

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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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.



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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extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan.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 | <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Is the project located in an Equity Priority Community (EPC)?</td> <td style="text-align: center;">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 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 | | | | | | |
| <p>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.</p> <p>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.</p> | | | | | | |

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

Project Name: BART Core Capacity - Fleet of the Future 54 Expansion Vehicles

| 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> |



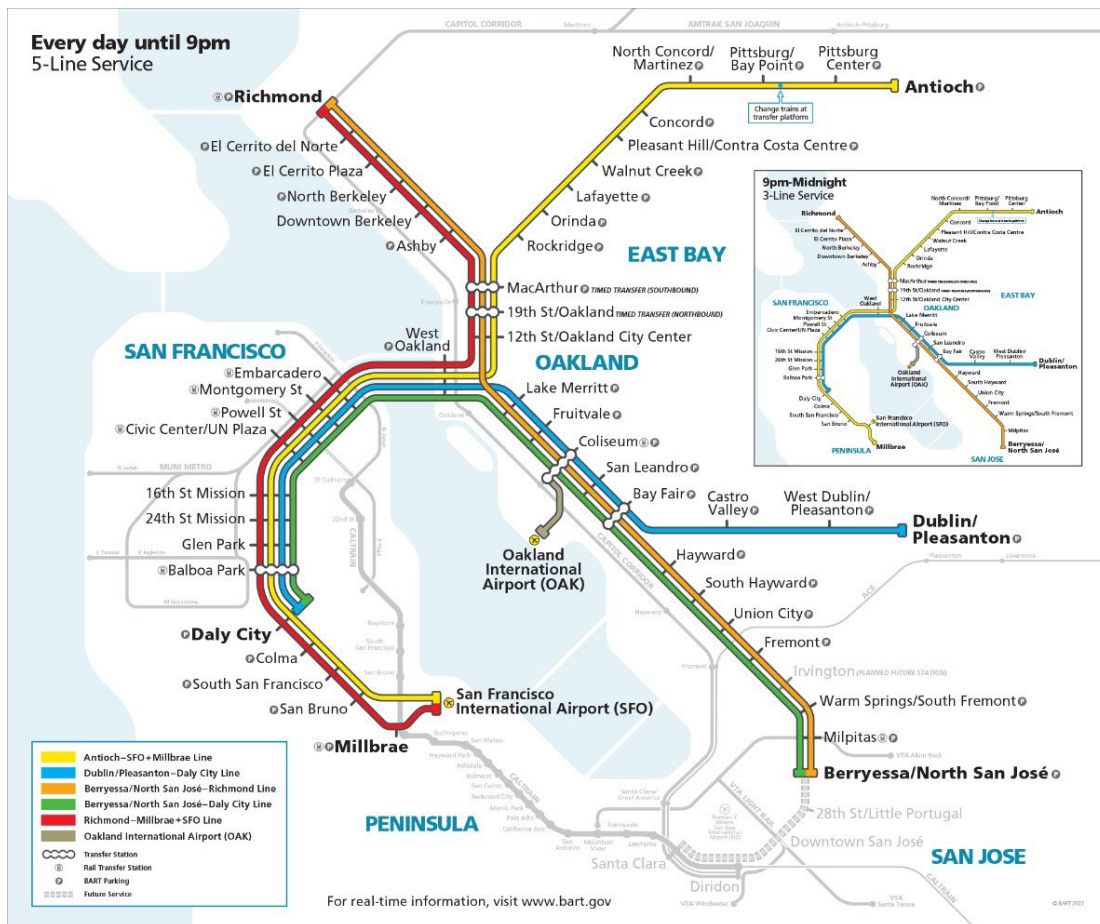
Core Capacity Program Attachment A



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

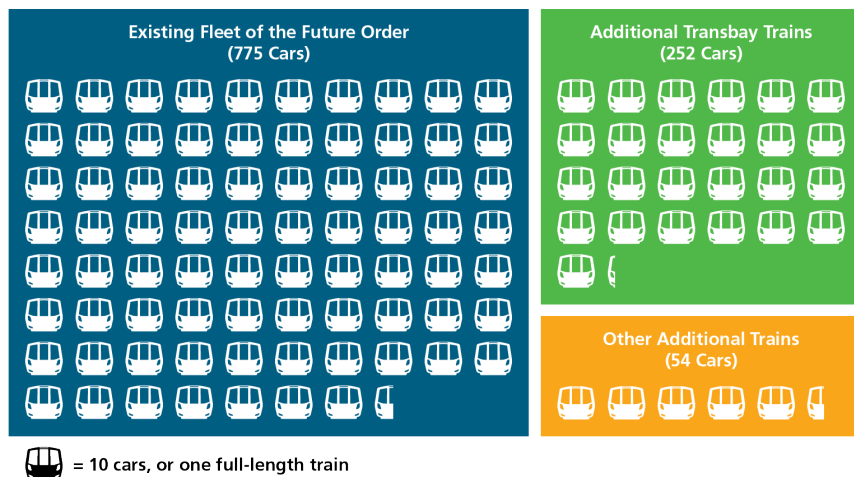


The CCP is a package of strategic investments that will allow BART to operate up to 30 ten-car trains per hour (300 cars) in each direction through the existing tube, maximizing throughput in the most heavily used part of its system. **The CCP includes four elements: 306 additional rail cars to provide 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

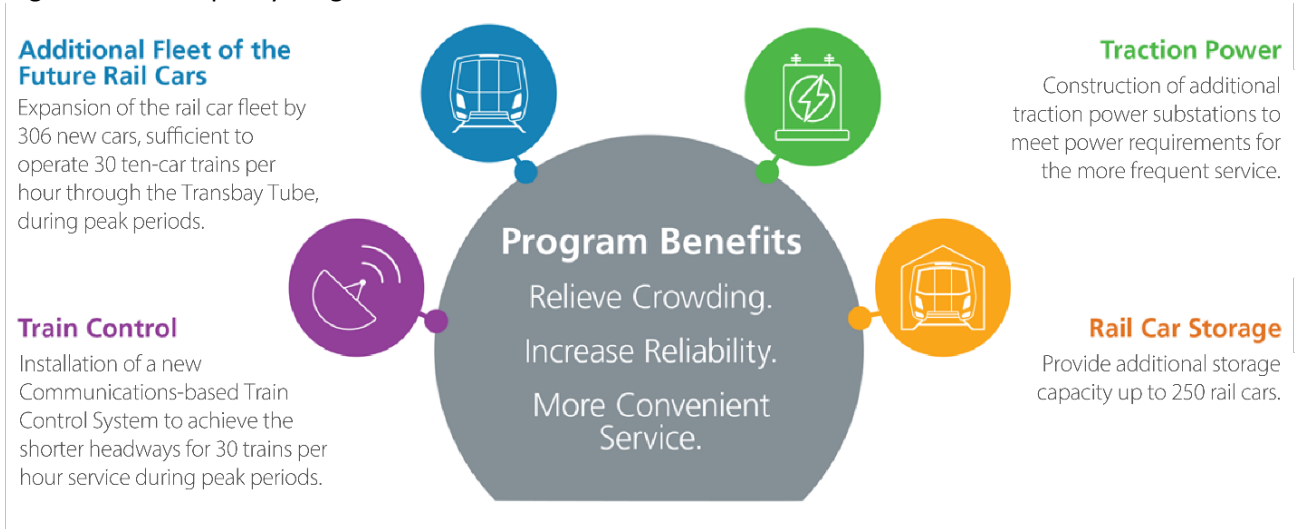
vehicles. A series of ten events were held at BART stations and in local communities throughout the Bay Area. Approximately 17,500 people attended the events and a total of 7,666 surveys were collected. BART staff consulted regularly with members of the disability community, including the BART Accessibility 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.

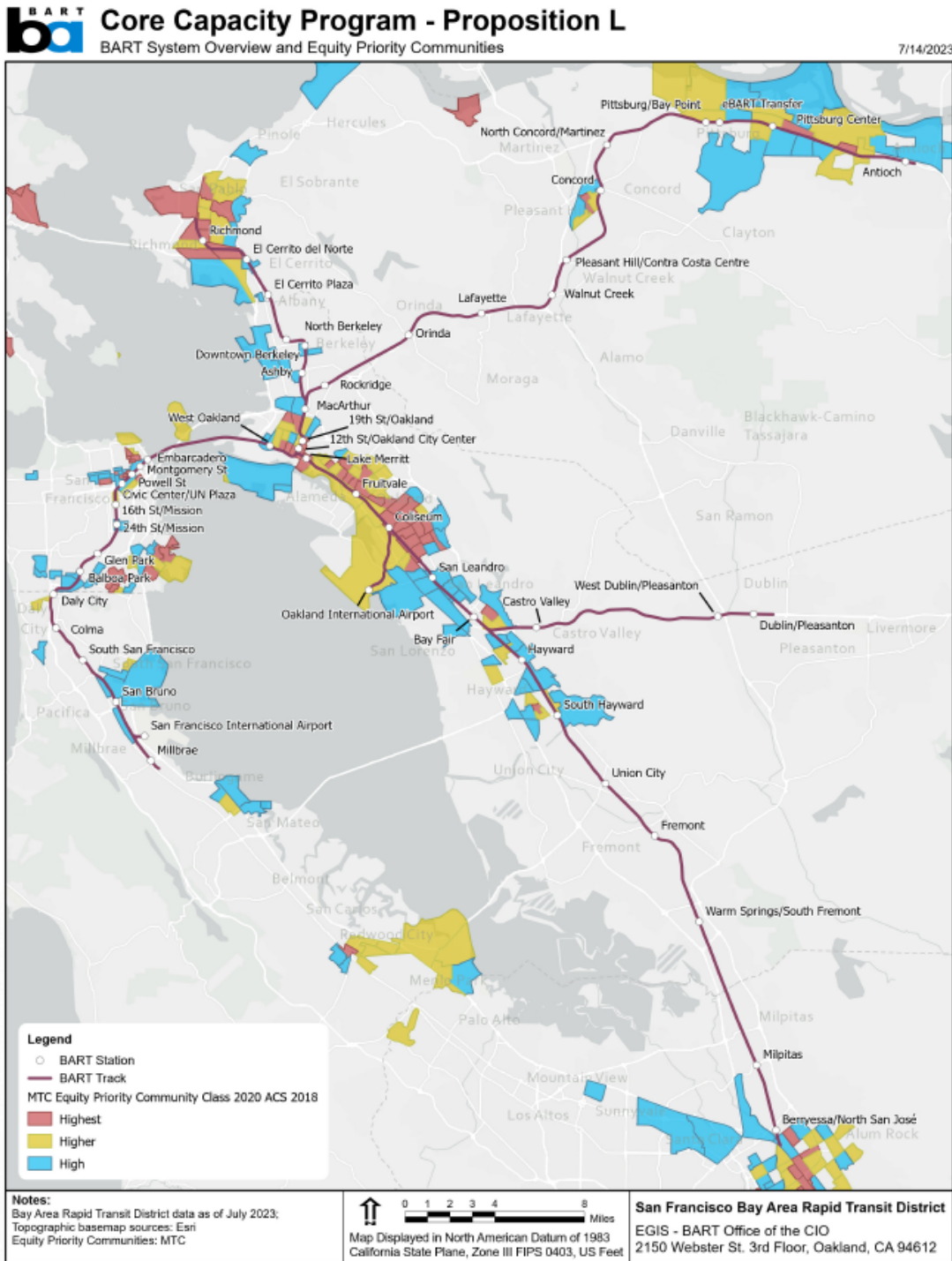
Figure 4. Core Capacity Program Benefits



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



| 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 | | | | | | | | 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. | |
| 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. | | | | | | | | | | | | | |



