: BEATRICE LN intersection	3
10	Construction	LILLIAN ST: ROSIE LEE LN intersection	3
10	Construction	MARIPOSA ST: ARKANSAS ST intersection	8
10	Construction	MARIPOSA ST: CAROLINA ST intersection	5
10	Construction	MARIPOSA ST: DE HARO ST intersection	8
10	Construction	MATTHEW CT: ESPANOLA ST intersection	2
10	Construction	MIDDLE POINT RD: INGALLS ST \ INNES AVE intersection	1
10	Construction	MISSOURI ST: 16TH ST intersection	2
10	Construction	OAKDALE AVE: BAY SHORE BLVD intersection	1
10	Construction	OAKDALE AVE: PATTERSON ST intersection	2
10	Construction	PATTERSON ST: OAKDALE AVE intersection	2
10	Construction	PENNSYLVANIA AVE: CESAR CHAVEZ ST \ I-280 N OFF RAMP intersection	9
10	Construction	REVERE AVE: KEITH ST intersection	6
10	Construction	REVERE AVE: LANE ST intersection	6
10	Construction	RHODE ISLAND ST: 16TH ST intersection	8
10	Construction	ROSIE LEE LN: ESPANOLA ST intersection	3
10	Construction	ROSIE LEE LN: LILLIAN ST intersection	3
10	Construction	SAN BRUNO AVE: 17TH ST intersection	2
10	Construction	TUBBS ST: INDIANA ST intersection	4
10	Construction	VERMONT ST: 17TH ST intersection	2
10	Construction	WISCONSIN ST: 19TH ST intersection	6
10	Construction	WISCONSIN ST: 22ND ST intersection	8
11	Planning	ALEMANY BLVD: NIAGARA AVE intersection	8
11	Planning	ALEMANY BLVD: SICKLES AVE intersection	8
11	Planning	AMAZON AVE: EDINBURGH ST intersection	2
11	Planning	ARAGO ST: PAULDING ST intersection	4
11	Planning	CAYUGA AVE: ONONDAGA AVE intersection	2

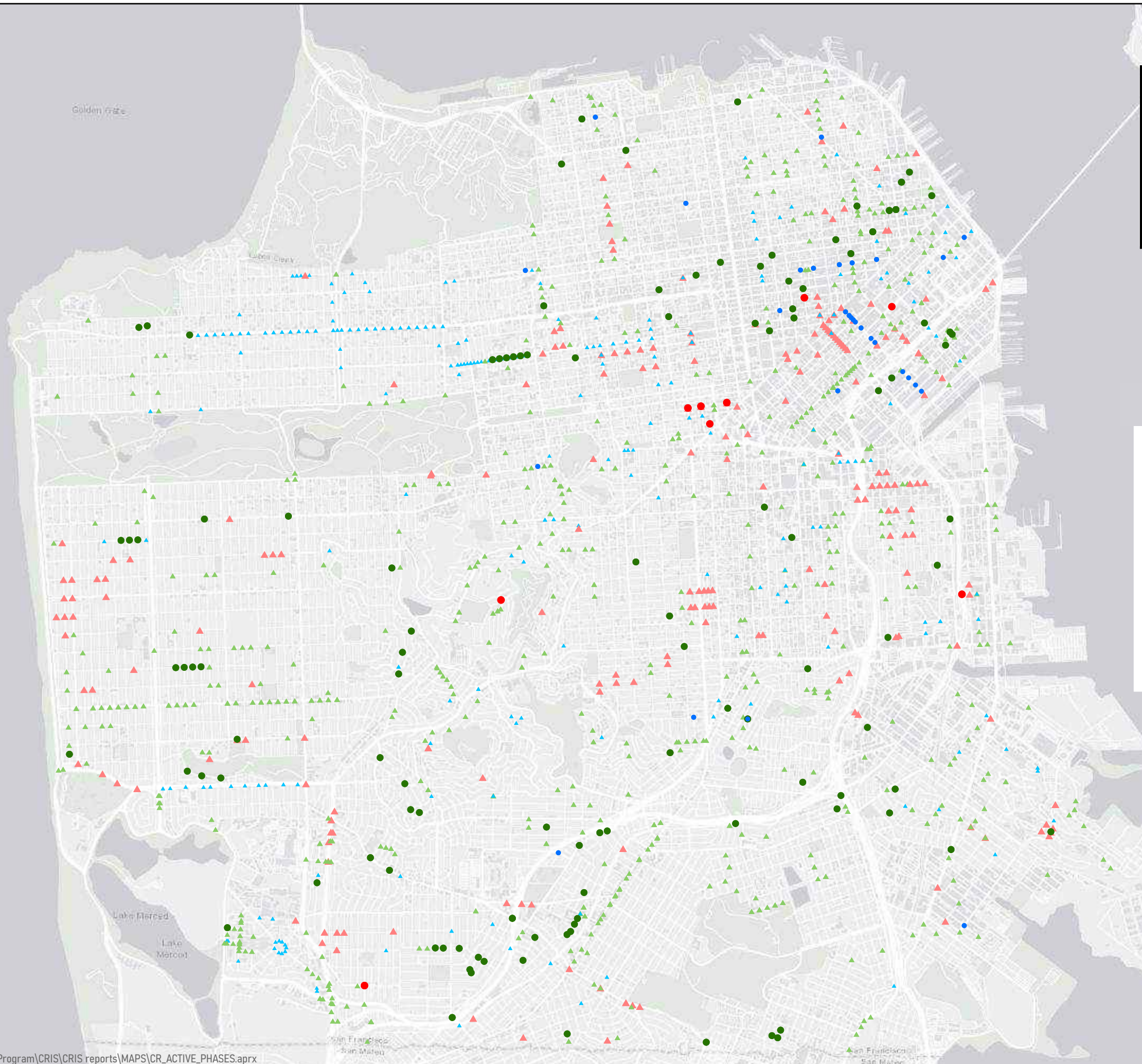
District	Project Phase	Location	# of Curb Ramps
11	Planning	CURTIS ST: MORSE ST intersection	4
11	Planning	EDINBURGH ST: AMAZON AVE intersection	2
11	Planning	GRAFTON AVE: PLYMOUTH AVE intersection	1
11	Planning	HEAD ST: SHIELDS ST intersection	1
11	Planning	HOWTH ST: NIAGARA AVE intersection	8
11	Planning	MORSE ST: CURTIS ST intersection	4
11	Planning	MOUNT VERNON AVE: SAN JOSE AVE intersection	4
11	Planning	NIAGARA AVE: ALEMANY BLVD intersection	8
11	Planning	NIAGARA AVE: HOWTH ST intersection	8
11	Planning	ONONDAGA AVE: CAYUGA AVE intersection	2
11	Planning	PAULDING ST: ARAGO ST intersection	4
11	Planning	PLYMOUTH AVE: GRAFTON AVE intersection	1
11	Planning	SAN JOSE AVE: MOUNT VERNON AVE intersection	4
11	Planning	SHIELDS ST: HEAD ST intersection	1
11	Planning	SICKLES AVE: ALEMANY BLVD intersection	8
11	Design	19TH AVE: JUNIPERO SERRA BLVD intersection	4
11	Design	ADMIRAL AVE: MISSION ST intersection	5
11	Design	AMAZON AVE: MISSION ST intersection	2
11	Design	ARCH ST: BROTHERHOOD WAY intersection	6
11	Design	AVALON AVE: FELTON ST \ PERU AVE intersection	8
11	Design	AVALON AVE: MISSION ST intersection	2
11	Design	BALHI CT: CAYUGA AVE intersection	4
11	Design	BERTITA ST: SENECA AVE intersection	6
11	Design	BRAZIL AVE: MISSION ST intersection	2
11	Design	BRIGHTON AVE: LAKEVIEW AVE intersection	6
11	Design	BROTHERHOOD WAY: ARCH ST intersection	6
11	Design	BRUCE AVE: HAROLD AVE intersection	6
11	Design	BRUNSWICK ST: ROEMER WAY intersection	6
11	Design	BURROWS ST: HARVARD ST intersection	5
11	Design	CAMBRIDGE ST: GLADSTONE DR intersection	6
11	Design	CAMBRIDGE ST: STONEYFORD AVE intersection	4
11	Design	CAMBRIDGE ST: SWEENEY ST intersection	7
11	Design	CAMBRIDGE ST: WAYLAND ST intersection	6
11	Design	CAPISTRANO AVE: SANTA YNEZ AVE intersection	6
11	Design	CAPITOL AVE: LAKEVIEW AVE intersection	8
11	Design	CARTER ST: GENEVA AVE \ WALBRIDGE ST intersection	4
11	Design	CASTLE MANOR AVE: MAYNARD ST \ MISSION ST intersection	6
11	Design	CAYUGA AVE: BALHI CT intersection	4
11	Design	CAYUGA AVE: JUNIOR TER intersection	6
11	Design	CAYUGA AVE: ONEIDA AVE intersection	6
11	Design	CAYUGA AVE: ONONDAGA AVE intersection	8
11	Design	CAYUGA AVE: ROTTECK ST intersection	10
11	Design	CAYUGA AVE: ROUSSEAU ST intersection	12
11	Design	CAYUGA AVE: SANTA ROSA AVE intersection	6
11	Design	CAYUGA AVE: SUNBEAM LN intersection	4
11	Design	CAYUGA AVE: VALERTON CT intersection	4
11	Design	CORDOVA ST: WINDING WAY intersection	1
11	Design	COTTER ST: SAN JOSE AVE intersection	6
11	Design	DE LONG ST: SAN DIEGO AVE intersection	2
11	Design	DELANO AVE: NAHUA AVE intersection	6
11	Design	DELANO AVE: SEMINOLE AVE intersection	6
11	Design	EDINBURGH ST: GENEVA AVE intersection	1
11	Design	EXCELSIOR AVE: MISSION ST intersection	6
11	Design	FAXON AVE: LAKEVIEW AVE intersection	4
11	Design	FELTON ST: AVALON AVE \ PERU AVE intersection	8
11	Design	FELTON ST: GAMBIER ST intersection	8
11	Design	FRANCE AVE: MISSION ST intersection	6
11	Design	GAMBIER ST: FELTON ST intersection	8
11	Design	GENEVA AVE: CARTER ST \ WALBRIDGE ST intersection	4
11	Design	GENEVA AVE: EDINBURGH ST intersection	1
11	Design	GENEVA AVE: I-280 S OFF RAMP \ I-280 S ON RAMP \ TARA ST intersection	4
11	Design	GENEVA AVE: MADRID ST intersection	2
11	Design	GLADSTONE DR: CAMBRIDGE ST intersection	6
11	Design	GRANADA AVE: LAKEVIEW AVE intersection	6
11	Design	HANOVER ST: UNNAMED 068 intersection	2
11	Design	HAROLD AVE: BRUCE AVE intersection	6
11	Design	HARVARD ST: BURROWS ST intersection	5
11	Design	HARVARD ST: PIOCHE ST intersection	8
11	Design	HARVARD ST: SILLIMAN ST intersection	16
11	Design	I-280 S OFF RAMP: GENEVA AVE \ I-280 S ON RAMP \ TARA ST intersection	4
11	Design	I-280 S ON RAMP: GENEVA AVE \ I-280 S OFF RAMP \ TARA ST intersection	4
11	Design	ITALY AVE: LONDON ST intersection	4
11	Design	ITALY AVE: MISSION ST intersection	6
11	Design	JUNIOR TER: CAYUGA AVE intersection	6

FY23-24 Curb Ramp Locations by Phase

District	Project Phase	Location	# of Curb Ramps
11	Design	JUNIPERO SERRA BLVD OFF RAMP: JUNIPERO SERRA BLVD intersection	4
11	Design	JUNIPERO SERRA BLVD ON RAMP: JUNIPERO SERRA BLVD intersection	1
11	Design	JUNIPERO SERRA BLVD: 19TH AVE intersection	4
11	Design	JUNIPERO SERRA BLVD: JUNIPERO SERRA BLVD OFF RAMP intersection	4
11	Design	JUNIPERO SERRA BLVD: JUNIPERO SERRA BLVD ON RAMP intersection	1
11	Design	KNOTT CT: WATT AVE intersection	4
11	Design	LAKEVIEW AVE: BRIGHTON AVE intersection	6
11	Design	LAKEVIEW AVE: CAPITOL AVE intersection	8
11	Design	LAKEVIEW AVE: FAXON AVE intersection	4
11	Design	LAKEVIEW AVE: GRANADA AVE intersection	6
11	Design	LAKEVIEW AVE: MAJESTIC AVE intersection	8
11	Design	LAKEVIEW AVE: MARGARET AVE intersection	8
11	Design	LAKEVIEW AVE: MIRAMAR AVE intersection	6
11	Design	LONDON ST: ITALY AVE intersection	4
11	Design	MADRID ST: GENEVA AVE intersection	2
11	Design	MAJESTIC AVE: LAKEVIEW AVE intersection	8
11	Design	MARGARET AVE: LAKEVIEW AVE intersection	8
11	Design	MARGARET AVE: SUMMIT ST intersection	6
11	Design	MAYNARD ST: CASTLE MANOR AVE \ MISSION ST intersection	6
11	Design	MINERVA ST: SUMMIT ST intersection	4
11	Design	MIRAMAR AVE: LAKEVIEW AVE intersection	6
11	Design	MISSION ST: ADMIRAL AVE intersection	5
11	Design	MISSION ST: AMAZON AVE intersection	2
11	Design	MISSION ST: AVALON AVE intersection	2
11	Design	MISSION ST: BRAZIL AVE intersection	2
11	Design	MISSION ST: CASTLE MANOR AVE \ MAYNARD ST intersection	6
11	Design	MISSION ST: EXCELSIOR AVE intersection	6
11	Design	MISSION ST: FRANCE AVE intersection	6
11	Design	MISSION ST: ITALY AVE intersection	6
11	Design	MISSION ST: LEO ST to RUSSIA AVE (4732 - 4799)	2
11	Design	MISSION ST: NEY ST intersection	1
11	Design	MISSION ST: NORTON ST intersection	4
11	Design	MISSION ST: OCEAN AVE intersection	2
11	Design	MISSION ST: ONONDAGA AVE intersection	2
11	Design	MISSION ST: PERSIA AVE intersection	8
11	Design	MISSION ST: RUSSIA AVE intersection	1
11	Design	MISSION ST: RUTH ST intersection	4
11	Design	MISSION ST: SAN JUAN AVE intersection	4
11	Design	MISSION ST: SANTA ROSA AVE intersection	4
11	Design	MISSION ST: SILVER AVE intersection	2
11	Design	MISSION ST: THERESA ST intersection	4
11	Design	MUNICH ST: SOUTH HILL BLVD intersection	2
11	Design	NAHUA AVE: DELANO AVE intersection	6
11	Design	NEY ST: MISSION ST intersection	1
11	Design	NIAGARA AVE: SAN JOSE AVE intersection	3
11	Design	NORTON ST: MISSION ST intersection	4
11	Design	OCEAN AVE: MISSION ST intersection	2
11	Design	ONEIDA AVE: CAYUGA AVE intersection	6
11	Design	ONONDAGA AVE: CAYUGA AVE intersection	8
11	Design	ONONDAGA AVE: MISSION ST intersection	2
11	Design	ONONDAGA AVE: ROSELLA CT intersection	4
11	Design	OXFORD ST: WAYLAND ST intersection	4
11	Design	PERSIA AVE: MISSION ST intersection	8
11	Design	PERU AVE: AVALON AVE \ FELTON ST intersection	8
11	Design	PIOCHE ST: HARVARD ST intersection	8
11	Design	PLYMOUTH AVE: SAN JOSE AVE \ SICKLES AVE intersection	2
11	Design	RANDOLPH ST: VERNON ST intersection	2
11	Design	ROEMER WAY: BRUNSWICK ST intersection	6
11	Design	ROSELLA CT: ONONDAGA AVE intersection	4
11	Design	ROTTECK ST: CAYUGA AVE intersection	10
11	Design	ROUSSEAU ST: CAYUGA AVE intersection	12
11	Design	RUSSIA AVE: MISSION ST intersection	1
11	Design	RUTH ST: MISSION ST intersection	4
11	Design	SAN DIEGO AVE: DE LONG ST intersection	2
11	Design	SAN JOSE AVE: COTTER ST intersection	6
11	Design	SAN JOSE AVE: GENEVA AVE to NIAGARA AVE (2301 - 2399) -- SOUTH --	3
11	Design	SAN JOSE AVE: NIAGARA AVE intersection	3
11	Design	SAN JOSE AVE: PLYMOUTH AVE \ SICKLES AVE intersection	2
11	Design	SAN JOSE AVE: SANTA ROSA AVE intersection	1
11	Design	SAN JOSE AVE: THERESA ST intersection	2
11	Design	SAN JUAN AVE: MISSION ST intersection	4
11	Design	SANTA ROSA AVE: CAYUGA AVE intersection	6
11	Design	SANTA ROSA AVE: MISSION ST intersection	4
11	Design	SANTA ROSA AVE: SAN JOSE AVE intersection	1

District	Project Phase	Location	# of Curb Ramps
11	Design	SANTA YNEZ AVE: CAPISTRANO AVE intersection	6
11	Design	SEMINOLE AVE: DELANO AVE intersection	6
11	Design	SENECA AVE: BERTITA ST intersection	6
11	Design	SICKLES AVE: PLYMOUTH AVE \ SAN JOSE AVE intersection	2
11	Design	SILLIMAN ST: HARVARD ST intersection	16
11	Design	SILVER AVE: MISSION ST intersection	2
11	Design	SOUTH HILL BLVD: MUNICH ST intersection	2
11	Design	STONEFORD AVE: CAMBRIDGE ST intersection	4
11	Design	SUMMIT ST: MARGARET AVE intersection	6
11	Design	SUMMIT ST: MINERVA ST intersection	4
11	Design	SUNBEAM LN: CAYUGA AVE intersection	4
11	Design	SWEENEY ST: CAMBRIDGE ST intersection	7
11	Design	TARA ST: GENEVA AVE \ I-280 S OFF RAMP \ I-280 S ON RAMP intersection	4
11	Design	THERESA ST: MISSION ST intersection	4
11	Design	THERESA ST: SAN JOSE AVE intersection	2
11	Design	UNNAMED 068: HANOVER ST intersection	2
11	Design	VALERTON CT: CAYUGA AVE intersection	4
11	Design	VERNON ST: RANDOLPH ST intersection	2
11	Design	WALBRIDGE ST: CARTER ST \ GENEVA AVE intersection	4
11	Design	WATT AVE: KNOTT CT intersection	4
11	Design	WAYLAND ST: CAMBRIDGE ST intersection	6
11	Design	WAYLAND ST: OXFORD ST intersection	4
11	Design	WINDING WAY: CORDOVA ST intersection	1
11	Construction	ALEMANY BLVD: LAWRENCE AVE intersection	4
11	Construction	ALEMANY BLVD: THERESA ST intersection	8
11	Construction	ARCH ST: RANDOLPH ST intersection	1
11	Construction	BRIGHT ST: GARFIELD ST intersection	1
11	Construction	BRUNSWICK ST: ROEMER WAY intersection	2
11	Construction	BYXBEE ST: GARFIELD ST intersection	7
11	Construction	DRAKE ST: WINDING WAY intersection	3
11	Construction	EDINBURGH ST: GENEVA AVE intersection	1
11	Construction	GARFIELD ST: BRIGHT ST intersection	1
11	Construction	GARFIELD ST: BYXBEE ST intersection	7
11	Construction	GARFIELD ST: JUNIPERO SERRA BLVD intersection	2
11	Construction	GARFIELD ST: MONTICELLO ST intersection	8
11	Construction	GENEVA AVE: EDINBURGH ST intersection	1
11	Construction	GENEVA AVE: MISSION ST intersection	2
11	Construction	GENEVA AVE: MOSCOW ST \ SOUTH HILL BLVD intersection	8
11	Construction	GENEVA AVE: MUNICH ST intersection	5
11	Construction	GENEVA AVE: PRAGUE ST intersection	2
11	Construction	I-280 N ON RAMP: OCEAN AVE intersection	4
11	Construction	I-280 S OFF RAMP: OCEAN AVE intersection	2
11	Construction	JUNIPERO SERRA BLVD: GARFIELD ST intersection	2
11	Construction	LAWRENCE AVE: ALEMANY BLVD intersection	4
11	Construction	MISSION ST: GENEVA AVE intersection	2
11	Construction	MONTICELLO ST: GARFIELD ST intersection	8
11	Construction	MONTICELLO ST: SHIELDS ST intersection	2
11	Construction	MOSCOW ST: GENEVA AVE \ SOUTH HILL BLVD intersection	8
11	Construction	MUNICH ST: GENEVA AVE intersection	5
11	Construction	OCEAN AVE: I-280 N ON RAMP intersection	4
11	Construction	OCEAN AVE: I-280 S OFF RAMP intersection	2
11	Construction	OCEAN AVE: SAN JOSE AVE to I-280 N ON RAMP (401 - 599) -- SOUTH --	2
11	Construction	PRAGUE ST: GENEVA AVE intersection	2
11	Construction	RANDOLPH ST: ARCH ST intersection	1
11	Construction	ROEMER WAY: BRUNSWICK ST intersection	2
11	Construction	SHIELDS ST: MONTICELLO ST intersection	2
11	Construction	SOUTH HILL BLVD: GENEVA AVE \ MOSCOW ST intersection	8
11	Construction	THERESA ST: ALEMANY BLVD intersection	8
11	Construction	WINDING WAY: DRAKE ST intersection	3

FY23/24 Curb Ramp Locations by Phase



Curb Ramp Program

- Construction
- Design
- Planning

NOT Curb Ramp Program

- ▲ Construction
- ▲ Design
- ▲ Planning

FOR PLANNING PURPOSES ONLY

NOTE: All candidates are subject to substitution and schedule changes pending available funding, visual confirmation, clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed or dropped from consideration.



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2023 Prop L 5-Year Prioritization Program

Tree Planting

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Public Works.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Tree Planting is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Tree Planting as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Planting and establishment of street trees in public rights-of-way throughout the city. Priority will be given to neighborhoods and/or areas with lower tree canopy coverage. Sponsor Agency: SAS. [SFPW]. Includes \$20M in Priority 1 and the remainder is Priority 2. Total Funding: \$53M; EP: \$24M.”

SAS stands for Department of Sanitation and Streets, and SFPW stands for San Francisco Public Works. In the November 8, 2022 election, San Francisco voters approved Prop B, retaining the Sanitation and Streets Commission, but eliminating the Department of Sanitation and Streets and transferring its duties back to SFPW. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Tree Planting, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$1.45 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole. See Section 7 of this document for the anticipated leveraging of the proposed 5-year project list.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including focusing investments in low-income neighborhoods and a desire for traffic calming measures.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process that echoed feedback during the development of the Expenditure Plan, including focused investments in Equity Priority Communities.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Tree Planting 5YPP:

- Number of street trees planted
- Number of street trees planted in Equity Priority Communities
- Number of tree deaths/survival rate

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors’ proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded SFPW’s Tree Planting program since 2005. Table 1 shows the Project Status of open Tree Planting grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
SFPW	Tree Planting and Establishment	Construction	2019/20	\$1,438,936	\$272,485*	Yes
SFPW	Tree Planting and Establishment	Construction	2020/21	\$1,493,064	\$1,077,899*	Yes
SFPW	Tree Planting and Establishment	Construction	2022/23	\$1,548,980	\$1,548,980	Yes

Projects are sorted by allocation year

*Invoices and close-out pending. All three active grants are fully expended.

Staff shortages have posed a challenge for the Tree Planting program, but SFPW’s hiring strategy to fill vacant positions and its recent procurement to establish more

community partners have begun alleviating this issue. SFPW maintains and will continue to maintain cash flow projections to ensure that spenddown, reimbursement, and reporting timelines are in accordance with Prop K grant requirements.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Tree Planting 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from the Tree Planting program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

The recommended project list would advance \$2.7M over the pay-go amount (\$1,892,347) in the Strategic Plan Baseline) in the first five years of the 30-year program. The need for advancing funds is due to SFPW's desire to maintain the funding levels from Prop K. Maintaining this level of funding is essential to maintaining forward momentum towards implementing San Francisco's Urban Forest Plan, for which there are many outstanding tree planting sites and requests to be addressed. This level of funding would also be required to leverage a federal grant that SFPW was recently awarded (see details below). Funding levels in year 6 and beyond are more than double the yearly amounts in years 1-5 of the program, so SFPW anticipates advancing funds at a much lower rate in future 5YPP cycles, if at all.

Prop L Project Submissions Evaluation - EP 20 Tree Planting

		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Canopy Coverage	Total
Citywide	Tree Planting	5	0	5	1	2	3	16
Total Possible Score		5	4	5	5	4	3	26

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.
 Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.
 One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.
 Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.

Canopy Coverage: Highest possible score is 3. Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage.

Note: Empty Tree Basins criterion was dropped per San Francisco Public Works' (SFPW) request. SFPW used this criteria in the past, but has dropped it to place more priority on benefitting Equity Priority Communities, which is better captured by the Canopy Coverage criterion.

