



**San Francisco
County Transportation
Authority**

BD120523

RESOLUTION NO. 24-23

RESOLUTION ALLOCATING \$23,040,000 AND APPROPRIATING \$150,000 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$6,000,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS, FOR EIGHT REQUESTS

WHEREAS, The Transportation Authority received eight requests for a total of \$23,190,000 in Prop L transportation sales tax funds and \$6,000,000 in Traffic Congestion Mitigation or TNC Tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Muni Maintenance, Caltrain Maintenance, and Safer and Complete Streets; and from the Quick-Builds category of the TNC Tax Program Guidelines; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop L programs; and

WHEREAS, All of the requests are consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$23,040,000 and appropriating \$150,000 in Prop L funds, with conditions, and \$6,000,000 in TNC Tax funds, for eight requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L and TNC Tax allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2023/24 budget to cover the proposed actions; and

WHEREAS, At its November 29, 2023 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it



**San Francisco
County Transportation
Authority**

BD120523

RESOLUTION NO. 24-23

RESOLVED, That the Transportation Authority hereby allocates \$23,040,000 and appropriates \$150,000 in Prop L funds, with conditions, and \$6,000,000 in TNC Tax funds for eight requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, the relevant 5YPPs, and the TNC Tax Program Guidelines; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPPs are hereby amended, as appropriate.



**San Francisco
County Transportation
Authority**

BD120523

RESOLUTION NO. 24-23

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2023/24
5. Prop L Allocation Request Forms (8)



**San Francisco
County Transportation
Authority**

BD120523

RESOLUTION NO. 24-23

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 12th day of December 2023, by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

Absent: Commissioner Stefani (1)

DocuSigned by:
Rafael Mandelman 1/4/2024
3235B3A057A3450...

Rafael Mandelman Date
Chair

DocuSigned by:
Tilly Chang 1/4/2024
FFD2528AB8BE49B...

ATTEST:

Tilly Chang Date
Executive Director

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	6	SFMTA	Potrero Yard Modernization	\$ 12,500,000		\$ 35,724,272	90%	65%	Design	Citywide, 9
Prop L	6	SFMTA/ SFCTA	Presidio Yard Modernization	\$ 5,150,000		\$ 26,843,755	90%	81%	Planning	Citywide, 2
Prop L	8	PCJPB	Next Generation Visual Messaging Signs - FY24 ⁴	\$ 1,200,000		\$ 1,200,000	82%	0%	Construction	Citywide
Prop L	8	PCJPB	State of Good Repair Maintenance of Way Track Equipment - FY24 ⁴	\$ 2,113,000		\$ 2,557,000	82%	17%	Construction	Citywide
Prop L	8	PCJPB	Stations State of Good Repair - FY24 ⁴	\$ 1,227,000		\$ 1,227,000	82%	0%	Construction	Citywide
Prop L	18	SFMTA	Bicycle Safety Education and Outreach	\$ 200,000		\$ 300,000	83%	33%	Construction	Citywide
Prop L	18	SFMTA	Sloat and Skyline Intersection Improvements	\$ 800,000		\$ 2,202,876	83%	64%	Construction	4, 7
TNC Tax	Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY24	\$ -	\$ 6,000,000	\$ 6,000,000	NA	0%	Design, Construction	Citywide
TOTAL				\$ 23,190,000	\$ 6,000,000	\$ 76,054,903				

Footnotes

¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item (e.g. Pedestrian and Bicycle Facilities Maintenance) by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that category, and Prop L should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Caltrain requests: Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop L funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
6	SFMTA	Potrero Yard Modernization	\$ 12,500,000	\$ -	<p>This project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-trolley bus electric transit fleet. The 4.4 acre site is located at 2500 Mariposa St. The existing facility services 153 40' and 60' trolley buses. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership (P3) developer that will build the site. A parallel project to build affordable family and workforce housing, or to operate paratransit buses, is also proposed as part of the overall site development plan.</p> <p>Requested funds will support continuing milestones consistent with the pre-development agreement. This includes \$4.35 million milestone payment that is due to the public-private-partnership (P3) developer in early 2024 after approvals of the Final Environmental Impact Report and entitlements, and costs to complete the design of the project, and related engineering associated staff time to achieve approval of the Final Project Agreement to advance construction planned to start in 2024. The project is expected be open for use by Fall 2027. Note the SFCTA already has an appropriation to support enhance oversight of this critical and complex project.</p>
6	SFMTA/ SFCTA	Presidio Yard Modernization	\$ 5,150,000	\$ -	<p>This request is for the reconstruction of a 110+ year old transit facility. The 5.4 acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40' trolley buses. The new facility will service 215+ 40' and 60' Battery Electric Buses. Above the transit facility a SFMTA Paratransit operations facility may be built. Additionally, parallel development plans are to build an adjacent mixed used development of commercial uses, affordable and market rate housing to generate operating revenues for capital maintenance and transit service.</p> <p>Requested funds will allow the SFMTA to continue the pre-development planning, internal and elements of the external engagement (which began with Caltrans Planning grant), launch extensive SFMTA outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a Request For Qualifications and Request for Proposals for a public-private-partnership (P3) development partner. The budget includes funds for a city agency Memorandum of Understanding to create a multi-departmental team including to advance the project. The proposed request also includes \$150,000 for enhanced oversight by the Transportation Authority in recognition of the scale and impact of this project, as well as the planned P3 delivery method. The project is expected be open for use by Fall 2031.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
8	PCJPB	Next Generation Visual Messaging Signs - FY244	\$ 1,200,000	\$ -	Funds will be used to install new visual messaging signs to replace old and obsolete signs and passenger information system for displaying the train information at Caltrain stations, including the 4th & King and 22nd Street stations. This project improves readability and maintainability of signs, as well as safety for customers and employees as these systems are used to share safety information with passengers. The project is expected be open for use by March 2025.
8	PCJPB	State of Good Repair Maintenance of Way Track Equipment - FY244	\$ 2,113,000	\$ -	Requested funds will be used to purchase critical track maintenance-of-way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident. The project is expected be open for use by March 2026.
8	PCJPB	Stations State of Good Repair - FY244	\$ 1,227,000	\$ -	Funds will be used for 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. The project is expected be open for use by September 2025.
18	SFMTA	Bicycle Safety Education and Outreach	\$ 200,000	\$ -	Requested funds will be used to provide bicycle safety classes and outreach throughout San Francisco, in multiple languages and in a culturally competent manner. SFMTA expects to offer at least 80 bike classes, 18 scooter classes, and reach 1,800 with the goal of supporting the increased use and safe use of bicycle facilities in the city. Classes are expected to be conducted from July 2024 through June 2025.
18	SFMTA	Sloat and Skyline Intersection Improvements	\$ 800,000	\$ -	Funds will be used for the construction phase of new traffic signals at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Prop L funds will cover a cost increase and fully fund the construction phase. The project is expected be open for use by Fall 2024.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
TNC	SFMTA	Vision Zero Quick-Build Program Implementation FY24	\$ -	\$ 6,000,000	To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on the High Injury Network. This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers pre-planning report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. These improvements include continental crosswalks, advanced limit lines, daylighting, leading pedestrian intervals, and pedestrian signal retiming for longer walk times. A subset of these miles will also be screened for location-specific quick-build treatments including signal lens upgrades, painted safety zones, and turn calming. The second part of this request is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools. The public can visit https://www.sfmta.com/vision-zero-quick-build-projects to access the interactive quick-build project map and subscribe to project updates. The SFMTA is committed to completing the full scope of the FY24 project by the end of 2024.
TOTAL			\$23,190,000	\$6,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	TNC Tax Funds Recommended	Recommendations
6	SFMTA	Potrero Yard Modernization	\$ 12,500,000	\$ -	<p>Special Conditions:</p> <ul style="list-style-type: none"> -The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda. -In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, SFCTA will continue to perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, as the project moves through completion of the PDA phase and into project delivery/construction. -SFCTA will review/comment on design and contractual deliverables as they are developed. SFCTA acknowledges that we understand that certain deliverables (e.g., contracts) are confidential and will treat them accordingly. Note: SFCTA will continue enhanced oversight of this project, funded by a prior appropriation.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	TNC Tax Funds Recommended	Recommendations
6	SFMTA/ SFCTA	Presidio Yard Modernization	\$ 5,150,000	\$ -	<p>Special Conditions:</p> <p>-The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.</p> <p>-Our recommendation includes a waiver to the Prop L policy that requires certification of commitment of funds at the time of submitting a Prop L allocation request whereby the project sponsor demonstrates that all fund sources required to fully fund the requested phase or phases are committed to the project. We recommend this waiver to enable this important project to continue advancing and to prevent a gap in work given the relative lack of other fund sources available. [SFMTA applied for a RAISE grant in FY23/24 and was not successful, but has received positive feedback from the federal Department of Transportation Secretary and will reapply in FY 24/25.]. See related Note below.</p> <p>-In recognition of the scale and impact of this project, as well as the planned P3 delivery method, SFCTA will perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided with project management activity reports. SFMTA will participate in regular project progress updates to the SFCTA Board and CAC.</p> <p>Note: Should SFMTA elect to not use RM3 funds or use a lower amount than proposed in the funding plan (\$12.5 million), and/or in the event SFMTA does not receive the proposed \$9.2 million RAISE grant or receives a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.</p>
8	PCJPB	Next Generation Visual Messaging Signs - FY244	\$ 1,200,000	\$ -	
8	PCJPB	State of Good Repair Maintenance of Way Track Equipment - FY244	\$ 2,113,000	\$ -	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	TNC Tax Funds Recommended	Recommendations
8	PCJPB	Stations State of Good Repair - FY244	\$ 1,227,000	\$ -	
18	SFMTA	Bicycle Safety Education and Outreach	\$ 200,000	\$ -	Special Condition: Reimbursement is conditioned upon SFMTA acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.
18	SFMTA	Sloat and Skyline Intersection Improvements	\$ 800,000	\$ -	
Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY24	\$ -	\$ 6,000,000	
TOTAL			\$ 23,190,000	\$ 6,000,000	