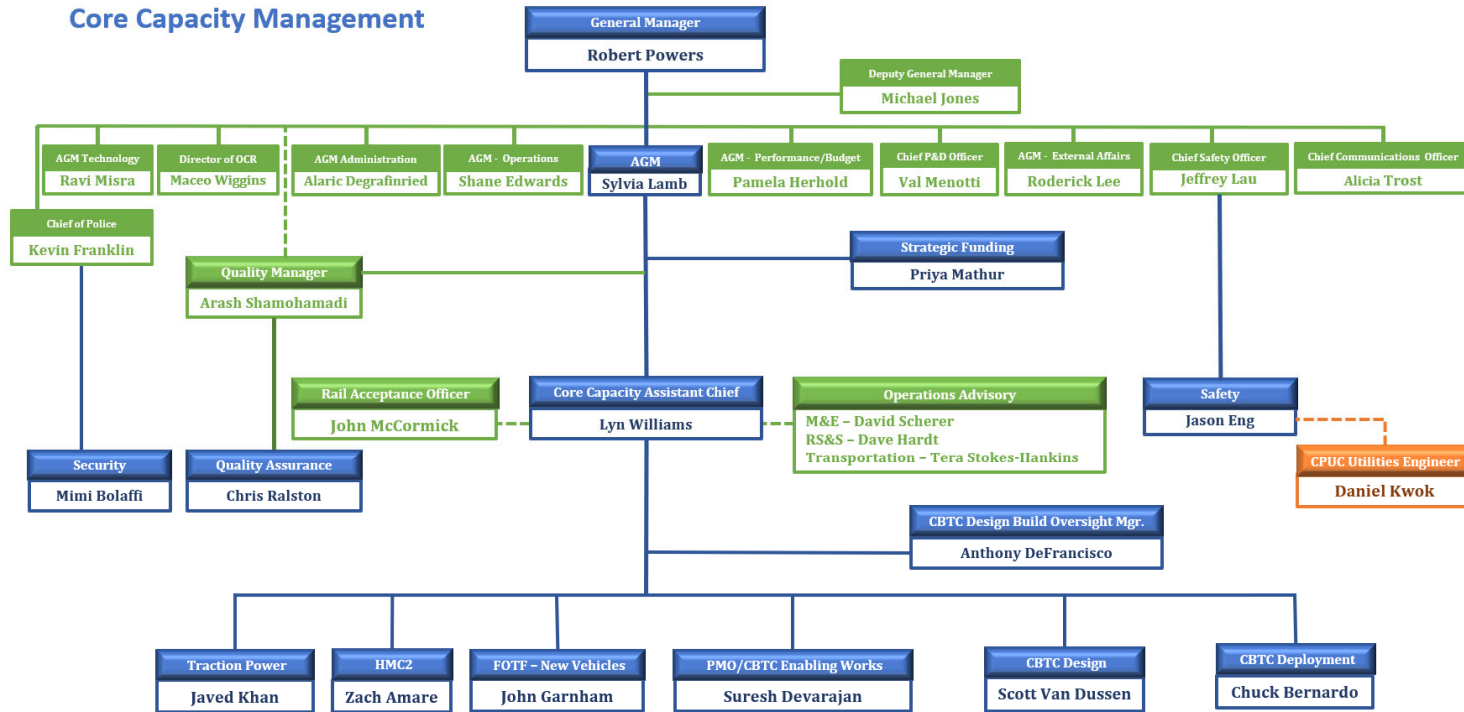
Core Capacity Program Status Update

San Francisco County Transportation Authority

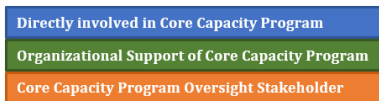
Proposition L 5YPP



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

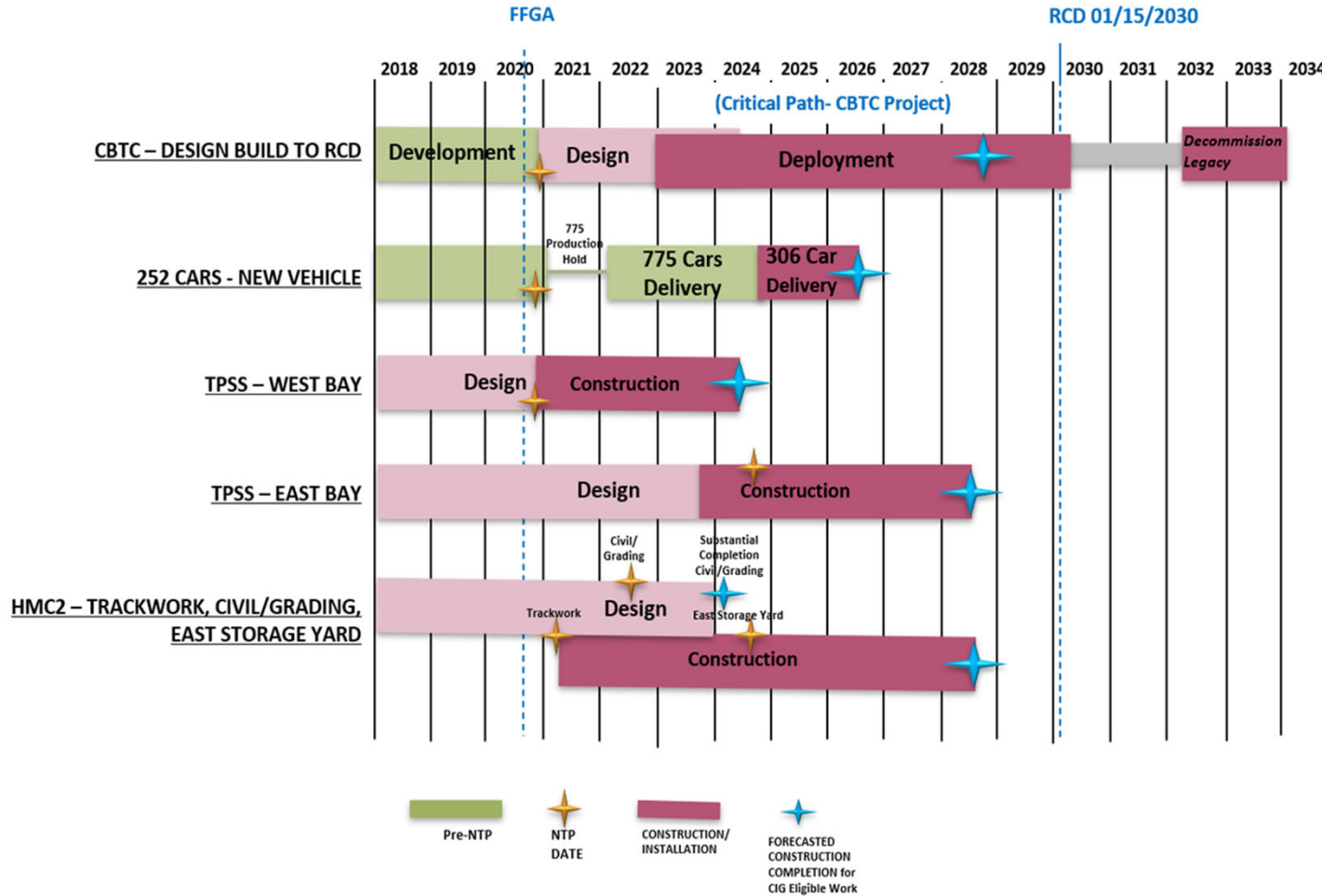
Top 5 Risks

| # | 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

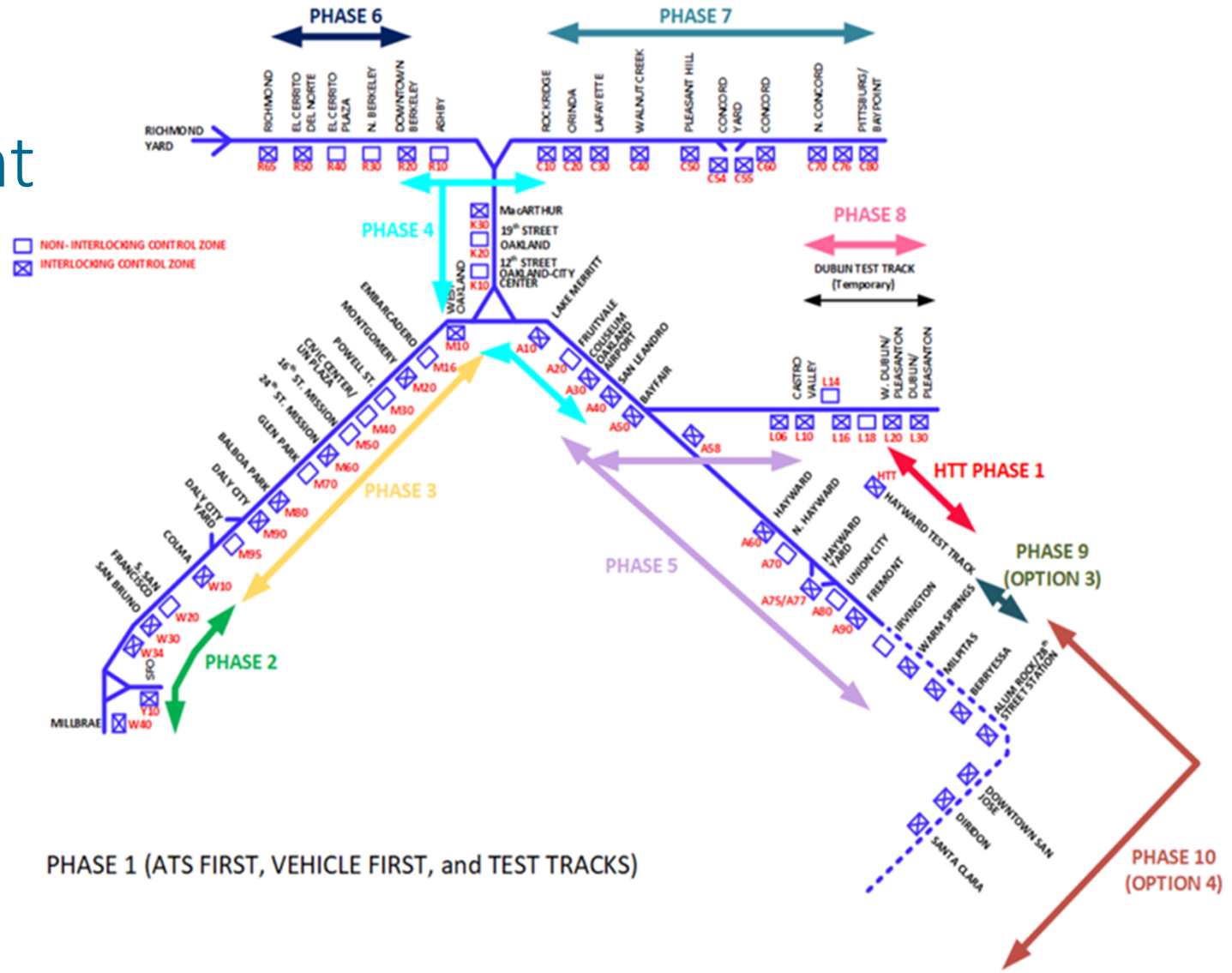


Project Element Status Updates

Communications-Based Train Control

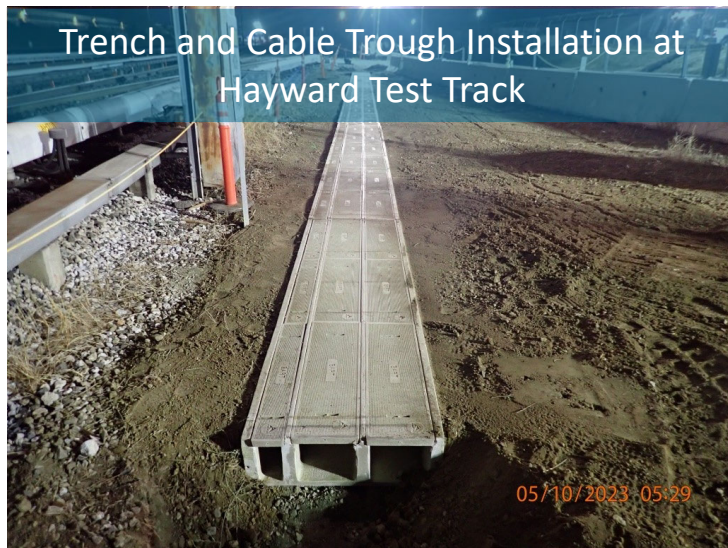
- Design-build contract with Hitachi
 - Base contract executed September 2020 (Phases 1-8)
 - 17% complete
 - Option 3 executed October 2022 (Phase 9 – SVRT Phase 1 Extension)
 - Option 4 not executed (Phase 10 – SVRT Phase 2 Extension (BSVII))
- Implementation Plan – map of phases
- Major Risks
 - Integration 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.



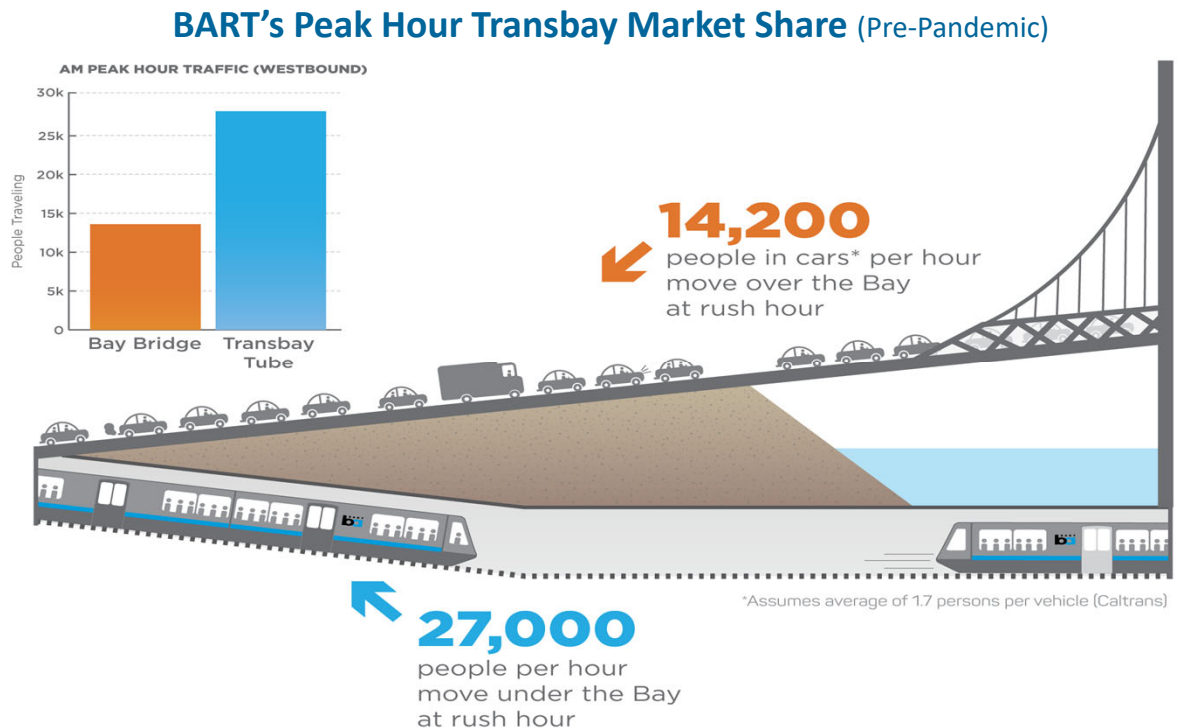
Background

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

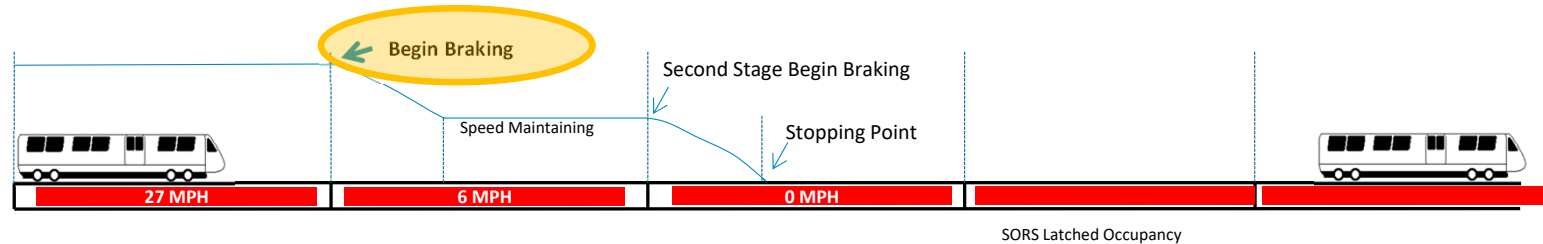
- Prepares the region for the **next 50 years**
- Will enable BART to **increase service by 30-40%**
- Up from 23 trains/ hour during peak periods today to up to **30 10-car trains/ hour** at completion
- More frequent BART service will **improve transit connections** in San Francisco across the region



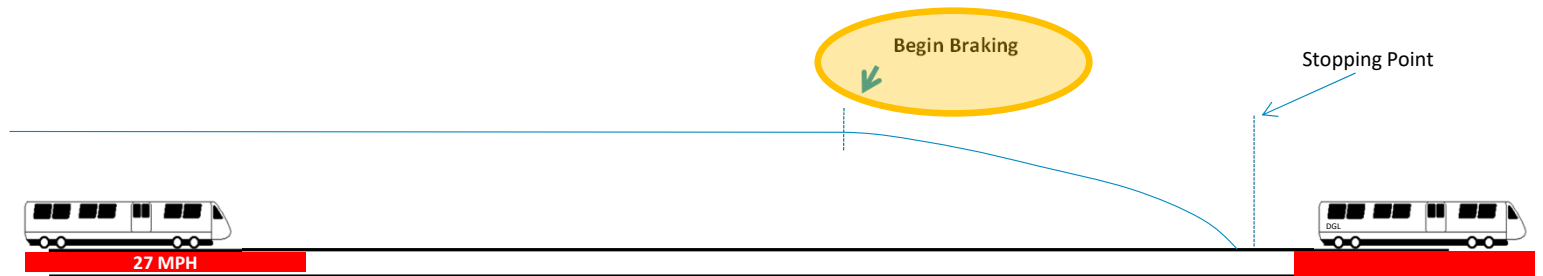
Communications-Based Train Control Overview

- 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

| | | 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 | Need (Asset Useful Life) | Improves Efficiency of Transit Operations | Total |
| | 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. | | | | |
| Supervisory 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. |
|---|--|

| 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% | 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. |