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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

20- Tree Planting Programming Year

Pending October 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFPW	Tree Planting	Construction	\$1,000,000					\$1,000,000
SFPW	Tree Planting	Construction		\$1,050,000				\$1,050,000
SFPW	Tree Planting	Construction			\$1,100,000			\$1,100,000
SFPW	Tree Planting	Construction				\$1,160,000		\$1,160,000
SFPW	Tree Planting	Construction					\$1,220,000	\$1,220,000
Funds Requested in 2023 5YPP			\$1,000,000	\$1,050,000	\$1,100,000	\$1,160,000	\$1,220,000	\$5,530,000
Cumulative Remaining Programming Capacity			\$892,347	(\$157,653)	(\$1,257,653)	(\$2,417,653)	(\$3,637,653)	(\$3,637,653)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

20- Tree Planting

Cash Flow (Maximum Annual Reimbursement)

Pending October 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement						Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
Tree Planting	Construction	\$250,000	\$750,000					\$1,000,000
Tree Planting	Construction		\$262,500	\$787,500				\$1,050,000
Tree Planting	Construction			\$275,000	\$825,000			\$1,100,000
Tree Planting	Construction				\$290,000	\$870,000		\$1,160,000
Tree Planting	Construction					\$305,000	\$915,000	\$1,220,000
Cash Flow Requested in 2023 5YPP		\$250,000	\$1,012,500	\$1,062,500	\$1,115,000	\$1,175,000	\$915,000	\$5,530,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$210,261	\$420,521	\$420,521	\$420,521	\$420,521	\$0	\$1,892,347
Cumulative Remaining Cash Flow Capacity		(\$39,739)	(\$631,718)	(\$1,273,696)	(\$1,968,175)	(\$2,722,653)	(\$3,637,653)	(\$3,637,653)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Tree Planting	59.2%	53.9%

In September 2023, SFPW was awarded \$12M in federal Inflation Reduction Act (IRA) funds from the US Department of Agriculture to plant and establish thousands of street trees in low-canopy disadvantaged communities over the next 5 years. With the award of this grant, Prop L leveraging for the Tree Planting program in this 5YPP period is anticipated to be 53.9%, just under the expected leveraging of 59.2% outlined in the Expenditure Plan. SFPW did not receive any General Fund support for the program in FY24. The Prop L Expenditure Plan assumed \$15M in General Fund based on historic trends and information provided by SFPW during EP development. However, General Fund support is considered annually, so General Fund dollars may be programmed to Tree Planting in future fiscal years, and leveraging may exceed the Expenditure Plan expectations.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Tree Planting FY24		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	20- Tree Planting		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	With the passage of Proposition E in November 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. Public Works requests to use Prop L Tree Planting program funds in FY23/24 to plant and establish trees, which Prop E explicitly does not fund. Public Works and our community partners will plant approximately 408 trees over the next year with these funds. They will be added to the weekly watering schedule for 3 years then receive lifetime maintenance care through StreetTreeSF's guaranteed funding.		
Project Location and Limits:	See attached map and list of FY24 tree planting sites		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Western Addition, Tenderloin/SOMA, Inner Mission, Bayview, Visitacion Valley/Portola		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>San Francisco Public Works, in partnership with the San Francisco Planning Department, completed a comprehensive street tree census in 2016. This census identified all street trees in the public right-of-way, as well as existing empty basins and potential new planting sites. The census results, many of which still apply, indicate that the neighborhoods in the southeast area of San Francisco such as the Bayview, Excelsior, the Portola, Outer Mission, Visitacion Valley, and Crocker Amazon, have the fewest amount of street trees (canopy cover) compared to other neighborhoods. The Sunset and Richmond neighborhoods also have far fewer street trees than other neighborhoods. These are also the neighborhoods that have the greatest number of potential planting site locations. SFPW's Urban Forestry Ordinance, Article 16 of the Public Works Code, requires that a replacement tree be planted in place of trees that have been removed.</p> <p>Public Works will use the tree census data to identify priority planting sites throughout San Francisco, focusing on districts with the lowest canopy coverage. With these funds, Public Works and our community partners will plant approximately 408 24" box trees and water them weekly for three years to ensure successful establishment. Once established, these trees will be maintained with Prop E funding.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	List of tree planting sites; map of tree planting sites		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)	100%				Q4-Apr-May-Jun	2023/24
Notes						

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Tree Planting FY24</i>
Relative Level of Need or Urgency (time sensitive)	<p>Pending results in October 2023, this funding may leverage up to \$38 Million in 2023 Inflation Reduction Act grant funding to increase equitable access to trees and green spaces in urban and community forests.</p> <p>Secondarily, SFPW may pursue emergency funds to restore the 200+ street trees that were downed due to the extreme conditions during the FY 2022-23 Winter Storms.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>Data shows that the current number of trees sequesters over 19 million pounds of carbon dioxide and filters more than 100 million gallons of stormwater every year. Expanding the city's tree canopy will add to this public good, as well as improve walkability of streets, calm traffic, and raise property values. Residents can request tree planting by calling 311.</p> <p>SFPW's Urban Forestry programs, including its Tree Planting and Establishment work, are guided and informed by the City's 2015 Urban Forest Plan, as well as the 2021 Climate Action Plan.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>Tree canopy in San Francisco is inequitably distributed amongst the City's neighborhoods, with disadvantaged census tracts having only about half the canopy (8%) of non-disadvantaged census tracts (15%). One prioritization criteria is location - whether the viable site is located in an Equity Priority Community. Benefits of improved canopy coverage include traffic calming, heat island mitigation, carbon sequestration, stormwater filtering and runoff reduction, and climate resilience with establishment of drought-tolerant species.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	<p>Equity, Environmental Sustainability, Safety and Livability</p> <p>Equity: The Tree Planting program advances greater access to tree benefits in disadvantaged communities by prioritizing plans in those locations.</p> <p>Environmental Sustainability: expansion of the tree canopy aids in counteracting extreme heat and building future resilience to climate change.</p> <p>Safety and Livability: Sufficient tree canopy increases walkability of streets, calms traffic, and raises property values.</p>
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
20- Tree Planting	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Canopy Coverage	Urban tree canopy coverage is a useful measure to inform on urban forest planning and tree planting strategy, and SFPW generally focus on prioritizing areas with lowest coverage. However, it should be noted that physical, financial, geographical, and local challenges are often more influential factors to a successful plan than canopy coverage.
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District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 406 Ashbury St : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 408 Ashbury St : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	5 625 Ashbury St : Haight St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 729 Ashbury St : Waller St - Frederick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 62 Baker St : Haight St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 490X Baker St : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 537 Baker St : Grove St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 35 Belvedere St : Haight St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 295 Buchanan St : Laussat St - Haight St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 704 Buchanan St : Hayes St - Ivy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 2102 Bush St : Cottage Row - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 2104 Bush St : Cottage Row - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 2250 Bush St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	5 2201 Bush St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 220 Divisadero St : Castro St - Haight St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 338 Divisadero St : Page St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 793 Divisadero St : Grove St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 830 Divisadero St : Fulton St - McAllister St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 930 Divisadero St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1200X Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		5 No
	5 1200x Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		6 No
	5 1200X Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		7 No
	5 1363 Divisadero St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 476 Eddy St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 575 Eddy St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 607 Eddy St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 750 Eddy St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 1350X Eddy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		3 No
	5 750 Ellis St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 725 Ellis St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1355 Ellis St : Quickestep Ln - Inca Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	5 774 Fell St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 1010 Fell St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	5 1294X Fell St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 1300 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	5 1324 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1350 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1377 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1301 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	5 1708 Fell St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1908 Fell St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1944 Fell St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 149 Fillmore St : Germania St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 501 Fillmore St : Oak St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 650X Fillmore St : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 1561 Fillmore St : O'Farrell St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1899 Fillmore St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	5 1850 Fillmore St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	5 1360 Fulton St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1500 Geary Blvd : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
	5 1795 Geary Blvd : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 925 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 887 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 800X Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		15 No
	5 800X Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		36 No
	5 847 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1150 Golden Gate Ave : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	5 110 Gough St : Page St - Lily St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 110 Gough St : Page St - Lily St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	5 725 Gough St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	5 801x Gough St : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	5 1401 Gough St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1401 Gough St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 30 Grove St : Market St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 30 Grove St : Market St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	5 651 Grove St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 No
	5 651 Grove St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 Yes
	5 1801 Grove St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 Yes
	5 1801 Grove St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		17 Yes
	5 2099 Grove St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	5 342 Haight St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 488 Haight St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 478 Haight St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 569 Haight St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	: : Empty		1 Yes
	5 739 Haight St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 850 Haight St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 830 Hayes St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	5 901 Hayes St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : :		2 Yes
	5 1451 Hayes St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1499X Hayes St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 2104 Hayes St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 2112 Hayes St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	5 475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	9	Yes
	5 161 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 168 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 168 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	5 500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	17	No
	5 500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	19	No
	5 500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	20	No
	5 600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	5 600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
	5 545 Jones St : O'Farrell St - Geary St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 739 Laguna St : Birch St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1800 Laguna St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 301 Larkin St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
	5 400X Larkin St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 690 Larkin St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 664 Larkin St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 355 Leavenworth St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	5 346 Leavenworth St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 550 Linden St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 620 Linden St : Buchanan St - End: 600-699 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
	5 422 Lyon St : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 960 Market St : Mason St - Taylor St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	14	No
	5 1128x Market St : 07th St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Empty	10	No
	5 1182 Market St : 07th St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	2	No
	5 1540 Market St : Van Ness Ave - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 1576 Market St : Van Ness Ave - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1014 Masonic Ave : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 768 McAllister St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 620 O'Farrell St : Harlem Aly - Ada Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 620 O'Farrell St : Harlem Aly - Ada Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 100 Oak St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
	5 301X Oak St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 428 Oak St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 404 Oak St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 595 Oak St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 604 Oak St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 899 Oak St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 1025 Oak St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1200X Oak St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
	5 1285 Oak St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 2085 Oak St : Shradre St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 250 Octavia St, Frontage East : Lily St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
	5 601X Octavia St : Grove St - Birch St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 212 Pierce St : Haight St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1095 Pierce St : Elm St - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
	5 1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	Yes
	5 1181 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 1101 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 1300 Pierce St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
	5 1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	Yes
	5 1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
	5 1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	9	Yes
	5 1800X Pine St : Gough St - Octavia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	5 1900 Pine St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
	5 1963 Pine St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 2001 Pine St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 2211 Pine St : Webster St - Orben Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 2205 Pine St : Webster St - Orben Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 2319 Pine St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	13	Yes
	5 2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	15	No
	5 2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	16	No
	5 733 Polk St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 825 Polk St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 825 Polk St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 840 Polk St : Olive St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 1975 Post St : Avery St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	5 1970 Post St : Avery St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 2181 Post St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 556 Scott St : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1102 Scott St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 1600 Scott St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 479 Steiner St : Page St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	5 1910 Steiner St : Bush St - Wilmot St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 1955 Steiner St : Wilmot St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 1955 Steiner St : Wilmot St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 1615 Sutter St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1688 Sutter St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 1771 Sutter St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 1881 Sutter St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
	5 1840 Sutter St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 165 Turk St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 124 Turk St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 201 Turk St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	5 391 Turk St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 499X Turk St : Dodge Pl - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
	5 1001 Turk St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
	5 1499 Turk St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		11 No
	5 1620 Turk St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1724 Turk St : Scott St - Seymour St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		12 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		13 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		15 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		16 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		17 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		18 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		19 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		20 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		21 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		22 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		10 Yes
	5 155 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	5 202X Van Ness Ave : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		4 No
	5 202X Van Ness Ave : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		6 No
	5 300 Van Ness Ave : Grove St - McAllister St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		6 No
	5 602X Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		3 No
	5 600 Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	5 600 Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 1100X Webster St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		2 Yes
	5 1737 Webster St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	6 525 05th St : Bryant St - Welsh St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	6 163X 06th St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 352-360 06th St : Shipley St - Clara St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 333 07th St : Folsom St - Cleveland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 375 07th St : Cleveland St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	6 38 08th St : Stevenson St - Mission St	Planting Site (plant) :: Planting site (plant)	Front Yard : Cutout : Empty		1 No
	6 290 08th St : Clementina St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 35 09th St : Market St - Jessie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 35 09th St : Market St - Jessie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	6 325 09th St : Folsom St - Ringold St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	6 151 10th St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 180 11th St : Natoma St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 333 11th St : Folsom St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	6 2x 12th St : Market St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 288 12th St : Kissling St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 399X 12th St : Bernice St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 24 Bernice St : 12th St - 13th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 98 Brady St : Colton St - Otis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 690x Bryant St : 04th St - 05th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	6 701 Bryant St : 05th St - Oak Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 271 Clara St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		1 No
	6 466 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 490x Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	6 490x Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 469 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 436 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 436 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 264 Dore St : Harrison St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 700 Folsom St : 03rd St - Mabini St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		16 Yes
	6 1425 Folsom St : 10th St - Juniper St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 639 Geary St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		10 No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		9 No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	6 61 Grace St : Mission St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 950 Harrison St : Oak Grove St - Morris St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	6 100 Kissling St : 11th St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 54 Lafayette St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 90X Lafayette St : Natoma St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 140 Langton St : Decker Aly - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 403 Main St : Harrison St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	6 455 Market St : Front St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	6 555 Market St : Bush St - 02nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	6 553 Market St : Bush St - 02nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	6 721 Market St : 03rd St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 835 Market St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 835 Market St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	6 1231 Market St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 1275 Market St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	6 1200 Market St : Hyde St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	6 1220 Market St : Hyde St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	6 1355 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	6 1390 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		8 Yes
	6 1390 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		13 Yes

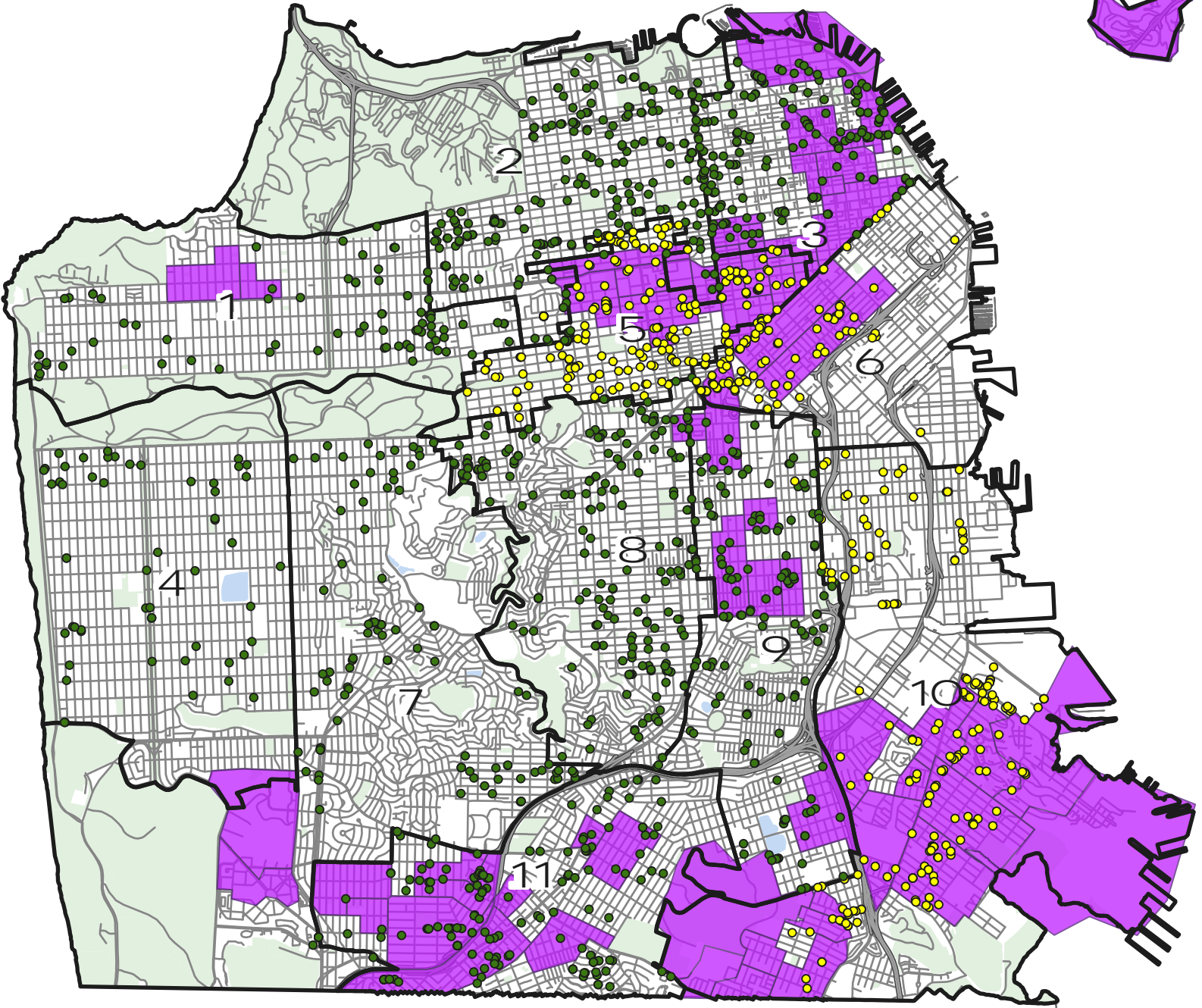
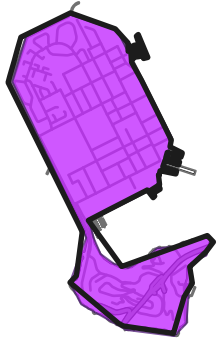
District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	6 1453 Market St : Polk St - 11th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	6 1453 Market St : Polk St - 11th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	6 1599x Market St : Page St - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	6 1657 Market St : Brady St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	6 95 McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	6 98 McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	6 66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	6 66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	6 98 McCoppin St : Valencia St - End: 101-114 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 98 McCoppin St : Valencia St - End: 101-114 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		2 Yes
	6 701 Minna St : 08th St - 09th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	6 701 Minna St : 08th St - 09th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
	6 1535 Mission St : 11th St - Lafayette St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	6 1601 Mission St : South Van Ness Ave - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	6 1601 Mission St : South Van Ness Ave - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 Yes
	6 8 Octavia St, Frontage East : Start: Block - Haight St	Planting Site (plant) :: Planting site (plant)	: : Tree		7 Yes
	6 8 Octavia St, Frontage East : Start: Block - Haight St	Planting Site (plant) :: Planting site (plant)	: : Tree		8 No
	6 27 Otis St : Mission St - Brady St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 Yes
	6 27 Otis St : Mission St - Brady St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	6 132 Russ St : Howard St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	6 75 Sheridan St : 09th St - 10th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 201x Shipley St : 05th St - Falmouth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	6 99x South Van Ness Ave : Mission St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 99x South Van Ness Ave : Mission St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	6 140 South Van Ness Ave : 12th St - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	6 142 South Van Ness Ave : 12th St - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 Yes
	6 410 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	6 482 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	6 414 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 482 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 30 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	NULL	No
	6 2 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		3 No
	6 30 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		4 No
	6 50 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		5 No
	6 100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	6 100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	6 100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		4 Yes
	6 1625 Owens St : Unnamed Private - Campus Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	6 1625 Owens St : Unnamed Private - Campus Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		8 Yes
	10 2011 03rd St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 2472 03rd St : 20th St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	10 2565 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	10 2525 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 2573 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
	10 2585 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 5701 03rd St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	10 6212 03rd St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 2233 17th St : San Bruno Ave - Utah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	10 751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
	10 751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 2100x 19th St : Kansas St - Vermont St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 2051 23rd St : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	10 2030 23rd St : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	10 2250 24th St : Rhode Island St - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	10 2625 24th St : Utah St - Potrero Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 420 Alpha St : Raymond Ave - Leland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 420 Alpha St : Raymond Ave - Leland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	10 200X Arkansas St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 354 Arkansas St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 1450 Armstrong Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1500 Armstrong Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	10 1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	10 1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	10 1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		12 No
	10 1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		13 No
	10 1501 Bancroft Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 1501 Bancroft Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
	10 2095 Bancroft Ave : Phelps St - Quint St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 72 Bertha Ln : Harbor Rd - Hudson Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 No
	10 1940 Bryant St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	10 539 Campbell Ave : Rutland St - Delta St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 7 Carpenter Ct : Start: 01-11 Block - Whitney Young Cir	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 75 Carr St : Paul Ave - Salinas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 1420 Carroll Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1420 Carroll Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1500X Carroll Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 201X Cashmere St : Whitney Young Cir - La Salle Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		14 Yes
	10 27 Commer Ct : Start: 01-99 Block - Garlington Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 Yes
	10 727 De Haro St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 886 De Haro St : 20th St - Southern Heights Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 50 Dedman Ct : Whitney Young Cir - Dedman Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	10 1301 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1380 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	NULL	Yes
	10 1329 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes

Tree Planting Sites - FY23/24 Priority Sites

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	10 3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	10 3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	10 3125 Jennings St : Hollister Ave - Ingerson Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		3 Yes
	10 350 Kansas St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	10 650x Kansas St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 Yes
	10 1081 Kansas St : 22nd St - Humboldt St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1165 Kansas St : Humboldt St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 1582 La Salle Ave : Cashmere St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree		3 No
	10 1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 1800 Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1898x Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	10 1898x Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
	10 1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		2 No
	10 1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		3 No
	10 1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		1 No
	10 2001X Lane St : Underwood Ave - Van Dyke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	NULL	Yes
	10 2 Madera St : Arkansas St - Wisconsin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	10 2 Madera St : Arkansas St - Wisconsin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	10 145 Mansell St : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	10 451 Mansell St : Somerset St - Holyoke St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 501 Mansell St : Holyoke St - Hamilton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1208 Mariposa St : Texas St - Missouri St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1487 McKinnon Ave : Start: 1400-1499 Block - Lane St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 50 Mendell St : Cargo Way - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Landscaping		2 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 No
	10 400X Mendell St : Evans Ave - Fairfax Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 424 Mississippi St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 226 Missouri St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 2X Newhall St : Jennings St - End: 01-99 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 Yes
	10 595X Newhall St : Fairfax Ave - Galvez Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1100 Newhall St : La Salle Ave - McKinnon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	10 1221 Newhall St : McKinnon Ave - Newcomb Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 1500 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1508 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	10 1514 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 No
	10 2193 Oakdale Ave : Selby St - Toland St	Planting Site (plant) :: Planting site (plant)	: : Tree		16 Yes
	10 1734X Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1771 Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1767 Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 144 Peabody St : Visitation Ave - Sunnydale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 50 Pomona St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 No
	10 50 Pomona St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
	10 995 Potrero Ave : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		11 No
	10 1198 Potrero Ave : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	10 1235 Quesada Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 1615 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1618 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1627 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 60 Reuel Ct : Hudson Ave - Reuel Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 Yes
	10 3219 San Bruno Ave : Mansell St - Ordway St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1200x Shafter Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		1 No
	10 1751 Silver Ave : Elmira St - Ledyard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
	10 2345X Silver Ave : Quesada Ave - Quint St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 No
	10 45 Southern Heights Ave : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		3 No
	10 500x Sunnydale Ave : Talbert St - Peabody St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 333 Teddy Ave : Delta St - Elliot St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1388 Tennessee St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	10 1388 Tennessee St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
	10 1325x Thomas Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 610 Thornton Ave : Bridgeview Dr - Ledyard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 422 Utah St : 17th St - Mariposa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1373 Utah St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1301 Utah St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	10 1346 Vermont St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 23 Wheat St : Paul Ave - Bay Shore Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 150 Wilde Ave : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 318 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 324 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 367 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 330 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 300 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 800 Wisconsin St : 22nd St - Madera St	Planting Site (plant) :: Planting site (plant)	: : Empty		1 No

E6-346 Tree Planting Sites and Equity Priority Communities

Attachment 3



Legend

- Tree Planting Sites
 - FY23/24 Priority Planting Sites
 - Other Planting Sites
- Equity Priority Communities
- BOS Districts

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



E6-347
San Francisco
County Transportation
Authority

Project Name and Sponsor			
Project Name:	Tree Planting Placeholder		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	20- Tree Planting		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	With the passage of Proposition E in November 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. Public Works requests to use Prop L Tree Planting program funds from FY24-25 to FY27-28 to plant and establish trees, which Prop E explicitly does not fund. Public Works and our community partners will plant and water approximately 1640 trees over four years with these funds.		
Project Location and Limits:	TBD		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>San Francisco Public Works, in partnership with the San Francisco Planning Department, completed a comprehensive street tree census in 2016. This census identified all street trees in the public right-of-way, as well as existing empty basins and potential new planting sites. The census results, many of which still apply, indicate that the neighborhoods in the southeast area of San Francisco such as the Bayview, Excelsior, the Portola, Outer Mission, Visitacion Valley, and Crocker Amazon, have the fewest amount of street trees (canopy cover) compared to other neighborhoods. The Sunset and Richmond neighborhoods also have far fewer street trees than other neighborhoods. These are also the neighborhoods that have the greatest number of potential planting site locations. SFPW's Urban Forestry Ordinance, Article 16 of the Public Works Code, requires that a replacement tree be planted in place of trees that have been removed.</p> <p>Public Works will use the tree census data to identify priority planting sites throughout San Francisco, focusing on districts with the lowest canopy coverage. With these funds, Public Works and our community partners will plant approximately 1,640 24" box trees and water them weekly for three years to ensure successful establishment. Once established, these trees will be maintained with Prop E funding.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	List of tree planting sites; map of tree planting sites		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)	100%				Q4-Apr-May-Jun	2027/28
Notes						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:		Tree Planting Placeholder									
Project Cost Estimate		Funding Source									
Phase	Cost	Prop L		Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ -	\$ -	\$ -	\$ -							
Construction	\$ 4,530,000	\$ 4,530,000	\$ -	\$ -	Prior Work						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -							
Total Project Cost	\$ 4,530,000	\$ 4,530,000	\$ -	\$ -							
Percent of Total		100%		0%							
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Prop L	20- Tree Planting	Construction	Planned	2024/25	\$ 1,050,000	\$ -	\$ 262,500	\$ 787,500	\$ -	\$ -	\$ -
Prop L	20- Tree Planting	Construction	Planned	2025/26	\$ 1,100,000	\$ -	\$ -	\$ 275,000	\$ 825,000	\$ -	\$ -
Prop L	20- Tree Planting	Construction	Planned	2026/27	\$ 1,160,000	\$ -	\$ -	\$ -	\$ 290,000	\$ 870,000	\$ -
Prop L	20- Tree Planting	Construction	Planned	2027/28	\$ 1,220,000	\$ -	\$ -	\$ -	\$ -	\$ 305,000	\$ 915,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,530,000	\$ -	\$ 262,500	\$ 1,062,500	\$ 1,115,000	\$ 1,175,000	\$ 915,000
Notes											
In September 2023, SFPW was awarded \$12M in federal Inflation Reduction Act (IRA) funds from the US Department of Agriculture to plant and establish street trees in low-canopy disadvantaged communities over the next 5 years. Yearly cash flow split is currently pending.											

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Tree Planting Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	<p>Pending results in October 2023, this funding may leverage up to \$38 Million in 2023 Inflation Reduction Act grant funding to increase equitable access to trees and green spaces in urban and community forests.</p> <p>Secondarily, SFPW may pursue emergency funds to restore the 200+ street trees that were downed due to the extreme conditions during the FY 2022-23 Winter Storms.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>Data shows that the current number of trees sequesters over 19 million pounds of carbon dioxide and filters more than 100 million gallons of stormwater every year. Expanding the city's tree canopy will add to this public good, as well as improve walkability of streets, calm traffic, and raise property values. Residents can request tree planting by calling 311.</p> <p>SFPW's Urban Forestry programs, including its Tree Planting and Establishment work, are guided and informed by the City's 2015 Urban Forest Plan, as well as the 2021 Climate Action Plan.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>Tree canopy in San Francisco is inequitably distributed amongst the City's neighborhoods, with disadvantaged census tracts having only about half the canopy (8%) of non-disadvantaged census tracts (15%). One prioritization criteria is location - whether the viable site is located in an Equity Priority Community. Benefits of improved canopy coverage include traffic calming, heat island mitigation, carbon sequestration, stormwater filtering and runoff reduction, and climate resilience with establishment of drought-tolerant species.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Environmental Sustainability, Safety and Livability</p> <hr/> <p>Equity: The Tree Planting program advances greater access to tree benefits in disadvantaged communities by prioritizing plans in those locations. Environmental Sustainability: expansion of the tree canopy aids in counteracting extreme heat and building future resilience to climate change. Safety and Livability: Sufficient tree canopy increases walkability of streets, calms traffic, and raises property values.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

20- Tree Planting

Canopy Coverage

Urban tree canopy coverage is a useful measure to inform on urban forest planning and tree planting strategy, and SFPW generally focus on prioritizing areas with lowest coverage. However, it should be noted that physical, financial, geographical, and local challenges are often more influential factors to a successful plan than canopy coverage.