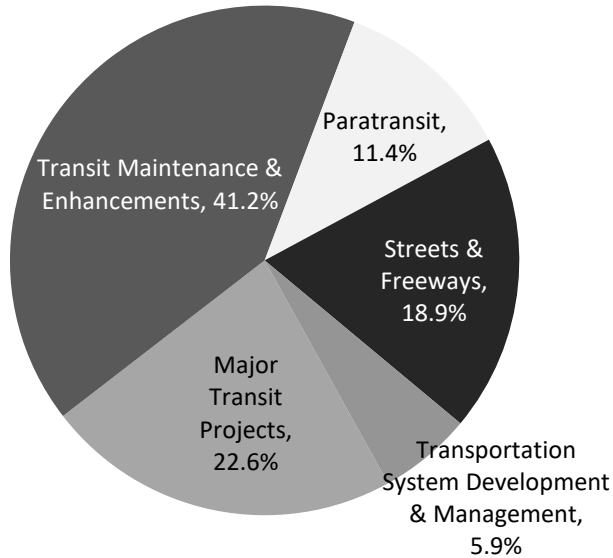
¹ See Attachment 1 for footnotes.

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

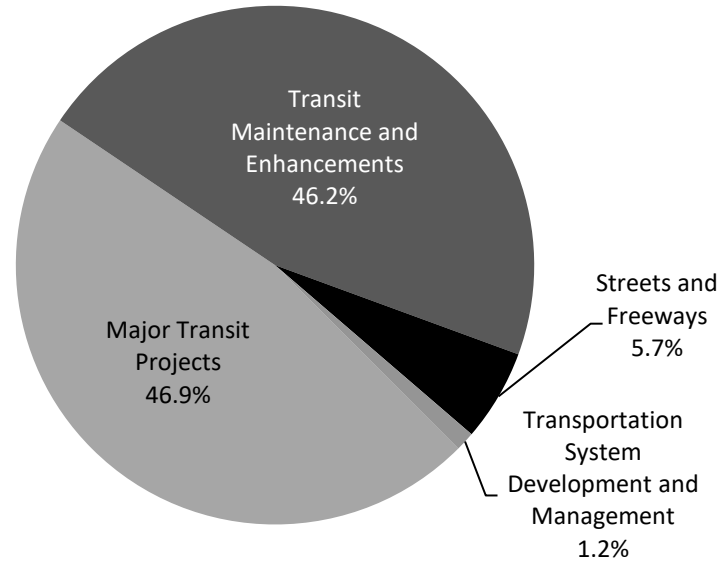
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 52,018,335	\$ 4,887,750	\$ 11,635,250	\$ 27,327,866	\$ 8,167,469
Current Request(s)	\$ 23,190,000	\$ 1,430,000	\$ 6,003,000	\$ 4,607,000	\$ 7,075,000
New Total Allocations	\$ 75,208,335	\$ 6,317,750	\$ 17,638,250	\$ 31,934,866	\$ 15,242,469

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,000,000	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -
New Total Allocations	\$ 6,000,000	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -

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

Attachment 5

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$12,500,000
Supervisory Districts	Citywide, District 09

REQUEST

Brief Project Description

The Potrero Yard Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-trolley bus electric transit fleet. The 4.4 acre site is located at 2500 Mariposa St. The existing facility services 153 40' and 60' trolley buses. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership developer that will build the site. A parallel project to build affordable family and workforce housing, or to operate paratransit buses, is also proposed as part of the overall site development plan.

Detailed Scope, Project Benefits and Community Outreach

The Potrero Yard Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all trolley bus electric transit fleet, with the facility having a built-in capacity and capability to possibly transition to service of battery-electric buses (BEBs) in the future. The site is 4.4 acres located at 2500 Mariposa Street at the cross streets of Bryant, Hampshire and 17th Streets. The existing facility was built in 1915, and services 153 40' and 60' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 213 40' and 60' trolley buses with a design that allows for possible transition to service of battery-electric buses (BEBs) in the future. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership (P3) developer that will build the site out to specifications jointly developed by all three parties. Additionally, parallel development plans are proposed to build up to 513 units of affordable family and workforce housing adjacent to and above the bus facility on the podium, or to operate paratransit buses on the podium as a permanent site for paratransit operations that are currently located on leased space.

This allocation request support continuing milestones consistent with the pre-development agreement. This includes \$4.35 million milestone payment that is due to the P3 developer in January 2024 after approvals of the Final Environmental Impact Report (FEIR) and entitlements, and costs to complete the design of the project, related engineering associated staff time to achieve approval of the Final Project Agreement to advance construction planned to start in 2024. SFMTA Board Resolution is attached - *RESOLUTION No. 221101-105:RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute a Predevelopment Agreement with*

Potrero Neighborhood Collective, LLC for the Potrero Yard Modernization Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed \$9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of \$4,350,000. See the November 28, 2023 SFCTA Board meeting, agenda item 10 for a slide deck with additional details on the Potrero Yard Modernization Project.

Project Location

2500 Mariposa Street - SF (square block bounded by Mariposa, Bryant, Hampshire and 17th Streets)

Project Phase(s)

Design Engineering (PS&E)

Justification for Multi-phase Request

\$4.35 M after approval of the FEIR and entitlements by the Planning Commission and SF Board of Supervisors in February 2024.

Other funding for Project Agreement and City departments and a construction consultant for construction 2024-2027.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$12,500,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
----------------------------	---------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2018	Oct-Nov-Dec	2023
Environmental Studies (PA&ED)	Oct-Nov-Dec	2018	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Apr-May-Jun	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)	Oct-Nov-Dec	2027	Oct-Nov-Dec	2027
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Potrero Modernization Project:

- After a 3-year RFQ and RFP process, on 11/1/22 the SFMTA Board approved the Potrero Neighborhood Collective, LLC (PNC) as the lead P3 developer (LD) for the Potrero Modernization Project. Resolution is attached under the Budget.
- Work is underway under the Potrero Modernization Project Pre-development Agreement (PDA) on the technical design issues and the Project Agreement (PA), including with the SFMTA, City, consultants and the Potrero Neighborhood Collective, LLC (PNC) as the lead P3 developer (LD).
- FEIR reports are done including for FEIR Refined Project Variant (Paratransit Option). Meetings re: entitlements, zoning, and Special Use District (SUD) continue.
- 100% draft schematic design review is in process.
- Inreach to Operations and Maintenance 6/26 and 9/19/23.
- Meetings with the Potrero Working Group monthly -- 7/11, 8/8, 9/12, 10/3, 11/7.
- PNC has 1 on 1s with community groups.
- Public outreach meetings 3/18, 5/17 and re: 100% final design on 9/20/23.
- PNC met with SFAC Civic Design Review Committee (CDC), 3/20, 9/18, on 5/3, 8/2 for small group

discussions; CDC gave Phase 1 approval 10/16/23.