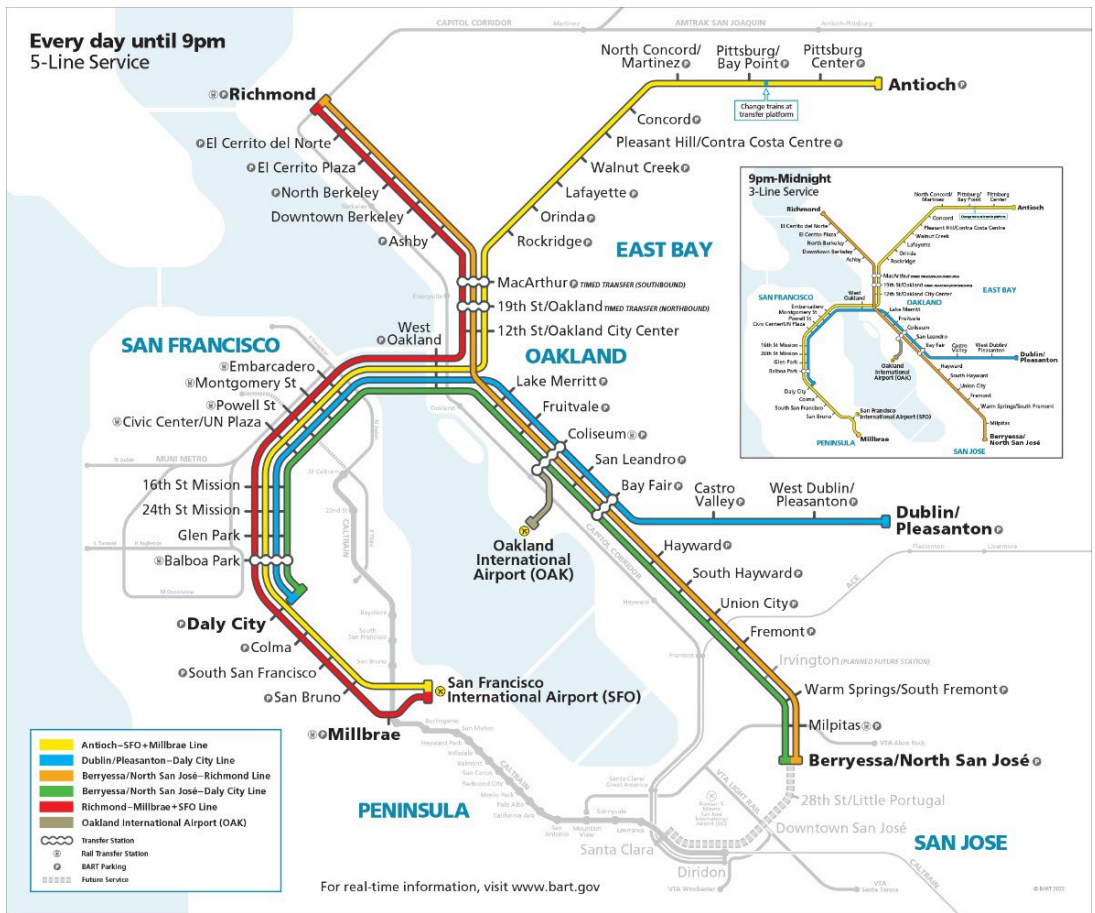
Next Generation Fare Gates Attachment A



Detailed Scope

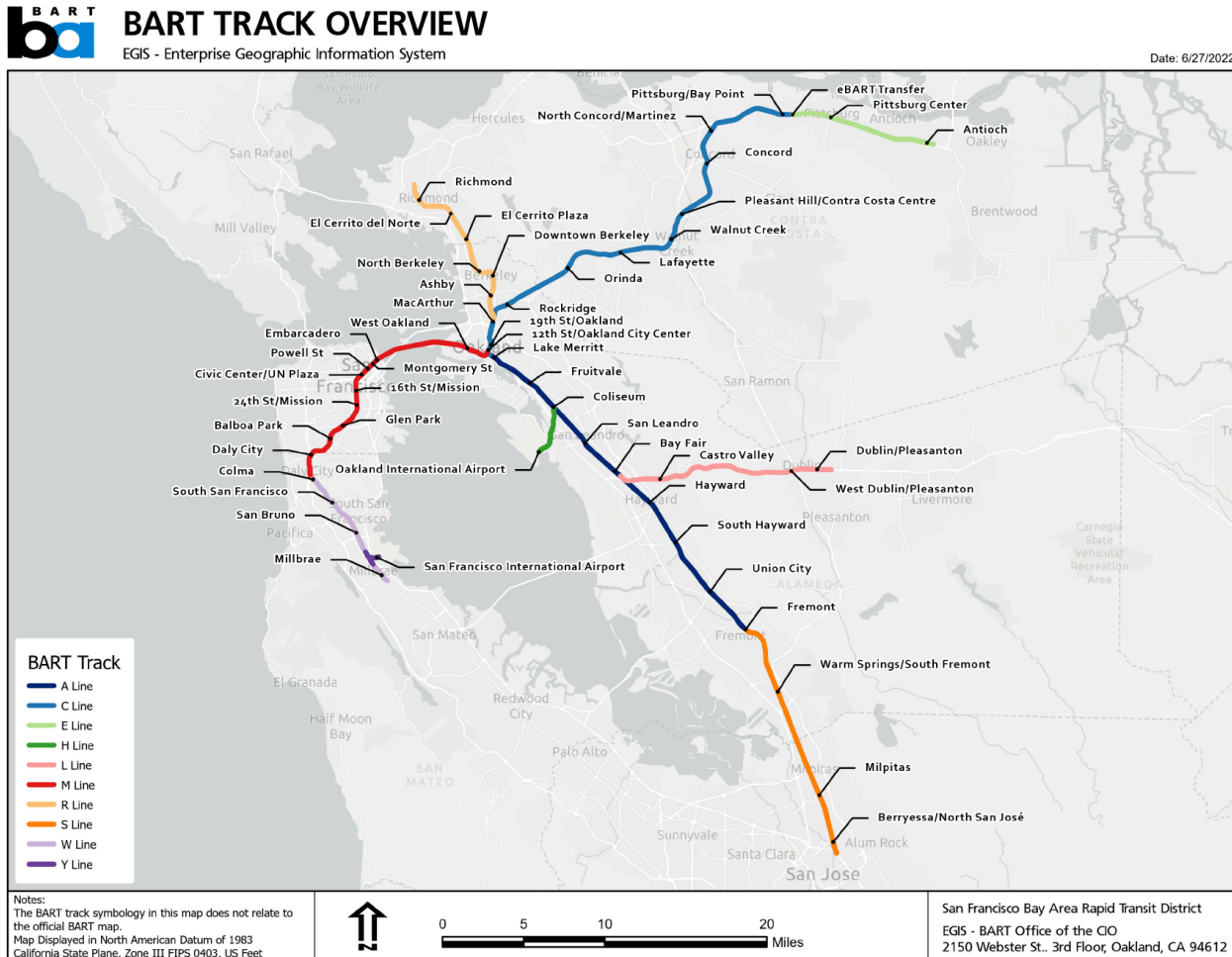
The San Francisco Bay Area Rapid Transit District (BART) requests to program \$12,500,000 of Proposition L (Prop L) funds through the 5-Year Prioritization Process (SYPP) for the Next Generation Fare Gates (NGFGs) Project. The NGFGs Project is a BART District system-wide \$90 million capital project 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

E6-76

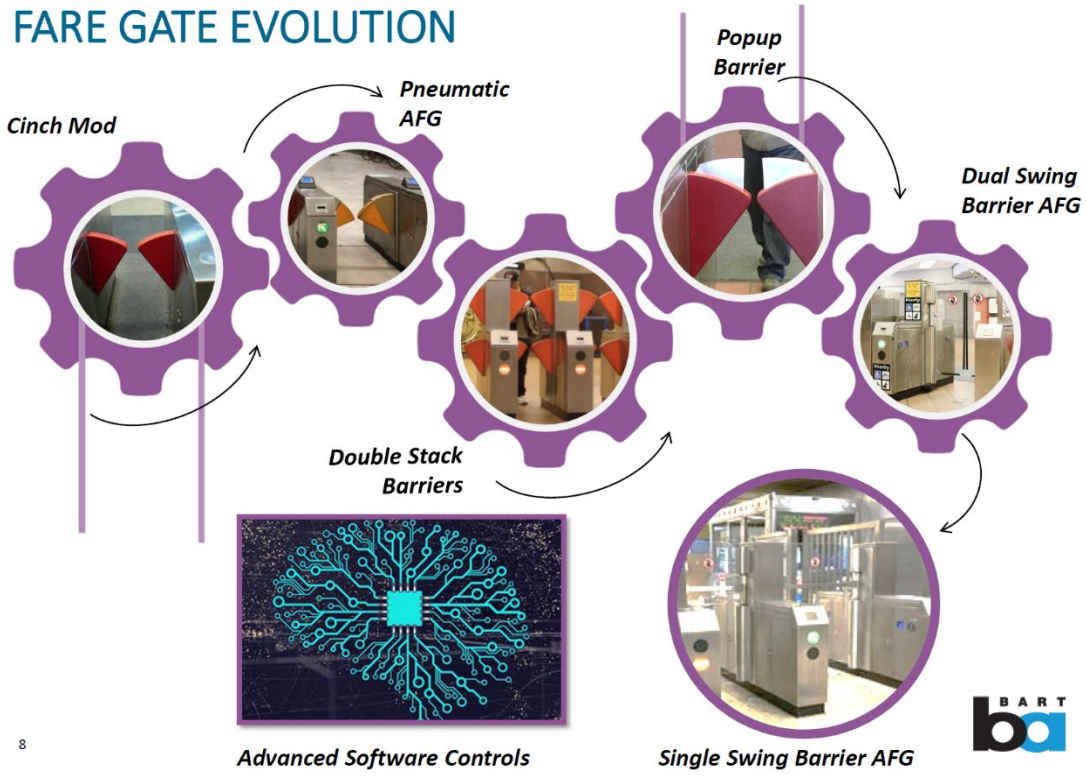
In recent years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, 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

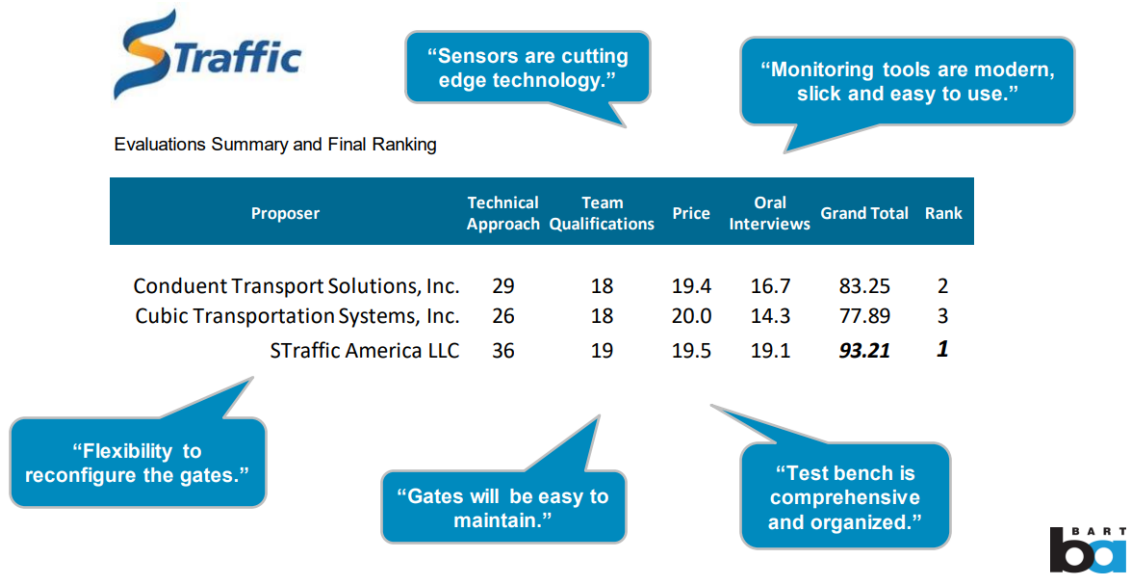
With extensive knowledge of possible solutions, BART looked forward to launch and implement new technology systemwide. In September of 2020, BART released a Request for Expressions of Interest (RFEI) for companies to assist to develop an innovative design for the new gates. The RFEI was an opportunity 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.

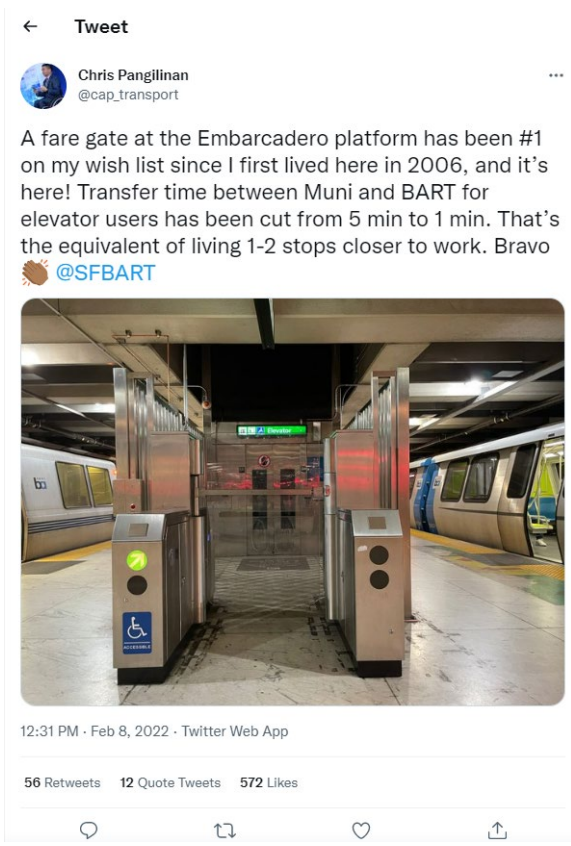
Prior Community Engagement/Level and Diversity of Community Support

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.”



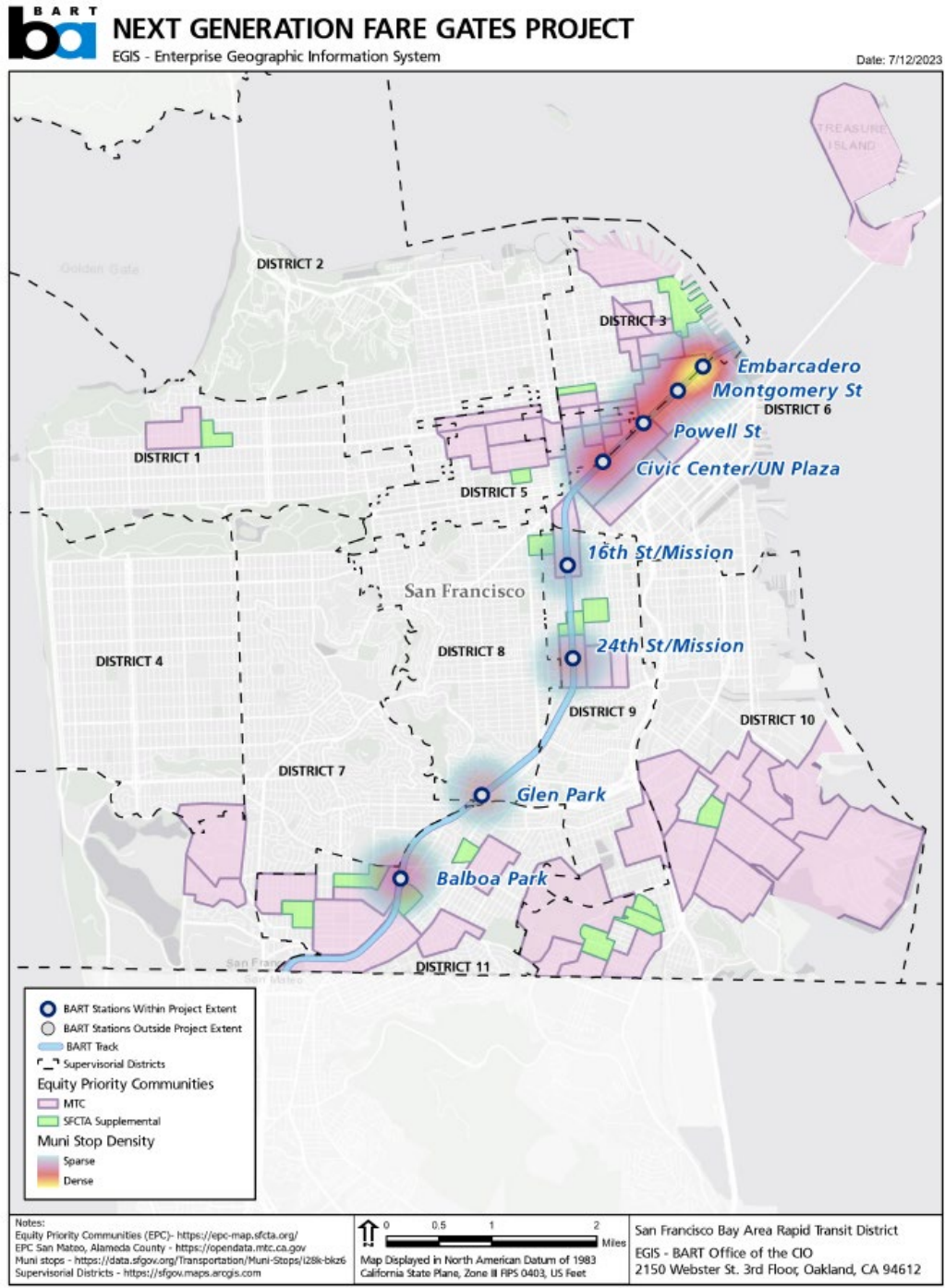
- In April of 2023, the NGFGs Project team provided an update to the BART Board on the vendor selection. A copy of the presentation is included in the programming packet, see item named “April 2023 Presentation to BART Board.”
- In June of 2023, the NGFGs Project team provided an update to the BART Accessible 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**

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

TEL 415-522-4800 **EMAIL** info@sfcta.org **WEB** www.sfcta.org

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. Project Delivery Snapshot
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 - Project Scoring Table
 - 5-Year Program of Projects (Project List)
 - 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 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.