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
1	564 02nd Ave : Anza St - Balboa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	611 02nd Ave : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	410X 04th Ave : Geary Blvd - Anza St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
1	680 04th Ave : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	153 05th Ave : Lake St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	142 05th Ave : Lake St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
1	690 05th Ave : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	7 07th Ave : Start: 01-99 Block - Lake St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	259 07th Ave : California St - Clement St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	301 07th Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	Yes
1	178 09th Ave : Lake St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
1	571 09th Ave : Anza St - Balboa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree	1	No
1	326 10th Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	326 10th Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
1	347 20th Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	654 20th Ave : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	106 22nd Ave : Lake St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	882 27th Ave : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	825 30th Ave : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	838 34th Ave : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	699 37th Ave : Anza St - Balboa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	12	Yes
1	499 41st Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
1	435 42nd Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	435 42nd Ave : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Landscaping	2	No
1	746 45th Ave : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	827 46th Ave : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	851 48th Ave : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
1	851 48th Ave : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
1	1101X Anza St : 02nd Ave - 03rd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
1	1551 Anza St : 06th Ave - 07th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
1	1551 Anza St : 06th Ave - 07th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
1	4701X Anza St : 38th Ave - 39th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	617 Arguello Blvd : Anza St - Edward St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	600 Arguello Blvd : Anza St - Edward St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree	12	No
1	600 Arguello Blvd : Anza St - Edward St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree	11	No
1	600 Arguello Blvd : Anza St - Edward St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty	7	Yes
1	662 Arguello Blvd : Edward St - Balboa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
1	704 Arguello Blvd : Balboa St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
1	145 Balboa St : 02nd Ave - 03rd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	144 Balboa St : 02nd Ave - 03rd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
1	560 Balboa St : 06th Ave - 07th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	841 Balboa St : 09th Ave - 10th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
1	1115 Balboa St : 12th Ave - Funston Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
1	3201 Balboa St : 33rd Ave - 34th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	4101 Balboa St : 42nd Ave - 43rd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
1	188 Beaumont Ave : Lone Mountain Ter - Turk Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
1	2 Cabrillo St : Arguello Blvd - 02nd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
1	299X Cabrillo St : 03rd Ave - 04th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
1	598 Cabrillo St : 06th Ave - 07th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	544 Cabrillo St : 06th Ave - 07th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	1342 Cabrillo St : 14th Ave - 15th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
1	1942 Cabrillo St : 20th Ave - 21st Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	951 Clement St : 10th Ave - 11th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
1	2708 Fulton St : 03rd Ave - 04th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	5200x Geary Blvd : 16th Ave - 17th Ave	Planting Site (plant) :: Planting site (plant)	Median : Yard : Empty	6	Yes
1	5600x Geary Blvd : 20th Ave - 21st Ave	Planting Site (plant) :: Planting site (plant)	Median : Yard : Empty	4	Yes
1	2872 Golden Gate Ave : Willard North St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
1	46 Hemway Ter : Fulton St - End: 01-99 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	770 La Playa St : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
1	770 La Playa St : Balboa St - Cabrillo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
1	875 La Playa St : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
1	825-875 La Playa St : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
1	850 La Playa St : Cabrillo St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	No
1	1010 Lake St : 11th Ave - 12th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
1	2761 McAllister St : Willard North St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	300X Point Lobos Ave : 45th Ave - 46th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	3	Yes
1	355X Point Lobos Ave : 45th Ave - 46th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	3	No
1	1x Shrader St : Fulton St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
1	9 Tamalpais Ter : Turk Blvd - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
1	9 Tamalpais Ter : Turk Blvd - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
1	2600 Turk Blvd : Roselyn Ter - Kittredge Ter	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
1	3098 Turk Blvd : Rossi Ave - Willard North St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
1	145 Willard St North : Golden Gate Ave - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
1	321 Willard St North : McAllister St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	391 Arguello Blvd : Euclid Ave - Clement St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	431 Arguello Blvd : Clement St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	531 Arguello Blvd : Geary Blvd - Anza St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	45 Avila St : Chestnut St - Alhambra St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2145 Baker St : Washington St - Jackson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
2	2900 Baker St : Greenwich St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	1001x Bay St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
2	1451 Bay St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
2	1451 Bay St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
2	2100 Bay St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2354 Bay St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	1818 Broadway : Gough St - Octavia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
2	2517@ SCOTT Broadway : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	2 2699 Broadway : Normandie Ter - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	2 1109 Broderick St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 1207 Broderick St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 2951 Buchanan St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		2 No
	2 3349 Buchanan St : Magnolia St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2499 Bush St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	2 2891 Bush St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1765 California St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	2 2402 California St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 3400 California St : Laurel St - Locust St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 3468 California St : Laurel St - Locust St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 3700X California St : Maple St - Commonwealth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 3838 California St : Jordan Ave - Palm Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	2 748 Central Ave : Fulton St - McAllister St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 36 Cervantes Blvd : Alhambra St - Beach St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 155 Cervantes Blvd : Beach St - Prado St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1631 Chestnut St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1815 Chestnut St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 2141 Chestnut St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 2159 Chestnut St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 2501x Clay St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
	2 3437 Clay St : Walnut St - Laurel St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	2 3437 Clay St : Walnut St - Laurel St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	2 3798 Clay St : Spruce St - Maple St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		3 Yes
	2 3935 Clay St : Cherry St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	2 3935 Clay St : Cherry St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	2 3935 Clay St : Cherry St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	2 1150 Columbus Ave : Jones St - Bay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 179 Commonwealth Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 145 Commonwealth Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		1 No
	2 145 Commonwealth Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	2 160 Commonwealth Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	NULL	Yes
	2 59 Cook St : Start: 01-99 Block - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	2 1839 Divisadero St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 Yes
	2 1853 Divisadero St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 Yes
	2 2324 Divisadero St : Washington St - Jackson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	2 900 Ellis St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	2 2343 Fillmore St : Clay St - Washington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 3100X Fillmore St : Filbert St - Pixley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1342 Francisco St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1000 Franklin St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	2 1355 Franklin St : Daniel Burnham Ct - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1355 Franklin St : Daniel Burnham Ct - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 1541 Franklin St : Austin St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1801 Franklin St : Sacramento St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	2 2300x Franklin St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	2 2300x Franklin St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	2 3033 Franklin St : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 1445 Fulton St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 1499X Fulton St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 1499X Fulton St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 1499X Fulton St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	2 1442 Fulton St : Broderick St - Filbert St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		3 No
	2 1470 Fulton St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 2400 Geary Blvd : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Abandoned		1 No
	2 2400 Geary Blvd : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Abandoned		5 No
	2 1700 Gough St : Pine St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	2 1700 Gough St : Pine St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	2 1905 Gough St : Sacramento St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 1650 Green St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 1650 Green St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	2 1715 Green St : Gough St - Octavia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 2078 Green St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2350 Green St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree		11 No
	2 2365 Green St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2562 Green St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 2110 Greenwich St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		12 No
	2 2360 Greenwich St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2363 Greenwich St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 2468 Greenwich St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	2 2798 Greenwich St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 1701 Jackson St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	2 1815 Jackson St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2201 Jackson St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2420 Jackson St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2501 Jackson St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		17 No
	2 3040 Jackson St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 3641 Jackson St : Spruce St - Maple St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 3725 Jackson St : Maple St - Cherry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 2323 Jones St : Lombard St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 2317 Jones St : Lombard St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	2 98 Jordan Ave : California St - Euclid Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 No
	2 91 Jordan Ave : California St - Euclid Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 No
	2 98 Jordan Ave : California St - Euclid Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	2 90 Jordan Ave : California St - Euclid Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	2 2435 Laguna St : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	2 255X Larch St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		12 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
2	240 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	240 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
2	250 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	No
2	250 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
2	267 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	267 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
2	250 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
2	250 Laurel St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	417 Laurel St : Sacramento St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	2314 Leavenworth St : Lombard St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	2701 Leavenworth St : North Point St - Columbus Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	1688 Lombard St : Gough St - Octavia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	1734 Lombard St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	1800 Lombard St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	1820 Lombard St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	1945X Lombard St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	1920 Lombard St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2125 Lombard St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	2353 Lombard St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	Yes
2	2352 Lombard St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	2358 Lombard St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
2	2460 Lombard St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
2	2460 Lombard St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
2	2599 Lombard St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2524 Lombard St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2680 Lombard St : Richardson Ave - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
2	2680 Lombard St : Richardson Ave - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	No
2	610 Lyon St : Fulton St - McAllister St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
2	699X Lyon St : Fulton St - McAllister St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
2	234 Mallorca Way : Capra Way - Beach St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	207 Maple St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	215 Maple St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	306 Maple St : Clay St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	400 Maple St : Sacramento St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
2	400 Maple St : Sacramento St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
2	400 Maple St : Sacramento St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
2	349 Marina Blvd : Fillmore St - Avila St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree	1	No
2	2X Masonic Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
2	10X Masonic Ave : Geary Blvd - Anza St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Abandoned	2	No
2	1717 McAllister St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	1715 McAllister St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	1700 McAllister St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	1500X North Point St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree	7	No
2	1500X North Point St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree	6	No
2	1632 North Point St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
2	2150 North Point St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
2	2150 North Point St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	2762 Octavia St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	2760 Octavia St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
2	2760 Octavia St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	3321 Octavia St : Francisco St - Bay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	42 Orben Pl : Pine St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	2606 Pacific Ave : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	146 Parker Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	197 Parker Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	197 Parker Ave : Euclid Ave - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	99X Peter Yorke Way : Geary Blvd - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	4	No
2	1900 Pierce St : Pine St - California St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2810 Pierce St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
2	3298 Pierce St : Lombard St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	2806 Pine St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2814 Pine St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	2817 Pine St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2832 Pine St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2925 Pine St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2945 Pine St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2946 Pine St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	2982 Pine St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	1580 Post St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
2	2512 Post St : Baker St - Lyon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	150 Presidio Ave : Jackson St - Washington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
2	155 Richardson Ave : Baker St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
2	2135 Sacramento St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	2195 Sacramento St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2300X Sacramento St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
2	2342 Sacramento St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
2	2300 Sacramento St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
2	2300 Sacramento St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
2	2300 Sacramento St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	No
2	2550 Sacramento St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	3257 Sacramento St : Lyon St - Presidio Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	3698 Sacramento St : Locust St - Spruce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	3698 Sacramento St : Locust St - Spruce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	3727 Sacramento St : Spruce St - Maple St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	3720 Sacramento St : Spruce St - Maple St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	3892 Sacramento St : Maple St - Cherry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	3892 Sacramento St : Maple St - Cherry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
2	3951 Sacramento St : Cherry St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	3961 Sacramento St : Cherry St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	75X Saint Josephs Ave : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
2	2500X Scott St : Pacific Ave - Broadway	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
2	219 Spruce St : Washington St - Clay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
2	2807 Steiner St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
2	1450 Sutter St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
2	2183 Sutter St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	Yes
2	33 Toledo Way : Mallorca Way - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	1931 Union St : Laguna St - Charlton Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
2	1699 Vallejo St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
2	1621 Vallejo St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	1623 Vallejo St : Van Ness Ave - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	2295 Vallejo St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
2	2245 Vallejo St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	10	No
2	700X Van Ness Ave : Larch St - Eddy St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	7	No
2	1851 Van Ness Ave : Clay St - Washington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
2	1900X Van Ness Ave : Washington St - Jackson St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
2	2000X Van Ness Ave : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	No
2	2000X Van Ness Ave : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	4	No
2	2100X Van Ness Ave : Pacific Ave - Broadway	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
2	2300x Van Ness Ave : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Median : Yard : Tree	5	No
2	2400X Van Ness Ave : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	4	No
2	2529 Van Ness Ave : Union St - Filbert St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
2	2700x Van Ness Ave : Greenwich St - Lombard St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	Yes
2	2700x Van Ness Ave : Greenwich St - Lombard St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	7	No
2	2700x Van Ness Ave : Greenwich St - Lombard St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	8	No
2	2900X Van Ness Ave : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	5	No
2	2900X Van Ness Ave : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	7	Yes
2	2900X Van Ness Ave : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	6	No
2	2900X Van Ness Ave : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential	2	No
2	2251 Washington St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	3800 Washington St : Maple St - Cherry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	3903 Washington St : Cherry St - Arguello Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
2	2100 Webster St : Clay St - Washington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	14	Yes
2	2307X Webster St : Washington St - Jackson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2411 Webster St : Bromley Pl - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
2	2861 Webster St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
2	2861 Webster St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
2	2861 Webster St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	1051 Battery St : John Maher St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
3	240 Bay St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
3	99 Broadway : Davis St - Front St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	Yes
3	99 Broadway : Davis St - Front St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
3	99 Broadway : Davis St - Front St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	11	Yes
3	100 Broadway : Front St - Battery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
3	251 Broadway : Battery St - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
3	251 Broadway : Battery St - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	Yes
3	251 Broadway : Battery St - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	12	Yes
3	250 Broadway : Battery St - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	350 Broadway : Osgood Pl - Bartol St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
3	435 Broadway : Montgomery St - Rowland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	400 Broadway : Montgomery St - Rowland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	536 Broadway : Kearny St - Romolo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	784 Broadway : Turk Murphy Ln - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	837 Broadway : Powell St - Mason St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	1	No
3	1440 Broadway : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	585X Bush St : Chatham Pl - Stockton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
3	585X Bush St : Chatham Pl - Stockton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
3	947 Bush St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
3	845 California St : Pratt Pl - Joice St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
3	875 California St : Joice St - Miles Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
3	875 California St : Joice St - Miles Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	875 California St : Joice St - Miles Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
3	1501 California St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
3	1515 California St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	1675 California St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
3	291 Chestnut St : Kearny St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
3	1257 Chestnut St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
3	1748 Clay St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
3	1748 Clay St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	1720 Clay St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
3	535 Columbus Ave : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	500X Columbus Ave : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	No
3	500X Columbus Ave : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
3	535 Columbus Ave : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
3	700X Columbus Ave : Filbert St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	1	No
3	1000X Columbus Ave : Taylor St - Houston St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	No
3	1000X Columbus Ave : Houston St - Francisco St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	4	No
3	1000X Columbus Ave : Houston St - Francisco St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	5	No
3	1100X Columbus Ave : Francisco St - Jones St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	3	No
3	1100X Columbus Ave : Francisco St - Jones St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	4	No
3	1100x Columbus Ave : Francisco St - Jones St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	1	No
3	1100x Columbus Ave : Francisco St - Jones St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	No
3	558 Commercial St : Leidesdorff St - Montgomery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
3	20 Drumm St : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
3	22x Drumm St : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Median : Yard : Tree	5	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
3	22x Drumm St : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Median : Yard : Tree		6 Yes
3	201 Filbert St : Sansome St - End: 200-230 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1364 Filbert St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1364 Filbert St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
3	1400 Filbert St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
3	1438 Filbert St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	270 Francisco St : Midway St - Bellair Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	390 Francisco St : Worden St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	640 Francisco St : Taylor St - Columbus Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	81 Frank Norris St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
3	12 Frank Norris St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	198 Austin St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	945 Front St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	900 Front St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 No
3	900 Front St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		10 No
3	1960 Grant Ave : Pfeiffer St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
3	623 Green St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
3	1132 Green St : Hamlin St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
3	230 Greenwich St : Sansome St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
3	471 Greenwich St : Child St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
3	801x Greenwich St : Columbus Ave - Mason St	Planting Site (plant) :: Planting site (plant)	Median : Yard : Tree		1 Yes
3	80x Hemlock St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
3	650 Hyde St : Geary St - Post St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
3	955 Hyde St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1706 Hyde St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	1825X Hyde St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1827 Hyde St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1920 Hyde St : Delgado Pl - Russell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1924 Hyde St : Delgado Pl - Russell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	2115 Hyde St : Filbert St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	2115 Hyde St : Filbert St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	2454 Hyde St : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	2454 Hyde St : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	2445 Hyde St : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
3	10 Jackson St : Drumm St - Davis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
3	1591 Jackson St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	1517 Jones St : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
3	1011 Kearny St : Pacific Ave - Nottingham Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1011 Kearny St : Pacific Ave - Nottingham Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	1011 Kearny St : Pacific Ave - Nottingham Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
3	1154 Larkin St : Fern St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	2677 Larkin St : Lombard St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
3	940 Leavenworth St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1835 Leavenworth St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1832 Leavenworth St : Vallejo St - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
3	1 Lombard St : The Embarcadero - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	150 Lombard St : Sansome St - Montgomery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 No
3	948 Lombard St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1304 Lombard St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	2X Market St : Steuart St - Drumm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		19 No
3	2X Market St : Steuart St - Drumm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		24 No
3	200X Market St : Main St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		11 No
3	380 Market St : Pine St - Front St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
3	570 Market St : Sutter St - O2nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
3	570 Market St : Sutter St - O2nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
3	648 Market St : Montgomery St - Geary St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
3	1731 Mason St : Green St - Winter Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
3	2380 Mason St : Vandewater St - Bay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
3	800 Montgomery St : Jackson St - Gold St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
3	1022 Montgomery St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	1700 Montgomery St : Chestnut St - Francisco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	704 North Point St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
3	1183 Pacific Ave : Phoenix Ter - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1419 Pacific Ave : Hyde St - McCormick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
3	1451 Pacific Ave : McCormick St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	1492 Pacific Ave : McCormick St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Tree		1 No
3	1492 Pacific Ave : McCormick St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Tree		2 No
3	1001 Pine St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	1055 Pine St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
3	1001 Pine St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
3	1001 Pine St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
3	1323 Polk St : Bush St - Austin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Tree		2 Yes
3	1507 Polk St : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Tree		1 Yes
3	1540 Polk St : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
3	1515 Polk St : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Tree		1 No
3	1955x Polk St : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
3	1901x Polk St : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
3	2137 Polk St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
3	2137 Polk St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 Yes
3	2027 Powell St : Lombard St - Chestnut St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
3	401 Sacramento St : Battery St - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
3	401 Sacramento St : Battery St - Sansome St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
3	1501 Sacramento St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
3	998 Sansome St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	955 Sansome St : Broadway - Vallejo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
3	1150 Sansome St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 No
3	1150 Sansome St : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
3	1300 Sansome St : Filbert St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	8	No
3	1442 Sansome St : Greenwich St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
3	1852 Stockton St : Greenwich St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	2130 Stockton St : Francisco St - Bay St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
3	925 Sutter St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	989 Sutter St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	1035 Sutter St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
3	841 Taylor St : Mulford Aly - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	1200 Taylor St : Clay St - Washington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
3	500X The Embarcadero : Broadway - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	5	No
3	500X The Embarcadero : Broadway - Green St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	10	No
3	1300X The Embarcadero : Green St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
3	1120 The Embarcadero : Green St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
3	1120 The Embarcadero : Green St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	No
3	1120 The Embarcadero : Green St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	10	No
3	800X The Embarcadero : Green St - Lombard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	45	No
3	1900 The Embarcadero : Kearny St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
3	470 Union St : Varennes St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Landscaping	1	No
3	471 Vallejo St : Start: 400-499 Block - Kearny St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
3	660 Vallejo St : Kenneth Rexroth Pl - Stockton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
3	1573 Vallejo St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
3	1573 Vallejo St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
3	1100x Van Ness Ave : Geary Blvd - Cedar St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	4	No
3	1300x Van Ness Ave : Fern St - Bush St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	3	No
3	1400x Van Ness Ave : Bush St - Austin St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
3	1600x Van Ness Ave : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	5	No
3	1600x Van Ness Ave : California St - Sacramento St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	7	No
3	1800X Van Ness Ave : Clay St - Washington St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	Yes
3	1800X Van Ness Ave : Clay St - Washington St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	8	Yes
3	2050 Van Ness Ave : Jackson St - Pacific Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
3	2100X Van Ness Ave : Pacific Ave - Broadway	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	5	Yes
3	2400X Van Ness Ave : Green St - Union St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	Yes
3	2600x Van Ness Ave : Filbert St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	Yes
3	2600x Van Ness Ave : Filbert St - Greenwich St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	10	Yes
3	84 Vandewater St : Powell St - Mason St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	728 Washington St : Kearny St - Walter U Lum Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	Yes
3	1502 Washington St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
3	1799 Washington St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
3	2 Hangah St : Start: 1-98 Block - Clay St	Planting Site (plant) :: Planting site (plant)	Unaccepted Street : Cutout : Tree	5	No
4	1318 24th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
4	1393 24th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2101 24th Ave : Quintara St - Rivera St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2309 24th Ave : Santiago St - Taraval St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	2619 24th Ave : Vicente St - Wawona St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	1290 25th Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
4	1326 25th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2385 25th Ave : Santiago St - Taraval St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
4	1755 26th Ave : Moraga St - Noriega St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2422 27th Ave : Taraval St - Ulloa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
4	2523 27th Ave : Ulloa St - Vicente St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	1466 28th Ave : Judah St - Kirkham St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	1415 28th Ave : Judah St - Kirkham St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	1601X 28th Ave : Lawton St - Moraga St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
4	1601X 28th Ave : Lawton St - Moraga St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Empty	2	No
4	2320 31st Ave : Santiago St - Taraval St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	1300X 37th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	Yes
4	2100X 37th Ave : Quintara St - Rivera St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	1251 40th Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	1250 41st Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	1210 41st Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	1360 43rd Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	8	No
4	1250 44th Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	2214 45th Ave : Rivera St - Santiago St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2210 45th Ave : Rivera St - Santiago St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2190 46th Ave : Quintara St - Rivera St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	1220 47th Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	1384 47th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2226 47th Ave : Rivera St - Santiago St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2494 47th Ave : Taraval St - Ulloa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	1396X 48th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	3712 Irving St : 38th Ave - 39th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
4	4520 Irving St : 46th Ave - 47th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	4739X Irving St : 48th Ave - La Playa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
4	4739X Irving St : 48th Ave - La Playa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
4	2565 Judah St : 30th Ave - 31st Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	3628 Judah St : 41st Ave - 42nd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
4	4160X Judah St : 46th Ave - 47th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	Yes
4	2810 Noriega St : 35th Ave - 36th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
4	3925 Noriega St : 46th Ave - 47th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
4	3925 Noriega St : 46th Ave - 47th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
4	1310 Ortega St : 20th Ave - 21st Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
4	2345 Ortega St : 30th Ave - 31st Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
4	3544 Rivera St : 45th Ave - 46th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
4	2928 Sloat Blvd : 47th Ave - Lower Great Hwy	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	2938 Sloat Blvd : 47th Ave - Lower Great Hwy	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	1892X Sunset Blvd : Noriega St - Ortega St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	31	No
4	2101X Sunset Blvd : Quintara St - Rivera St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	25	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
4	2100 Sunset Blvd : Quintara St - Rivera St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree	26	No
4	2100 Sunset Blvd : Quintara St - Rivera St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree	27	No
4	2403X Sunset Blvd : Taraval St - Ulloa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	9	Yes
4	2213 Taraval St : 32nd Ave - 33rd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
4	3627 Taraval St : 46th Ave - 47th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
4	2000X Vicente St : 31st Ave - 32nd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Landscaping	2	Yes
5	406 Ashbury St : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	408 Ashbury St : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
5	625 Ashbury St : Haight St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
5	729 Ashbury St : Waller St - Frederick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	62 Baker St : Haight St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	490X Baker St : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
5	537 Baker St : Grove St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	35 Belvedere St : Haight St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	295 Buchanan St : Laussat St - Haight St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	704 Buchanan St : Hayes St - Ivy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	2102 Bush St : Cottage Row - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
5	2104 Bush St : Cottage Row - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
5	2250 Bush St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
5	2201 Bush St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	220 Divisadero St : Castro St - Haight St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	338 Divisadero St : Page St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	793 Divisadero St : Grove St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	830 Divisadero St : Fulton St - McAllister St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	930 Divisadero St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1200X Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	5	No
5	1200x Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
5	1200X Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	7	No
5	1363 Divisadero St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	476 Eddy St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	575 Eddy St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	607 Eddy St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
5	750 Eddy St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
5	1350X Eddy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	3	No
5	750 Ellis St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	725 Ellis St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1355 Ellis St : Quickstep Ln - Inca Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
5	774 Fell St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
5	1010 Fell St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
5	1294X Fell St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	1300 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
5	1324 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1350 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	1377 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	1301 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
5	1708 Fell St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	1908 Fell St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1944 Fell St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
5	149 Fillmore St : Germania St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	501 Fillmore St : Oak St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	650X Fillmore St : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	1561 Fillmore St : O'Farrell St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1899 Fillmore St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
5	1850 Fillmore St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	No
5	762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
5	762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
5	762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
5	762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
5	1360 Fulton St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1500 Geary Blvd : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	9	Yes
5	1795 Geary Blvd : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	925 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	887 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	800X Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	15	No
5	800X Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	36	No
5	847 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1150 Golden Gate Ave : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
5	110 Gough St : Page St - Lily St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	110 Gough St : Page St - Lily St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
5	725 Gough St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
5	801x Gough St : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
5	1401 Gough St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	1401 Gough St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
5	30 Grove St : Market St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
5	30 Grove St : Market St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
5	651 Grove St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	11	No
5	651 Grove St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	14	Yes
5	1801 Grove St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	14	Yes
5	1801 Grove St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	17	Yes
5	2099 Grove St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
5	342 Haight St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	488 Haight St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	478 Haight St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	569 Haight St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	: : Empty	1	Yes
5	739 Haight St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
5	850 Haight St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
5	830 Hayes St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
5	901 Hayes St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : :		2 Yes
5	1451 Hayes St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	1499X Hayes St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	2104 Hayes St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	2112 Hayes St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
5	475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
5	475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
5	11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
5	11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
5	11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 Yes
5	11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
5	161 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	168 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	168 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
5	500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		17 No
5	500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		19 No
5	500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		20 No
5	600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
5	600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
5	600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
5	545 Jones St : O'Farrell St - Geary St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	739 Laguna St : Birch St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	1800 Laguna St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
5	301 Larkin St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 Yes
5	400X Larkin St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	690 Larkin St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	664 Larkin St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
5	355 Leavenworth St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
5	346 Leavenworth St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	550 Linden St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
5	620 Linden St : Buchanan St - End: 600-699 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
5	422 Lyon St : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	960 Market St : Mason St - Taylor St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 No
5	1128x Market St : 07th St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Empty		10 No
5	1182 Market St : 07th St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		2 No
5	1540 Market St : Van Ness Ave - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
5	1576 Market St : Van Ness Ave - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	1014 Masonic Ave : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
5	768 McAllister St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	620 O'Farrell St : Harlem Aly - Ada Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	620 O'Farrell St : Harlem Aly - Ada Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	100 Oak St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 Yes
5	301X Oak St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	428 Oak St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	404 Oak St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	595 Oak St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
5	604 Oak St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	899 Oak St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
5	1025 Oak St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	1200X Oak St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
5	1285 Oak St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
5	2085 Oak St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
5	250 Octavia St, Frontage East : Lily St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
5	601X Octavia St : Grove St - Birch St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	212 Pierce St : Haight St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
5	1095 Pierce St : Elm St - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 Yes
5	1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 Yes
5	1181 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
5	1101 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
5	1300 Pierce St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 Yes
5	1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 Yes
5	1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 Yes
5	1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
5	1800X Pine St : Gough St - Octavia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
5	1900 Pine St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
5	1963 Pine St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	2001 Pine St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	2211 Pine St : Webster St - Orben Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	2205 Pine St : Webster St - Orben Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	2319 Pine St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		13 Yes
5	2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		15 No
5	2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		16 No
5	733 Polk St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	825 Polk St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Live
5	825 Polk St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	840 Polk St : Olive St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
5	1975 Post St : Avery St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
5	1970 Post St : Avery St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
5	2181 Post St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
5	556 Scott St : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
5	1102 Scott St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
5	1600 Scott St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
5	479 Steiner St : Page St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 1910 Steiner St : Bush St - Wilmot St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	5 1955 Steiner St : Wilmot St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	5 1955 Steiner St : Wilmot St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	5 1615 Sutter St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 1688 Sutter St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	5 1771 Sutter St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 1881 Sutter St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	5 1840 Sutter St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	5 165 Turk St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 124 Turk St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 201 Turk St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	5 391 Turk St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 499X Turk St : Dodge Pl - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
	5 1001 Turk St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
	5 1499 Turk St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		11 No
	5 1620 Turk St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1724 Turk St : Scott St - Seymour St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		12 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		13 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		15 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		16 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		17 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		18 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		19 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		20 No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		21 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		22 Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		10 Yes
	5 155 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	5 202X Van Ness Ave : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		4 No
	5 202X Van Ness Ave : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		6 No
	5 300 Van Ness Ave : Grove St - McAllister St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		6 No
	5 602X Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		3 No
	5 600 Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	5 600 Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 1100X Webster St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		2 Yes
	5 1737 Webster St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	6 525 05th St : Bryant St - Welsh St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	6 163X 06th St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 352-360 06th St : Shipley St - Clara St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 333 07th St : Folsom St - Cleveland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 375 07th St : Cleveland St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	6 38 08th St : Stevenson St - Mission St	Planting Site (plant) :: Planting site (plant)	Front Yard : Cutout : Empty		1 No
	6 290 08th St : Clementina St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 35 09th St : Market St - Jessie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 35 09th St : Market St - Jessie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	6 325 09th St : Folsom St - Ringold St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	6 151 10th St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	6 180 11th St : Natoma St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 333 11th St : Folsom St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	6 2x 12th St : Market St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 288 12th St : Kissling St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 399X 12th St : Bernice St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 24 Bernice St : 12th St - 13th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 98 Brady St : Colton St - Otis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 690x Bryant St : 04th St - 05th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	6 701 Bryant St : 05th St - Oak Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 271 Clara St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		1 No
	6 466 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 490x Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	6 490x Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 469 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 436 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 436 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 264 Dore St : Harrison St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 700 Folsom St : 03rd St - Mabini St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		16 Yes
	6 1425 Folsom St : 10th St - Juniper St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 639 Geary St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		10 No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		9 No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	6 61 Grace St : Mission St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 950 Harrison St : Oak Grove St - Morris St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	6 100 Kissling St : 11th St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	6 54 Lafayette St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 90X Lafayette St : Natoma St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	6 140 Langton St : Decker Aly - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	6 403 Main St : Harrison St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	6 455 Market St : Front St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	6 555 Market St : Bush St - 02nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	6 553 Market St : Bush St - 02nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	6 721 Market St : 03rd St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
6	835 Market St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
6	835 Market St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
6	1231 Market St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
6	1275 Market St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
6	1200 Market St : Hyde St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
6	1220 Market St : Hyde St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	1355 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
6	1390 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		8 Yes
6	1390 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		13 Yes
6	1453 Market St : Polk St - 11th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	1453 Market St : Polk St - 11th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
6	1599x Market St : Page St - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
6	1657 Market St : Brady St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	95 McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
6	98 McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
6	98 McCoppin St : Valencia St - End: 101-114 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	98 McCoppin St : Valencia St - End: 101-114 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		2 Yes
6	701 Minna St : 08th St - 09th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	701 Minna St : 08th St - 09th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
6	1535 Mission St : 11th St - Lafayette St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	1601 Mission St : South Van Ness Ave - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	1601 Mission St : South Van Ness Ave - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 Yes
6	8 Octavia St, Frontage East : Start: Block - Haight St	Planting Site (plant) :: Planting site (plant)	: : Tree		7 Yes
6	8 Octavia St, Frontage East : Start: Block - Haight St	Planting Site (plant) :: Planting site (plant)	: : Tree		8 No
6	27 Otis St : Mission St - Brady St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 Yes
6	27 Otis St : Mission St - Brady St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	132 Russ St : Howard St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	75 Sheridan St : 09th St - 10th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	201x Shipley St : 05th St - Falmouth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	99x South Van Ness Ave : Mission St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	99x South Van Ness Ave : Mission St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	140 South Van Ness Ave : 12th St - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	142 South Van Ness Ave : 12th St - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 Yes
6	410 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
6	482 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
6	414 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
6	482 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
6	30 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	NULL	No
6	2 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		3 No
6	30 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		4 No
6	50 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		5 No
6	100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
6	100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
6	100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		4 Yes
6	1625 Owens St : Unnamed Private - Campus Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
6	1625 Owens St : Unnamed Private - Campus Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		8 Yes
7	1272 03rd Ave : Hugo St - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1366 04th Ave : Irving St - Parnassus Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1264 06th Ave : Hugo St - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1431 06th Ave : Judah St - Kirkham St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1480 07th Ave : Judah St - Kirkham St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
7	1980 08th Ave : Linares Ave - Pacheco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		1 Yes
7	1231 09th Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1392 09th Ave : Irving St - Judah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1550 10th Ave : Kirkham St - Lawton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
7	1448 11th Ave : Judah St - Kirkham St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1227 14th Ave : Lincoln Way - Irving St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	2035 15th Ave : Pacheco St - Quintara St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 No
7	2541 15th Ave : Ulloa St - Vicente St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
7	2974 19th Ave : Sloat Blvd - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
7	66 Aerial Way : Pacheco St - Funston Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree		2 No
7	3602 Alemany Blvd : Brotherhood Way - Victoria St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
7	700X Brotherhood Way : Junipero Serra Blvd Off Ramp - Chun	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		4 No
7	325 Castenada Ave : San Marcos Ave - Unnamed #032	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 No
7	407 Castenada Ave : Montalvo Ave - End: Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		1 No
7	118 Circular Ave : Monterey Blvd - Hearst Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	159 Dorantes Ave : San Marcos Ave - Montalvo Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		3 Yes
7	628 Edna St : Monterey Blvd - Joost Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
7	634 Edna St : Monterey Blvd - Joost Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	179 Eucalyptus Dr : Gladiolus Ln - 19th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
7	458 Flood Ave : Foerster St - Genessee St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
7	408 Foerster St : Monterey Blvd - Joost Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
7	81 Forest Side Ave : Taraval St - Ulloa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	35 Forest Side Ave : Taraval St - Ulloa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
7	19 Forest Side Ave : Taraval St - Ulloa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	50 Garcia Ave : Idora Ave - Pacheco St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		5 No
7	290 Granada Ave : Holloway Ave - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
7	264 Granville Way : Public Park - Claremont Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	264 Granville Way : Public Park - Claremont Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
7	150 Hearst Ave : Baden St - Congo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	154 Hearst Ave : Baden St - Congo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	138 Hearst Ave : Baden St - Congo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
7	350 Hearst Ave : Detroit St - Edna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	451 Hearst Ave : Edna St - Foerster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
7	618624 Hearst Ave : Genessee St - Ridgewood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	233 Hugo St : 03rd Ave - 04th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	145 Irving St : 02nd Ave - 03rd Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
7	642 Irving St : 07th Ave - 08th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1104 Irving St : 12th Ave - Funston Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1434 Irving St : 15th Ave - 16th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1704 Irving St : 18th Ave - 19th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	297 Joost Ave : Baden St - Congo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	100 Judah St : 06th Ave - 07th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree		1 Yes
7	152 Judson Ave : Detroit St - Edna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	148 Judson Ave : Detroit St - Edna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	148 Judson Ave : Detroit St - Edna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
7	360 Jules Ave : De Montfort Ave - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	551 Junipero Serra Blvd : Paloma Ave - Winston Dr	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 Yes
7	300 Junipero Serra Blvd : Ocean Ave - Stonecrest Dr	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 No
7	1400X Junipero Serra Blvd : Junipero Serra Blvd Off Ramp - Jui	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		20 No
7	1400X Junipero Serra Blvd : Junipero Serra Blvd Off Ramp - Jui	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		22 No
7	1400X Junipero Serra Blvd : Junipero Serra Blvd Off Ramp - Jui	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		23 No
7	1400X Junipero Serra Blvd : Junipero Serra Blvd Off Ramp - Jui	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		24 No
7	1400X Junipero Serra Blvd : Junipero Serra Blvd Off Ramp - Jui	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		25 No
7	1400X Junipero Serra Blvd : Junipero Serra Blvd Off Ramp - Jui	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		26 No
7	128 Kirkham St : 05th Ave - 06th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	350 Laguna Honda Blvd : Plaza St - Dewey Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
7	642 Lawton St : 12th Ave - Funston Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
7	310 Magellan Ave : Unnamed 036 - Dorantes Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		3 No
7	673 Mangels Ave : Genessee St - Ridgewood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	218 Marietta Dr : Arroyo Way - El Sereno Ct	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Abandoned		1 No
7	300x Marietta Dr : Arroyo Way - El Sereno Ct	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		27 No
7	147 Monterey Blvd : Acadia St - Baden St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
7	160 Monterey Blvd : Acadia St - Baden St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
7	247 Monterey Blvd : Baden St - Congo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	234 Monterey Blvd : Baden St - Congo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	371 Monterey Blvd : Congo St - Detroit St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
7	330 Monterey Blvd : Congo St - Detroit St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	747 Monterey Blvd : Genessee St - Ridgewood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	349x Moraga St : 09th Ave - 10th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	863X Ocean Ave : Howth St - Geneva Ave	Planting Site (plant) :: Planting site (plant)	Side Yard : Yard : Empty	NULL	No
7	1801 Ocean Ave : Dorado Ter - Ashton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
7	1801 Ocean Ave : Dorado Ter - Ashton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
7	1205 Plymouth Ave : Ocean Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
7	222 Ridgewood Ave : Monterey Blvd - Joost Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
7	222 Ridgewood Ave : Monterey Blvd - Joost Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
7	222 Ridgewood Ave : Monterey Blvd - Joost Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	33 Rockwood Ct : Rockaway Ave - End: 01-99 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree		3 Yes
7	121X San Marcos Ave : Castenada Ave - Santa Rita Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		1 Yes
7	121X San Marcos Ave : Castenada Ave - Santa Rita Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		2 No
7	99x San Marcos Ave : Castenada Ave - Santa Rita Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		24 No
7	99x San Marcos Ave : Castenada Ave - Santa Rita Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		25 No
7	99x San Marcos Ave : Castenada Ave - Santa Rita Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		26 No
7	314 Staples Ave : Foerster St - Genessee St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
7	553 Staples Ave : Phelan Ave - Hazelwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Tree		1 No
7	1350 Ulloa St : 14th Ave - 15th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 No
7	1427 Ulloa St : 15th Ave - 16th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	80X Junipero Serra Blvd : Woodacre Dr - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		21 No
7	80X Junipero Serra Blvd : Woodacre Dr - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 No
7	80X Junipero Serra Blvd : Woodacre Dr - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		15 Yes
7	80X Junipero Serra Blvd : Woodacre Dr - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Median : Yard : Tree		8 No
7	80X Junipero Serra Blvd : Woodacre Dr - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		20 No
7	300 Junipero Serra Blvd : Eucalyptus Dr - Rossmoor Dr	Planting Site (plant) :: Planting site (plant)	Median : Yard : Empty		47 No
7	2 Vasquez Ave : Woodside Ave - Laguna Honda Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
7	2 Vasquez Ave : Woodside Ave - Laguna Honda Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		1 No
7	201 Vicente St : Madrone Ave - Forest Side Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
7	539 Vicente St : 16th Ave - 17th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
7	200 Wawona St : Vicente St - 14th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
7	257 Wawona St : Vicente St - 14th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
7	1590 Portola Dr : Start: Block - 15th Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		1 Yes
8	1034 14th St : Divisadero St - Roosevelt Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
8	2166 15th St : Sanchez St - Noe St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	3299 16th St : Spencer Aly - Dolores St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	3265 16th St : Spencer Aly - Dolores St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
8	3620 16th St : Market St - Castro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	4050 17th St : 17th St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
8	4124 18th St : Castro St - Collingwood St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	4321 18th St : Diamond St - Eureka St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	4509 18th St : Douglass St - Ord St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	4551 18th St : Ord St - Hattie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	4012 19th St : Noe St - Hartford St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	4000 19th St : Noe St - Hartford St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
8	4134 19th St : Castro St - Collingwood St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 Yes
8	4110 21st St : Diamond St - Eureka St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
8	3415 22nd St : Guerrero St - Ames St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	3415 22nd St : Guerrero St - Ames St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
8	3931 22nd St : Castro St - Collingwood St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	3647 23rd St : Ames St - Fair Oaks St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
8	3783 24th St : Chattanooga St - Church St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
8	4162 24th St : Castro St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	4282 25th St : Castro St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
8	4207 25th St : Castro St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	3873 26th St : Dolores St - Church St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	4056 26th St : Sanchez St - Noe St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	4219 26th St : Castro St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	367 27th St : Church St - Sanchez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Empty	1	No
8	576 28th St : Castro St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	612 28th St : Diamond St - Douglass St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
8	612 28th St : Diamond St - Douglass St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
8	559 29th St : Noe St - Castro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	278 30th St : Chenery St - Church St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	500 30th St : Noe St - Laidley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	500 30th St : Noe St - Laidley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
8	500 30th St : Noe St - Laidley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
8	500 30th St : Noe St - Laidley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
8	500 30th St : Noe St - Laidley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	No
8	1240 Alemany Blvd : Lyell St - Silver Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	1384 Alemany Blvd : Silver Ave - Tingley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	252 Alma St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
8	252 Alma St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	246 Alma St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	246 Alma St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
8	36 Amber Dr : Duncan St - Cameo Way	Planting Site (plant) :: Planting site (plant)	Front Yard : Yard : Abandoned	8	Yes
8	17 Amethyst Way : Amber Dr - Turquoise Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	Yes
8	1223 Arguello Blvd : Lincoln Way - Hugo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	3807X Cesar Chavez St : Dolores St - Church St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	3811 Cesar Chavez St : Dolores St - Church St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	824 Ashbury St : Frederick St - Piedmont St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	205 Beacon St : Miguel St - Harry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
8	77 Beaver St : Noe St - Castro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	45 Belcher St : Duboce Ave - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	140 Belgrave Ave : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty	1	No
8	414 Belvedere St : Parnassus Ave - Grattan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
8	570 Belvedere St : Rivoli St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	19 Beulah St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	800x Bosworth St : Lippard Ave - Chilton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
8	100X Castro St : 14th St - Henry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
8	444 Castro St : Market St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	1333 Castro St : 24th St - Jersey St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1333 Castro St : 24th St - Jersey St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	1711 Castro St : 26th St - Cesar Chavez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	237 Chattanooga St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	119 Church St : Duboce Ave - Reservoir St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	161 Church St : Reservoir St - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
8	160 Church St : Reservoir St - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	237 Church St : Market St - 15th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	348 Church St : 15th St - 16th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	950 Church St : Hill St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
8	1134 Church St : 23rd St - Elizabeth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1614 Church St : 28th St - Valley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1740 Church St : 29th St - Day St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1780 Church St : Day St - 30th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	1799 Church St : Day St - 30th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	1837 Church St : 30th St - Randall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1025 Clayton St : Parnassus Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1098 Clayton St : Parnassus Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
8	449 Clipper St : Castro St - Diamond St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	102 Conrad St : Arbor St - Poppy Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	306 Corbett Ave : Mars St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	388 Corbett Ave : 19th St - Clayton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	26 Cumberland St : Guerrero St - Dolores St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	30 Cumberland St : Guerrero St - Dolores St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	207 Day St : Church St - Sanchez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	308 Day St : Sanchez St - Noe St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	344 Day St : Sanchez St - Noe St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	3 Diamond St : 17th St - Market St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	206 Diamond St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	219 Diamond St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
8	1308 Diamond St : Cesar Chavez St - 27th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Pot : Empty	1	No
8	1309 Diamond St : Cesar Chavez St - 27th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	35 Dolores St : Clinton Park - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
8	266 Dolores St : Alert Aly - 16th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
8	500X Dolores St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
8	500X Dolores St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	No
8	861 Dolores St : 21st St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	848 Dolores St : 21st St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	1041 Dolores St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1069 Dolores St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	1040 Dolores St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
8	1422 Dolores St : 27th St - Duncan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	1461X Dolores St : Duncan St - 28th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
8	1790 Dolores St : 30th St - San Jose Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1792 Dolores St : 30th St - San Jose Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	889 Douglass St : Jersey St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	247 Downey St : Frederick St - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	253 Downey St : Frederick St - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	460 Duboce Ave : Belcher St - Sanchez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	545 Duboce Ave : Steiner St - Walter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
8	109 Edgewood Ave - Farnsworth Ln - Belmont Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
8	332 Eureka St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
8	490 Eureka St : 21st St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	75 Farnsworth Ln : Edgewood Ave - End: 50-99 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 Yes
8	115 Frederick St : Masonic Ave - Delmar St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	115 Frederick St : Masonic Ave - Delmar St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		0 Yes
8	435 Frederick St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	159 Gold Mine Dr : Ora Way - Opalo Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	200 Grattan St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
8	150 Guerrero St : Clinton Park - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	200x Guerrero St : 14th St - 15th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		3 Yes
8	200x Guerrero St : 14th St - 15th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		2 Yes
8	680 Guerrero St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	1000x Guerrero St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		12 No
8	1000x Guerrero St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		13 No
8	1000x Guerrero St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		15 Yes
8	1100x Guerrero St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		4 Yes
8	100 Haight St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	215X Haight St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	84 Hartford St : 17th St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	122 Henry St : Noe St - Castro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
8	200 Henry St : Castro St - End: 200-299 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
8	200 Henry St : Castro St - End: 200-299 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
8	282 Hermann St : Church St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	546 Jersey St : Diamond St - Douglass St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	350 Laidley St : Miguel St - Mateo St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	489X Laidley St : Mateo St - Roanoke St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	427 Laidley St : Mateo St - Roanoke St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
8	24 Landers St : 14th St - 15th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	110 Mangels Ave : Baden St - Nordhoff St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
8	2029 Market St : Dolores St - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
8	2600 Market St : Diamond St - Eureka St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	1506 Masonic Ave : Java St - Piedmont St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	232 Miguel St : Laidley St - Chenery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	224 Miguel St : Laidley St - Chenery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	310 Miguel St : Chenery St - Arlington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
8	127 Noe St : 14th St - Henry St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	300 Noe St : Market St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
8	300 Noe St : Market St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
8	1010 Noe St : 23rd St - Elizabeth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	1449 Noe St : 27th St - Duncan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	1474 Noe St : Duncan St - 28th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	1519 Noe St : 28th St - Valley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	1590 Noe St : Valley St - 29th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	1558 Noe St : Valley St - 29th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	6x Octavia St, Frontage West : Waller St - Haight St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Abandoned		13 No
8	16 Parnassus Ave : Clayton St - Belvedere St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		1 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		2 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		3 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		4 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		5 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		6 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		7 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		8 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		9 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		10 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		11 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		13 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		14 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		15 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		16 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		17 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		18 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		19 Yes
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		20 No
8	100X Portola Dr : Market St - Diamond Heights Blvd	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		21 No
8	420X Portola Dr : Portola Dr - Glenview Dr	Planting Site (plant) :: Planting site (plant)	Median : Yard : Empty		8 Yes
8	64 Potomac St : Start: 01-99 Block - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
8	9 Ramona St : 14th St - 15th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	203 Randall St : Whitney St - Sanchez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	201 Rivoli St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	201 Rivoli St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
8	101 Roanoke St : Laidley St - Chenery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	214 Roanoke St : Chenery St - Arlington St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
8	18 Roosevelt Way : 14th St - Buena Vista Ter	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		4 No
8	264 Sanchez St : Market St - 16th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
8	390 Sanchez St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
8	1210 Sanchez St : 25th St - Clipper St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	1350 Sanchez St : Cesar Chavez St - 27th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	1360 Sanchez St : Cesar Chavez St - 27th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
8	1360 Sanchez St : Cesar Chavez St - 27th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
8	1480 Sanchez St : Duncan St - 28th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	1534 Sanchez St : 28th St - Valley St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
8	1697 Sanchez St : Day St - 30th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
8	1697 Sanchez St : Day St - 30th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
8	1210 Shrader St : Grattan St - Alma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
8	1210 Shrader St : Grattan St - Alma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
8	216 Sussex St : Conrad St - Swiss Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	704 Waller St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
8	704 Waller St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
8	236 Whitney St : Fairmount St - Chenery St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1253 Willard St : Frederick St - Carl St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1569 Willard St : Belmont Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1531 Willard St : Belmont Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
8	1525 Willard St : Belmont Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
8	1505 Willard St : Belmont Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	46 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	38 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	12 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	29 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	35 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
8	59 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
8	63 Woodland Ave : Parnassus Ave - Woodland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
8	101 Woodland Ave : Woodland Ave - Willard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
9	1575 15th St : Minna St - Mission St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
9	2940 16th St : South Van Ness Ave - Capp St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
9	2901X 16th St : South Van Ness Ave - Capp St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2940 16th St : South Van Ness Ave - Capp St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
9	2701 17th St : Bryant St - Florida St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
9	2701 17th St : Bryant St - Florida St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	Yes
9	3153 17th St : Shotwell St - South Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
9	3269 17th St : Capp St - Mission St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	3388 17th St : Hoff St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
9	3445 17th St : Valencia St - Albion St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
9	2699 18th St : Hampshire St - York St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
9	2750 18th St : York St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
9	3149 18th St : Harrison St - Treat Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3417 18th St : Mission St - San Carlos St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3505 19th St : Valencia St - Lapidge St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
9	3331 20th St : Folsom St - Shotwell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3590 20th St : Lexington St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	2979 21st St : Treat Ave - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	3025 21st St : Folsom St - Shotwell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	2700 24th St : Potrero Ave - Hampshire St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	2950 24th St : Alabama St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2962 24th St : Alabama St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3255X 24th St : Capp St - Lilac St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	3315 24th St : Mission St - Osage Aly	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	2616 25th St : San Bruno Ave - Utah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
9	3000X 25th St : Florida St - Alabama St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3000X 25th St : Florida St - Alabama St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	3000X 25th St : Florida St - Alabama St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	3100 25th St : Harrison St - Balmly St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	8	No
9	3100 25th St : Balmly St - Treat Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	Yes
9	3364 25th St : Capp St - Lilac St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
9	1086 Alabama St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	1242 Alabama St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	135 Albion St : 16th St - Camp St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	400X Alemany Blvd : Folsom St - I-280 S Off Ramp	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	No
9	400X Alemany Blvd : Folsom St - I-280 S Off Ramp	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	10	No
9	2861 Cesar Chavez St : Hampshire St - York St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2865 Cesar Chavez St : Hampshire St - York St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3215 Cesar Chavez St : Folsom St - Shotwell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	12	No
9	3342 Cesar Chavez St : South Van Ness Ave - Mission St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	3330 Cesar Chavez St : South Van Ness Ave - Mission St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
9	3415 Cesar Chavez St : Mission St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3400x Cesar Chavez St : Mission St - Valencia St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	4	No
9	3400x Cesar Chavez St : Mission St - Valencia St	Planting Site (plant) :: Planting site (plant)	Median : Yard : Empty	13	Yes
9	1348 Bacon St : Amherst St - Cambridge St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	115 Bartlett St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	180 Bartlett St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	203 Bartlett St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	203 Bartlett St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	481 Bartlett St : 25th St - 26th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	186 Bradford St : Powhattan Ave - Cortland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	80X Brewster St : MacEdonia St - Rutledge St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	80X Brewster St : MacEdonia St - Rutledge St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
9	1736 Bryant St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	330 Burrows St : Brussels St - Goettingen St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
9	423 Burrows St : Goettingen St - Somersset St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	No
9	423 Burrows St : Goettingen St - Somersset St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	No
9	767 Burrows St : Hamilton St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	751 Burrows St : Hamilton St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	751 Burrows St : Hamilton St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
9	751 Burrows St : Hamilton St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
9	89 Capp St : Adair St - 16th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	1230 Cortland Ave : Prentiss St - Nevada St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	1499X Cortland Ave : Bronte St - Bradford St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	519 Crescent Ave : Moultrie St - Anderson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	616 Dwight St : Hamilton St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
9	299X Elsie St : Eugenia Ave - Cortland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	322 Elsie St : Santa Marina St - Holly Park Cir	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	1199x Eugenia Ave : Ellsworth St - Gates St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
9	239 Felton St : Brussels St - Goettingen St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	850 Florida St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	1200 Florida St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
9	1200 Florida St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
9	1800 Folsom St : 14th St - 15th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
9	2404 Folsom St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2430 Folsom St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	2951 Folsom St : 25th St - 26th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	560 Franconia St : Mayflower St - Powhattan Ave	Planting Site (plant) :: Planting site (plant)	Front Yard : Cutout : Empty	1	No
9	100x Guerrero St : Duboce Ave - Clinton Park	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	1	No
9	100x Guerrero St : Brosnan St - 14th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	12	No
9	307 Guerrero St : 15th St - 16th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	823 Guerrero St : 20th St - Liberty St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	354 Hale St : Boylston St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
9	801 Hampshire St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	1025 Hampshire St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	1001 Hampshire St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	2495 Harrison St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2500 Harrison St : 21st St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2807 Harrison St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
9	475 Holyoke St : Bacon St - Wayland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
9	475 Holyoke St : Bacon St - Wayland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	Yes
9	90 Leese St : Park St - Richland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	140 Mansell St : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	642 Mansell St : Hamilton St - Bowdoin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
9	700X Mansell St : Bowdoin St - Dartmouth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
9	2400 Mariposa St : Potrero Ave - Hampshire St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
9	2038 Mission St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	2250 Mission St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2577 Mission St : 21st St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2750 Mission St : 22nd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2811 Mission St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	3333 Mission St : 29th St - Virginia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
9	250 Moultrie St : Powhattan Ave - Eugenia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	530 Moultrie St : Jarboe Ave - Tompkins Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	538 Moultrie St : Jarboe Ave - Tompkins Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	538 Moultrie St : Jarboe Ave - Tompkins Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	837 Moultrie St : Crescent Ave - Moultrie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	125 Mullen Ave : Peralta Ave - Unnamed #186	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	239 Mullen Ave : Franconia St - Montcalm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	475 Nevada St : Tompkins Ave - Ogden Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	180X Peralta Ave : Florida St - Mullen Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	111 Potrero Ave : Alameda St - 15th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	806 Potrero Ave : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
9	848 Potrero Ave : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	1400 Potrero Ave : 25th St - Hwy 101 S On Ramp	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
9	282 Precita Ave : Shotwell St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	531 Precita Ave : Alabama St - Florida St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	170X Prospect Ave : Esmeralda Ave - Virginia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	212 Richland Ave : Leese St - Murray St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	2380 San Bruno Ave : Hale St - Silver Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
9	2715 San Bruno Ave : Bacon St - Wayland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
9	759X San Jose Ave : 29th St - 30th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	8	No
9	765X San Jose Ave : 29th St - 30th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	No
9	640 Shotwell St : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	629 South Van Ness Ave : 17th St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	1245 South Van Ness Ave : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
9	1515 South Van Ness Ave : 26th St - Cesar Chavez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
9	1515 South Van Ness Ave : 26th St - Cesar Chavez St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	599 University St : Bacon St - Wayland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
9	1450 Utah St : 25th St - End: 1400-1499 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
9	299 Valencia St : Brosnan St - 14th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
9	508 Valencia St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
9	824 Valencia St : 19th St - Cunningham Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	883 Valencia St : Cunningham Pl - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
9	58X Virginia Ave : Mission St - Coleridge St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	1	No
9	2x Virginia Ave : Mission St - Coleridge St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
9	780 Woolsey St : Dartmouth St - Colby St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	12	No
9	780 Woolsey St : Colby St - University St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	14	No
9	780 Woolsey St : Colby St - University St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	15	No
9	780 Woolsey St : Colby St - University St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	21	Yes
9	481 Yale St : Start: 400-499 Block - Wayland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
9	585 York St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
9	1669 York St : Montcalm St - Holladay Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
10	2011 03rd St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
10	2472 03rd St : 20th St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
10	2565 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
10	2525 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	2573 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
10	2585 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	5701 03rd St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
10	6212 03rd St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
10	2233 17th St : San Bruno Ave - Utah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
10	751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
10	751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
10	2100x 19th St : Kansas St - Vermont St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
10	2051 23rd St : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
10	2030 23rd St : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
10	2250 24th St : Rhode Island St - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
10	2625 24th St : Utah St - Potrero Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	420 Alpha St : Raymond Ave - Leland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	420 Alpha St : Raymond Ave - Leland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
10	200X Arkansas St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
10	354 Arkansas St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
10	1450 Armstrong Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
10	1500 Armstrong Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
10	1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
10	1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
10	1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	No
10	1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	12	No
10	1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	13	No
10	1501 Bancroft Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
10	1501 Bancroft Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
10	2095 Bancroft Ave : Phelps St - Quint St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	72 Bertha Ln : Harbor Rd - Hudson Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	No
10	1940 Bryant St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
10	539 Campbell Ave : Rutland St - Delta St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	7 Carpenter Ct : Start: 01-11 Block - Whitney Young Cir	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	75 Carr St : Paul Ave - Salinas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
10	1420 Carroll Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
10	1420 Carroll Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
10	1500X Carroll Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
10	201X Cashmere St : Whitney Young Cir - La Salle Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	14	Yes
10	27 Commer Ct : Start: 01-99 Block - Garlington Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	Yes
10	727 De Haro St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
10	886 De Haro St : 20th St - Southern Heights Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
10	50 Dedman Ct : Whitney Young Cir - Dedman Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
10	1301 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	1380 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	NULL	Yes
10	1329 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
10	1329 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
10	1329 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
10	1100X Evans Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
10	1301 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
10	1301 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	Yes
10	1241 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
10	1201 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
10	1301 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	No
10	1201 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
10	1241 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
10	1300 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	20	No
10	1300 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	23	No
10	1300 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	28	No
10	1300 Evans Ave : Keith St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	47	No
10	1499 Evans Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
10	1400 Evans Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
10	1400 Evans Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
10	1498 Evans Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
10	1498 Evans Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
10	1498 Evans Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
10	1501 Evans Ave : Newhall St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
10	1501 Evans Ave : Newhall St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
10	40 Exeter St : Paul Ave - Salinas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
10	1300X Fairfax Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
10	1395 Fairfax Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
10	1395 Fairfax Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
10	1182x Fitzgerald Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	1270 Fitzgerald Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
10	1 Flora St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
10	1 Flora St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
10	1 Flora St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
10	1555 Galvez Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
10	1444 Galvez Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
10	1444 Galvez Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
10	1442 Galvez Ave : Mendell St - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
10	41 Garlington Ct : La Salle Ave - Commer Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	No
10	1199 Goettingen St : Ward St - Harkness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
10	1199 Goettingen St : Ward St - Harkness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	2	No
10	1298 Goettingen St : Wilde Ave - Alpha St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
10	1298 Goettingen St : Wilde Ave - Alpha St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	2	No
10	1298 Goettingen St : Wilde Ave - Alpha St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	3	No
10	1298 Goettingen St : Wilde Ave - Alpha St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	4	No
10	2 Harkness Ave : San Bruno Ave - Girard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
10	2 Harkness Ave : San Bruno Ave - Girard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
10	140 Harkness Ave : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
10	144 Harkness Ave : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
10	231 Harkness Ave : Brussels St - Goettingen St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
10	230 Harkness Ave : Brussels St - Goettingen St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	Yes
10	978 Hollister Ave : Start: 900-999 Block - Hawes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
10	1099 Hollister Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	Yes
10	1091 Hollister Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	Yes
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	2	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		3 Yes
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		4 Yes
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		5 Yes
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		6 No
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		7 No
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		8 No
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		9 No
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		10 No
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		11 No
10	35 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
10	65 Hudson Ave : Start: 1000-1029 Block - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
10	1200 Ingalls St : Beatrice Ln - La Salle Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		10 No
10	1801 Ingalls St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	1920 Ingalls St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
10	1920 Ingalls St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
10	1920 Ingalls St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	1925 Ingalls St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	2220X Ingalls St : Wallace Ave - Yosemite Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	2401X Ingalls St : Armstrong Ave - Bancroft Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
10	2400X Ingalls St : Armstrong Ave - Bancroft Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
10	2400X Ingalls St : Armstrong Ave - Bancroft Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	3212 Ingalls St : Ingerson Ave - Jamestown Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
10	3225 Ingalls St : Ingerson Ave - Jamestown Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	917 Ingerson Ave : Hawes St - Redondo St	Planting Site (plant) :: Planting site (plant)	Front Yard : Yard : Tree		1 Yes
10	923 Ingerson Ave : Hawes St - Redondo St	Planting Site (plant) :: Planting site (plant)	unknown : Yard : Tree		3 Yes
10	100 Jennings St : Cargo Way - Burke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		3 Yes
10	100 Jennings St : Cargo Way - Burke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		8 Yes
10	100 Jennings St : Cargo Way - Burke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		11 Yes
10	2000 Jennings St : Underwood Ave - Van Dyke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
10	2500X Jennings St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
10	2500X Jennings St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
10	2500X Jennings St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
10	2500X Jennings St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
10	2500X Jennings St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 No
10	2500X Jennings St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 No
10	3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
10	3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
10	3125 Jennings St : Hollister Ave - Ingerson Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		3 Yes
10	350 Kansas St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
10	650x Kansas St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 Yes
10	1081 Kansas St : 22nd St - Humboldt St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	1165 Kansas St : Humboldt St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	1582 La Salle Ave : Cashmere St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree		3 No
10	1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	1800 Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
10	1898x Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
10	1898x Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
10	1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		2 No
10	1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		3 No
10	1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		1 No
10	2001X Lane St : Underwood Ave - Van Dyke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	NULL	Yes
10	2 Madera St : Arkansas St - Wisconsin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
10	2 Madera St : Arkansas St - Wisconsin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
10	145 Mansell St : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
10	451 Mansell St : Somerset St - Holyoke St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	501 Mansell St : Holyoke St - Hamilton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	1208 Mariposa St : Texas St - Missouri St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	1487 McKinnon Ave : Start: 1400-1499 Block - Lane St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	50 Mendell St : Cargo Way - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
10	200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Landscaping		2 No
10	200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
10	200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
10	200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
10	200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 No
10	400X Mendell St : Evans Ave - Fairfax Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	424 Mississippi St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	226 Missouri St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	2X Newhall St : Jennings St - End: 01-99 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 Yes
10	595X Newhall St : Fairfax Ave - Galvez Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	1100 Newhall St : La Salle Ave - McKinnon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
10	1221 Newhall St : McKinnon Ave - Newcomb Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	1500 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	1508 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
10	1514 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 No
10	2193 Oakdale Ave : Selby St - Toland St	Planting Site (plant) :: Planting site (plant)	: : Tree		16 Yes
10	1734X Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	1771 Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
10	1767 Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	144 Peabody St : Visitacion Ave - Sunnydale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	50 Pomona St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 No
10	50 Pomona St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
10	995 Potrero Ave : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		11 No
10	1198 Potrero Ave : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No