- Potrero relocation assessments are underway. MME 4 acres will be the relocation site. Bi-weekly meetings started 9/16/23.
- Project presentations at SFCTA CAC 9/27, SFCTA Board 10/24/23. SFCTA CAC 10/25.
- Briefed Supervisor Ronan 7/27, Supervisor Walton 9/13, Supervisor Mandelman 10/11/23.
- Planning Commission informational hearing 10/19/23.
- SFCTA Commission hearing 11/28 re: SFMTA Fleet and Facilities.
- SFPUC hearing re: FEIR water usage on 11/28/23.
- Rec & Park hearing re: FEIR shadow study on 12/21/23.
- Planning Commission FEIR CEQA certification/entitlements hearing 1/11/24, with BOS approval pending in 2/24. If approved, \$4.35 M is due to PNC. MTA approved payment 11/1/22.
- As of November 2023, SFMTA has indicated to MTC that it will submit a RM3 request for this project as indicated in the funding plan. Should SFMTA elect to not use RM3 funds or use a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.
- Research underway re: workforce housing that would be occupied by SFMTA staff (initial focus on transit operators and maintenance staff). Survey was developed using SFUSD and other school district surveys as templates. Unions were briefed 9/15/23. SFMTA's Workforce Housing Survey is being distributed in person and via intranet.
- Links to the Building Progress Program and the Potrero Yard Modernization Project:
 - o <https://www.sfmta.com/projects/building-progress-program>
 - o Potrero Yard Modernization Project | SFMTA
 - o <https://www.sfmta.com/projects/potrero-yard-modernization-project>
 - o <https://www.sfmta.com/committees/potrero-yard-neighborhood-working-group>
 - o Potrero Yard Modernization Project Summer 2023 Newsletter | SFMTA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$12,500,000	\$0	\$0	\$12,500,000
Developer Costs	\$0	\$0	\$19,694,217	\$19,694,217
RM 3 Bay Bridges Tolls	\$0	\$3,503,055	\$0	\$3,503,055
SB1 SOGR	\$0	\$27,000	\$0	\$27,000
Phases In Current Request Total:	\$12,500,000	\$3,530,055	\$19,694,217	\$35,724,272

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$12,500,000	\$0	\$0	\$12,500,000
Developer Costs	\$0	\$0	\$19,694,217	\$19,694,217
Prop K	\$0	\$0	\$5,773,403	\$5,773,403
RM 3 Bay Bridges Tolls	\$0	\$28,503,055	\$0	\$28,503,055
SB1 SOGR	\$0	\$27,000	\$0	\$27,000
SFMTA Capital Fund	\$0	\$0	\$5,786,963	\$5,786,963
TBD (SFMTA FACILITY OPS, PROP B, TSF, SB1, GO Bond)	\$419,197,277	\$0	\$0	\$419,197,277
Funding Plan for Entire Project Total:	\$431,697,277	\$28,530,055	\$31,254,583	\$491,481,915

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$8,810,366		SF City rates
Environmental Studies	\$2,750,000		RFP for EIR
Right of Way	\$0		N/A
Design Engineering	\$35,724,272	\$12,500,000	RESOLUTION No. 221101-105 , SF DPW and Consultant Estimates
Construction	\$444,197,277		RESOLUTION No. 221101-105 , SF DPW and Consultant Estimates

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Operations	\$0		N/A
Total:	\$491,481,915	\$12,500,000	

% Complete of Design:	30.0%
As of Date:	11/16/2023
Expected Useful Life:	100 Years

San Francisco County Transportation Authority Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor: SFMTA & City Departments	\$ 3,291,300	9.2%
SFMTA PM3	\$ 1,298,000	
SFMTA PM2	\$ 217,000	
SFMTA Planner 4/PM 1	\$ 217,000	
DPW PM4	\$ 1,006,300	
DPW PM1	\$ 275,000	
Public Relations Officer	\$ 278,000	
2. Consultants/Development Team	\$ 32,432,972	90.8%
Milestone Payment (at Entitlement/EIR)	\$ 4,350,000	
Site Due Diligence (Pre-Con)	\$ 1,650,000	
Outreach/Support - LBE Engagement	\$ 400,000	
CM/Project Controls Consultant Support	\$ 6,000,000	
Design Fee Costs	\$ 20,000,000	
Contingency	\$ 32,972	
TOTAL PHASE	\$ 35,724,272	100%

TOTAL LABOR COST BY AGENCY	
SFMTA & City Departments	\$ 3,291,300
Consultants/P3 Developer Team	\$ 32,432,972
TOTAL	\$ 35,724,272

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$12,500,000	Total PROP L Recommended	\$12,500,000

SGA Project Number:		Name:	Potrero Modernization Project
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	
Phase:		Fundshare:	38.83%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-206	\$0	\$2,500,000	\$1,850,000	\$4,075,000	\$4,075,000	\$12,500,000

Deliverables

1. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of comments and analyses provided to SFMTA; work anticipated to be performed in the upcoming quarter; and any identified issues that may impact the project schedule.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, SFCTA will continue to perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, as the project moves through completion of the PDA phase and into project delivery/construction.

3. SFCTA will review/comment on design and contractual deliverables as they are developed. SFCTA acknowledges that we understand that certain deliverables (e.g., contracts) are confidential and will treat them accordingly.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	65.01%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	97.46%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$12,500,000
--------------------------------	--------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Kerstin Magary	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	kerstin.magary@sfmta.com	joel.goldberg@sfmta.com

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 221101-105

WHEREAS, The Potrero Yard Modernization Project (Project) includes the simultaneous development and construction of a facility (Facility) with a modern bus storage and maintenance component (Bus Yard Component) and, if feasible, a multi-family housing and commercial component (Housing Component); and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) will deliver the Bus Yard Component under its Building Progress Program and, if feasible, pursue the Housing Component consistent with the citywide Public Land for Housing initiative, which encourages joint development opportunities for housing on public sites; and,

WHEREAS, Based on the Project's public and private features, staff have determined it is appropriate and in the City's best interest to deliver the Project utilizing a joint development procurement method; and,

WHEREAS, The joint development solution provides for a single point-of-responsibility for managing project complexity and contractors (e.g., design-build contractors, maintenance contractors for private housing development), financing, and successfully delivering the Project; and,

WHEREAS, The SFMTA and San Francisco Public Works (SFPW) partnered to procure a developer to design, build, and finance the Facility, operate the Housing Component, and maintain certain Facility infrastructure elements; and,

WHEREAS, In November 2019, the SFMTA submitted a project application for the Project to the San Francisco Planning Department (Planning Department) to initiate environmental review of the Project under the California Environmental Quality Act (CEQA); and,

WHEREAS, A Request for Qualifications for the Project was issued on August 21, 2020, and three of the responding teams (Potrero Mission Community Partners, Potrero Neighborhood Collective, and Potrero Yard Community Partners) were short-listed; and,

WHEREAS, On April 7, 2020, the SFMTA Board approved Resolution 200407-035, authorizing the SFMTA to use a joint development procurement method to deliver the Project and seek approval from the Board of Supervisors (BOS) for that method; and,

WHEREAS, On March 16, 2021, the BOS adopted Ordinance 38-21 to approve a joint development delivery method and a best-value selection of the developer for the Project and exempted various Project agreements from certain San Francisco Administrative Code requirements that are

inconsistent with the joint development delivery method, with the ordinance being signed by the Mayor and effective on April 25, 2021; and,

WHEREAS, A Request for Proposals for the Project (RFP) was released to the three short-listed teams on April 9, 2021 (RFP), with proposals due December 30, 2021, and all three short-listed teams submitting timely proposals; and,

WHEREAS, The Project's Draft Environmental Impact Report (DEIR) was published by the Planning Department on June 30, 2021, reviewed by the Historic Preservation Commission on August 4, 2021, and reviewed by the Planning Commission on August 26, 2021, and the public comment period closed on August 31, 2021, and the SFMTA anticipates bringing the Environmental Impact Report to the Planning Commission for approval in 2023, after including updated Project details, responding to all comments received to the DEIR, and otherwise complying with all relevant CEQA Guidelines; and,

WHEREAS, On March 1, 2022, the SFMTA Board adopted Resolution 220301-017 to approve the form of Predevelopment Agreement (Form PDA) for the Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed \$9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of \$4,000,000; and,

WHEREAS, In March of 2022, the SFMTA completed its evaluation of the submitted RFP proposals and determined that two proposers (Qualified Proposers) submitted responsive proposals that passed all administrative pass-fail criteria, and those Qualified Proposers were Potrero Mission Community Partners, led by John Laing Group and Edgemoor Infrastructure & Real Estate, and Potrero Neighborhood Collective (PNC), led by Plenary Americas US Holdings Inc. (Plenary); and,

WHEREAS, On May 26, 2022, the SFMTA exercised its RFP right to request proposal revisions ("Proposal Revisions") from the Qualified Proposers so they could better align their proposals with the SFMTA's stated Project goals and offer the best value to the SFMTA and City with respect to the Project; and,

WHEREAS, The Form PDA was modified in the request for Proposal Revisions to increase a continuation payment from \$4,000,000 to \$4,350,000; and,

WHEREAS, The SFMTA received a timely Proposal Revision from PNC on July 20, 2022, and based on evaluation of the submitted Proposal Revision, the SFMTA selected PNC as the preferred proposer to enter into the PDA on September 12, 2022, and after selecting PNC as the preferred proposer, the SFMTA further modified the Form PDA to include details and commitments from PNC's RFP proposal (Final PDA) and PNC submitted the required post-selection deliverables; and,