E6-96

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 |
|----------------------|----------------------|

| 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 |
|----------------------|--|

| 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.</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

| | |
|---|---|
| <p>Safety</p> | <p>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).</p> |
| <p>Need (Asset Useful Life)</p> | <p>The project replaces track components and equipment at the end of their useful life along with maintaining structures along the corridor.</p> |
| <p>Improves Efficiency of Transit Operations</p> | <p>The project offers more efficient transit operations and reduces the risk of delays.</p> |

**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 |
|----------------------|----------------------|

| 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**

| 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

| | |
|---|--|
| <p>Safety</p> | <p>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.</p> |
| <p>Need (Asset Useful Life)</p> | <p>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.</p> |
| <p>Improves Efficiency of Transit Operations</p> | <p>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.</p> |
| <p>This cell intentionally left blank.</p> | |
| <p>This cell intentionally left blank.</p> | |
| <p>This cell intentionally left blank.</p> | |



E6-120



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

Project Name: Next Generation Visual Messaging Sign - FY25

| 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 | \$ 2,400,000 | \$ 2,400,000 | | |
| Operations (i.e. paratransit) | \$ - | \$ - | \$ - | |
| Total Project Cost | \$ 2,400,000 | \$ 2,400,000 | \$ - | |
| 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 | Programmed | 2024/25 | \$ 2,400,000 | \$ - | \$ 1,000,000 | \$ 1,400,000 | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total By Fiscal Year | | | | | \$ 2,400,000 | \$ - | \$ 1,000,000 | \$ 1,400,000 | \$ - | \$ - |

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.</p> <p>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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| 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 |
|----------------------|-------------------------------|

| 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 | |
|--|--------|------|------------|-----------------------------|----------|-----------------------------|
| | | | 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 | Cost | Funding Source | | Source of Cost Estimate |
|---------------------------------|------------|----------------|------------|---|
| | | 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 | 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. |
| 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>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)

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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.

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.

INDEX OF DRAWINGS table with columns: DRAWINGS, TITLE. Rows include 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.

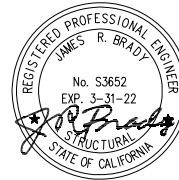


TABLE OF REVISIONS table with columns: NO., DATE, DESCRIPTION, BY, APP.

REFERENCE INFORMATION & FILE NO. OF SURVEYS table.



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

APPROVED BY: SAN FRANCISCO PORT COMMISSION
DATE:
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
REV. NO.

POSF GATE B & CHINA BASIN FLOAT MODIFICATIONS
GENERAL NOTES

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

Model Units: Undefined
Measurement Units: English
Pick Time: Fri, 15 Oct 2021 4:31pm
Drawing Path: G:\WC\9590-20 POSF Gate B Floor\20 CAD\Active_Sheets\9590200-1.dwg Login: anet

| NO. | DATE | ISSUED FOR CONSTRUCTION | BY | JB |
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REFERENCE INFORMATION & FILE NO. OF SHEETS



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

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| BR | 08-20-21 | | |

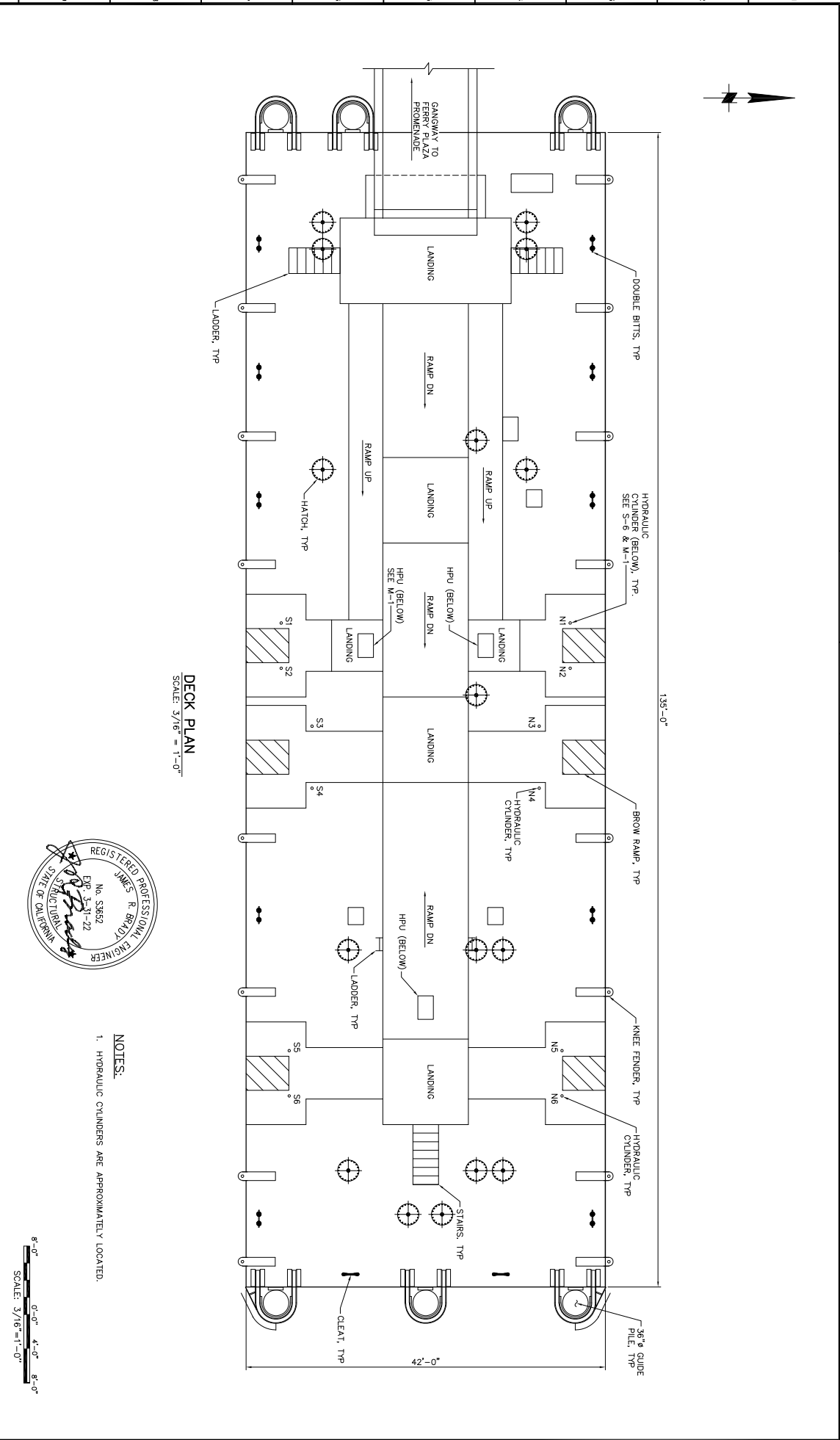
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SCALE: AS NOTED

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

| CONTRACT NO. | DRAWING NO. | SHEET NO. |
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| XXXX | 9590-20 | S-1 |

VIEW: R:01



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



NOTES:
1. HYDRAULIC CYLINDERS ARE APPROXIMATELY LOCATED.



| NO. | DATE | ISSUED FOR CONSTRUCTION | DESCRIPTION | BY | JB |
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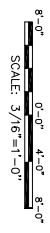
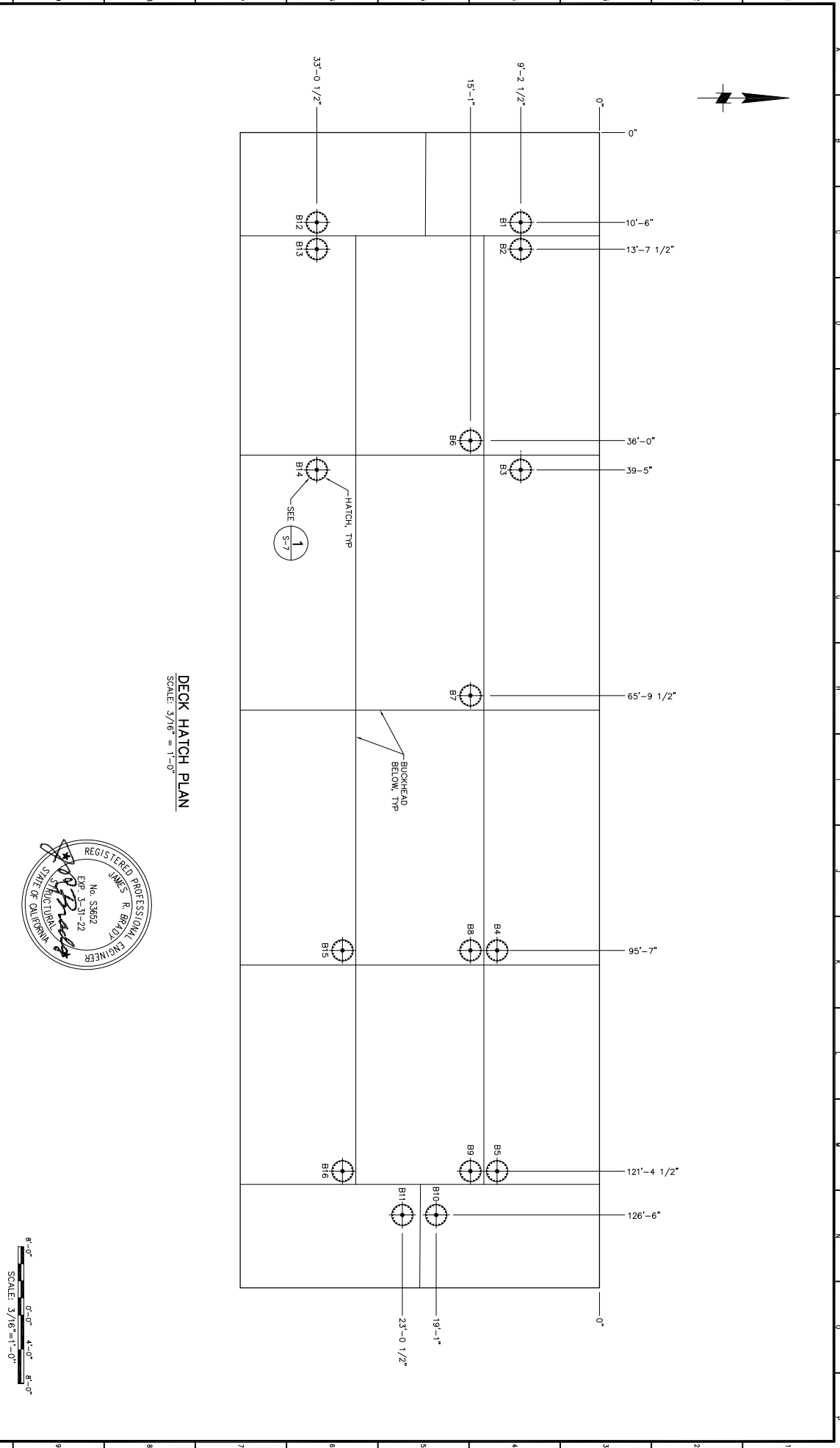
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SAN FRANCISCO PORT COMMISSION
DATE: _____
CSEF HARBOR ENGINEER

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'D |
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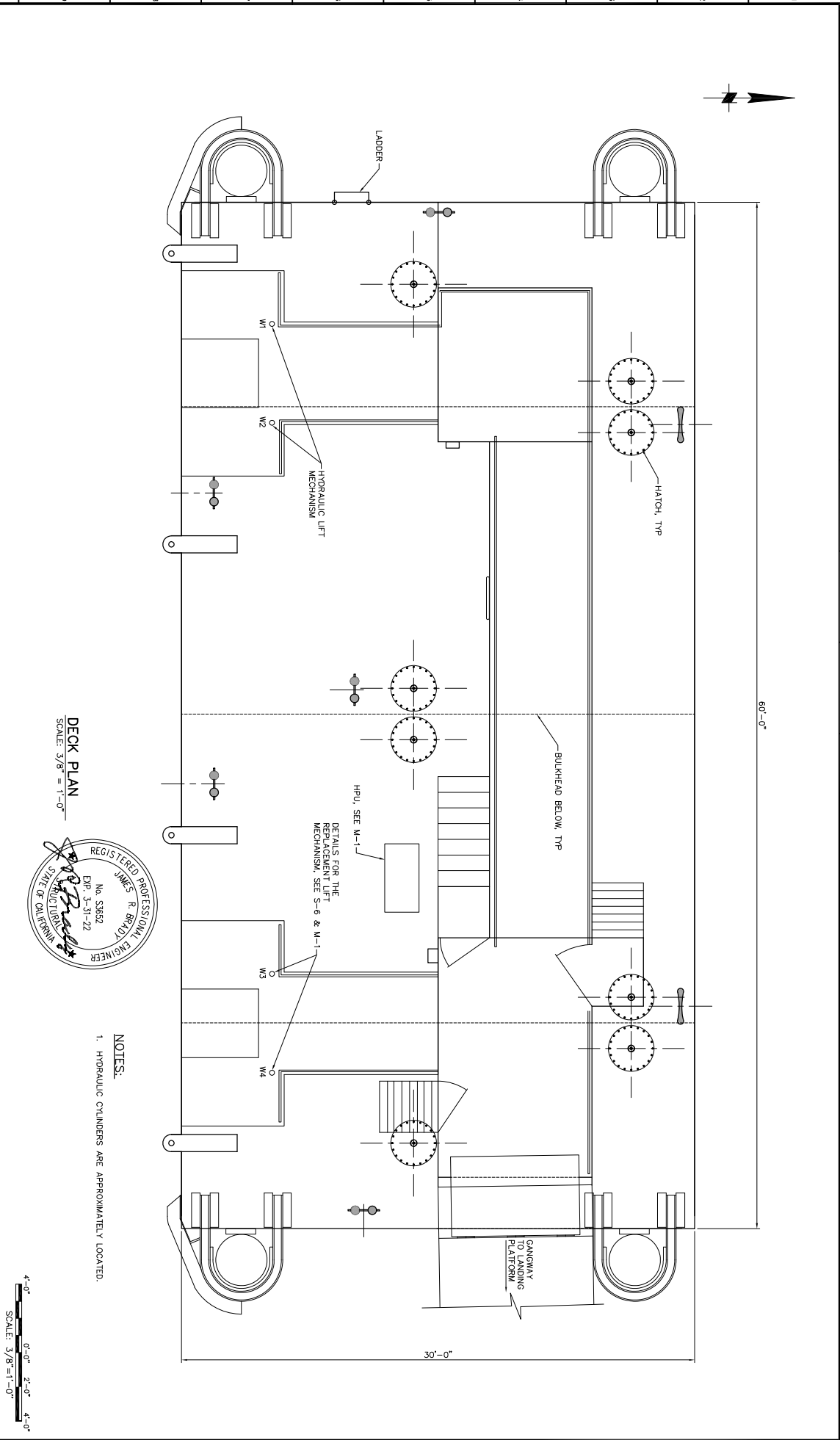
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| BR | 08-20-21 | | |
| CHKD | 08-20-21 | | |
| SH | 08-20-21 | | |

CERT. REGISTERED 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.