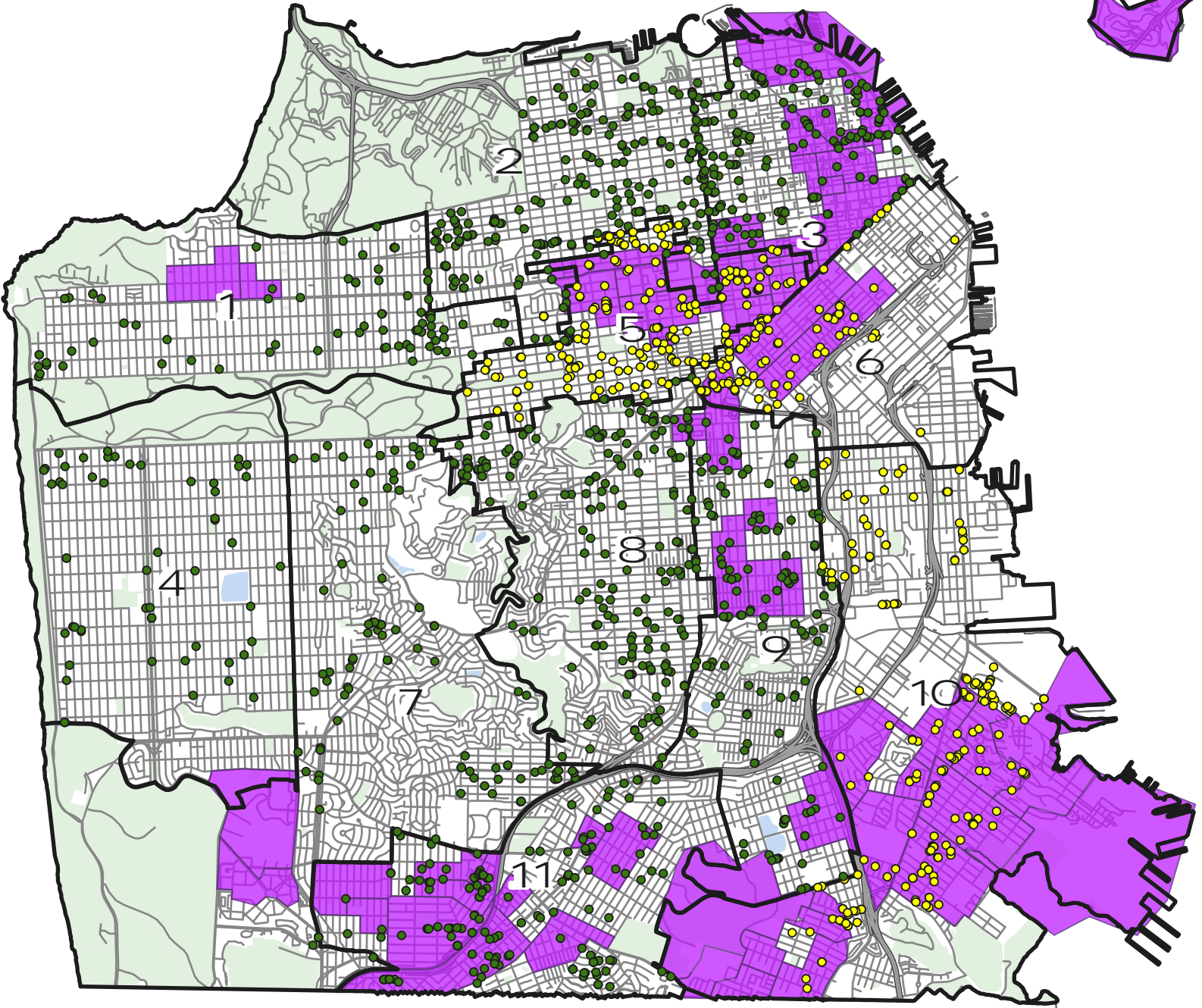
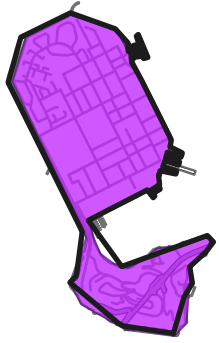
District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
10	1235 Quesada Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	1615 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	1618 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	1627 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	60 Reuel Ct : Hudson Ave - Reuel Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 Yes
10	3219 San Bruno Ave : Mansell St - Ordway St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
10	1200x Shafter Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		1 No
10	1751 Silver Ave : Elmira St - Ledyard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
10	2345X Silver Ave : Quesada Ave - Quint St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 No
10	45 Southern Heights Ave : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		3 No
10	500x Sunnysdale Ave : Talbert St - Peabody St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	333 Teddy Ave : Delta St - Elliot St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	1388 Tennessee St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
10	1388 Tennessee St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
10	1325x Thomas Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	610 Thornton Ave : Bridgeview Dr - Ledyard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	422 Utah St : 17th St - Mariposa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	1373 Utah St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	1301 Utah St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
10	1346 Vermont St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	23 Wheat St : Paul Ave - Bay Shore Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	150 Wilde Ave : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	318 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	324 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	367 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	330 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	300 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
10	800 Wisconsin St : 22nd St - Madera St	Planting Site (plant) :: Planting site (plant)	: : Empty		1 No
11	1132x Alemany Blvd : Rousseau St - Admiral Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		1 No
11	1132x Alemany Blvd : Rousseau St - Admiral Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		3 Yes
11	1132x Alemany Blvd : Rousseau St - Admiral Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		4 Yes
11	1447 Alemany Blvd : Tingley St - Theresa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
11	1500x Alemany Blvd : Cotter St - Santa Rosa Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Potential		6 Yes
11	1700 Alemany Blvd : San Juan Ave - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
11	1700 Alemany Blvd : San Juan Ave - Ocean Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty		3 Yes
11	1985 Alemany Blvd : Onondaga Ave - Seneca Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
11	1985 Alemany Blvd : Onondaga Ave - Seneca Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 Yes
11	1998 Alemany Blvd : Oneida Ave - Seneca Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
11	2400X Alemany Blvd : Mount Vernon Ave - Ottawa Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		7 No
11	2600X Alemany Blvd : Foote Ave - Naglee Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		7 No
11	2600x Alemany Blvd : Foote Ave - Naglee Ave	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		13 No
11	2849X Alemany Blvd : Naglee Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		12 No
11	2700 Alemany Blvd : Naglee Ave - Whipple Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	137 Ashton Ave : Grafton Ave - Holloway Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
11	129 Ashton Ave : Grafton Ave - Holloway Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 No
11	478 Athens St : Brazil Ave - Persia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	822 Brazil Ave : Athens St - Moscow St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	174 Bright St : Stanley St - Randolph St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 No
11	214 Bright St : Randolph St - Sargent St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	164 Brighton Ave : Grafton Ave - Holloway Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	109 Caine Ave : Lakeview Ave - Lobos St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
11	109 Caine Ave : Lakeview Ave - Lobos St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
11	916 Cayuga Ave : Ocean Ave - Valerton Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
11	339 Chicago Way : Naylor St - Cordova St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 No
11	65 Cordova St : Rolph St - Athens St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	57 Cordova St : Rolph St - Athens St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	145 Cordova St : Athens St - Seville St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	NULL	No
11	339 Cordova St : Munich St - Prague St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	309 Cordova St : Munich St - Prague St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	39 Curtis St : Rolph St - Morse St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	165 De Long St : Rhine St - Wilson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		4 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		5 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		6 No
11	221 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		7 No
11	215 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
11	215 De Long St : Wilson St - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
11	21 Drake St : Munich St - Prague St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	247 Edinburg St : Avalon Ave - Excelsior Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	399 Ellington Ave : Dichiera Ct - Naglee Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	375 Ellington Ave : Dichiera Ct - Naglee Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	483 Ellington Ave : Naglee Ave - Whipple Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
11	54 Farallones St : San Jose Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	244 Farallones St : Capitol Ave - Orizaba Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	231 Faxon Ave : Lakeview Ave - Grafton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 No
11	1750 Geneva Ave : Linda Vista Stps - Stoneridge Ln	Planting Site (plant) :: Planting site (plant)	Front Yard : Cutout : Empty		3 No
11	1888 Geneva Ave : Stoneridge Ln - Brookdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree		1 No
11	212 Grafton Ave : Brighton Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	515 Grafton Ave : Miramar Ave - Capitol Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
11	629 Grafton Ave : Capitol Ave - Faxon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	89 Granada Ave : Lakeview Ave - Grafton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
11	43 Granada Ave : Lakeview Ave - Grafton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
11	83 Granada Ave : Lakeview Ave - Grafton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	98 Granada Ave : Lakeview Ave - Grafton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		3 Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
11	193 Granada Ave : Grafton Ave - Holloway Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
11	181 Howth St : Geneva Ave - Niagara Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	NULL	Yes
11	299 Howth St : Niagara Ave - Mount Vernon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	NULL	Yes
11	250 Howth St : Niagara Ave - Mount Vernon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	300x Howth St : Mount Vernon Ave - Ridge Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
11	300x Howth St : Mount Vernon Ave - Ridge Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 Yes
11	87 Laura St : Mission St - Huron Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
11	4 Lobos St : Caine Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 Yes
11	48 Lobos St : Caine Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 Yes
11	52 Lobos St : Caine Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		3 Yes
11	58 Lobos St : Caine Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 Yes
11	22 Lobos St : Caine Ave - Plymouth Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		1 Yes
11	149 Lobos St : Plymouth Ave - Capitol Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	139 Lobos St : Plymouth Ave - Capitol Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	137 Lobos St : Plymouth Ave - Capitol Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	490 London St : Persia Ave - Russia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
11	215 Madrid St : Avalon Ave - Excelsior Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	215 Madrid St : Avalon Ave - Excelsior Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
11	782 Madrid St : France Ave - Italy Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	161 Miramar Ave : Grafton Ave - Holloway Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	4016 Mission St : Bosworth St - Trumbull St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	4083 Mission St : Bosworth St - Trumbull St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	4073 Mission St : Bosworth St - Trumbull St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	4298 Mission St : Maynard St - Silver Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		3 No
11	4519 Mission St : Excelsior Ave - Santa Rosa Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	4840 Mission St : Onondaga Ave - France Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
11	5098 Mission St : Amazon Ave - Geneva Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	5736 Mission St : Farragut Ave - Laura St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	5811 Mission St : Oliver St - Lawrence Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	700 Mount Vernon Ave : Louisburg St - Howth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	275 Munich St : Excelsior Ave - Brazil Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	1141 Munich St : Cordova St - Drake St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	1145 Munich St : Cordova St - Drake St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	1195 Munich St : Drake St - Naples St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		2 No
11	1195 Munich St : Drake St - Naples St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty		1 No
11	326 Naglee Ave : Cayuga Ave - End: 300-342 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Yard : Empty		1 No
11	166 Naples St : Peru Ave - Avalon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	219 Naples St : Avalon Ave - Excelsior Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	354 Naples St : Excelsior Ave - Brazil Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	1120 Naples St : Rolph St - Athens St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	40 Naylor St : Munich St - Prague St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	61 Niagara Ave : Mission St - Alemany Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	41 Niagara Ave : Mission St - Alemany Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	645 Niagara Ave : Tara St - Louisburg St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	645 Niagara Ave : Tara St - Louisburg St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		2 No
11	608 Niagara Ave : Tara St - Louisburg St	Planting Site (plant) :: Planting site (plant)	Front Yard : Yard : Potential		1 No
11	745 Niagara Ave : Louisburg St - Howth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	749 Niagara Ave : Louisburg St - Howth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	744 Niagara Ave : Louisburg St - Howth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
11	720 Niagara Ave : Louisburg St - Howth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	700 Niagara Ave : Louisburg St - Howth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	65 Norton St : Mission St - Alemany Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	27 Ocean Ave : Mission St - Persia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
11	27 Ocean Ave : Mission St - Persia Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
11	286 Ocean Ave : Onondaga Ave - Delano Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
11	358 Ocean Ave : Delano Ave - San Jose Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	358 Ocean Ave : Delano Ave - San Jose Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
11	406 Persia Ave : Madrid St - Edinburg St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
11	525 Persia Ave : Edinburg St - Naples St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	502 Plymouth Ave : Lobos St - Minerva St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	60 Rae Ave : Naglee Ave - Whipple Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	80 Rae Ave : Naglee Ave - Whipple Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
11	175 Rae Ave : Whipple Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	545 Randolph St : Arch St - Vernon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	40 Rhine St : De Long St - Wilson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
11	199x Ridge Ln : Tara St - Majestic Ave	Planting Site (plant) :: Planting site (plant)	Unaccepted Street : Yard : Potential		1 Yes
11	199x Ridge Ln : Tara St - Majestic Ave	Planting Site (plant) :: Planting site (plant)	Unaccepted Street : Yard : Potential		2 Yes
11	199x Ridge Ln : Tara St - Majestic Ave	Planting Site (plant) :: Planting site (plant)	Unaccepted Street : Yard : Potential		3 No
11	531 Rolph St : Munich St - Prague St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	500 Rolph St : Munich St - Prague St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	20 Ruth St : Mission St - Watson Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
11	20 Ruth St : Mission St - Watson Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
11	20x Ruth St : Mission St - Watson Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
11	2608 San Jose Ave : Lakeview Ave - Naglee Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
11	2699 San Jose Ave : Naglee Ave - Whipple Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
11	2699 San Jose Ave : Naglee Ave - Whipple Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
11	2799X San Jose Ave : Whipple Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	2799X San Jose Ave : Whipple Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
11	2799X San Jose Ave : Whipple Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
11	2799X San Jose Ave : Whipple Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
11	2799X San Jose Ave : Whipple Ave - Farragut Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
11	227 Santa Rosa Ave : Capistrano Ave - San Gabriel Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 No
11	90x Seville St : Rolph St - Cordova St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
11	90x Seville St : Rolph St - Cordova St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
11	90x Seville St : Rolph St - Cordova St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
11	90x Seville St : Rolph St - Cordova St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
11	129 Shawnee Ave : Delano Ave - Nahua Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree		1 No