WHEREAS, On October 17, 2022, the SFMTA issued a notification of intent to award the Final PDA and issued a public announcement naming the PNC as the preferred proposer and as permitted in the RFP, PNC created Potrero Neighborhood Collective, LLC (Lead Developer), which has Plenary as its sole member, to be the developer under the Final PDA; and,

WHEREAS, The SFMTA is requesting the SFMTA Board of Directors to authorize the Director of Transportation to execute the Final PDA with the Lead Developer; and,

WHEREAS, The Final PDA sets the terms for the parties' negotiation of the future agreements for the delivery of the Project and outlines the Project predevelopment activities to be performed by the Lead Developer; and,

WHEREAS, The SFMTA can terminate the PDA at any time for convenience, and if the PDA terminates for any reason other than the Lead Developer's default or the parties' execution of the agreements for the delivery of the Project, the PDA includes a termination payment to the Lead Developer in the amount described in the form of PDA presented to the SFMTA Board, which shall not exceed \$9,990,000; and,

WHEREAS, If there is final certification of the environmental impact report for the Project under CEQA and final adoption of the special use district, conditional use authorization, General Plan Referral, and related General Plan amendments needed for the Project, the Lead Developer's PDA obligations will suspend unless the SFMTA elects, in its sole discretion, to issue a notice for the Lead Developer to continue the PDA work (Continuation Notice); and,

WHEREAS, If the SFMTA issues the Continuation Notice, it must pay the Lead Developer a continuation payment of \$4,350,000 (Continuation Payment) and the SFMTA cannot make the Continuation Payment without the prior approval from the Board of Supervisors under Section 9.118 of the San Francisco Charter, so the SFMTA will not issue the Continuation Notice without first obtaining the prior approval for the Continuation Payment from the Board of Supervisors; and,

WHEREAS, The PDA should be executed as soon as possible to meet the November 30, 2027, deadline for substantial completion of the Bus Yard Component and the infrastructure it shares with the Housing Component; and,

WHEREAS, On October 6, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the Potrero Yard Modernization Project Predevelopment Agreement is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute a Predevelopment Agreement with Potrero Neighborhood Collective, LLC for the Potrero Yard Modernization Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed \$9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of \$4,350,000.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 1, 2022.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$5,150,000
Supervisorial Districts	Citywide, District 02

REQUEST

Brief Project Description

The Presidio Yard Modernization project is a reconstruction and modernization of a 110+ year old transit facility. The entire 5.4-acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40' trolley buses. The site is planned to have a new Battery Electric Bus Facility that will service 215+ 40' and 60' Zero Emission/Electric Buses. Paratransit operations as well as mixed-use joint development are also planned for the property. This joint development is expected to generate revenues for capital improvements, maintenance, and transit service.

Detailed Scope, Project Benefits and Community Outreach

The Presidio Yard Modernization project will result in the partial demolition and reconstruction of the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres located on Geary Boulevard between Presidio and Masonic avenues. The existing facility services 132 40' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 215+ 40' and 60' BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility a Paratransit operations facility may be built for SFMTA Paratransit operations, which are currently operating in leased spaces. All facility plans include a commitment to preserve the historic 1912 Muni structure's features as a part of the mixed-use development. Additionally, parallel development plans are to build a mixed used development to generate operating revenues as part of the SFMTA's Transportation 2050 program, revenues would support agency operations including capital maintenance of infrastructure and transit service.

Through an awarded Caltrans Planning grant the SFMTA has completed preliminary design for the bus facility and the proposed mixed-use joint-development. The SFMTA plans to issue a Request for Proposals (RFP) to procure an environmental consultant for CEQA and NEPA clearance as part of the planned phase of work and anticipated it to be issued in the next six months. This will then be followed by a subsequent RFP will go out for a consultant team to continue with more advanced planning and preliminary design with the finished product being an RFQ/RFP for a to secure a P3 development partner. The level of design planned prior to selection of the developer is 15% level of design for RFQ/P for P3 development team which would include various land use alternatives to be

analyzed under CEQA and NEPA with alternative mixes including the new bus yard, paratransit operations, commercial, housing and other revenue generating development possibilities.

The entire scope of work is estimated at \$27 million. This phase of work includes the following activities and deliverables: stakeholder engagement and public outreach; environmental review (NEPA & CEQA); economic and transportation facility analysis, including structural and geotechnical engineering and financial analysis of joint development options; project management; and project procurement -- schematic design, technical specifications, RFQ and RFP, reviewing bids, and selecting a preferred bidder for a Public Private Partnership. As part of the Building Progress Program the SFMTA is partnering with SF Public Works, the SF Planning Department, the Mayor's Office of Economic and Workforce Development (OEWD), the Mayor's Office of Housing and Community Development (MOHCD), and the City Attorney's Office.

The current request for \$5.0 million in Prop L funding will be leveraged by \$12.6 million in Regional Measure 3 funds. Combined, these funds will allow the SFMTA to continue the pre-development planning, internal and elements of the external engagement (which began with an initial Caltrans Planning grant), launch extensive SFMTA POETS outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a RFQ and RFP for a P3 development partner. The budget includes funds for a city agency MOU to create a multi-departmental team including to advance the project. The funds will primarily pay for salaries of City staff and consultant help that other agencies may be required to use to fulfill their duties.

The combined Prop L and RM3 funds will allow the SFMTA to keep the project on schedule, design and deliver an extensive outreach process, and complete all technical and design requirements to achieve CEQA and NEPA clearance. In addition, Prop L/RM3 funds will provide the local match for a planned RAISE grant, estimated at \$9.2 million, which will provide funding to complete the technical analysis, entitlement and legal work necessary to secure a P3 development partner, including RFQ/RFP development and development of the pre-development agreement between the selected development partner and the City.

The proposed request also funds enhanced oversight by the Transportation Authority in recognition of the scale and impact of this project, as well as the planned P3 delivery method.

Project Location

2640 Geary Boulevard / 949 Presidio Avenue (block bounded by Geary Blvd., Presidio Ave., Euclid Ave. and Masonic Ave.)

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Environmental Studies (PA&ED), Design Engineering (PS&E)

Justification for Multi-phase Request

The Planning and Conceptual Engineering phase substantially overlaps with the Environmental Studies work given the proposed project delivery approach. Funds will be needed to be spent simultaneously on both phases.

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$5,150,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
----------------------------	---------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2021	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)	Jul-Aug-Sep	2024	Jul-Aug-Sep	2026
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2025	Oct-Nov-Dec	2026
Advertise Construction	Jan-Feb-Mar	2027		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2027		
Operations (OP)	Oct-Nov-Dec	2030	Oct-Nov-Dec	2030
Open for Use			Oct-Nov-Dec	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2031

SCHEDULE DETAILS

The current request for \$5.0 million in Prop L funding is to continue the preliminary planning and inreach (which began with an initial Caltrans grant), launch extensive SFMTA POETS outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a RFQ and RFP for a P3 development partner. Inreach and outreach will continue during the entire planning design and construction phases.

In addition to the planning and environmental tasks described below, the request will fund enhanced oversight by the Transportation Authority through execution of the Project Agreement. This is in recognition of the scale and impact of this project, as well as the project delivery method which SFMTA has not used before.

As of November 2023, SFMTA has indicated to MTC that it will submit a RM3 request for this project as indicated in the funding plan. SFMTA applied for a RAISE grant in FY23/24 and was not successful, but has received positive feedback from the federal Department of Transportation Secretary and will reapply in FY24/25.