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

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& FILE NO. OF SHEETS



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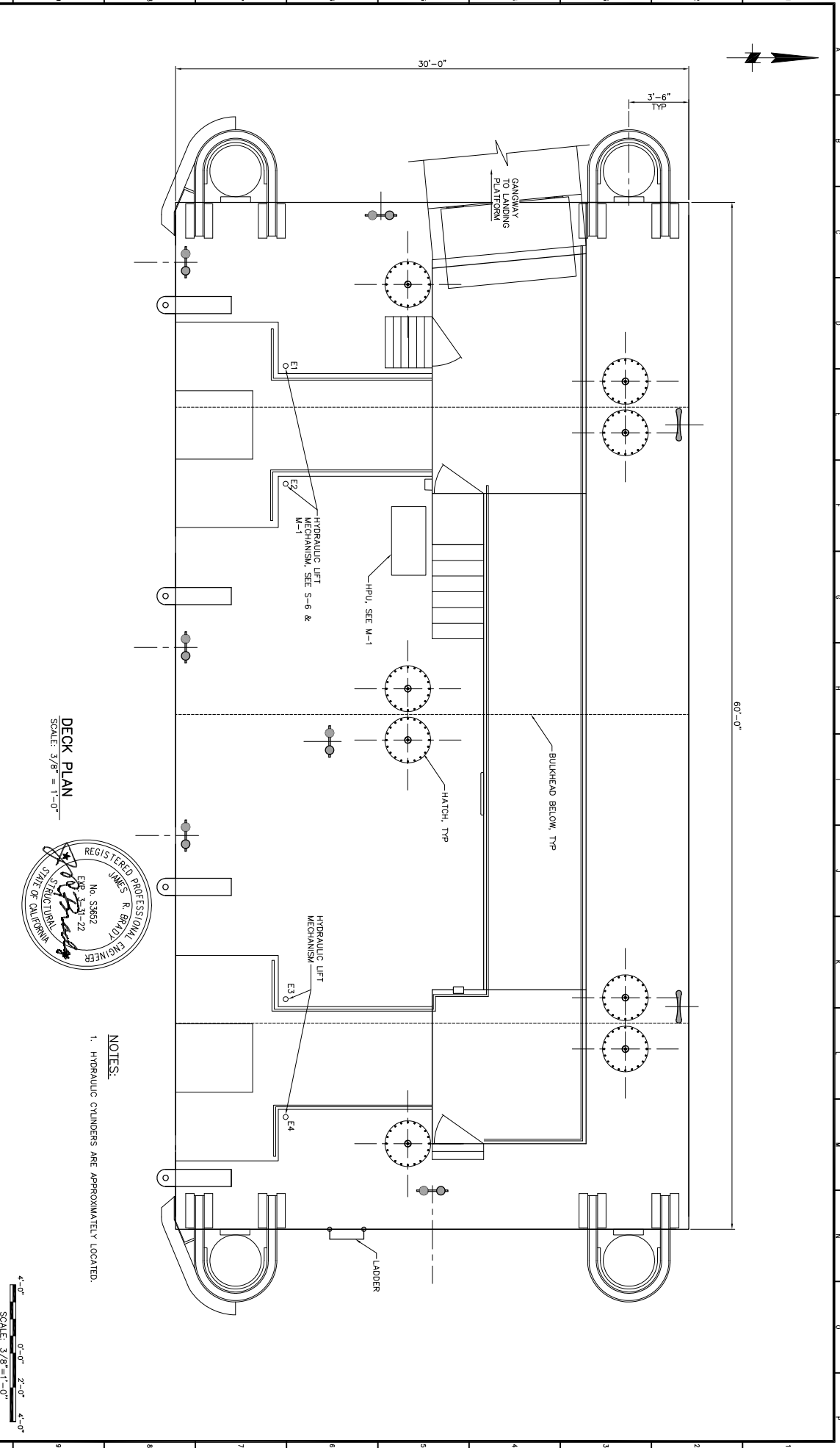
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| CHECKED: SH | DATE: 08-20-21 |

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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 |

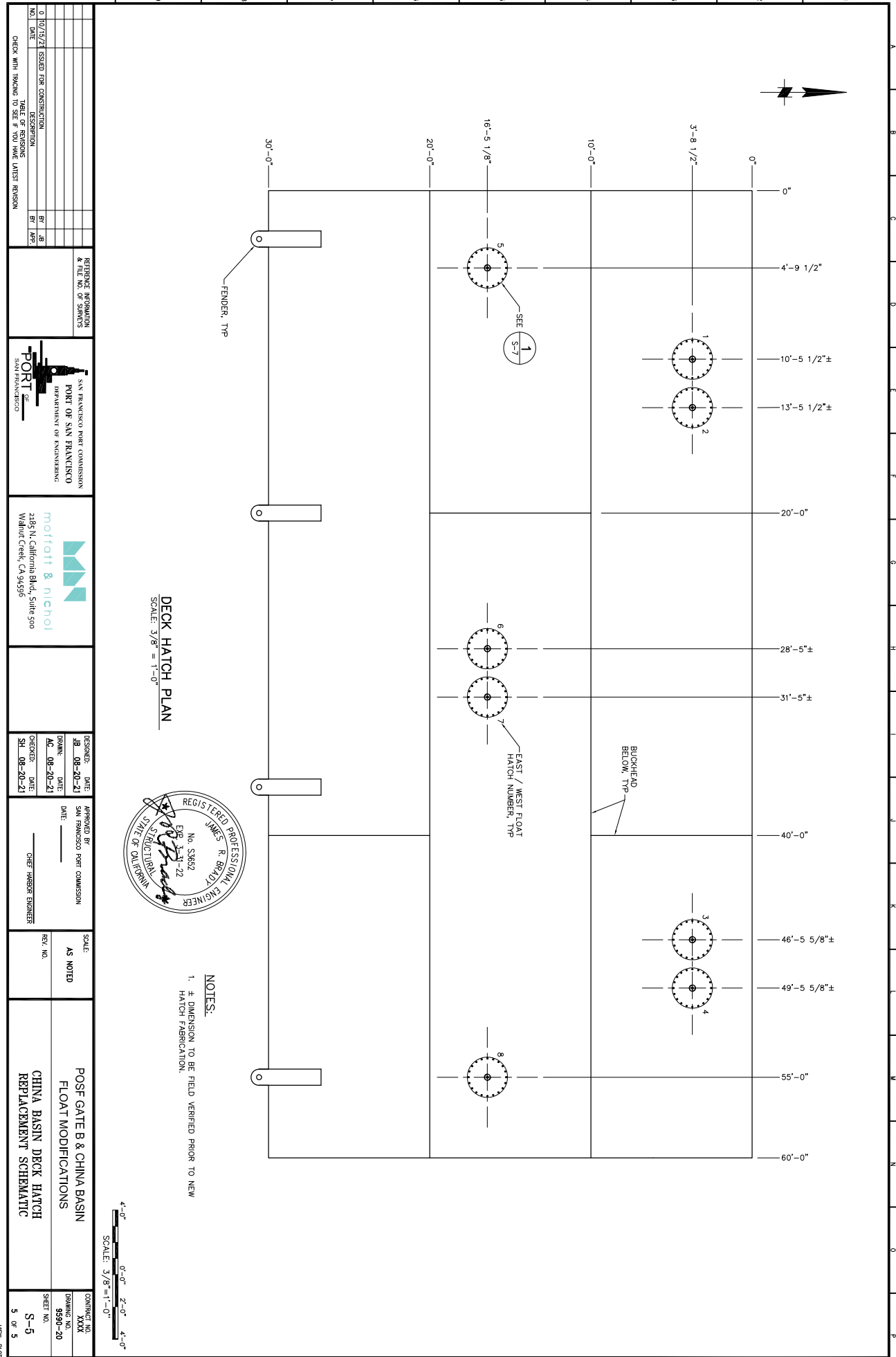


DECK PLAN
SCALE: 3/8" = 1'-0"



- NOTES:**
1. HYDRAULIC CYLINDERS ARE APPROXIMATELY LOCATED.





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



NOTES:
1. ALL DIMENSIONS TO BE FIELD VERIFIED PRIOR TO NEW HATCH FABRICATION.



| | | | | | | | | | | | | | | | | | |
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| LOCATION | FLOAT | RAMP | CYLINDERS | PIN-PIN LENGTH (INCHES) | DETAIL |
|-------------|-------|--------|----------------|-------------------------|--------|
| CHINA BASIN | WEST | W1, W2 | W3, W4 | 45.5 | 1 |
| CHINA BASIN | WEST | W1, W2 | E1, E2 | 32 | 2 |
| CHINA BASIN | EAST | E1, E2 | E3, E4 | 32 | 2 |
| CHINA BASIN | EAST | E1, E2 | N1, N2, S1, S2 | 58.5 | 5 |
| GATE B | WEST | MIDDLE | N3, N4, S3, S4 | 32 | 5 |
| GATE B | EAST | EAST | N5, N6, S5, S6 | 38 | 4 |

REFERENCE INFORMATION & FILE NO. OF DRAWING

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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT
SAN FRANCISCO

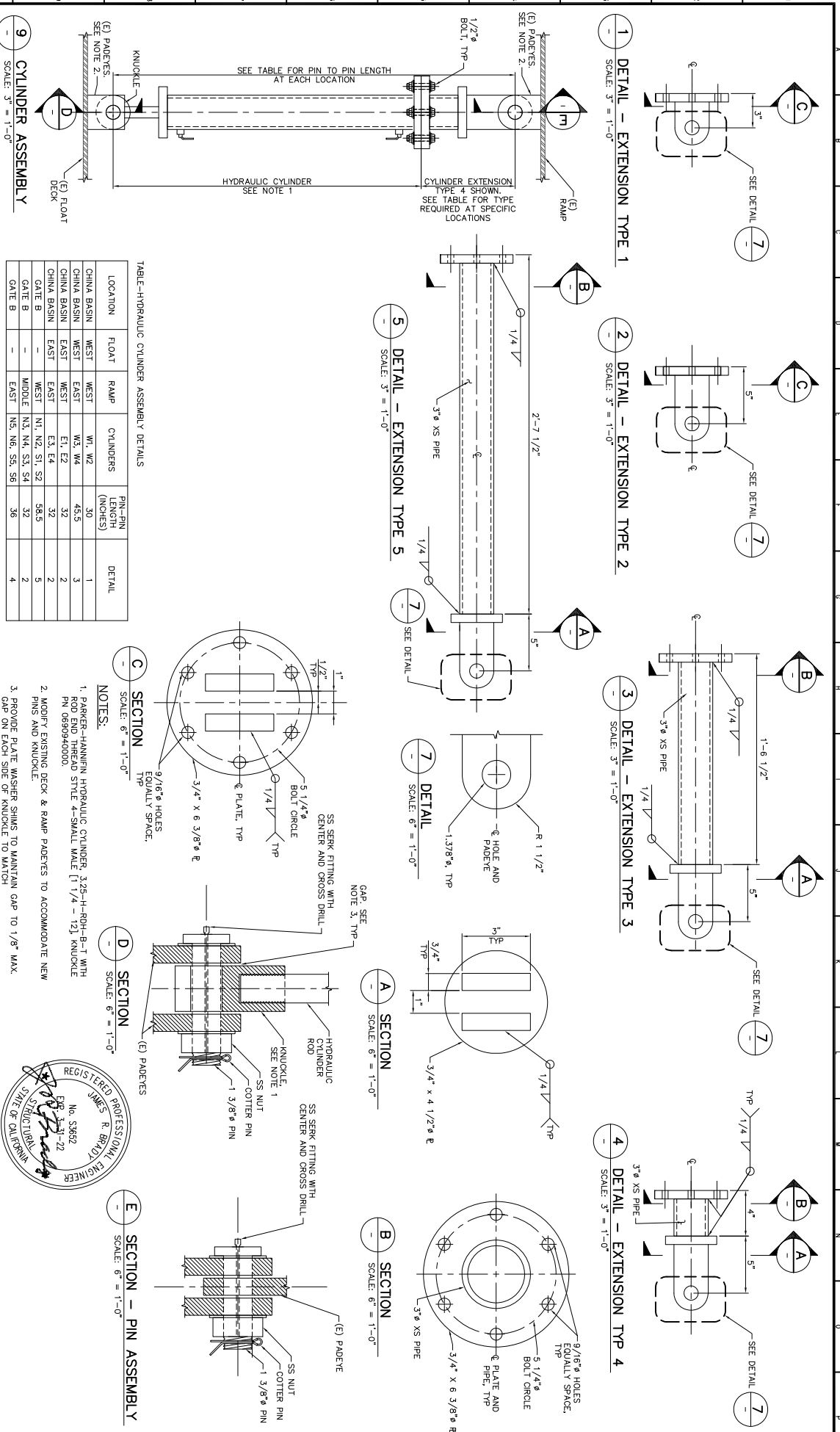
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Walnut Creek, CA 94596

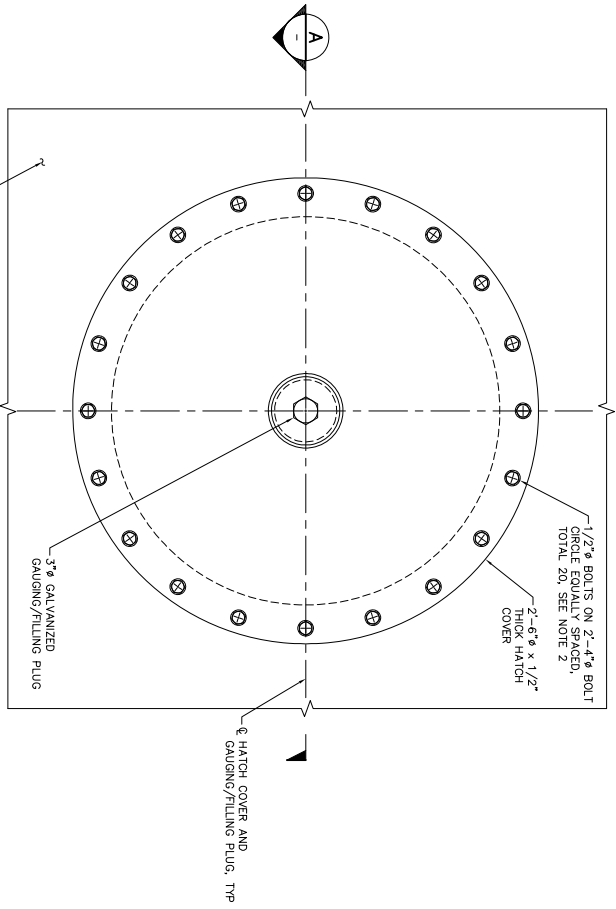
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| BR | 08-20-21 | | |
| TL | 08-20-21 | | |
| CHKD BY | DATE | DATE | |
| SH | 08-20-21 | | |

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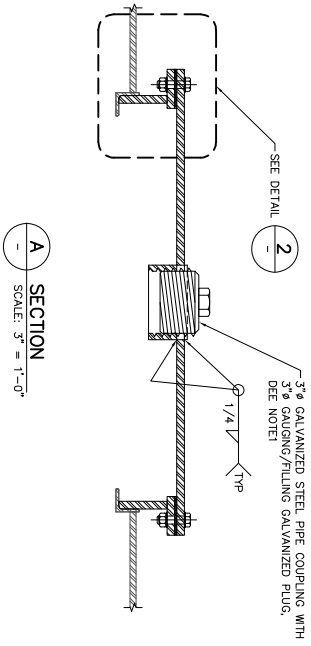
HYDRAULIC CYLINDERS DETAILS

CONTRACT NO. XXXX
DRAWING NO. 9390-20
SHEET NO. 5 OF 5

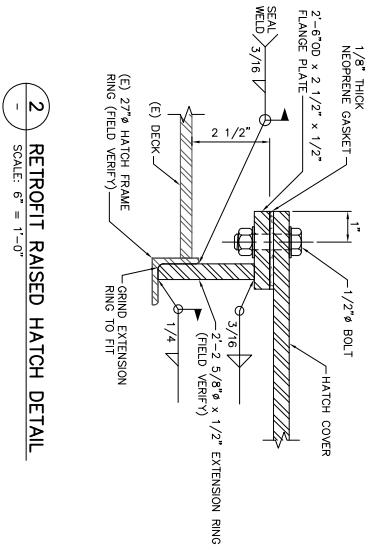




1 PLAN
SCALE: 3" = 1'-0"



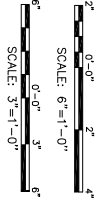
A SECTION
SCALE: 3" = 1'-0"



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.