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
11	615 Shields St : Vernon St - Ralston St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
11	455 Silver Ave : Madrid St - Edinburg St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	1	No
11	283 Tara St : Niagara Ave - Mount Vernon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
11	312 Tara St : Mount Vernon Ave - Ridge Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
11	322 Tara St : Mount Vernon Ave - Ridge Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
11	123 Trumbull St : Craut St - Congdon St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
11	762 Vienna St : France Ave - Italy Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
11	111 Whipple Ave : Ellington Ave - Rae Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
11	198X Whipple Ave : Rae Ave - Huron Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
11	201X Winding Way : Cordova St - Drake St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
11	201X Winding Way : Cordova St - Drake St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No

E6-372 Tree Planting Sites and Equity Priority Communities

Attachment 3



Legend

- Tree Planting Sites
 - FY23/24 Priority Planting Sites
 - Other Planting Sites
- Equity Priority Communities
- BOS Districts

2023 Prop L 5-Year Prioritization Program

Vision Zero Ramps

Draft Report: October 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency.



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Appendices

- Appendix A: Project Information Forms

1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Vision Zero Ramps is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Vision Zero Ramps as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Vision Zero Ramps. Programmatic improvements to benefit all users of intersections where freeway on- and off-ramps intersect with city streets to support the City’s Vision Zero policy to eliminate traffic deaths. Eligible project types include: new or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals, corner bulb-outs, and new traffic signs and signals. Includes planning, project development, and capital costs. Sponsor Agencies: SFMTA, SFCTA. Total Funding: \$27.5M; EP: \$8M.”

SFMTA stands for the San Francisco Municipal Transportation Agency and SFCTA stands for San Francisco County Transportation Authority.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Vision Zero Ramps, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$2.44 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including emphasizing safety for vulnerable road users where freeways meet city streets.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Feedback from this process echoed the key themes heard during the initial Prop L outreach period, including protection for vulnerable road users to achieve the City's Vision Zero goals.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measure be applied to projects included in the Vision Zero Ramps 5YPP:

- Number of collisions at ramp locations

In addition, we will also collect the following data to help inform our understanding of the proposed performance measure:

- Number of recommended measures implemented (crosswalks painted, pedestrian refuge islands, new traffic signals installed, etc.)
- Number of ramps improved

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors’ proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Vision Zero Ramps is a new program in the Prop L Expenditure Plan.

Table 1 shows the Project Status of open grants under Prop K that are similar to projects eligible for funding under the Vision Zero Ramps program, including signal upgrades recommended in Vision Zero Ramp studies that were completed with Prop K funds.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/21/23)	REMAINING BALANCE (AS OF 9/21/23)	OPEN FOR USE?
SFMTA	Traffic Signal Upgrade Contract 36	Design	2019/20	\$600,000	\$5,000	Yes
SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	Planning	2020/21	\$250,000	\$82,997	
SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project	Design Engineering	2020/21	\$1,050,000	\$1,050,000	

Vision Zero Ramps projects have an established project development path from planning studies to delivery. Under Prop K, the Transportation Authority completed two SOMA Freeway Ramp Intersection Safety Studies (finalized in 2018 and 2019, respectively), with support from Caltrans and SFMTA. The goal of these studies was to improve safety for all travelers, especially the most vulnerable populations, and to support progress towards the City's Vision Zero goal to eliminate traffic fatalities by 2024. The primary delivery strategy for the recommendations has been to work with SFMTA and other partner agencies to include Vision Zero Ramps recommendations in other projects that are already moving forward in the same location or with similar scope (e.g., signal upgrades). That approach seems to be working well as many of the recommendations, which were relatively modest in terms of cost and complexity, have been implemented.

The Transportation Authority also has undertaken Vision Zero-related studies at two I-280 Ramps, the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project and the I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study. The former project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to reduce conflicts and improve safety for all road users. The project team has been working closely with Caltrans, SFMTA, and City College of San Francisco to advance this project, which has experienced delays during the environmental phase, including, but not limited to needing to conduct additional technical studies related to potential hazardous materials. The project team is now ready to advance to the final design phase once it secures additional funds from Prop L.