Should SFMTA elect to not use RM3 funds or use a lower amount, and/or not receive the proposed RAISE grant or receive a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$5,150,000	\$0	\$0	\$5,150,000
FTA/RAISE FY24/25	\$9,248,810	\$0	\$0	\$9,248,810
RM3	\$0	\$12,594,945	\$0	\$12,594,945
Phases In Current Request Total:	\$14,398,810	\$12,594,945	\$0	\$26,993,755

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$5,150,000	\$0	\$0	\$5,150,000
FTA/RAISE FY24/25	\$9,248,810	\$0	\$0	\$9,248,810
RM3	\$0	\$12,594,945	\$0	\$12,594,945
TBD (SFMTA CAPITAL FUNDS (i.e., one-time operating funds for capital), PROP B, TSF, TIRCP, FTA Bus and Bus Facility Grant Program, FTA No and Low Emission Vehicles Program)	\$33,194,000	\$0	\$0	\$33,194,000
TBD (SFMTA CAPITAL FUNDS (i.e., one-time operating funds for capital), PROP B, TSF, TIRCP, TIFIA, RAISE, GO BONDS, FTA Bus and Bus Facility Grant Program, FTA No and Low Emission Vehicles Program)	\$394,956,000	\$0	\$0	\$394,956,000
Funding Plan for Entire Project Total:	\$442,548,810	\$12,594,945	\$0	\$455,143,755

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$26,993,755	\$5,150,000	Recent major costs for similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$33,194,000		Recent major costs for similar projects

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Construction	\$394,956,000		recent costs for SFMTA Building Progress projects: Potrero, 1200 15th Street, and 1570-1580 Burke
Operations	\$0		
Total:	\$455,143,755	\$5,150,000	

% Complete of Design:	5.0%
As of Date:	09/01/2023
Expected Useful Life:	100 Years

San Francisco County Transportation Authority Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET - Presidio Yard Modernization - Planning and Environmental

BUDGET SUMMARY						
Agency	Project Management	Stakeholder Outreach and Engagement	Economic and Transportation Facility Analysis	Environmental Review	Project Procurement and Joint Development Advisory Services	Total
SFMTA	\$ 1,401,358	\$ 1,556,369	\$ 1,008,694	\$ 1,031,748	\$ 731,171	\$ 5,747,213
SF Public Works	\$ 1,099,505	\$ 456,281	\$ 299,728	\$ 239,582	\$ 365,335	\$ 2,460,430
City Departments MOU (Multiple Departments)		\$ 294,369	\$ 353,243	\$ 1,236,349	\$ 1,059,728	\$ 2,943,689
Professional Services	\$ 706,250	\$ 1,242,737	\$ 4,484,849	\$ 1,863,000	\$ 2,796,627	\$ 11,093,463
SFCTA Enhanced Oversight (Prop L funded)	\$ 50,000	\$ 20,000	\$ 25,000	\$ 30,000	\$ 25,000	\$ 150,000
Contingency*						\$ 4,448,959
Total	\$ 3,257,113	\$ 3,569,755	\$ 6,171,513	\$ 4,400,680	\$ 4,977,861	\$ 26,843,755

*Contingency includes risks including: PG&E/Power Related Costs; additional Historic Preservation Studies or Environmental Analysis

Agency	Project Management	Stakeholder Outreach and Engagement	Economic and Transportation Facility Analysis	Environmental Review (CEQA+NEPA)	Project Procurement and Joint Development Advisory Services	Total
SFMTA						
Project Manager III (Project Director)	\$ 661,332	\$ 393,225	\$ 214,486	\$ 321,729	\$ 178,739	\$ 1,787,385
Planner IV	\$ 224,218	\$ 298,957	\$ 373,696	\$ 373,696	\$ 224,218	\$ 1,494,784
Coordinator of Citizen Involvement	\$ 48,199	\$ 578,387	\$ 115,677	\$ 173,516	\$ 48,199	\$ 963,978
Planner II	\$ 86,606	\$ 285,800	\$ 190,534	\$ 86,606	\$ 216,516	\$ 866,062
Administrative Analyst	\$ 381,002	\$ -	\$ 114,301	\$ 76,200	\$ 63,500	\$ 635,004
Sub-Total	\$ 1,401,358	\$ 1,556,369	\$ 1,008,694	\$ 1,031,748	\$ 731,171	\$ 5,747,213
Public Works						
Project Manager III (Electrification Program)	\$ 416,115	\$ 297,225	\$ 214,002	\$ 142,668	\$ 118,890	\$ 1,188,901
Project Manager I	\$ 397,638	\$ 159,055	\$ -	\$ 39,764	\$ 198,819	\$ 795,277
Administrative Analyst	\$ 285,752	\$ -	\$ 85,726	\$ 57,150	\$ 47,625	\$ 476,253
Sub-Total	\$ 1,099,505	\$ 456,281	\$ 299,728	\$ 239,582	\$ 365,335	\$ 2,460,430
Multi-Department MOU (MOHCD, OEWD, Planning, City Attorney)						
MOHCD	\$ -	\$ -	\$ 403,478	\$ 206,350	\$ 146,234	\$ 225,000
OEWD	\$ -	\$ -	\$ -	\$ -	\$ 73,067	\$ 344,383
City Planning	\$ -	\$ -	\$ -	\$ 597,917	\$ 149,479	\$ 747,396
City Attorney	\$ -	\$ -	\$ 40,960	\$ 104,950	\$ 1,284,000	\$ 1,429,910
Public Utilities Commission	\$ 50,000	\$ -	\$ 47,000	\$ 30,000	\$ 120,000	\$ 197,000
Sub-Total	\$ 50,000	\$ -	\$ 491,438	\$ 909,216	\$ 1,652,780	\$ 2,943,689

San Francisco County Transportation Authority Prop L Allocation Request Form

Consultant Detailed Scope	Professional Expertise	Total
Project Management Support	Land Use Planning, Facilities Planning	\$ 706,250
Property Appraisal	Real Estate Appraiser	\$ 27,853
Public Outreach/Engagement Support	Public Outreach and Engagement	\$ 1,134,403
Joint Development Advisor	Real Estate Development Partnerships	\$ 2,304,211
RFP Proposal Development	Civil/Structural Engineers	\$ 1,357,000
Presidio Yard CEQA/NEPA	Environmental Review	\$ 1,863,000
Economic Market Sounding	Real Estate Economists	\$ 358,608
Architectural & Engineering Services	Architects/Civil/Structural Engineers	\$ 3,122,884
Transit Facility Proposal Review	Public Transit Facility Consulting	\$ 89,879
Development Scenario Building	Urban Designers	\$ 223,125
Transit Facility Consulting	Public Transit Facility Consulting	\$ 612,500
Sub-Total		\$ 11,093,463
Contingency (20%)		\$ 4,448,959

SFCTA Enhanced Oversight						Total
Rail Program Manager						\$ 75,000
Consultant						\$ 75,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$5,150,000	Total PROP L Recommended	\$5,150,000

SGA Project Number:		Name:	Presidio Yard Modernization
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	18.63%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-206	\$300,000	\$1,700,000	\$3,000,000	\$5,000,000

Deliverables

1. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of comments and analyses provided to SFMTA; work anticipated to be performed in the upcoming quarter; and any identified issues that may impact the project schedule.

2. The SFMTA shall provide the Transportation Authority with the results of community outreach and completed project design criteria and supportive documents prior to initiating the next stage of procurement of a P3 Developer, including: project design criteria, planning and feasibility analysis, basis for technical requirements, basis for commercial program, and CEQA/NEPA process considerations.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. Our recommendation includes a waiver to the Prop L policy that requires certification of commitment of funds at the time of submitting a Prop L allocation request whereby the project sponsor demonstrates that all fund sources required to fully fund the requested phase or phases are committed to the project. We recommend this waiver to enable this important project to continue advancing and to prevent a gap in work given the relative lack of other fund sources available. [SFMTA applied for a RAISE grant in FY23/24 and was not successful, but has received positive feedback from the federal Department of Transportation Secretary and will reapply in FY 24/25.]. See related Note 1 below.

3. In recognition of the scale and impact of this project, as well as the planned P3 delivery method, SFCTA will perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided with project management activity reports. SFMTA will participate in regular project progress updates to the SFCTA Board and CAC.

Notes

1. Should SFMTA elect to not use RM3 funds or use a lower amount that proposed in the funding plan (\$12.5 million), and/or in the event SFMTA does not receive the proposed \$9.2 million RAISE grant or receives a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.

SGA Project Number:		Name:	Presidio Modernization
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-201	\$150,000	\$150,000

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	80.92%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	98.87%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$5,150,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Chris Lazaro	Joel C Goldberg
Title:	Section Director	Grants Procurement Manager
Phone:	(415) 646-4924	
Email:	chris.lazaro@sfmta.com	joel.goldberg@sfmta.com



Presidio Reimagined

PRESIDIO YARD MODERNIZATION PROJECT

The Presidio Yard Modernization Project is an exciting opportunity to rethink, rebuild and expand the current obsolete, century-old bus yard and deliver a multi-level, modern bus operations and maintenance facility, including:

- More reliable Muni service with new maintenance facility to speed up repairs
- Efficient bus operations and charging
- House Muni's beloved historic buses
- SFMTA Peer Assistance Program
- Public Works Street Sweeping Unit

Built in 1912, the Presidio Yard was Muni's first headquarters. It housed streetcars and later trolleybuses.

110

Being a 110-year-old facility, the Presidio Yard is long past its lifespan, and too small to accommodate Muni's fleet.

3

The current three level Muni bus yard will be modernized for battery-electric buses

60

A modern yard will service Muni's fleet as it grows, with room for 60 percent more buses at the yard.

0

Advancing the City's zero-emission, climate change goals.

Why do we need a new Presidio Bus Yard?

Bus yards are a vital part of our public transit system. They are where we store, clean and maintain the Muni buses that get San Franciscans and visitors where they need to go. Strong public transit is one of the most important tools we have to fight climate change.