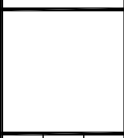


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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING



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DATE: 08-20-21

APPROVED BY: GEF HARRIS
DATE: 08-20-21

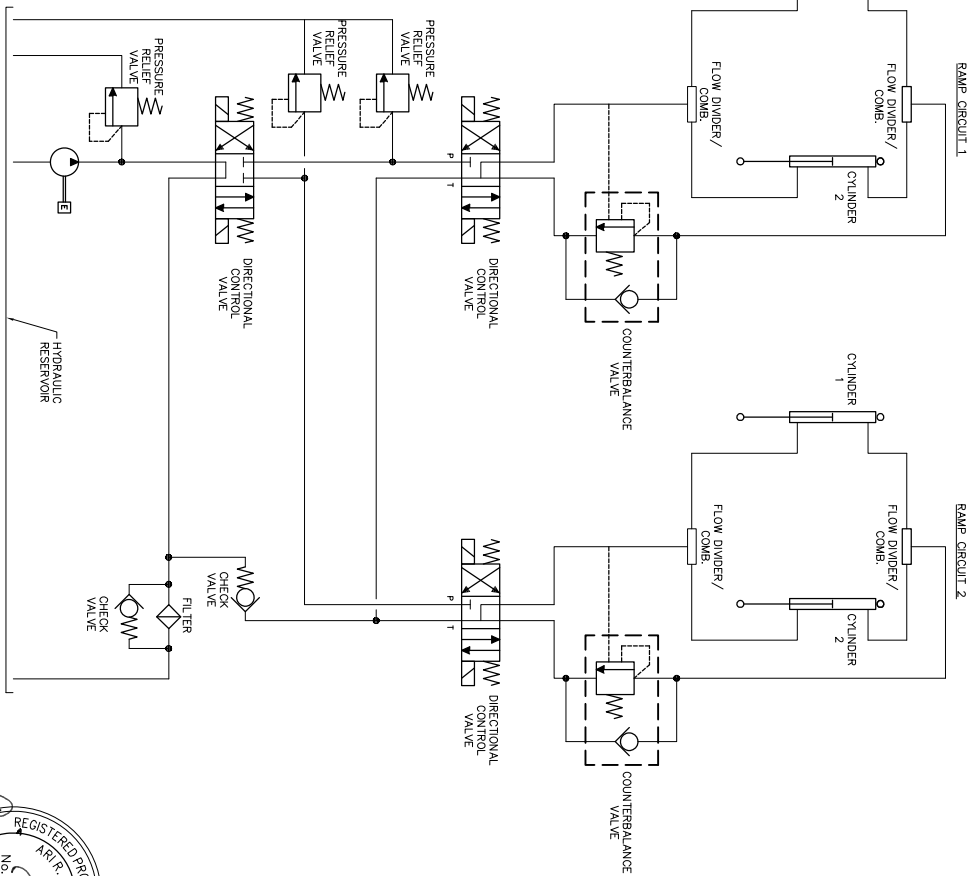
SCALE: AS NOTED

POSF GATE B & CHINA BASIN
FLOAT MODIFICATIONS
HATCH DETAILS

CONTRACT NO. XXXX
DRAWING NO. 9590-20
SHEET NO. S-6
3 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 068310000. |
| 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. |
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| 0 | 10/15/21 | ISSUED FOR CONSTRUCTION | BR | JG |
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REFERENCE INFORMATION & FILE NO. OF SHEETS



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| MD | 09-22-21 | SAN FRANCISCO PORT COMMISSION | |
| DRWN: | 09-22-21 | | |
| CHECKED: | 09-22-21 | GEF HARRIS ENGINEER | |
| PK | 09-22-21 | | |

SCALE: AS NOTED
REV. NO.

HYDRAULIC SYSTEMS - MECHANICAL

| CONTRACT NO. | DRAWING NO. | SHEET NO. |
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| XXXX | 9590-20 | 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 / Librang 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.

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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 | SWY | |
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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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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.

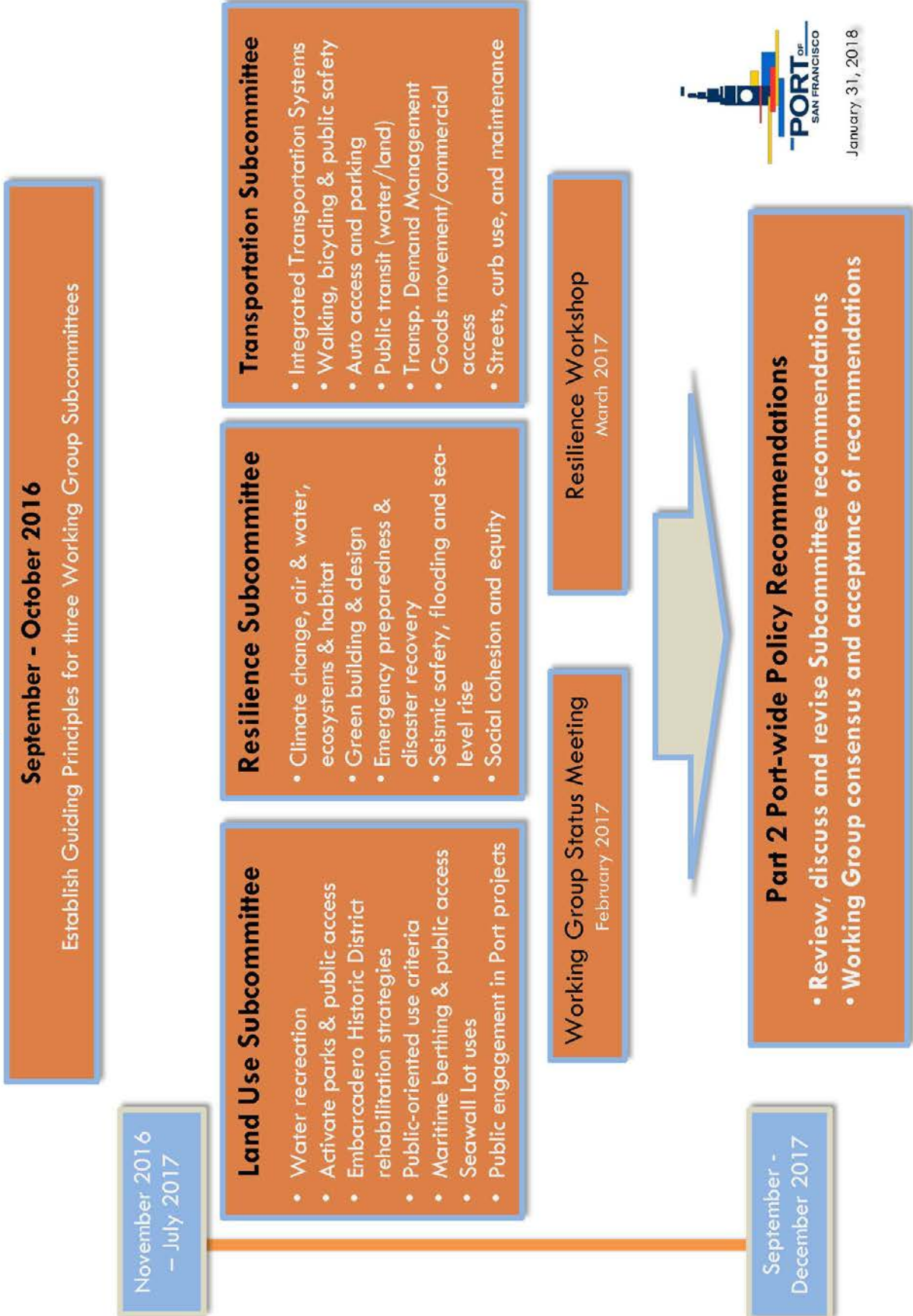
Recommendations endorsed by the Working Group and Port Commission will guide Port staff as they develop draft Waterfront Plan amendments. Currently, the Waterfront Plan consists of two volumes, one which includes land use, transportation, regulatory, and financial goals and policies, and a separate Design & 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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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 |

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 |

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 |

| | | | | | | | | | | | | | | |
|---|---|------|--|--|--|---|--|--|---|---|--|---|--|---|
| 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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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 |

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| 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.

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| 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.

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| 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. | | | | | | | | | | | | | | |
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| 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 |
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| 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 |

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|---|-----|-----|--|---|---|--|---|--|--|--|--|---|---|--|
| 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.

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| 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.

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| 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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| 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 |

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|---|---|-----|---|---|---|--|--|---|--|--|--|---|---|---|
| 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.

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| 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.

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| 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 |

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| 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.

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| 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.

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| 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 | | | | | | |

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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 |

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| 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 |

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| 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.

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|--|-----|-----|---|---|---|---|---|---|---|---|--|---|---|--|
| 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. | | | | | | | | | | | | | | |

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 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|--|---|---|--|
| 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 | | | | | | |

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

| Potential Funding Sources | | | | | | | | | | | | | | |
|---------------------------|--|---|---------------|-------------|----------------|-----------------------------|------------------|-----------------|--------------------------------------|----------------------|-------------------------|---|-------------|--------------|
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| | | | | | | | | | | | | | | |
|--|---|-----|---|---|---|---|---|---|---|---|--|---|--|--|
| 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

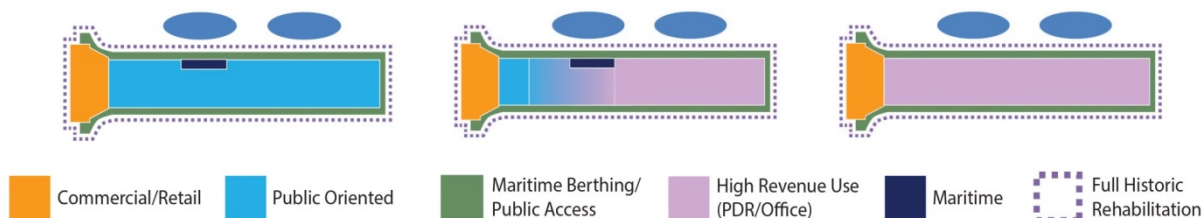
There are multiple public trust objectives for Embarcadero Historic District piers and bulkhead structures, which are described in the column headings of this matrix. Within each trust objective category, the matrix describes characteristics that are most desirable for the trust in that category, scaling 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.

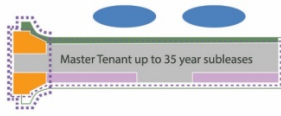
Public trust objectives are achieved, including:

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>Moderate Historic Rehabilitation</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>Limited Historic Rehabilitation</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>Public trust objectives 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>Public trust objectives 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

- Diane.Oshima@sfport.com
- Kari.Kilstrom@sfport.com

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
- **Reid Boggiano**, State Lands Commission

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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

Max Loewenstein
 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

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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 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**

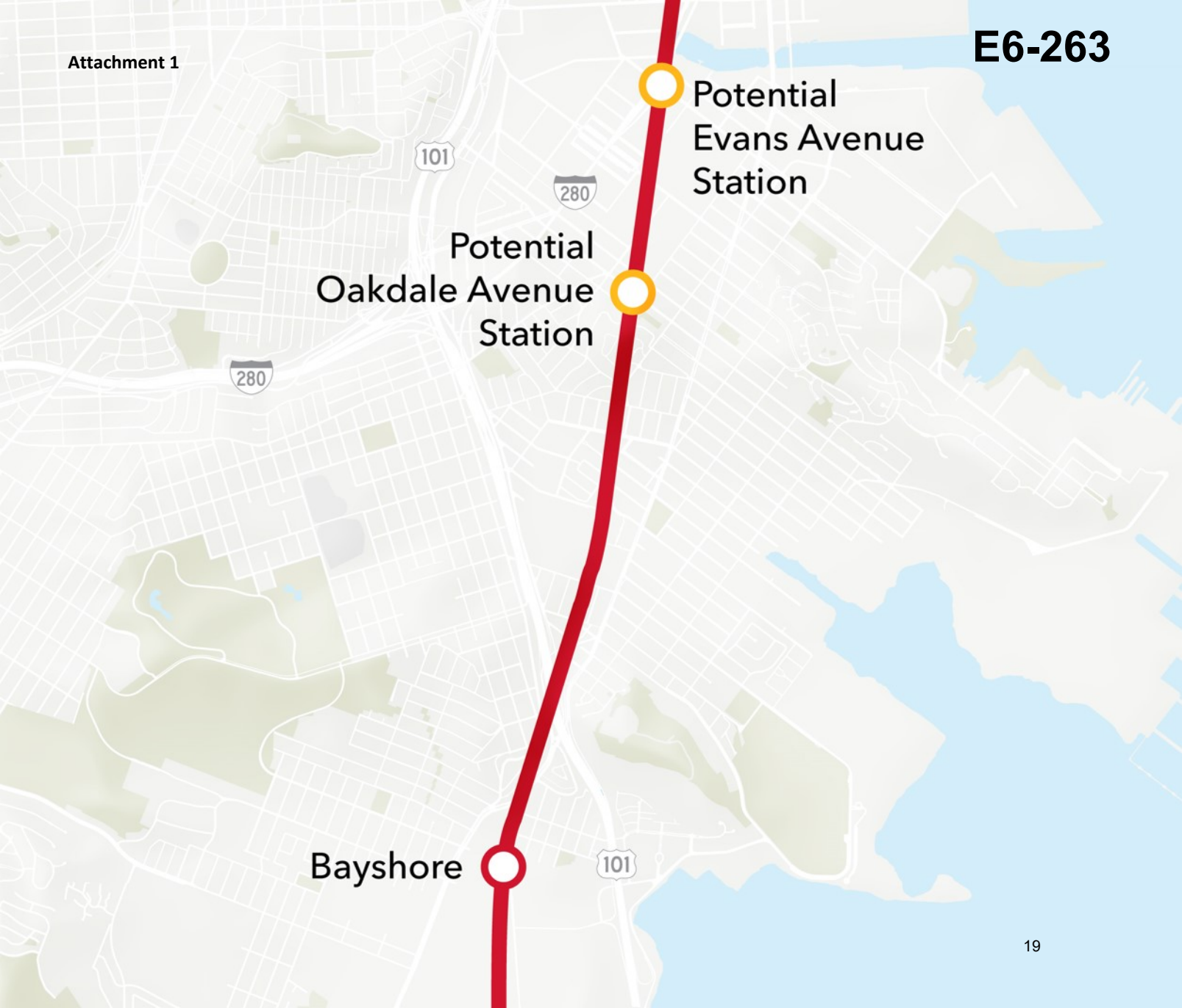
| Project Name and Sponsor | | | |
|---|--|--|-----|
| Project Name: | Bayview Caltrain Station Environmental Clearance & Preliminary Design | | |
| Implementing Agency: | TBD (e.g., SFCTA, PCJPB, Planning Department) | | |
| Prop L Expenditure Plan Information | | | |
| Prop L Program: | 11- Bayview 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> | Equity, Environmental Sustainability, Economic Vitality |
| | 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. |
| 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 | 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 |
|----------------------|------------------------------|

| 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**

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

TEL 415-522-4800 **EMAIL** info@sfcta.org **WEB** www.sfcta.org

This report was prepared by the San Francisco County Transportation Authority in coordination with San Francisco Public Works.