The Vision Zero Ramps program has identified recommended improvements that range from small-scale striping enhancements to large-scale ramp reconfigurations. For small-scale recommendations, challenges have included coordinating with implementing agencies to ensure inclusion of recommended improvements through other signal and/or corridor projects and then tracking the implementation status of the recommended improvements. Larger-scale recommendations, like ramp reconfigurations, can have very high capital costs and face the full spectrum of delivery challenges - technical, financial, stakeholder support, etc., if they require structures like bridges and retaining walls, for example.

Many Vision Zero ramps projects are likely to cross jurisdictional boundaries and involve multiple agency stakeholders since they are located at the interface of state highways and local streets, requiring additional time and resources to support the necessary coordination and approvals. For example, most freeway ramp projects are subject to Caltrans review and require encroachment permits, which can contribute to lengthy implementation schedules. In general, involving key agency stakeholders from the initial planning work and early project development phases can facilitate a smoother transition to design and implementation.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Vision Zero Ramps 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Vision Zero Ramps ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five-year period. The recommended project list would advance \$1.7M or 322% of the \$756,939 pay-go amount in the first five years of the 30-year program. We anticipated Significant acceleration of funds for the Vision Zero Ramps program, because Prop L funds for the first five years are significantly reduce (e.g. by more than half) compared to year six on, due to Prop K carryforward of remaining grant balances and outstanding debt and because the amount of funds available in this program is small, with only \$10M (in 2020 dollars) available over 30 years.

We are comfortable supporting this level of advancement of funds, as it will have a very small impact on overall financing in the Prop L Strategic Plan. Further, Vision Zero Ramps projects are key to support the City's Vision Zero goal, making it important to move these projects forward now so the public can benefit from the safety improvements sooner rather than later. Additionally, these projects are ready to move into the requested phase(s) and have good leveraging. Finally, the I-280 Southbound Ocean Ave Off-Ramp Improvement and the 13th Street Protected Bike Lanes projects have secured funds from other State funding sources that include timely use of funds deadlines.

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		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
9,10,11	Vision Zero Freeway Ramp Intersection Safety Study Phase 3	5	4	5	3	4	4	25
TBD	Vision Zero Ramps Local Match Placeholder	This is a placeholder. Project will be scored at time of allocation.						
7	I-280 Southbound Ocean Ave Off-Ramp Realignment Project	5	4	3	1	2	4	19
11	I-280 Northbound Geneva Avenue Off-Ramp Improvement Project Environmental	1	0	3	1	0	4	9
11	I-280 Northbound Geneva Avenue Off-Ramp Improvement Project PS&E	1	0	3	1	0	4	9
6,9	13th Street Safety Project	5	4	5	3	4	4	25
Total Possible Score		5	4	5	5	4	4	27

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

	<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>
	<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>
	<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>
	<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>
	<p>Safety: Highest possible score is 4. Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting users of multiple modes (e.g. passenger, pedestrian, cyclist, transit) and projects located on the High Injury Network. Points are based on the safety information presented in the Project Information Form.</p>

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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28) 21- Vision Zero Ramps Programming Year

Pending October 24, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Vision Zero Freeway Ramp Intersection Safety Study Phase 3	Planning/ Conceptual Engineering	\$150,000					\$150,000
SFCTA	Vision Zero Ramps Local Match Placeholder	Planning/ Conceptual Engineering			\$90,000			\$90,000
SFCTA	I-280 Ocean Ave Off-Ramp Realignment	Design Engineering (PS&E)	\$650,000					\$650,000
SFCTA	I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Environmental Studies (PA&ED)	\$200,000					\$200,000
SFCTA	I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Design Engineering (PS&E)				\$350,000		\$350,000
SFMTA	13th Street Protected Bike Lanes	Construction	\$1,000,000					\$1,000,000
Funds Requested in 2023 5YPP			\$2,350,000	\$0	\$90,000	\$0	\$0	\$2,440,000
Cumulative Remaining Programming Capacity			(\$1,593,061)	(\$1,593,061)	(\$1,683,061)	(\$1,683,061)	(\$1,683,061)	(\$1,683,061)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

21- Vision Zero Ramps

Cash Flow (Maximum Annual Reimbursement)

Pending October 24, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Vision Zero Freeway Ramp Intersection Safety Study Phase 3	Planning/ Conceptual Engineering	\$50,000	\$100,000				\$150,000
Vision Zero Ramps Local Match Placeholder	Planning/ Conceptual Engineering			\$45,000	\$45,000		\$90,000
I-280 Ocean Ave Off-Ramp Realignment	Design Engineering (PS&E)		\$325,000	\$325,000			\$650,000
I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Environmental Studies (PA&ED)	\$50,000	\$100,000	\$50,000			\$200,000
I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Design Engineering (PS&E)				\$250,000	\$100,000	\$350,000
13th Street Protected Bike Lanes	Construction		\$500,000	\$500,000			\$1,000,000
Cash Flow Requested in 2023 5YPP		\$100,000	\$1,025,000	\$920,000	\$295,000	\$100,000	\$2,440,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$84,104	\$168,209	\$168,209	\$168,209	\$168,209	\$756,939
Cumulative Remaining Cash Flow Capacity		(\$15,896)	(\$872,687)	(\$1,624,479)	(\$1,751,270)	(\$1,683,061)	(\$1,683,061)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
13th St Safety Project	70.9%	89.9%
I-280 Southbound Ocean Ave Off-Ramp Improvement Project	70.9%	97.9%
I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	70.9%	78.4%
Vision Zero Freeway Ramp Intersection Safety Study Phase 3	70.9%	80.0%
Vision Zero Ramps Project Placeholder	70.9%	0% (Intended to match future grants)
Vision Zero Ramps Program Average	70.9%	94.7%

Expected leveraging for the Vision Zero Ramps program over the life of the 30-year measure is 70.9%. Based on the PIFs, the anticipated leveraging for the proposed projects exceeds the leveraging assumptions for the program at 94.7%. Given the small amount of Prop L funding in this program (\$10 million in 2020\$s) compared to potential costs for construction of the improvements, high leveraging is essential. SFMTA’s 13th Street Safety Project, one of the proposed projects in this 5YPP, is an excellent example with all the funding secured for a \$9.9 million cost (all phases) and a \$1 million request from Prop L to close the construction funding gap.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor		
Project Name:	Vision Zero Freeway Ramp Intersection Safety Study Phase 3	
Implementing Agency:	SFCTA	
Prop L Expenditure Plan Information		
Prop L Program:	21- Vision Zero Ramps	
Prop L Sub-Program (if applicable):		
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	This project will study 14 freeway ramps in the southeast and western parts of San Francisco and analyze their multimodal safety conditions for near- and long-term improvements to improve safety and connectivity along the city's High Injury Network. Improvements at these locations would improve safety, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. The study would look at pedestrian, bike, and motorist safety, in addition to transit access and reliability.	
Project Location and Limits:	Western and southeastern San Francisco; see attached map	
Supervisorial District(s):	District 07, District 08, District 09, District 10, District 11	
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)? Yes
Which EPC(s) is the project located in?	Bayview, Visitacion Valley, Excelsior/Outer Mission, Oceanview-Ingleside	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>San Francisco adopted Vision Zero in 2014, with a goal to eliminate traffic deaths. San Francisco's 2022 Streets and Freeways Strategy (SFS) included a Freeway Ramp Safety Improvement Concept that identified 14 freeway ramps in the southeast and west for near-term improvements. These ramps have safety challenges, are on or near the High Injury Network, and/or are within an EPC.</p> <p>Prop L funds would provide the local match to a federal grant awarded to the Transportation Authority for a study that will build on the Vision Zero Ramp Intersection Safety Study Phases 1 and 2, which designed safety improvements for freeway ramp touchdowns in the South of Market neighborhood. The proposed study would use community outreach and technical analysis to develop quick build design recommendations for the 14 study ramp locations, consistent with Vision Zero and quick build tools, such as curb extensions, advanced pedestrian signals, signal improvements, and new crosswalks. Designs would be developed through citywide and neighborhood-level, culturally relevant community engagement events and surveys both in-person and online to ensure solutions meet diverse community travel needs and support multimodal travel. The study would produce conceptual engineering design recommendations for 14 ramp touchdowns, cost estimates, and implementation and funding plans.</p>	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Streets and Freeways Study Freeway Ramp Safety Improvements map (attached) and full report available at https://connectsf.org/about/resources-and-media/	
Type of Environmental Clearance Required:	N/A	

Prop L Sales Tax Program Project Information Form (PIF) Template



Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA will have a coordinating and review role; staff has not yet been defined. Caltrans will be included, where concepts include changes to the Caltrans right-of-way. Staff has not yet been identified.
---	--

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	0%	TBD	Q2-Oct- Nov-Dec	2023/24	Q1-Jul- Aug-Sep	2025/26
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:		Vision Zero Freeway Ramp Intersection Safety Study Phase 3								
Project Cost Estimate		Funding Source								
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ 510,000	\$ 150,000	\$ 360,000	Prior work (Vision Zero Ramps Phases 1&2)						
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ -	\$ -	\$ -							
Construction	\$ -	\$ -	\$ -							
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 510,000	\$ 150,000	\$ 360,000							
Percent of Total		29%	71%							
Funding Plan - All Phases - All Sources					Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	21- Vision Zero Ramps	Planning/Conceptual Engineering	Planned	2023/24	\$ 150,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -
Safe Streets For All Grant		Planning/Conceptual Engineering	Programmed	2023/24	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 510,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -
Notes										
SFCTA received a Safe Streets 4 All grant award for \$360,000 in 2022 for this study. Prop L funds would provide the required local match required for the Safe Streets grant (\$90,000) plus additional matching funds to allow for sufficient consultant and SFMTA budget for concept development.										

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Vision Zero Freeway Ramp Intersection Safety Study Phase 3</i>
Relative Level of Need or Urgency (time sensitive)	The study is funded by the USDOT Safe Streets for All grant program. The grant agreement includes a 24 month study period. The grant agreement was executed in August 2023 and matching funds are required to begin spending funds.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Several of the 14 freeway ramp locations in this project are situated near or within three different Community Based Transportation Plans (CBTP) project areas: Bayview, Mission-Geneva, and Potrero Hill. Each of these CBTPs issued recommendations which are in alignment with or support the goals of this project. For example, through the Bayview CBTP's participatory budgeting and outreach process, residents expressed support for multiple crosswalk improvements adjacent to the US-101 freeway along Bayshore. Likewise, the Mission-Geneva CBTP recommendations included proposals for street redesigns to slow speeding traffic coming off the I-280 freeway intersection at Geneva Ave. While not formally a CBTP, community outreach efforts in previous phases of the Vision Zero Streets and Freeways Strategy sought feedback from marginalized communities through a variety of methods. Working with 11 community-based organizations who work with San Francisco youth, seniors, disabled folks, low-income residents, monolingual communities and other residents disproportionately impacted by past planning decisions, the SFS team collected feedback on existing transportation network conditions to ascertain residents' priorities through an online storytelling survey. The majority of respondents who provided optional demographic information were people of color (21% preferred not to say). Results from the survey showed the highest support (in descending order) for developing complete streets, reconnecting communities, and pairing freeway redesigns with land use plans to avoid displacement as the three most important principles to guide transformations on freeways and major streets. This indicates public support for the pedestrian safety and connectivity goals of this third phase of the Vision Zero ramps study.
Benefits to Disadvantaged Populations and Equity Priority Communities	Several of the 14 ramp locations identified for the study are within or near EPC tracts, and almost all are situated on or adjacent to the High Injury Network. Ramp locations were selected based on a history of crashes and proximity to the HIN.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Safety and Livability, Equity The project advances the goal of Safety & Livability by targeting improvements at freeway ramp intersections near or along the High Injury Network. The project also aligns with the goal of Equity within the SFTP as it targets these recommendations in or near EPC.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

21- Vision Zero Ramps

Safety

The project addresses documented safety issues and reduces conflict between automobiles and pedestrians by developing safety and connectivity improvements to reduce conflicts at 14 ramp locations, including these locations on the High Injury Network which had several collisions between 2014 and 2020: Brotherhood/Junipero Serra Ramps (14 collisions), Alemany/San Jose/I-280 northbound (11 collisions), I-280 northbound and southbound/Geneva (10 and 6 collisions, respectively), I-280 southbound/Ocean (3 collisions), US-101 southbound/Manshell (16 collisions), US-101 southbound/Stillman (4 collisions), US-101 northbound/Silver (1 collision), I-280 southbound/Crescent (18 collisions), US-101 northbound/Alemany/Bayshore (26 collisions), Alemany eastbound/San Bruno/US-101 southbound (11 collisions), US-101 southbound/Cesar Chavez eastbound (23 collisions), Potrero southbound/Cesar Chavez westbound (10 collisions) and US-101 northbound/Mariposa (4 collisions). Collision data sourced from TIMS.

Figure 16 Freeway Ramp Safety Improvements



Table 25 Collision Analysis of Priority Ramps

No.	Location	High Injury Network?	Collisions 2020 (TIMS)	2014-
1	Brotherhood / Junipero Serra Ramps	Y	14	
2	Alemany Blvd → CA-1 at St. Charles	N	11	
3	Alemany / San Jose → I-280 northbound	Y	11	
4	I-280 southbound → San Jose / Sadowa	Y	2	
5a	I-280 northbound → Geneva	Y	10	
5b	I-280 southbound → Geneva	Y	6	

No.	Location	High Injury Network?	Collisions 2020 (TIMS)	2014-
5c	I-280 southbound → Ocean (Already planned)	Y	3	
6	I-280 ← → Monterey	N	6	
6b	Monterey ← → San Jose	N	4	
7	US-101 southbound → Bayshore / Hester	N	6	
8	US-101 southbound → Mansell	Y	16	
9a	US-101 southbound ← → Stillman	Y	4	
9b	US-101 northbound → Silver	Y	1	
10	I-280 southbound → Crescent	Y	18	
11a	US-101 northbound → Alemany / Bayshore	Y	26	
11b	Alemany eastbound / San Bruno → US-101 southbound	Y	11	
12a	US-101 southbound → Cesar Chavez eastbound	Y	23	
12b	US-101 / Bayshore northbound → Cesar Chavez eastbound	N	25	
12c	Potrero southbound → Cesar Chavez westbound	Y	10	
13	US-101 northbound → Mariposa	Y	4	
14	I-280 southbound → 18th	N	3	

Project Name and Sponsor		
Project Name:	Vision Zero Ramps Local Match Placeholder	
Implementing Agency:	TBD	
Prop L Expenditure Plan Information		
Prop L Program:	21- Vision Zero Ramps	
Prop L Sub-Program (if applicable):		
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	This placeholder is local match funding for discretionary grants to advance recommendations from previous planning efforts to boost safety and connectivity along the interfaces of San Francisco's freeway network with the city's pedestrian realm. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. Funds may also support further planning to revisit areas targeted for longer-term improvements.	
Project Location and Limits:	TBD	
Supervisorial District(s):	TBD	
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)? TBD
Which EPC(s) is the project located in?	TBD	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	San Francisco adopted Vision Zero in 2014, with a goal to eliminate traffic deaths. San Francisco's 2022 Streets and Freeways Strategy (SFS) identified a Freeway Ramp Safety Improvement Concepts to be considered for implementation at various freeway ramps across the city for near-term improvements. These ramps have safety challenges, are on or near the HIN, and/or are within an EPC. This project would build on the Vision Zero Ramp Intersection Safety Study Phases 1,2, and 3, which identified and designed safety improvements for freeway ramp touchdowns in the South of Market neighborhood (Phases 1 and 2) and will design improvements throughout southern and southeastern San Francisco (Phase 3). The proposed study would use community outreach and technical analysis to advance recommendations from past phases of Vision Zero planning efforts and further planning to revisit targeted areas such as the intersection of 2nd and Bryant Streets. Designs would be developed through citywide and neighborhood-level, culturally relevant community engagement events and surveys both in-person and online to ensure solutions meet diverse community travel needs and support multimodal travel.	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.		
Type of Environmental Clearance Required:	N/A	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA, SFMTA. Staff contact to be determined.	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. Schedule will be determined once specific project recommendations have been identified in upcoming Vision Zero planning efforts.						

Project Name:	Vision Zero Ramps Local Match Placeholder
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 90,000	\$ 90,000	\$ -	prior studies
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 90,000	\$ 90,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	21- Vision Zero Ramps	TBD	Planned	2025/26	\$ 90,000	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ -
Total By Fiscal Year					\$ 90,000	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ -

Notes
This is a placeholder for local match funding to advance Vision Zero ramp recommendations as described in the scope. When a specific project or projects are identified, we will review the proposed project funding plan and leveraging, which is expected to be in line with Expenditure Plan assumptions.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Vision Zero Ramps Local Match Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	Placeholder would provide local matching funds to a future grant to advance Vision Zero Ramp improvements.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Several of the freeway ramp locations in previous phases of this project were situated near or within three different CBTP project areas: Bayview, Mission-Geneva, and Potrero Hill. Each of these CBTPs issued recommendations which are in alignment with or support the goals of the Streets and Freeways Strategy. For example, through the Bayview CBTP's participatory budgeting and outreach process, residents expressed support for multiple crosswalk improvements adjacent to the US-101 freeway along Bayshore. Likewise, the Mission-Geneva CBTP recommendations included proposals for street redesigns to slow speeding traffic coming off the I-280 freeway intersection at Geneva Ave. While not formally a Community Based Transportation Plan, community outreach efforts in previous phases of the Vision Zero Streets and Freeways Strategy sought feedback from marginalized communities through a variety of methods. Working with 11 community-based organizations who work with San Francisco youth, seniors, disabled folks, low-income residents, monolingual communities and other residents disproportionately impacted by past planning decisions, the SFS team collected feedback on existing transportation network conditions to ascertain residents' priorities through an online storytelling survey. The majority of respondents who provided optional demographic information were people of color (21% preferred not to say). Results from the survey showed the highest support (in descending order) for developing complete streets, reconnecting communities, and pairing freeway redesigns with land use plans to avoid displacement as the three most important principles to guide transformations on freeways and major streets. This indicates public support for the pedestrian safety and connectivity goals of this third phase of the Vision Zero SFS.
Benefits to Disadvantaged Populations and Equity Priority Communities	Several of the freeway ramp locations identified for improvements in previous phases of the Vision Zero Ramps Study are within or near EPC tracts, and almost all are situated on or adjacent to the High Injury Network. Ramp locations were selected based a history of crashes and proximity to the HIN. Implementing these improvements would help to address inequities in pedestrian safety and connectivity in these areas.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Safety and Livability, Equity
	The project advances the goal of Safety & Livability by targeting improvements at freeway ramp intersections near or along the High Injury Network. The project also aligns with the goal of Equity within the SFTP as it targets these recommendations in or near EPC and seeks to redress current inequities in transportation safety.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

21- Vision Zero Ramps

Safety

The project addresses documented safety issues and reduces conflict between automobiles and pedestrians by developing safety and connectivity improvements to reduce conflicts at several ramp locations, including many locations on the High Injury Network. Specific locations to be determined.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Improvement	
Implementing Agency:	SFCTA	
Prop L Expenditure Plan Information		
Prop L Program:	21- Vision Zero Ramps	
Prop L Sub-Program (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	The I-280 Ocean Avenue Off-Ramp Realignment Project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to reduce conflicts and improve safety for all road users. The SFCTA project team is working closely with Caltrans, SFMTA, and City College of SF to advance this project.	
Project Location and Limits:	I-280 Southbound Ocean Avenue Off-Ramp and Ocean Avenue Intersection	
Supervisorial District(s):	District 07	
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)? No
Which EPC(s) is the project located in?	The project is located immediately adjacent to the Oceanview-Ingleside EPC and the Excelsior-Outer Mission EPC.	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study also conducted two rounds of outreach and received support from the community to improve traffic circulation. The current configuration of the SB I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto WB Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins WB Ocean Avenue. When vehicles on WB Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College of SF, they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway.</p> <p>The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as the City College of SF, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. This project will realign the off ramp to a signalized T-intersection with crosswalks and curb ramps to improve safety for pedestrians and bicyclists.</p> <p>This project experienced a number of project delivery challenges during the environmental phase. The project team required additional environmental investigation due to a landfill next to the off-ramp and methane within the landfill which may be released during construction. The team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. This process delayed execution of the Cooperative Agreement between SFCTA and Caltrans to investigate liabilities related to the potentially hazardous materials. Also, the project was delayed due to a prolonged schedule for the pre-award audit by Caltrans.</p>	

The project has received NEPA Categorical Exclusion and CEQA Categorical Exemption.

The project team has started the design phase which requires Caltrans oversight and SFMTA and SFPW design and permit approvals. The project team has developed the geometric drawings and profiles, performed an aerial survey, received MTC Air Quality approval, completed numerous environmental and technical reports, and received Caltrans design exceptions.

This Prop L request will provide funding for the following work and an associated cost increase in the design phase:

- Provide additional funding for the City Department review and permit approval process
- Provide funding for the environmental investigation that was conducted to determine hazardous materials from landfill next to site that may be impacted during construction
- Meet recent inflation increase in soft cost
- Allow design of potential pedestrian entrance to City College San Francisco where there is an existing informal pedestrian path that does not meet safety standards. This design may also require additional coordination with Caltrans.
- Allow for additional utility coordination and potholing. Anticipated utility includes underground PG&E vault and MTA overhead contact system.

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. Area Map attached

Type of Environmental Clearance Required: Categorically Exempt

Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency. Caltrans - Al Lee

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	Contracted	Q3-Jan-Feb-Mar	Previous	Q3-Jan-Feb-Mar	2020/21
Environmental Studies (PA&ED)	100%	Contracted	Q3-Jan-Feb-Mar	Previous	Q3-Jan-Feb-Mar	2020/21
Right of Way						
Design Engineering (PS&E)	25%	Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2024/25
Advertise Construction	0%	Contracted	Q2-Oct-Nov-Dec	2025/26		
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2027/28
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2028/29

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: I-280 Southbound Ocean Ave Off-Ramp Improvement

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ 750,000	\$ -	\$ 750,000	actual cost
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 2,750,000	\$ 650,000	\$ 2,100,000	PSR-PR, 25% design
Construction	\$ 28,000,000	\$ -	\$ 28,000,000	PSR-PR, 25% design
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 31,500,000	\$ 650,000	\$ 30,850,000	
Percent of Total		2%	98%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Environmental Studies (PA&ED)	Allocated	Previous	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Design Engineering (PS&E)	Allocated	2020/21	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LPP Formula		Design Engineering (PS&E)	Allocated	2021/22	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Design Engineering (PS&E)	Planned	2023/24	\$ 650,000	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ -	\$ -
TBD		Construction		2025/26	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 31,500,000	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ -	\$ -

Notes

Local Partnership Program (LPP) funds must be fully expended by June 30, 2024. SFCTA will request and expects to receive a one year extension to allow expenditures until June 30, 2025.

Potential funding for construction includes Highway Safety Improvement Program, SHOPP, federal Safe Streets 4 All grants, and federal earmarks. During the design phase, the project team will continue to refine the funding strategy for construction.