This 110-year-old facility is long past its lifespan. Presidio Yard is too small to accommodate Muni's fleet, does not meet current seismic safety standards and cannot support modern maintenance and cleaning. A modern yard will:

- Support reliable transit service by improving maintenance and working conditions, getting buses back into service sooner.
- Improve the work environment for front-line mechanics and bus operators to safety and efficiently do their job.
- Provide the green charging infrastructure needed to transition Muni to battery electric buses for an entirely zero emission fleet.
- Service Muni's fleet as it grows, with room for 60 percent more buses at the yard.
- Improve street safety around the facility to reduce traffic-related injuries for people walking, bicycling, and taking transit.





Innovative Ways to Fund Transit

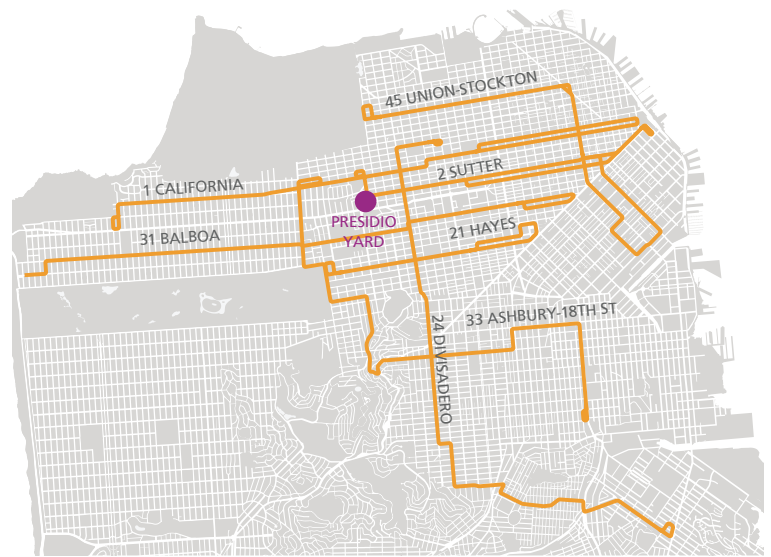
In addition to the critical transportation need for a rebuilt Presidio Yard, the SFMTA will also explore the potential for joint development opportunities. Over the last 20 years the demands on San Francisco’s transportation system have increased while revenues haven’t kept up. Potential revenues from joint development could provide a new funding source for Muni service in the future.

Upcoming Project Milestones

2022 2023	<ul style="list-style-type: none"> • Planning In-reach • Planning Outreach • Proposal development and alternatives • Draft Environmental Impact Report (DEIR) and National Environmental Policy Act (NEPA)
2024 2026	<ul style="list-style-type: none"> • Continued Inreach and Outreach • RFQ/RFP Development • Concept Design • Developer Selection Process • Project Agreement and Financing • Final EIR and NEPA
2027 2032	<ul style="list-style-type: none"> • Project Approvals • Operations temporarily relocated to bus yard at Muni Metro East • Construction
2033	<ul style="list-style-type: none"> • Projected Yard Opening

Location of Presidio Yard and routes

Presidio Yard houses bus routes that service neighborhoods across the city, including many communities that are heavily reliant on transit.



Building Progress Program

This project is part of the SFMTA’s Building Progress Program, a \$2.3 billion, multi-year effort to repair, renovate, and modernize the SFMTA’s aging facilities. This infrastructure is the backbone of San Francisco’s transit system. Investments are needed to keep the City moving and transition to a battery electric bus fleet.



PresidioYard@SFMTA.com | 415.646.2223



Learn more about the PresidioYard Modernization Project, get involved and stay informed:

SFMTA.com/PresidioYard





London Breed, Mayor

Amanda Eaken, Chair
Stephanie Cajina, Director
Steve Heminger, Director

Fiona Hinze, Director
Manny Yekutieli, Director

Jeffrey Tumlin, Director of Transportation

Presidio Modernization Project Outreach/In-reach

[The Presidio Yard Modernization Project](#) is an exciting opportunity to rethink, rebuild and expand the current site, resulting in a multi-level modern bus operations and maintenance facility, centralized offices, meeting spaces for the SFMTA Peer Assistance program, storage for Muni's historic bus fleet and possible joint development opportunities. The state-of-the-art facility would advance the city's goals of clean energy transit, with the potential to address needed housing and other mixed-uses. Presidio Yard is essential in serving communities that primarily rely on transit, housing bus routes that serve communities all over the city, including neighborhoods in the Muni service equity strategy.

Outreach Goals and Next Steps

The SFMTA is committed to transparency throughout this project from concept to completion. The Presidio Yard team is investing heavily in deep community outreach and stakeholder engagement with the public. We seek to build on our previous successes, keep stakeholders informed, solicit meaningful input, and explore opportunities for deeper engagement with key audiences.

To support the community's desire for regular updates and to continue building public awareness for the project, we will be deploying strategic outreach to neighborhood groups and associations, as well as community events and high-priority meetings and briefings with stakeholders. At the same time, we will provide detailed information to City stakeholders, elected officials, and SFMTA staff. We will be communicating internally and externally about the project details, environmental review, RFP process, and defining decision spaces for stakeholders at all levels.

We prioritize keeping especially hard-to-reach groups informed such as the Chinese and Korean speaking populations, low and moderate-income populations, and Presidio Yard front-line staff. Along with all other surrounding neighborhoods, we will be focusing on neighborhoods that have a history of being underserved, like the Western Addition.



Outreach Delivered during the Term of the Caltrans Grant

Initial Public Engagement Planning Workshop

- The Project hosted a workshop to discuss public engagement opportunities and priorities for the future development of Presidio Yard. Participants included staff from SFMTA, relevant city agencies and departments, and architecture, design, and communications consultants.

Public Outreach and Engagement Planning

- A Public Outreach and Engagement Plan was developed and provides an overview of the project's approach to engagement, including a stakeholder analysis, key messaging, and outreach timelines.
- A project outreach stakeholder list was developed that includes neighborhood organizations, merchant groups, Elected/City officials, Interest/Advocacy Groups, Faith-based groups, schools, senior centers, and housing advocates
- Timing of project outreach was coordinated with Citywide Planning, which requested that the SFMTA delay aspects of its public outreach until the completion of the City's Housing Element 2023.

Meetings with Stakeholders and Community Groups

- Project briefings were conducted to receive feedback from SFMTA staff and key city family stakeholders including Citywide Planning.
- Project briefings were conducted with Board of Supervisors District 2 Supervisor and staff to solicit feedback.
- Conducted outreach about the project to stakeholders for the RAISE grant application and received letters of support from Sen Feinstein, State Senator Weiner, Assemblymember Haney, Assemblymember Ting, Mayor Breed, Supervisor Stefani, TransForm, SPUR, SF Transit Riders, SF Bike Coalition, Walk SF, MTC, City Planning, and OEWD.

Yard Tours and Tabling

- Conducted outreach tabling event at Roadeo (Staff skills competition.)
- Conducted yard tour for Mayor's staff with presentation on interior and potential joint development scenarios and scheduled upcoming tour for Senator Feinstein's staff.
- Developed script for leading yard tours



Project Workshops

- Developed materials for Workshops on the bus facility with SFMTA frontline maintenance and operations staff. Developed posters, display boards, project flyer, PPT presentation and staff survey for two December workshop events.
- The Workshop on 12/12/22 was for Maintenance staff and included discussion boards and a project presentation. The 12/14/22 event was for Operators and included discussion boards and flyers. Both were well attended.
- Interior bus facility design boards were also posted for a week in the Presidio Yard breakroom for staff to view and provide project feedback.

Feedback Survey

- A staff survey was conducted to take input on how staff felt about the project, presentation of outreach materials, and how they heard about the workshops.

Outreach Materials

- Outreach and engagement materials were developed for use in current and future outreach efforts. Digital communications included a project webpage, blog posts and social media posts. Other materials included a project flyer, yard tour script, workshop posters and boards, and PPT presentations and graphics for various stakeholders.

Planning for Future Neighborhood Working Group

- A draft Working Group Plan was developed, including goals, membership categories, application process and recruitment strategies. Additional materials included draft email templates and memos to be used in future Working Group recruitment.