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 - 5-Year Program of Projects (Project List)
 - Anticipated Leveraging

Appendices

- Appendix A: Project Information Form
 - Attachment 1: Curb Ramp Locations by Phase List
 - Attachment 2: Curb Ramp Locations by Phase Map

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 | | | | | | |
| | | | | | | |

| | | | | | | | | | | | |
|---|-----------------------|---------------------------|---------------------------|---|--|----------------|-------------------|---------------------|---------------------|---------------------|-------------------|
| 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: BURGOYNE 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 | SAINTE 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 |

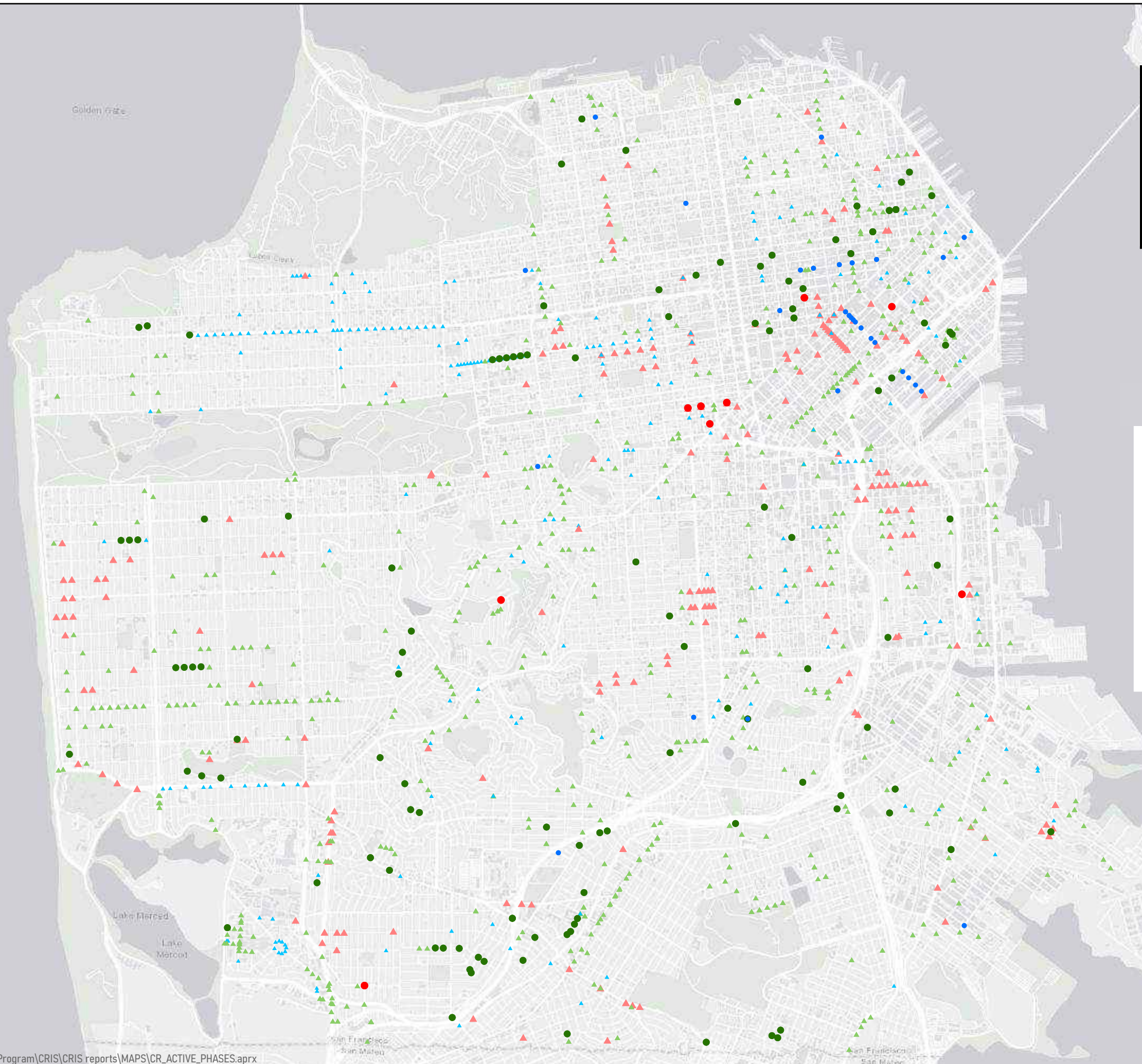
| District | Project Phase | Location | # of Curb Ramps |
|----------|---------------|---|-----------------|
| 11 | Planning | CURTIS ST: MORSE ST intersection | 4 |
| 11 | Planning | EDINBURGH ST: AMAZON AVE intersection | 2 |
| 11 | Planning | GRAFTON AVE: PLYMOUTH AVE intersection | 1 |
| 11 | Planning | 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**

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 San Francisco Public Works.



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Appendices

Appendix A: Project Information Forms

Attachment 1: Tree Planting Priority Sites for FY 2023/24 List

Attachment 2: Tree Planting Sites as of August 2023 List

Attachment 3: Tree Planting Sites and Equity Priority Communities Map

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.

E6-332

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 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 | 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. 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> |
| 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. |
|------------------------|---|

| 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 : Hyde 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 |

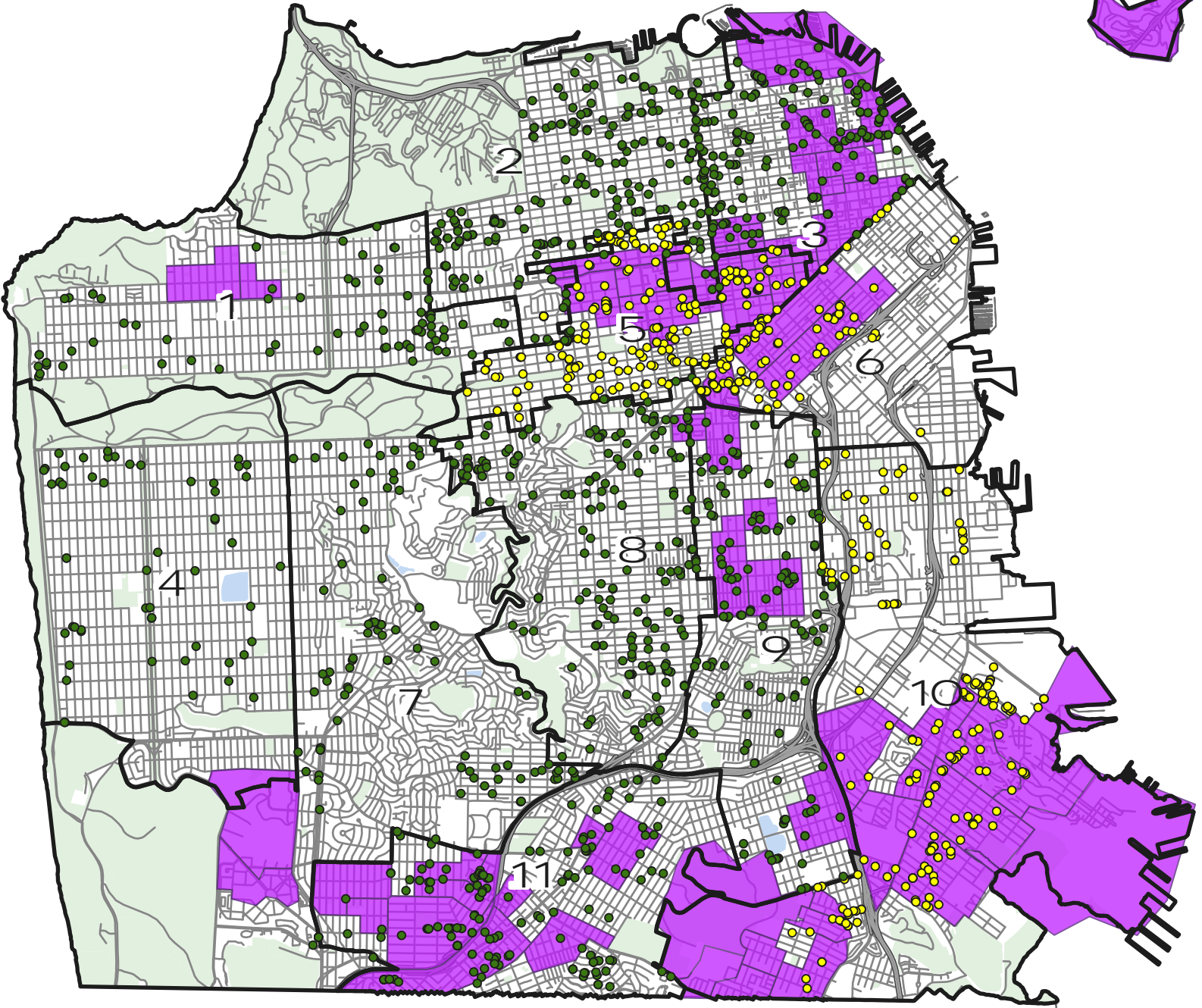
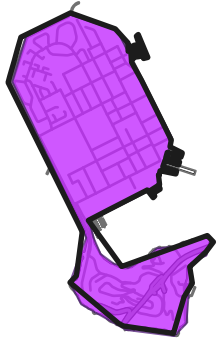
| District | Location | Planting Site Type | Request Type | Tree No. | In EPC? |
|----------|--|--|--|----------|---------|
| | 5 165 Turk St : Taylor St - Jones St | Planting Site (plant) :: Planting site (plant) | Sidewalk, Curb side : Cutout : Empty | | 1 No |
| | 5 124 Turk St : Taylor St - Jones 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 |

| 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**

| 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 |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 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> |
| Compatability 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 - Somerset St | Planting Site (plant) :: Planting site (plant) | Sidewalk, Curb side : Cutout : Empty | 9 | No |
| 9 | 423 Burrows St : Goettingen St - Somerset 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 |

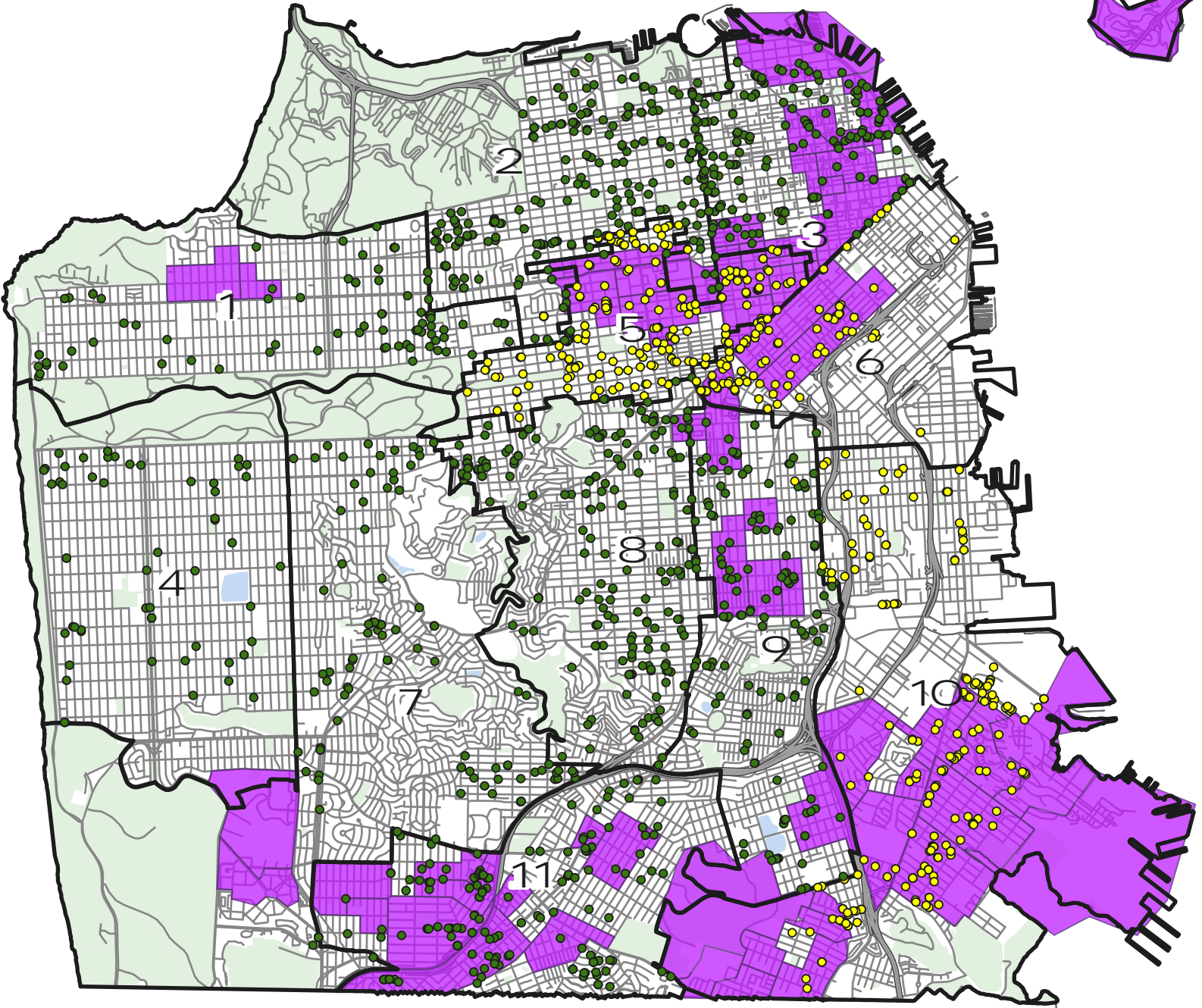
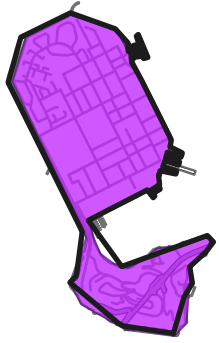
| District | Location | Planting Site Type | Request Type | Tree No. | In EPC? |
|----------|--|--|--|----------|---------|
| 10 | 1235 Quesada Ave : Hawes St - Ingalls St | Planting Site (plant) :: Planting site (plant) | Sidewalk, Curb side : Cutout : Empty | | 1 Yes |
| 10 | 1615 Quesada Ave : Lane 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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 - 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 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 2014-2020 (TIMS) |
|-----|---|----------------------|-----------------------------|
| 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 | |
| Supervisory 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 |
|----------------------|---|

| Project Cost Estimate | Funding Source | | Source of Cost Estimate |
|---------------------------------|----------------|-------------|-------------------------|
| Phase | Cost | 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 Phase | 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.

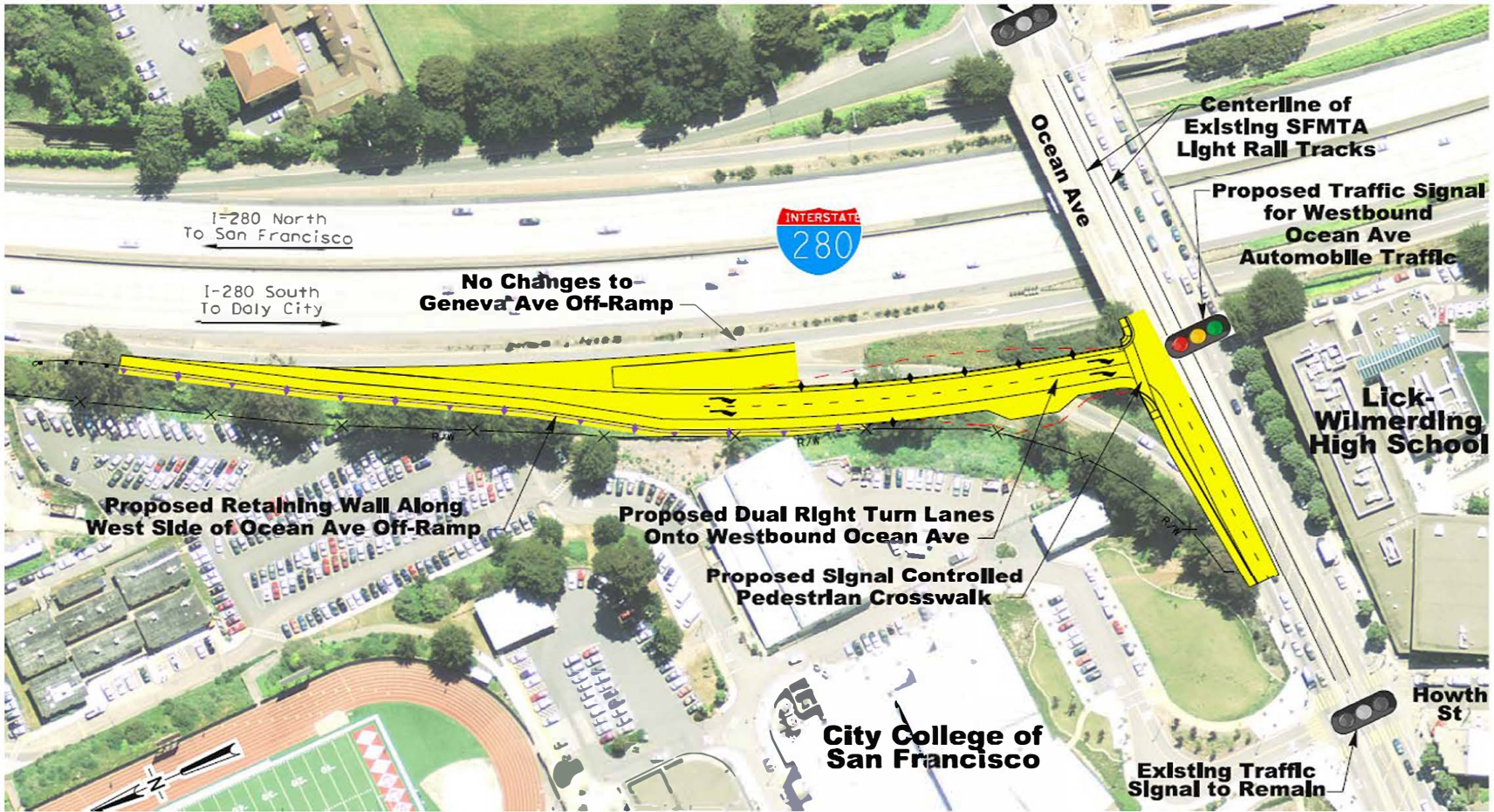
Overall leveraging of sales tax funds (Props K and L) for the proposed project is 8% sales tax leveraging 92% in other funds.

| 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 | | |
| Supervisorial 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 vehiclular 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 circulation.</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 pedestrians, bicyclists, and drivers. |
| Compatibility 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 | | | | | | |
| 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 |
|----------------------|----------------------------|

| 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 | <i>13th Street Safety Project</i> |
| 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

Safety

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.