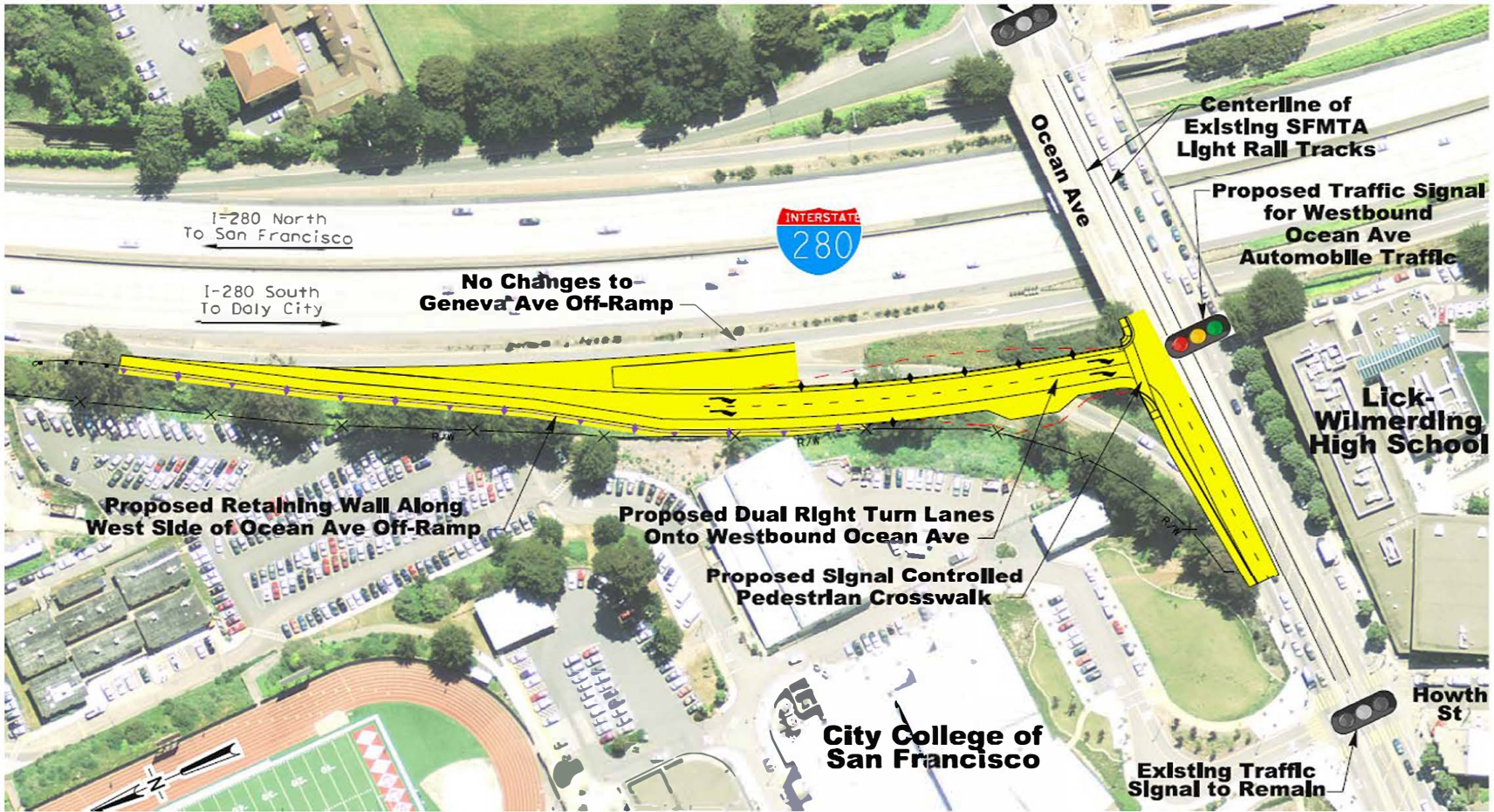
Overall leveraging of sales tax funds (Props K and L) for the proposed project is 8% sales tax leveraging 92% in other funds.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>I-280 Southbound Ocean Ave Off-Ramp Improvement</i>
Relative Level of Need or Urgency (time sensitive)	<p>The project is starting the design phase which will last 2 years. However, the project has LPP funding which requires timely use of funds by June 2024. The project team will request a one year extension from CTC if possible and complete the project by June 2025. The delay of the start of the project was due to additional environmental investigation of hazardous material from a landfill next to the project location. The project team is also working closely with Caltrans, SFMTA, and SFPW. The team is executing the Caltrans Co-op and will then finalize the design contract with Mark Thomas for engineering services. The requested funding will also help fund SFMTA and SFPW staff for the permit approval process which will be necessary before accepting traffic signals and infrastructure for long term maintenance.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The project was recommended from the Balboa Park Station Area Circulation Study in 2014 which analyzed the traffic circulation around the BART and Muni stations and proposed a number of recommendations. The study also involved transportation agencies including Caltrans, BART, and SFMTA. The study included two rounds of outreach to local education institutions and community/residential groups.</p> <p>The project conducted additional outreach during the PA&ED phase starting in 2016. SFCTA led the public outreach process, including frequent community interaction. Extensive outreach was done to ensure the members of the community, which includes the Oceanview-Ingleside EPC, were notified of the community meetings to discuss the project. SFCTA efforts include</p> <ul style="list-style-type: none"> - Email notifications to thirty community-based organizations, including the Balboa Park Email Group; - Distribution of over 500 meeting announcement flyers to the Balboa Park Station Area's surrounding businesses, grocery stores/corner markets, libraries, schools, community centers, gathering places, and transit shelters; - Muni bus banner ads displayed on local lines to promote the project and notify the public of meeting; - Mailer notification to all addresses within a 300-foot radius of the project; - Media advisory was issued to various media outlets in advance of the meetings <p>Balboa Park residents are generally supportive of improving pedestrian and bicycle safety and movement, and transit service. The Balboa Park Station Community Advisory Committee (BPSCAC) voted to support adoption of the Balboa Park Circulation Study which recommended this project and SFCTA provided updates to the BPSCAC.</p> <p>The project team also gave presentation to the Ocean Avenue Community Benefit District (OACBD). Comments received from OACBD include members' desire to improve traffic congestion along Ocean Avenue and to improve safety crossing for pedestrian and bicyclists. OACBD provided a letter of support for the project.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>This project is located next to the Oceanview-Ingleside Equity Priority Community and is also across from the Excelsior Equity Priority Community. It is next to City College of San Francisco. This project will improve safety for residents and students attending City College of SF. The project area supports a high volume of pedestrian traffic due to vicinity of the Balboa Park BART station, Muni station, City College of San Francisco, Balboa Park High School, Lick Wilmerding High School, and local businesses.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



<p><u>San Francisco Transportation Plan Alignment (SFTP)</u></p>	<p>Safety and Livability</p> <p>The project meets SFTP safety and livability goals and the City's Vision Zero policy. This intersection is included on the San Francisco High Injury Network. According to the San Francisco Department of Public Health (SFDPH) TransBASE database, there were at least two pedestrian injury collisions, one bicyclist injury, and one single vehicle injury collision in the area at the intersection of Ocean Avenue/SB I-280/Howth between April 2018 and March 2023. SFTP safety goals includes reducing speed and street redesign. The project achieves speed reduction by installing a controlled traffic signal intersection to reduce speed. The project also redesigns the off-ramp from a free-flow right turn with limited sight distance to a T-intersection that has higher visibility. The project goal is to address safety issues due to multi-modal conflicts.</p> <p>Although the project will widen the future off-ramp from one lane to two lanes, it actually does not increase capacity since the goal of the ramp widening is to ensure that the redesigned off-ramp has enough storage area to prevent the traffic queue due to a traffic signal from backing up to the southbound I-280 SB Mainline freeway and causing collisions.</p> <p>The City of SF and SFMTA also have long term plans to upgrade Ocean Avenue corridor to improve businesses and increase capacity for new housing units next to City College. The City of SF will widen Ocean Avenue west of the I-280 freeway and this project will be contribute to that widening to increase vehicle capacity.</p>
<p align="center">The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
<p align="center">21- Vision Zero Ramps</p>	
<p>Safety</p>	<p>The purpose of the project is to resolve a multi-modal conflict by reconfiguring the free-flow right turn off-ramp into a signalized T-intersection. The existing off-ramp has poor sight distance for vehicles exiting the freeway at high-speed and merging into westbound Ocean Avenue. This is a hazard for pedestrians and bicyclists crossing the off-ramp to City College SF.</p> <p>The existing off-ramp configuration creates potential conflicts between multi-modal users. This intersection is included on the San Francisco High Injury Network. According to the San Francisco Department of Public Health (SFDPH) TransBASE database, there were at least two pedestrian injury collisions, one bicyclist injury, and one single vehicle injury collision in the area at the intersection of Ocean Avenue/SB I-280/Howth between April 2018 and March 2023.</p>



**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor			
Project Name:	I-280 NB Geneva Avenue Off-Ramp Improvement		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The I-280 Northbound Geneva Avenue Off-Ramp experiences traffic queuing issues due to its proximity to the Balboa Park BART station, MUNI station, high schools, and City College of SF. The queue often backs up to the mainline freeway during rush hours which results in rear-end collisions. To improve traffic circulation and pedestrian safety, Prop L would provide a local contribution to leverage other funds to upgrade the existing Caltrans signals at the ramp intersection with longer mast arms poles and install vehicle detection equipment. This project is recommended in a feasibility study anticipated to be presented to the Board in Fall 2023. The new traffic signals may include elements of Intelligent Transportation Systems that allow the signal controller to adjust the phase times to respond to traffic demand.		
Project Location and Limits:	I-280 Northbound Geneva Avenue Off-Ramp and Geneva Avenue Intersection		
Supervisory District(s):	District 11		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Excelsior-Outer Mission		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The I-280 Northbound Geneva Avenue Off-Ramp is located next to the Balboa Park Station for BART and MUNI. This station is the busiest station in the City of San Francisco outside of the downtown area with morning and afternoon commuters. The station is also located near City College of San Francisco, Balboa High School, and Lick Wilmerding High School. Balboa Park Station's current drop-off and pick-up area lacks the capacity to handle the traffic volume in a safe manner. This lack of capacity has increased the queue for freeway vehicular traffic exiting northbound Geneva Ave Off-Ramp. The queue backs up to the mainline I-280 Freeway which has caused rear-end collisions. Between 2016 and 2021, there were 120 total northbound I-280 vehicle collisions near the Geneva Avenue interchange. Specifically, there were 89 total vehicle collisions on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing and 31 vehicle crashes associated with the northbound off-ramp. Geneva Avenue also has a high number of vehicle collisions. Between 2016 and 2021, there were 44 crashes in total on Geneva Avenue between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections and 18 crashes west of or within the San Jose Avenue intersection.		

	<p>Using previously allocated Prop K funds, the Transportation Authority has completed a feasibility study that involved the Caltrans signal operations group and SFMTA. This study is anticipated to be presented to the Board in Fall 2023. Prop L would provide local funds for the environmental and design phases for recommendations from the study to modernize the traffic signal system by replacing the current aging system as it reaches the end of its life cycle. The project will examine potential traffic signal upgrades such as advance vehicle detection loops and cameras, longer mast arms poles, improved lighting, near-side signal heads, and new signal heads on existing poles.</p> <p>The proposed upgrades to the existing Caltrans traffic signals will require project approvals through a project study report - project development support (PSR-PDS) and project initiation document (PID) which are required for projects within Caltrans right-of-way. The PSR-PDS will document the project purpose and need, scope, and schedule for the project. This project is anticipated to be categorically exempt from CEQA because signal work is not capacity inducing. A detailed design process that produces plans, specifications, and cost estimates (PS&E) would follow approval of the PSR-PDS and be included in the project.</p> <p>The design phase will require collecting detailed topographic survey, utility, structural analysis, and geotechnical data to facilitate preliminary and detailed design. In addition, the team will conduct public outreach to neighborhood, business, City, and agency stakeholders.</p> <p>We will work closely with Caltrans to determine a cost-sharing arrangement for the project since the scope includes Caltrans traffic signals.</p>
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	None
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Caltrans - Al Lee, al.b.lee@dot.ca.gov

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	Contracted	Q2-Oct-Nov- Dec	2021/22	Q2-Oct- Nov-Dec	2022/23
Environmental Studies (PA&ED)	0%	Contracted	Q3-Jan-Feb- Mar	2023/24	Q3-Jan- Feb-Mar	2025/26
Right of Way						
Design Engineering (PS&E)	0%	Contracted	Q1-Jul-Aug- Sep	2026/27	Q1-Jul- Aug-Sep	2027/28
Advertise Construction	0%	Contracted	Q2-Oct-Nov- Dec	2027/28		
Start Construction (e.g. Award Contract)	0%	Contracted	Q4-Apr-May- Jun	2027/28		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct- Nov-Dec	2028/29
Project Completion (means last eligible expenditure)	0%	Contracted			Q2-Oct- Nov-Dec	2029/30
Notes						
Schedule will be updated as project progresses through environmental clearance and design. Construction schedule is subject to funding availability.						

Project Name:		I-280 NB Geneva Avenue Off-Ramp Improvement									
Project Cost Estimate											
Phase	Cost	Funding Source		Source of Cost Estimate							
		Prop L	Other								
Planning/Conceptual Engineering	\$ 250,000	\$ -	\$ 250,000	actual cost							
Environmental Studies (PA&ED)	\$ 200,000	\$ 200,000	\$ -	Feasibility Study and prior Caltrans PAED projects							
Right of Way	\$ -	\$ -	\$ -								
Design Engineering (PS&E)	\$ 350,000	\$ 350,000	\$ -	Feasibility Study							
Construction	\$ 1,750,000	\$ -	\$ 1,750,000	Feasibility Study							
Operations (i.e. paratransit)	\$ -	\$ -	\$ -								
Total Project Cost	\$ 2,550,000	\$ 550,000	\$ 2,000,000								
Percent of Total		22%	78%								
Funding Plan - All Phases - All Sources					Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Planning/Conceptual Engineering	Allocated	2020/21	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Environmental Studies (PA&ED)	Planned	2023/24	\$ 200,000	\$ -	\$ 50,000	\$ 100,000	\$ 50,000	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Design Engineering (PS&E)	Planned	2026/27	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 100,000
TBD (e.g. Highway Safety Improvement Program, SHOPP)		Construction	Planned	2027/28	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 2,550,000	\$ 250,000	\$ 50,000	\$ 100,000	\$ 50,000	\$ 250,000	\$ 100,000
Notes											
SFCTA will work with Caltrans to determine a cost-sharing arrangement to improve state-owned signals.											

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>I-280 NB Geneva Avenue Off-Ramp Improvement</i>
Relative Level of Need or Urgency (time sensitive)	The heavy traffic queue during rush hour on I-280 NB Geneva Avenue Off-Ramp often experience rear end collisions due to the traffic demand exceeding the storage capacity of the off-ramp. The existing signals are exceptionally old and can be modernized. Earlier implementation of the project will improve safety conditions for pedestrians and drivers around Balboa Park Station due to heavy traffic condition.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The project team worked with both Caltrans and SFMTA on the feasibility study. SFMTA is examining the signal timing changes to coordinate with their traffic signals along Geneva Avenue. Caltrans is also working on the changes. The team also coordinated with BART since the Balboa Park BART Station is next to the off-ramp.</p> <p>The project team, with SFMTA, also received local Oceanview-Ingleside EPC community complaints about the crosswalk at the I-280 southbound on-ramp which has a significant pedestrian and vehicle conflict due the leading left turn. This left turn is unprotected for pedestrians and thus often lead to potential near misses. The project team has responded to the complaints and is working to improve this conflict. The project team also documented a video instance of this conflict when it was studying the traffic ciruclation.</p> <p>For the preliminary engineering and design phase the project team will conduct new community outreach with local residents and contact local organizations, high schools, City College of SF, and businesses.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	The project will improve safety of pedestrians at the off-ramp intersection crosswalk. The traffic queue backs up to the mainline freeway and results in rear-end collisions. The project is located in the Oceanview-Ingleside Equity Community and Excelsior-Outer Mission Equity Community. Pedestrians around the Balboa Park Station often rely on public transit as their only mean of transportation. Balboa Park Station provides access for these residents to the BART, Muni light rail trains J, K, and M lines, and Muni buses 8, 8BX, 29, 43, and 54. TransBASE shows a high level of collisions in this project area and new traffic signals can help improve safety of pedestirans, bicyclists, and drivers.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability</p> <p>Improving safety is a major goal of the SFTP. By improving the traffic circulation at the off-ramp intersection, the project will enhance the safety of the BART Balboa Park Station which experience heavy traffic flows due to commuters. The situation has worsened at times commuters use the off-ramp as the pick up and drop off zone.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

21- Vision Zero Ramps

Safety

There were a total of 164 crashes in the project study that were recorded between 2016 and 2021. For the northbound I-280, between 2016 and 2021, there were 120 total northbound I-280 crashes near the Geneva Avenue interchange. Specifically, there were 89 total crashes on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing and 31 crashes associated with the northbound off-ramp. Among the significant crash factors, there were: unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors (PCFs); rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.

The intersection of Geneva Avenue and the NB I-280 Off Ramp and the Geneva Ave and San Jose Avenue are among the worst statistically in the area for collisions. According to TransBASE these two blocks account for 51 injury collisions. The I-280 NB Off and On-Ramp and Geneva Avenue intersection alone has about 20 accidents. Modernizing the traffic equipment will help improve this intersection and reduce the collisions especially involving pedestrians.

The project team has observed commuters using the off-ramp as pick-up and drop-off zone due to traffic queue blockage. The queue also results in rear-end collisions on the mainline freeway since the exiting vehicles exceed the off-ramp capacity.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor	
Project Name:	13th Street Safety Project
Implementing Agency:	SFMTA
Prop L Expenditure Plan Information	
Prop L Program:	21- Vision Zero Ramps
Prop L Sub-Program (if applicable):	
Second Prop L Program (if applicable):	
Project Information	
Brief Project Description for MyStreetSF (80 words max):	The 13th Street Safety Project is proposed along 13th Street between Folsom Street and Valencia Street. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users. The elements of this project to be funded from the Vision Zero Ramps program are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase II (2019).
Project Location and Limits:	13th Street from Folsom Street to Mission/Otis Street and Duboce Avenue from Mission/O
Supervisorial District(s):	District 06, District 09
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes
Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Inner Mission
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	This project aims to address traffic safety concerns while creating a more comfortable space for travel through the following changes on 13th Street and Duboce Avenue between Folsom Street and Valencia Street: Installing protected bikeways and bike signals in both directions to provide a safer and more comfortable place for people traveling by bike while establishing a new connection in the City's bike network; Removing one vehicle traffic lane in each direction to encourage travel at safer speeds and allow for upgraded modes of travel along the corridor; Implementing traffic signal hardware and timing upgrades to improve its visibility and to improve traffic flow; Reconfiguring on-street parking and loading to accommodate existing land uses and businesses needs and designating color curbs space for commercial loading activities; Installing pedestrian safety improvements such as painted safety zones, bulbouts, and pedestrian refuges to increase visibility and create shorter crossings at intersections; Implementing accessibility upgrades throughout the corridor, including new accessible pedestrian signals, curb ramps with better detection, and minor sidewalk widening.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attached
Type of Environmental Clearance Required:	Categorically Exempt

Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Michelle Woo (SFPW), Marianne Peralta (CT)					
Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q2-Oct- Nov-Dec	2020/21	Q4-Apr- May-Jun	2021/22
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul- Aug-Sep	2021/22	Q2-Oct- Nov-Dec	2021/22
Right of Way	0%	TBD	Q1-Jul- Aug-Sep	2023/24	Q3-Jan- Feb-Mar	2023/24
Design Engineering (PS&E)	95%	In-house	Q2-Oct- Nov-Dec	2021/22	Q3-Jan- Feb-Mar	2023/24
Advertise Construction	0%	In-house	Q4-Apr- May-Jun	2023/24		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q3-Jan- Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%	In-house			Q1-Jul- Aug-Sep	2025/26
Project Completion (means last eligible expenditure)	0%	In-house			Q3-Jan- Feb-Mar	2025/26
Notes						
Design is currently nearing 100% submittal to Caltrans to initiate Caltrans review. SFMTA and SFPW staff expect multiple rounds of review with Caltrans to refine design. Once all parties are in agreement, 100% plan set will be submitted to Caltrans Encroachment Permit Office. Anticipate Bid in May 2024 and Award in July 2024.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name:	13th Street Safety Project
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Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 317,622	\$ -	\$ 317,622	actuals
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 1,098,378	\$ -	\$ 1,098,378	actuals + cost to complete
Construction	\$ 8,483,976	\$ 1,000,000	\$ 7,483,976	95% engineer's estimate
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 9,899,976	\$ 1,000,000	\$ 8,899,976	
Percent of Total		10%	90%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
AHSC		Planning/Conceptual Engineering	Allocated	2019/20	\$ 149,522	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B		Planning/Conceptual Engineering	Allocated	2019/20	\$ 168,100	\$ -	\$ -	\$ -	\$ -	\$ -
AHSC		Design Engineering (PS&E)	Allocated	2019/20	\$ 337,378	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B		Design Engineering (PS&E)	Allocated	2020/21	\$ 637,900	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC		Design Engineering (PS&E)	Allocated	2020/21	\$ 123,100	\$ -	\$ -	\$ -	\$ -	\$ -
SB1 LPP Formula FY23/24		Construction	Programmed	2023/24	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -
SHOPP FY23/24		Construction	Programmed	2023/24	\$ 2,115,000	\$ -	\$ -	\$ -	\$ -	\$ -
TDA Article 3 FY23/24		Construction	Programmed	2023/24	\$ 831,876	\$ -	\$ -	\$ -	\$ -	\$ -
AHSC		Construction	Allocated	2019/20	\$ 1,813,100	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC FY23/24		Construction	Programmed	2023/24	\$ 2,174,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Construction	Planned	2023/24	\$ 1,000,000	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -
Total By Fiscal Year					\$ 9,899,976	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	13th Street Safety Project
Relative Level of Need or Urgency (time sensitive)	The 13th Street Safety Project is currently funded through the Affordable Housing and Sustainable Communities (AHSC) Program, a SHOPP Complete Streets Reservation, and Local Partnership Program formula grant, all of which have timely use of funds provisions.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The implementation project is directly informed by previous studies and planning efforts. The project will draw on recommendations from the San Francisco County Transportation Authority (SFCTA)'s SoMa Freeway Ramp Intersection Safety Study as well as the City of San Francisco's Market Octavia Plan Amendment (formerly known as The Hub) Public Realm Plan.</p> <p>The Market Octavia Plan Amendment has had 5 public workshop events since April 2016 to January 2020 to solicit input on strategies for affording housing, arts and culture, transportation, urban form, and public realm in The Hub neighborhood. The Public Realm Plan in particular, was an effort to develop designs for streets and open spaces in The Hub neighborhood. Of eight target corridors considered in the Plan, the 13th Street corridor emerged early on as a top priority street after receiving feedback from public workshops.</p> <p>The SoMa Freeway Ramp Intersection Safety Study was led by the San Francisco County Transportation Authority in close partnership with the SFMTA and a Technical Advisory Committee that included various agency stakeholders such as the San Francisco Planning Department, San Francisco Public Works, and Caltrans. The study was also performed in consultation with the Mayor's Office of Disability, San Francisco Fire Department, San Francisco Police Department, and California Highway Patrol. Stakeholder and community groups also participated in each round of outreach. Stakeholder groups involved include Walk San Francisco, San Francisco Bicycle Coalition, San Francisco Transit Riders Union, Independent Living Resource Center, Western SoMa Community Benefits District, Pedestrian Safety Advisory Committee, and more. Local businesses including The Crafty Fox and Brick and Mortar also provided pointed feedback on the study.</p> <p>There were three rounds of outreach to the public in total. Multichannel communication methods were applied across the three rounds of outreach, including online surveying, intercept outreach, stakeholder meetings, open house event, and special event tabling. Information was shared through posting notices, multilingual mailers, online newsletter, webpage, and an educational video. Public outreach was conducted to gather information on the lived experiences of community members and to share the proposed plan, including design drawings, cost estimates, and implementation strategies. A wide range of issues were identified through the outreach process, which corroborated collision history data and helped shape recommendations to be in direct correlation to the challenges that were expressed and observed.</p> <p>Furthermore, on September 14, 2020, Caltrans and SFMTA held a joint focused stakeholder meeting with representatives from the San Francisco Supervisor District 6 Office, San Francisco Supervisor District 9 Office, San Francisco Bicycle Coalition, and Walk San Francisco. Stakeholders expressed overall support for the implementation project.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

	<p>The 13th Street Safety Project combines feedback from both the Market Octavia Plan Amendment Public Realm Plan and the SoMa Freeway Ramp Intersection Safety Study to inform implementation. The project also leverages existing stakeholder relationships and maintain communications with interested parties as it delves into more detailed design proposals. In order to collect feedback from a wide range of sources that is representative of the community, this project team has employed a number of methods to maximize outreach and engagement during the planning phase:</p> <ul style="list-style-type: none"> • Stakeholder meetings and site visits: Staff conducted door-to-door site visits along the corridor and hosted stakeholder meetings to gather feedback. Staff worked directly with community and advocate groups to address their questions and concerns. • Community events: Staff held outreach events, including an open house and virtual office hours, to provide information on project specifics and collect comments and questions from the public. In order for the event to be more accessible, on-site tabling events and office hours were organized. • Project updates: This project circulated project updates using an online mailing list as well as making them available on the project website, social media platforms, and on the SFMTA blog. The project website includes background information about the project and serves as a repository for relevant reports and documents such as design illustrations, presentation boards, informational factsheets, and notices. Before major milestones such as a public hearing or the start of construction, notices were physically posted along the corridor and mailers sent out to all addresses in the project vicinity. <p>Public outreach and engagement activities allow the project team to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may effect stakeholders, inform the public of progress and milestones, and more.</p>
<p>Benefits to Disadvantaged Populations and Equity Priority Communities</p>	<p>The project location is located within an Equity Priority Community, as defined by the San Francisco Metropolitan Transportation Commission (MTC). Equity Priority Communities are geographic areas that either have a concentration of people of color, low-income individuals, limited English proficiency individuals, seniors 75 years and over, zero-vehicle households, single parent families, people with a disability, and rent-burdened households. 13th Street and Duboce Avenue between South Van Ness Avenue and Valencia Street are considered in the "higher" classification of Communities of Concern, though not the "high" or "highest" classifications.</p> <p>Located within an Equity Priority Community, the project location is characterized by a high percentage of people with limited English proficiency (13 percent) and low income (47 percent). Between 5 and 10 percent of the population in this area are elderly and between 20 and 25 percent of the population in this area are disabled. Approximately 20 percent of the population here are rent-burdened. Over 60 percent of households in this area have zero vehicles.</p> <p>Especially within the context of an area that has low automobile ownership, the multimodal improvements constructed by this project will be a huge benefit to those who walk, bike, and take transit. This project will significantly improve bicycling conditions in terms of safety and accessibility.</p>
<p>Comptability with Land Use, Design Standards, and Planned Growth</p>	<p>Yes</p>

<p>San Francisco Transportation Plan Alignment (SFTP)</p>	<p>Safety and Livability</p>
	<p>The 13th Street Safety Project aims to deliver transportation safety and comfort improvements on the project corridor for all users. Project staff have analyzed collision patterns on the corridor and are pursuing designs that address safety issues.</p> <p>13th Street is part of the city's High-Injury Network, the 12 percent of streets that account for 68 percent of severe and fatal traffic collisions. Between 2018 and 2022, 100 collisions occurred in the project area and resulted in injury. Over one-third of reported collisions involved bicyclists or pedestrians, and the most common collision factors were red signal violations, high speeds, and unsafe left turns. This project will implement improvements in order to address the traffic safety issues present along the corridor. "In whole, the 13th Street Safety Project extents are on 13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street. In total, the project extents include four major intersections. 13th Street becomes Duboce Avenue west of Mission Street. The Central Freeway is an elevated structure above 13th Street supported by steel and concrete columns.</p> <p>Previous efforts on 13th Street and Division Street improved walking, biking, and driving between Townsend Street and Folsom Street. New protected bikeways on this segment connect bicyclists to other well-used bicycling corridors including Townsend Street, 8th Street, Brannan Street, Potrero Avenue, 11th Street, Bryant Street, Harrison Street, and Folsom Street. The 13th Street Safety Project will further expand San Francisco's Bicycle Network by extending protected bicycle facilities on 13th Street westerly and connect to Valencia Street, another main bicycling corridor within San Francisco.</p> <p>There are currently no bike facilities on the 13th Street and Duboce Avenue corridor between Folsom Street and Valencia Street. New protected bikeways in both directions of 13th Street and Duboce Avenue will provide increased connectivity, accessibility, and safety for those traveling by bicycle.</p> <p>Unlike bicycle facilities, pedestrian facilities exist along this corridor, but are lacking in comfort and safety. The overall pedestrian environment is difficult and unwelcoming. Due to the presence of wide freeway columns and the elevated freeway itself, there is poor visibility and lighting along 13th Street. Wide intersections make for a daunting challenge to cross on foot and each leg requires multiple crossings. Sidewalks become substantially narrow at certain areas, to the point that people using mobility devices cannot pass each other. Intersection crossings also lack accessibility features such as detectable warning surfaces and audible pedestrian signals (APS). Sidewalks, median, and roadway width vary throughout the segment. Pedestrian safety and accessibility enhancements installed throughout this corridor would improve visibility of pedestrians to other road users and make crossing intersections easier.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

21- Vision Zero Ramps

<p>Safety</p>	<p>Entire length of the project is on the HIN. At both the the MISSION STREET / 13TH STREET / US 101 NB OFF-RAMP and the SOUTH VAN NESS AVE / 13TH ST / US 101 SB ON-RAMP a protected bikeway will better serve the complex needs of 13th Street while also providing a better sense of safety for all users. Bike signals installed with bike only signal phases will clarify when bicyclists may enter an intersection and paired with restricting conflicting vehicle movements. Accessible pedestrian signals and upgraded curb ramps will increase accessibility. Curb extensions from median islands will add extra protection for people waiting to cross the street. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. Traffic signal upgrades will customize to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersection.</p>
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Aerial Imagery

13th Street Safety Project

September 2020

Aerial imagery within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

Project Extents

0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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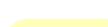
Bicycle Network