Photos from December 2022 Workshops





Outreach/In-Reach Log

Date	Activities/Tasks
September 2020	<ul style="list-style-type: none"> Public Engagement Planning Workshop with SFMTA, City family and consultants, September 28
June 2021-Dec 2021	<ul style="list-style-type: none"> Developed POETS plan Introductory blog on interesting history of Presidio Yard and announcement of next property for Modernization Created Website/project page
2022	<p>Summer</p> <ul style="list-style-type: none"> Website updated POETS plan updated Talking points updated Developed Project flyer, outreach presentation, Working Group Prep Plan City partner briefings with Dept Housing <p>September</p> <ul style="list-style-type: none"> Mayor and Supervisor briefings Virtual presentation for Supervisor Stefani and staff with different proposals for joint development Sept 19th <p>October</p> <ul style="list-style-type: none"> Website and email updated Continue Supervisor briefings In-reach for Internal SFMTA staff, including Transit In-reach flyer for Presidio Operators and Maintenance staff <p>November</p> <ul style="list-style-type: none"> Outreach tabling event held at Cow Palace Rodeo (Staff skills competition) for operators, parking control and management staff <p>December</p> <ul style="list-style-type: none"> In-reach workshops held for operators and maintenance staff of Dec 12th and 14th Surveys for front-line yard staff
2023	<p>February</p> <ul style="list-style-type: none"> Yard tour held for Mayo's staff on February 2nd Targeted stakeholder meetings with the City Family Website updates <p>May</p> <ul style="list-style-type: none"> Yard tour for Senator Feinstein staffers – May 22nd



SFMTA

SFMTA PRESIDIO YARD

**PRESIDIO BUS YARD
PLANNING STUDY
MAY 2023**

San Francisco Municipal Transportation Agency
Presidio Bus Yard Planning Study
Draft Consolidated Report
May 2023

Project Team:

HATCH

HDR-Design Maintenance Group
M. Lee Corporation
Kennerly Architecture and Planning
VerPlanck Historic Preservation Consulting

Contact:
Rachel Bramwell | Hatch
335 Adams Street, Suite 2700
Brooklyn, NY 11201

Tel: +1 323.854.0554

CONTENT AND ACRONYMS

CONTENT AND ACRONYMS

TABLE OF CONTENTS

CHAPTER 01: EXECUTIVE SUMMARY	9
CHAPTER 02: CURRENT CONDITIONS ANALYSIS	13
2.1 OVERVIEW	14
2.1.1 SOURCES CONSULTED	14
2.2 EXISTING CONDITIONS	14
2.2.1 CURRENT FLEET MIX	14
2.2.2 ACCESS AND CIRCULATION	15
2.2.3 FACILITY CONDITION	16
2.2.4 EMPLOYEE PARKING INVENTORY	16
2.2.5 MAINTENANCE FACILITY INVENTORY	16
2.2.6 ADMINISTRATIVE AND PERSONNEL FACILITY INVENTORY	17
2.3 ADDRESSING RESEARCH GAPS	17
2.4 INPUTS TO THE PLANNING STUDY	19
2.4.1 PROJECT SCHEDULE	19
2.4.2 RELOCATION PLAN	19
2.4.3 FLEET CAPACITY	19
2.4.4 SPACE PROGRAM	19
2.4.5 POWER REQUIREMENTS	19
CHAPTER 03: OPPORTUNITIES AND CONSTRAINTS	21
3.1 OVERVIEW	23
3.1.1 KEY CONSIDERATIONS	23
3.2 PARCEL SIZE, BOUNDARIES, AND OWNERSHIP	24
3.3 NEIGHBORHOOD CONTEXT	25
3.3.1 PHOTOS	25
3.3.2 LAND USE	27
3.3.3 DEMOGRAPHICS	28
3.3.4 PIPELINE HOUSING	29
3.3.5 NEIGHBORHOOD CULTURE AND ORGANIZATIONS	30
LIST OF SELECT NEIGHBORHOOD ORGANIZATIONS	31
3.3.6 NEIGHBORHOOD CHARACTER	32
3.4 ZONING	33
3.4.1 HEIGHT AND BULK	34
3.5 URBAN DESIGN CONSIDERATIONS	36
3.5.1 SELECTED NEIGHBORHOOD AMENITIES	36
3.5.2 SELECTED SITE ADJACENCIES	37
3.5.3 SURROUNDING STREETS	38
3.5.4 RECENT IMPROVEMENTS NEARBY	39
3.5.5 PRECEDENT COMPARISONS	40
3.5.6 SOLAR ORIENTATION, SHADOW POTENTIAL, AND PREVAILING WINDS	42
3.5.7 SITE TOPOGRAPHY	43
3.5.8 FLOOD PLAIN BOUNDARIES AND PROJECTED SEA LEVEL RISE	43
3.6 HISTORIC RESOURCES AND HISTORIC PRESERVATION	44
3.6.1 HISTORY AND CONSTRUCTION	44
3.6.2 HISTORIC LISTING ELIGIBILITY	44

CONTENT AND ACRONYMS

3.6.3 HISTORIC PRESERVATION AND ARCHITECTURAL SIGNIFICANCE	44
3.6.4 HISTORIC RESOURCE EVALUATION DETAIL	45
3.7 INFRASTRUCTURE AND UTILITIES	49
3.7.1 SEWER, WATER, AND FIRE CAPACITY	49
3.7.2 ELECTRICAL INFRASTRUCTURE	49
3.8 TRANSPORTATION AND CIRCULATION	50
3.8.1 AUTOMOBILE AND NON-AUTOMOBILE CIRCULATION PATTERNS	50
3.8.2 MUNI SYSTEM	51
3.8.3 BIKE ROUTES	52
3.8.4 STREET NETWORK	53
CHAPTER 04: LAND USE ANALYSIS	55
4.0 OVERVIEW	56
4.1 REVIEW OF COMPATIBLE LAND USES	56
4.1.1 MULTIFAMILY RESIDENTIAL	56
4.1.2 OFFICE	56
4.1.3 RETAIL	57
4.1.4 INSTITUTIONAL	57
4.2 REGULATORY FRAMEWORK AND NEIGHBORHOOD CONTEXT	57
4.2.1 HEIGHT LIMITS, MASSING, AND DENSITY	57
4.2.2 ZONING AND LAND USE	57
4.2.3 THE HOUSING ELEMENT	58
4.2.4 PROPOSITION K	58
4.2.5 PROPOSITION M	58
4.2.6 STREET ACTIVATION	58
4.2.7 STORMWATER MANAGEMENT	58
4.2.8 SUSTAINABILITY	59
4.3 PHYSICAL CONSTRAINTS	60
4.3.1 SITE AND MID-BLOCK CROSSING	60
4.3.2 PARKING	60
4.3.3 HISTORIC PRESERVATION	60
4.3.4 UTILITIES	60
4.4 COMPATIBILITY WITH TRANSIT FUNCTION	61
4.4.1 NOISE	61
4.4.2 SCHEDULE AND DAILY OPERATIONS	61
4.4.3 FUELING AND FUMES	61
4.4.4 COMMUNITY CONCERNS AND PRIORITIES	62
4.4.5 URBAN DESIGN	62
4.4.6 CIRCULATION	62
4.4.7 PUBLIC BENEFIT	63
4.4.8 HOUSING AFFORDABILITY	63
CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN	65
5.1 OVERVIEW	66
5.2 CONCEPTUAL PLANNING AND DESIGN APPROACH	67
5.3 SITE AND BUS FACILITY CONCEPT PLANS	68

CONTENT AND ACRONYMS

LIST OF FIGURES

Figure 1-1: View of Presidio Yard at Presidio Avenue and Euclid Street	10
Figure 1-2: View of Presidio Yard at Presidio Avenue and Post Street	11
Figure 2-1: Site Circulation	15
Figure 2-2: Facility components	16
Figure 2-3: Presidio - Ground Floor Historical Significance Diagram	17
Figure 3-1: Aerial and Street Views	24
Figure 3-2: Geary Boulevard	25
Figure 3-3: Presidio Avenue South	25
Figure 3-4: Presidio Avenue North	25
Figure 3-5: Euclid Avenue	26
Figure 3-6: Masonic Avenue North	26
Figure 3-7: Masonic Avenue South	26
Figure 3-8: Land Use	27
Figure 3-9: Neighborhood Demographics	28
Figure 3-10: Development Pipeline	29
Figure 3-11: Zoning	33
Figure 3-12: Height and Bulk	34
Figure 3-13: Neighborhood Amenities	36
Figure 3-14: Site Adjacencies	37
Figure 3-15: Surrounding Streets	38
Figure 3-16: Proximate Development Projects	39
Figure 3-17: Site Comparisons	40
Figure 3-18: Additional Site Comparisons	41
Figure 3-19: Solar Orientation	42
Figure 3-20: Flood Risk and Sea Level Rise	43
Figure 3-21: Presidio Trolley Coach Division Office Building	44
Figure 3-22: Presidio Trolley Coach Division Office Building	44
Figure 3-23: 1914 Maintenance Wing Addition East	45
Figure 3-24: 1914 Maintenance Wing Addition Art Deco	45
Figure 3-25: Office Building	45
Figure 3-26: Entrance Pavilion	46
Figure 3-27: Entrance Pavilion Doors	46
Figure 3-28: Panel Above on East Façade Entrance	46
Figure 3-29: Historical Significance Diagram	47
Figure 3-30: Ingress and Egress Points	50
Figure 3-31: MUNI Routes	51
Figure 3-32: Bike Routes	52
Figure 3-33: Street Network	53
Figure 4-2: Bioretention Along Street and Sidewalks	59
Figure 4-1: Bioretention Planters	59
Figure 5-1: Presidio Yard Transit Facility Concept	66
Figure 5-2: PROPOSED SITE SUBDIVISION	68
Figure 5-3: Bus Facility Concept Design - Basement Level Plan	69
Figure 5-4: Bus Facility Concept Design - Ground Level Plan	69
Figure 5-4: Bus Facility Concept Design - Second Level Plan	70