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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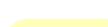
Bicycle Network

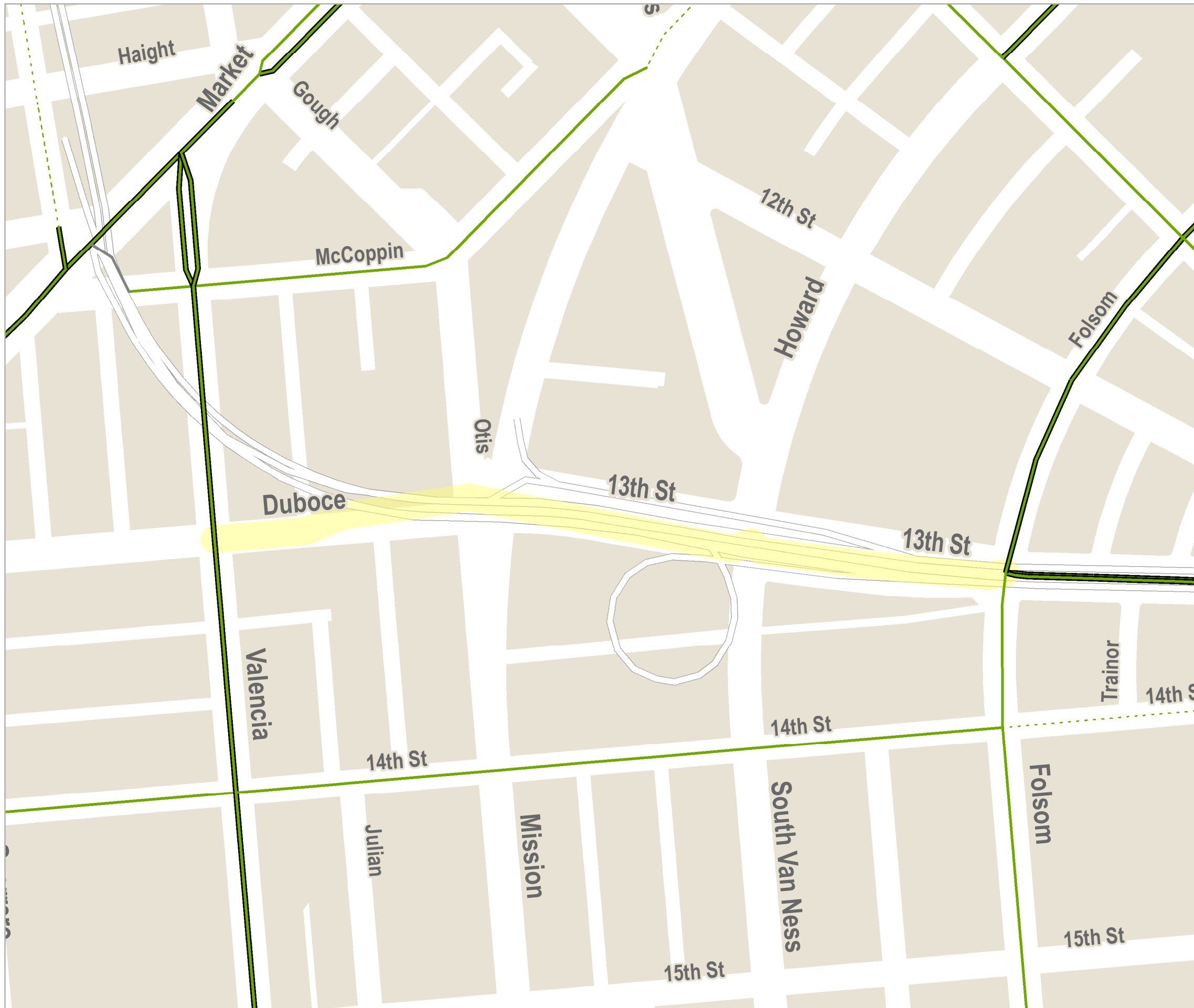
13th Street Safety Project

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



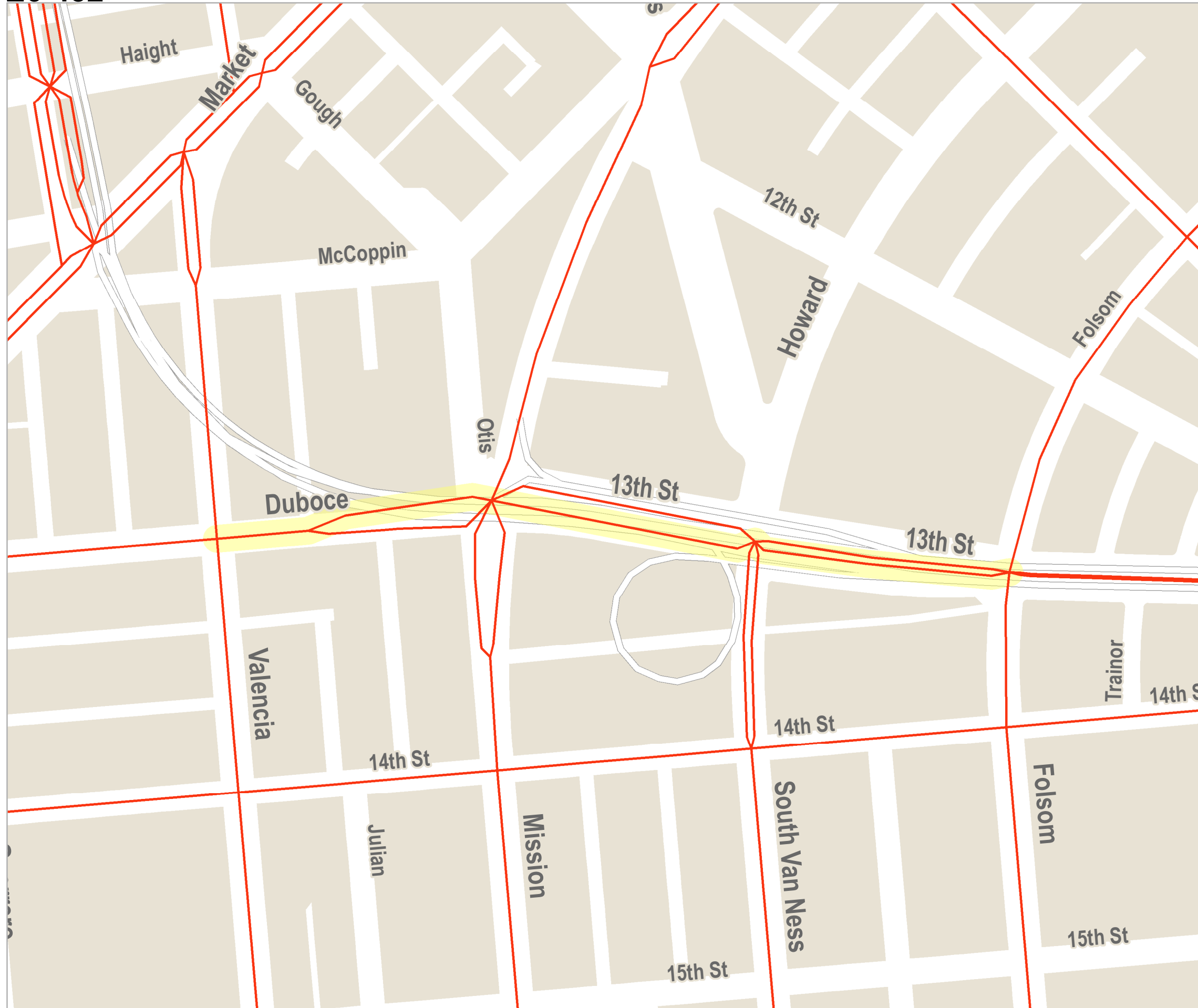
13th Street at Folsom Street, facing south



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

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.



Sidewalk Widening

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.

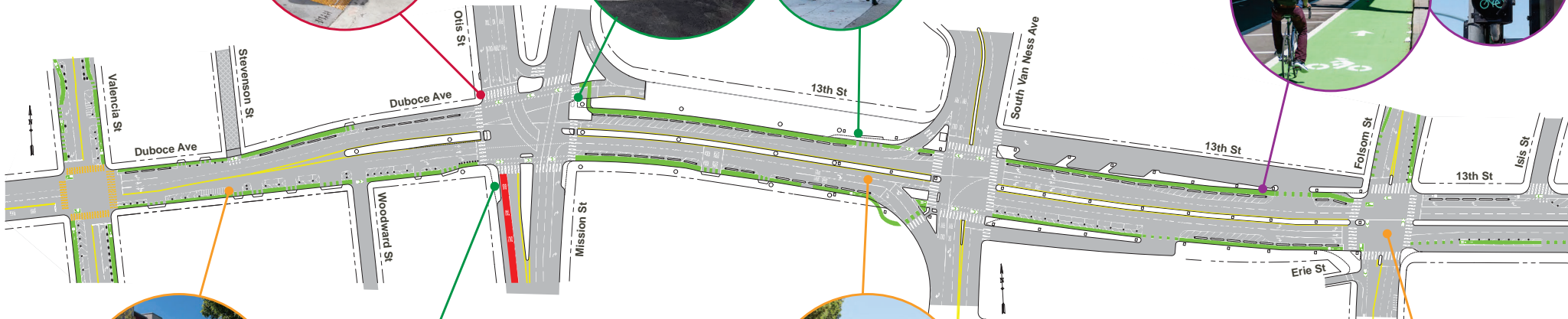


Protected Bikeway

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.

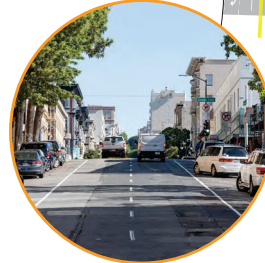
Intersection Bikeway Improvements

This project proposes to pair protected bikeways with bike signals at intersections. Bike signals installed with bike-only signal phases clarify when bicyclists may enter an 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.



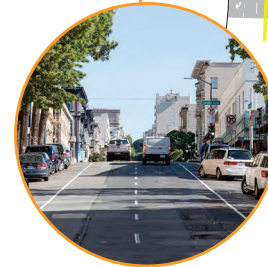
Mejoras ciclo vías en intersecciones

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**

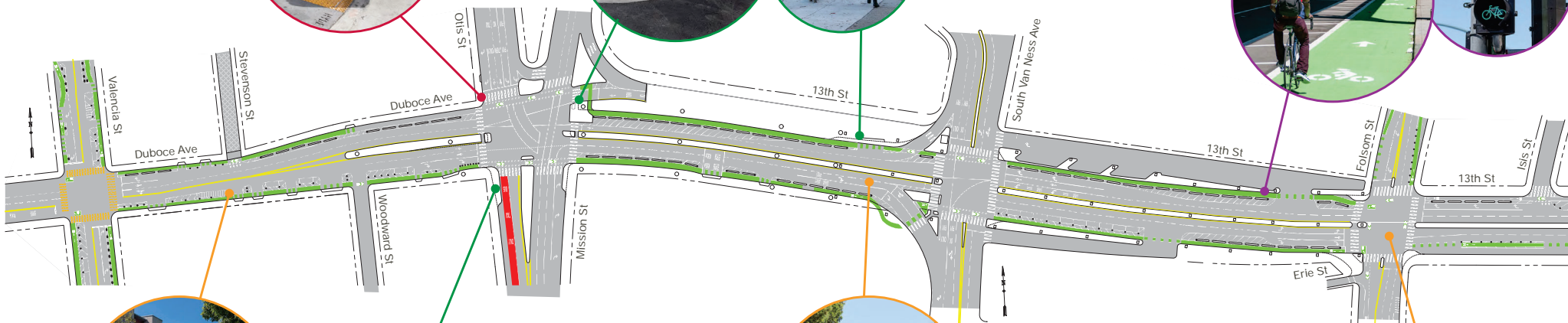
由於高速公路支撐柱的放置和歷史街區的拓寬，South Van Ness Avenue 以西 13th Street 北側的人行道不夠寬。本專案提議將人行道恢復至更充分的寬度，與街區的其餘部分保持一致。

**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。



讓我們知道您的看法！請透過下列電子郵件地址聯繫我們：

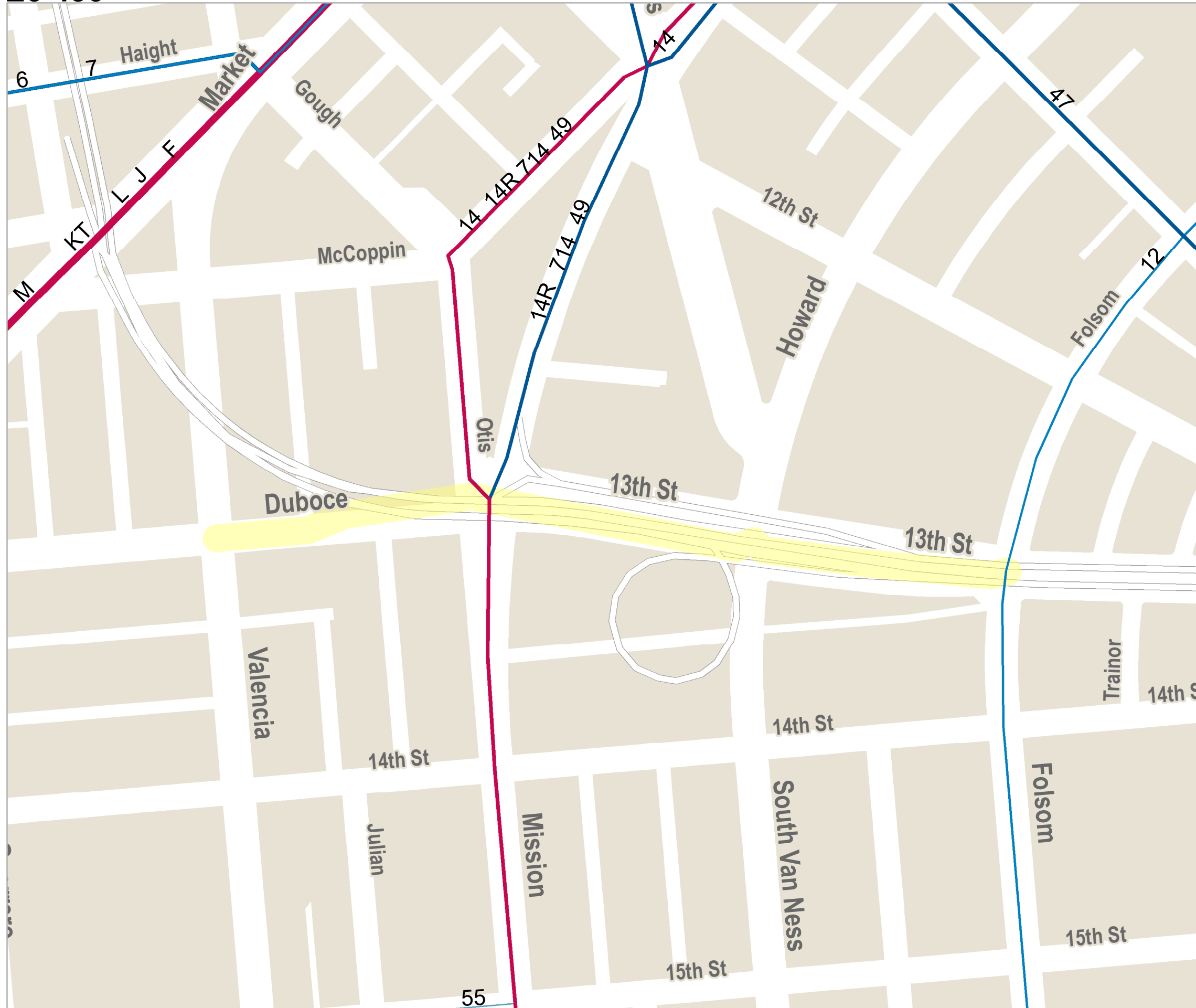
13thStreetSafety@SFMTA.com

如需有關本計劃的更多資訊，以及訂閱以電子郵件發送的最新消息，請上網瀏覽：

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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

Date Saved: 9/3/2020

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