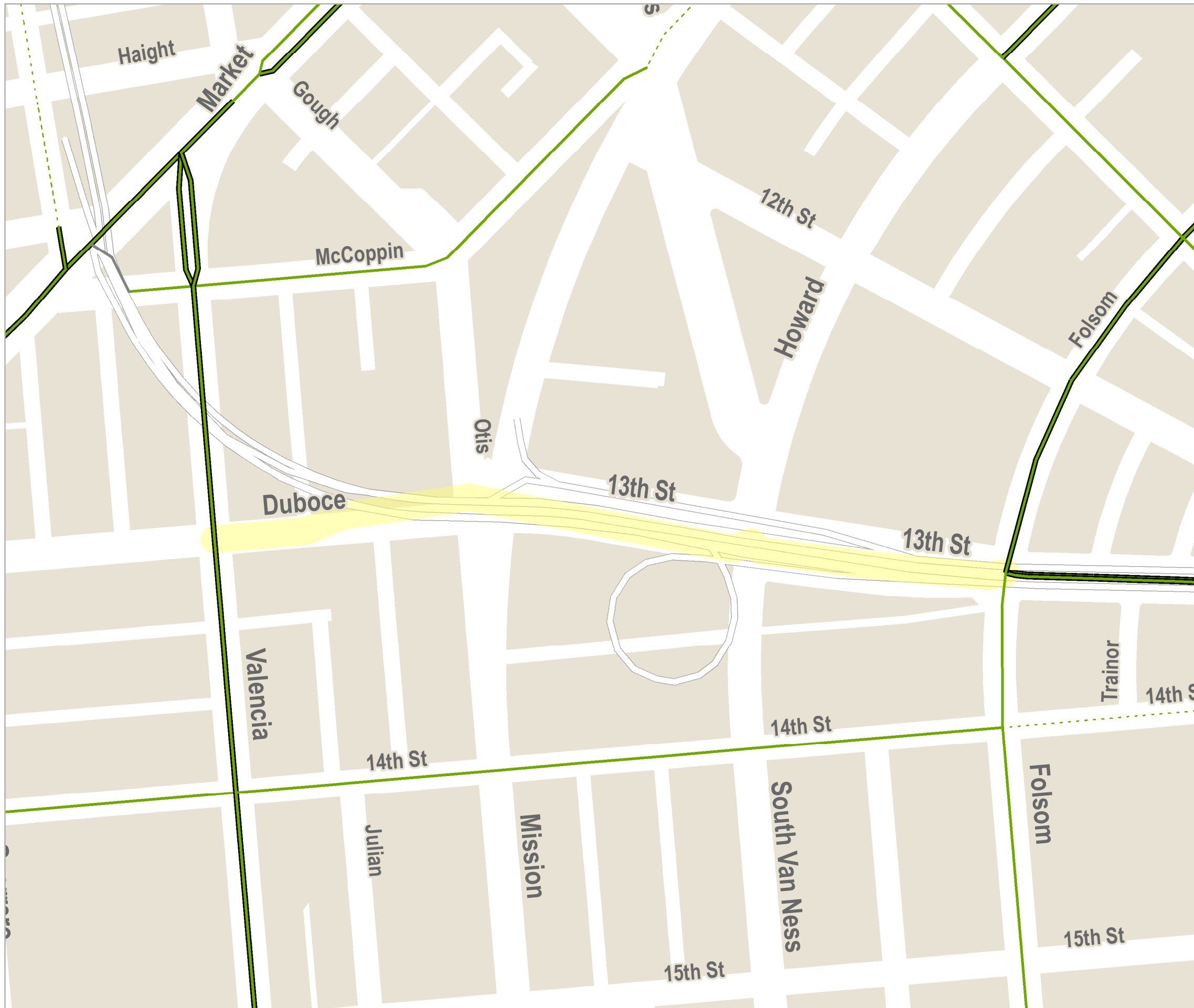
13th Street Safety Project

September 2020

San Francisco Bicycle Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

-  Bike Path
-  Separated Bikeway
-  Bike Lane
-  Neighborway
-  Bike Route
-  Project Extents



0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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Duboce Avenue at Valencia Street, facing north



Duboce Avenue at Valencia Street, facing south



Duboce Avenue at Valencia Street, facing east



Duboce Avenue at Valencia Street, facing west

Duboce Avenue at Stevenson Street, facing east



Duboce Avenue at Stevenson Street, facing west





13th Street at Otis Street/Mission Street, facing north



13th Street at Otis Street/Mission Street, facing south



**13th Street at Otis Street/Mission Street,
facing east**



**13th Street at Mission Street/101 Off-Ramp,
facing northeast**



13th Street at Otis Street/Mission Street, facing west



13th Street between Otis Street/Mission Street and South Van Ness Avenue, facing east



13th Street between Otis Street/Mission Street and South Van Ness Avenue, facing west



13th Street at South Van Ness Avenue, facing north



13th Street at South Van Ness Avenue, facing south



13th Street at South Van Ness Avenue, facing east



13th Street at South Van Ness Avenue, facing west



13th Street between South Van Ness Avenue and Folsom Street, facing east



13th Street between South Van Ness Avenue and Folsom Street, facing west



13th Street at Folsom Street, facing north



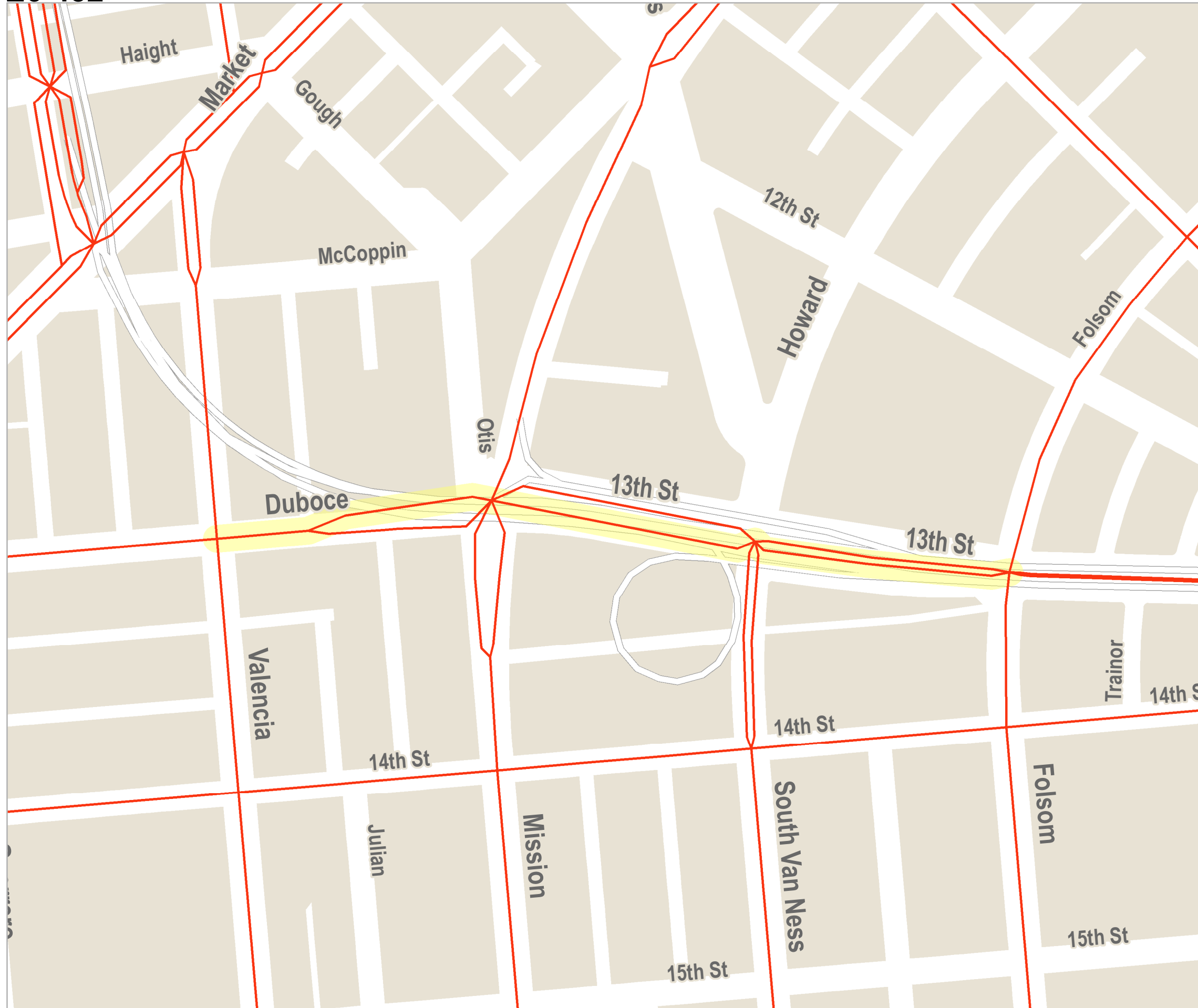
13th Street at Folsom Street, facing south



13th Street at Folsom Street, facing east

13th Street at Folsom Street, facing west





Vision Zero High-Injury Network

13th Street Safety Project

September 2020

Vision Zero High-Injury Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

— Vision Zero High-Injury Network

Project Extents



0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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13th Street Safety Project

PROPOSED CHANGES

Accessible Pedestrian Signals

Accessible pedestrian signals (APS) are pedestrian push buttons that communicate when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces. SFMTA's policy is to install APS at signalized intersections undergoing a major signal upgrade.



Curb Ramps

Older curb ramps could be upgraded with yellow truncated domes to provide a tactile surface that is more visible and detectable. This serves people walking with a better warning about where there is a roadway crossing.



Curb Extensions Sidewalk Widening

Long intersection crossings can be shortened with curb extensions. Curb extensions from median islands can add extra protection for people waiting to cross the street. Curb extensions can also form bikeway channels that provide protected space for bicyclists to approach intersections.

Due to the placement of freeway support columns and historic street widening, the sidewalk on the north side of 13th Street west of South Van Ness Avenue is inadequately wide. This project proposes to restore the sidewalk to a more sufficient width, in alignment with the rest of the block.

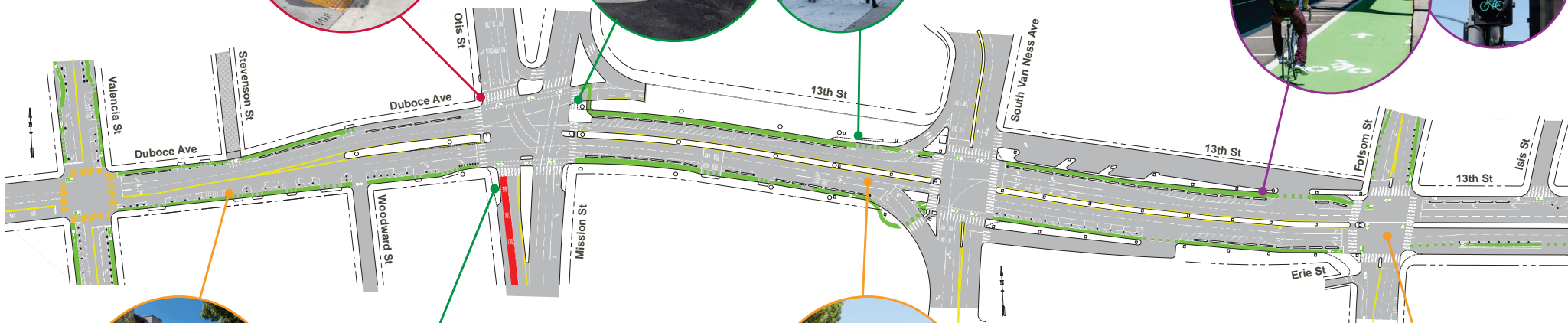


Protected Bikeway

People traveling by bike along 13th Street currently do so in mixed traffic. This project proposes to install protected bikeways in both directions of 13th Street and Duboce Avenue between Valencia Street and Folsom Street. The new protected bikeway would close a gap in the city's bicycle network between Folsom Street and Valencia Street. A protected bikeway offers people biking a dedicated space physically separated from motorized traffic. The physical separation is reinforced using concrete medians, plastic delineators, or a row of on-street parking.

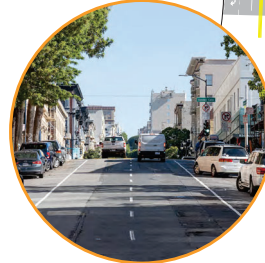
Intersection Bikeway Improvements

This project proposes to pair protected bikeways with bike signals at intersections. Bike signals installed with intersection and is usually paired with restricting conflicting vehicle movements. Also, bike boxes are dedicated spaces where bicyclists may wait before proceeding. Bike boxes with arrows are to facilitate turns onto a perpendicular route. Bike boxes are typically painted green as a visual cue for all road users to indicate where bicyclists can be expected.



Bulbouts

Bulbouts are one type of curb extension that is an expansion of the sidewalk at the corner of intersections. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. This project proposes bulbouts at the 13th Street intersections with Mission Street and Folsom Street.



Travel Lane Reduction

To accommodate a new protected bikeway, the number of travel lanes on 13th Street and Duboce Avenue will be reduced at certain locations. Lane reductions will allow a reallocation of roadway space to better serve the complex needs of 13th Street while also providing a better sense of safety for all users.

Traffic Signal Upgrades

Existing traffic signals mounted near freeway columns may be replaced with larger sizes in order to improve its visibility to drivers. Traffic signal timing may be customized to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersections.



Parking and Loading Adjustments

This project proposes parking and loading changes to accommodate existing land uses and business needs. Color curbs can be used to designate space for commercial and passenger loading activities.



Please let us know what you think! Email us at 13thStreetSafety@SFMTA.com

For more information about the 13th Street Safety Project, we invite you to visit: SFMTA.com/13thStreetSafety

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Señales peatonales accesibles

Las señales peatonales accesibles (APS, en inglés) son botones para peatones que comunican cuándo cruzar la calle de una manera no visual, como tonos audibles, mensajes de voz y superficies de vibración. La política de SFMTA es instalar APS en las intersecciones con semáforos que estén experimentando una importante actualización de semáforos.



Rampa de la acera

Las rampas en las aceras más antiguas podrían mejorarse con domos truncados amarillos para proporcionar una superficie táctil que sea más visible y detectable. Esto sirve a las personas que caminan con una mejor advertencia sobre dónde hay un cruce de calle.



Extensión del bordillo

Los cruces largos en intersecciones se pueden acortar con extensiones del bordillo. Las extensiones del bordillo desde las islas de camellón pueden agregar protección adicional para las personas que esperan para cruzar la calle. Las extensiones de bordillo también pueden formar canales para bicicletas que brindan un espacio protegido para que los ciclistas se acerquen a las intersecciones.



Ampliación de la acera

Debido a la ubicación de las columnas de soporte de la autopista y la histórica ampliación de la calle, la acera del lado norte de la 13th Street al oeste de la South Van Ness Avenue no tiene el ancho adecuado. Este proyecto propone restaurar la acera a un ancho más adecuado, en alineación con el resto de la manzana.



Ciclo vías protegidas

Las personas que viajan en bicicleta por la 13th Street actualmente lo hacen en tráfico mixto. Este proyecto propone instalar ciclo vías protegidas en ambas direcciones de la 13th Street y la Duboce Avenue entre la Valencia Street y la Folsom Street. La nueva ciclo vía protegida cerraría un vacío en la red de ciclo vías de la ciudad entre la Folsom Street y la Valencia Street. Una ciclo vía protegida ofrece a los ciclistas un espacio dedicado físicamente separado del tráfico motorizado. La separación física se refuerza usando camellones de concreto, delineadores de plástico o una fila de estacionamiento en la calle.



Mejoras ciclo vías en intersecciones

Este proyecto propone el equipamiento de ciclo vías protegidas con señalamiento para bicicletas en las intersecciones. Los semáforos para bicicletas instalados con fases solo para bicicletas aclaran cuándo los ciclistas pueden ingresar a una intersección y, por lo general, se combinan con la restricción de movimientos de vehículos conflictivos. Las cajas para bicicletas son espacios exclusivos donde los ciclistas pueden esperar antes de continuar. Las cajas para bicicletas con flechas son para facilitar los giros hacia una ruta perpendicular. Las cajas para bicicletas generalmente están pintadas de verde como una señal visual para todos los usuarios de la vía para indicar dónde se puede esperar encontrar ciclistas.



Ensanchamientos

Los ensanchamientos son un tipo de extensión del bordillo que es una expansión de la acera en la esquina de las intersecciones. Los ensanchamientos brindan más espacio en la acera para las personas que esperan para cruzar la calle, alientan a los conductores a girar más lentamente en las intersecciones y hacen que los peatones sean más visibles para todos. Este proyecto propone ensanchamientos en las intersecciones de la 13th Street con la Mission Street y la Folsom Street.



Actualización de la señal

Los semáforos existentes montados cerca de las columnas de la autopista pueden reemplazarse con un tamaño más grande para mejorar su visibilidad para los conductores. La temporización de los semáforos se puede personalizar para adaptarse al flujo de tráfico en diferentes momentos del día, la semana y la dirección. Se realizarán mejoras en la temporización de los semáforos para brindar a las personas más tiempo para cruzar las intersecciones.



Ajustes a los estacionamientos y áreas de carga

Este proyecto propone cambios en el estacionamiento y la carga para adecuarse a los usos de suelo existentes y a las necesidades comerciales. Se pueden utilizar bordillos de colores para designar espacios para actividades comerciales y de ascenso/descenso de pasajeros.



Reducción de carriles de circulación

Para aceptar la nueva ciclo vía protegida, se reducirá en ciertos lugares la cantidad de carriles de circulación en la 13th Street y en la Duboce Avenue. La reducción de carriles permitirá una reasignación del espacio de la calzada para atender mejor las complejas necesidades de la 13th Street y, al mismo tiempo, brindar una mejor sensación de seguridad para todos los usuarios.



¡Díganos lo que piensa! Contáctenos en 13thStreetSafety@SFMTA.com

Para más información sobre este proyecto e inscribirse para recibir actualizaciones por correo electrónico, visite: [SFMTA.com/13thStreetSafety](https://www.sfmta.com/13thStreetSafety)

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無障礙行人號誌

無障礙行人號誌 (APS) 是行人使用按鈕，它以非視覺方式 (例如可以被聽到的音調、語音資訊和振動表面) 傳達行人穿越馬路的時機。SFMTA 的政策在進行重大號誌升級的信號化交叉路口增設 APS。

**路緣坡道**

升級老舊的路緣坡道，在特定區域鋪設黃色的點形導盲磚，以提供更明顯和可偵測到的觸覺道路表面。這對於行人具有更好的警示作用，提示這裡是一個道路交叉口。

**路緣延伸處**

使用路緣延伸處可以縮短較長的交叉路口。隔離島的路緣延伸處可以為等待穿越馬路的人們增加額外的保護。路緣延伸處也可以形成自行車通道，為靠近交叉路口的自行車騎士提供受保護的空間。

**人行道加寬**

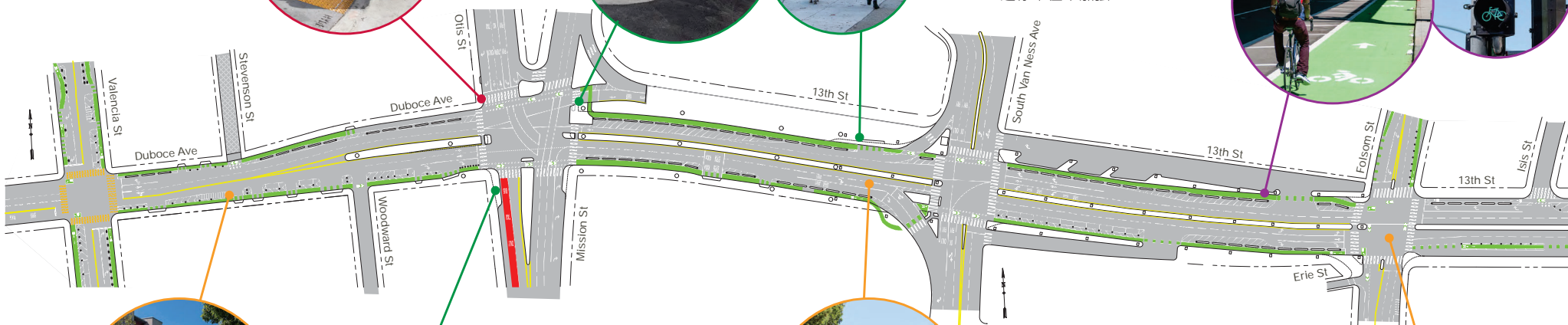
由於高速公路支撐柱的放置和歷史街區的拓寬，South Van Ness Avenue 以西 13th Street 北側的人行道不夠寬。本專案提議將人行道恢復至更充分的寬度，與街區的其餘部分保持一致。

**受保護的自行車道**

騎自行車沿 13th Street 出行的騎士目前只能在混合車流中騎行。本專案提議在 13th Street 和 Duboce Avenue 介於 Valencia Street 和 Folsom Street 之間路段的兩個行駛方向增設受保護的自行車道。新的受保護的自行車道將能彌補本市自行車網路介於 Folsom Street 和 Valencia Street 之間路段的空缺。受保護的自行車道為自行車騎士提供一個專用空間，在物理上與機動車車流分開。這種物理分隔可以使用混凝土隔離帶、塑膠反光錐或一排路邊停車位來加強。

交叉路口的自行車道改善

本專案提議將受保護的自行車道與交叉路口的自行車號誌配对。增設自行車專用號誌相位的自行車號誌，明確指出自行車騎士何時可以進入交叉路口，並且通常此時也禁止行車路線衝突的車輛行進。自行車等待區是自行車騎士在繼續騎行之前的專用等待空間。帶箭頭的自行車等待區方便在垂直路線上轉向。作為所有道路使用者的視覺提示，通常將自行車等待區塗成綠色，以指示騎士的預期騎行路線。

**停車和裝載規則調整**

本專案提議變更停車和裝載區域，以適應現有的土地使用和業務需求。彩色路緣可作為商業和乘客裝載活動的專用空間。

**延展路緣**

延展路緣是一類路緣延伸處，它是交叉路口轉角處的人行道擴展。延展路緣為等待穿越馬路的人們提供更多人行道空間，鼓勵駕駛人在交叉路口轉彎時放慢速度，並且使得行人更容易被所有人看到。本專案提議在 13th Street 與 Mission Street 和 Folsom Street 的交叉路口增設延展路緣。

**減少行車道**

為了容納新的受保護的自行車道，將減少 13th Street 和 Duboce Avenue 沿線某些位置的通行車道數量。藉由減少車道來重新分配道路空間，以更能滿足 13th Street 的複雜需求，同時也為所有使用者提供更好的安全感。

交通號誌升級

將安裝在高速公路支撐柱附近的現有交通號誌更換為更大的尺寸，以提高對駕駛人的可見度。定制交通號誌時間以適應一天、一週和行車方向上不同時間的車流量。改善號誌時間，以便為人們提供更多時間穿過交叉路口。



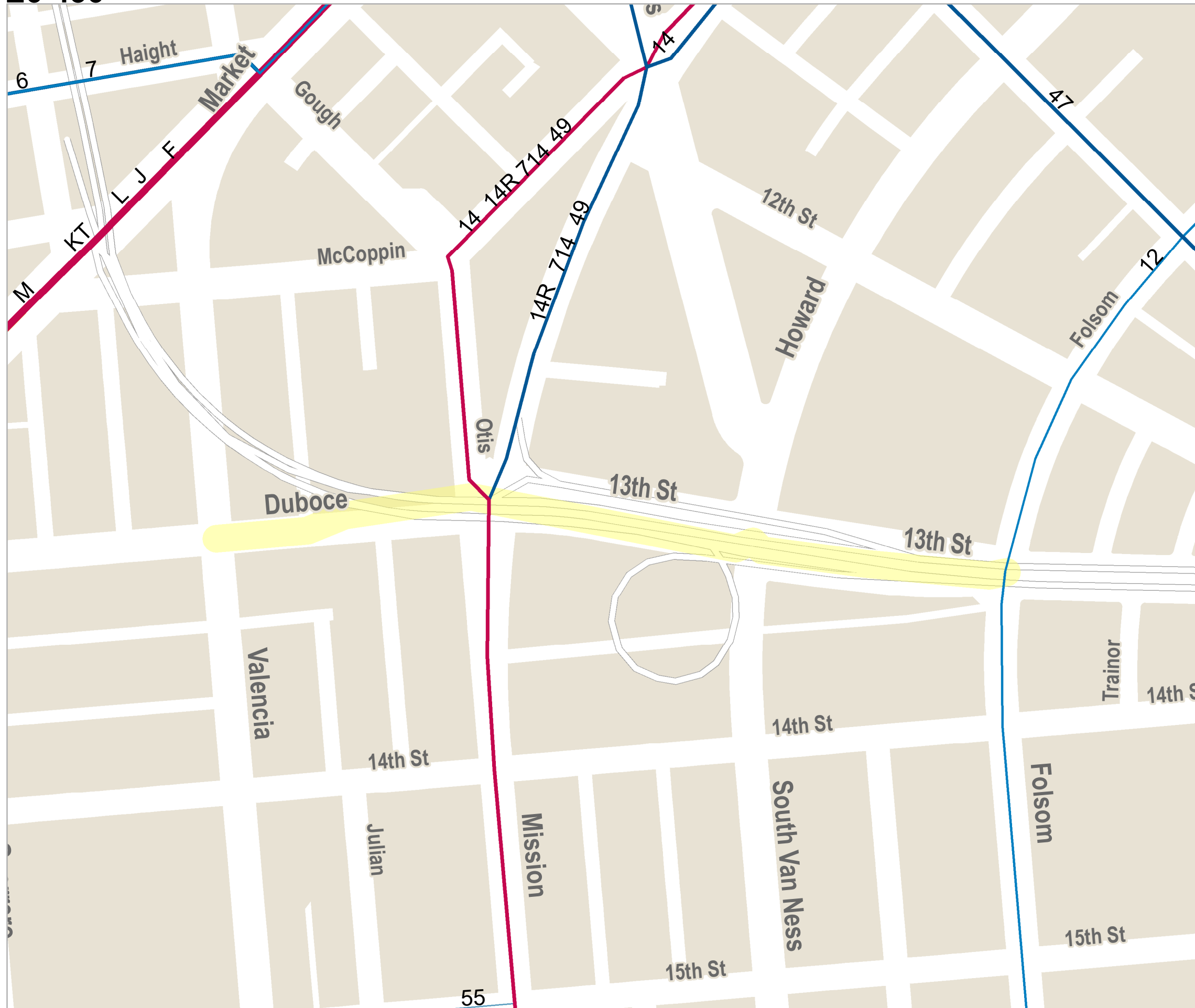
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Muni Transit Network

13th Street Safety Project

September 2020

San Francisco Muni transit routes within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- █ Muni Metro
- █ Rapid Bus
- █ Connector
- █ Frequent
- █ Grid
- █ Historic
- █ Specialized
- Project Extents



0.055 miles

Scale 1:3,000

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