CONTENT AND ACRONYMS

Figure 5-5: Bus Facility Concept Design - Third Level Plan	70
Figure 5-6: Bus Facility Concept Design - Roof Level	71
Figure 5-7: Bus Facility Concept Design - Roof Level Built Out Plan	71

LIST OF TABLES

Table 1-1: Pullout Movements and Blitz	15
Table 3-1: Zoning Designations	35
Table 5-1: Vehicle Program Summary	67
Table 5-2: Bus Facility Design Concept Program Summary	67
Table 5-3: Staffing Program Summary	67

LIST OF ACRONYMS

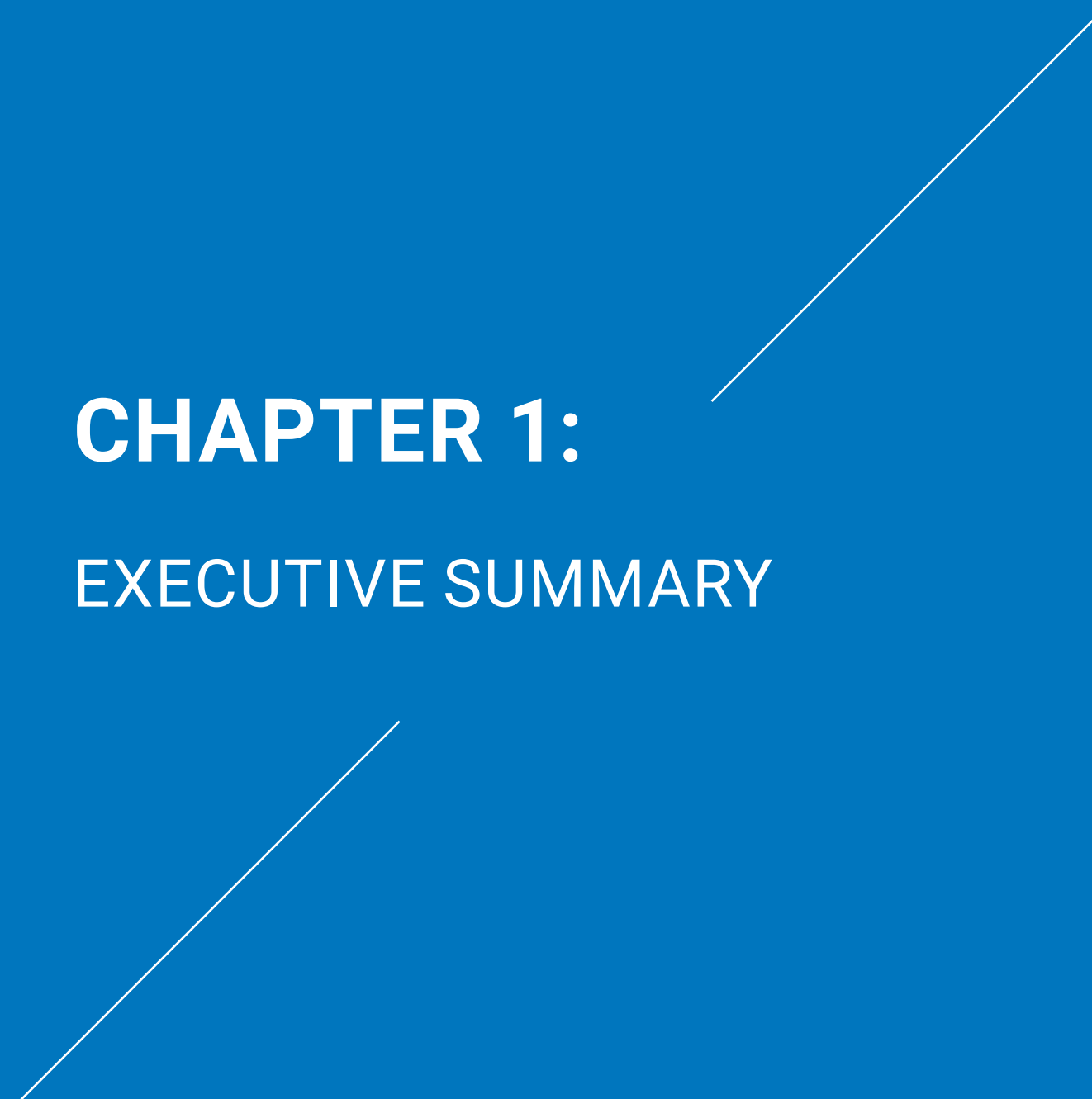
BEB	Battery Electric Buses
BART	Bay Area Rapid Transit
BMP	Best Management Practices
CEQA	California Environmental Quality Act
CIE	Cultural / Institutional / Educational
CIP	Capital Improvement Project
CPMC	California Pacific Medical Center
DCD	Design Criteria Document
EIR	Environmental Impact Report
HRE	Historic Resource Evaluation
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LRV	Light Rail Vehicle
MUNI	San Francisco Municipal Railway
OEWD	San Francisco Office of Economic and Workforce Development
PDR	Production / Distribution / Repair
PG&E	Pacific Gas & Electric
RED	San Francisco Real Estate Division
SES	Street Environmental Services
SFFD	San Francisco Fire Department
SFMTA	San Francisco Metropolitan Transportation Authority
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
UCSF	University of California San Francisco
ULWP	Upper Level Work Platforms
USF	University of San Francisco



Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 1:

EXECUTIVE SUMMARY



CHAPTER 01: EXECUTIVE SUMMARY

SFMTA BUILDING PROGRESS PROGRAM

The San Francisco Municipal Transportation Agency (SFMTA) has undertaken an effort to prepare its bus and trolley fleet, and their accompanying facilities, for the future. This includes both pursuing new methods to power its fleet—the full Muni bus fleet will be electric by 2024—and using the SFMTA's existing real estate assets to create a source of revenues that can both further the operations and maintenance of its fleet, as well as provide greater benefits to the community surrounding its facilities and San Francisco overall.

In 2017, SFMTA initiated its Building Progress Program, which seeks to modernize its facilities in three major ways:

- To increase the capacity for fleet maintenance and storage in light of increased demand;
- To increase the system's overall resiliency for seismic events and climate change; and
- To better integrate its facilities into their surrounding neighborhoods, offering greater benefits and community use for those who live nearby.

As part of the Building Progress Program, the SFMTA is seeking to rehabilitate and modernize its bus yards while analyzing feasibility of developing revenue generating, non-transit uses within or adjacent the bus yard sites.

PRESIDIO YARD MODERNIZATION PROJECT

The SFMTA and the Hatch team—made up of market assessment, financial analysis, and public private partnership advisory firm Hatch; facilities designer HDR; architecture and urban design firm Kennerly Architecture and Planning; transit

operations planning experts CHS Consulting Group; historic preservation advisory from VerPlanck Historic Preservation; and hard cost estimates from M. Lee Corporation—began work on the Presidio Yard Modernization Project to develop a design for a new, all-electric bus maintenance and storage facility at Presidio Yard, with consideration of joint uses.

The initial stage of this project culminates in this report, the Presidio Bus Yard Planning Study. This report synthesizes the bus facility requirements of the rebuilt Presidio Yard, the site's larger context—existing site conditions, nearby land uses, and relevant City policies—as well as the overall opportunities and constraints of the site.

PROJECT OBJECTIVES

It is understood that joint development (JD) at Presidio Yard must not impede the core transit function of the rebuilt facility. The report is guided by the following modernization and development objectives set by the SFMTA for the site:

- Rebuild the obsolete century-old bus yard and deliver modern, efficient bus operations and maintenance
- Provide infrastructure needed to transition Muni to an all-electric, zero-emissions fleet
- Maximize revenue generation on-site through joint development to provide a new funding source for Muni service and offset development costs of the bus facility
- Maintain the bus yard rehabilitation and modernization schedule and minimize scheduling risk
- Separate bus facility and joint uses cleanly to simplify development processes and procurement strategy



FIGURE 1-1: VIEW OF PRESIDIO YARD AT PRESIDIO AVENUE AND EUCLID STREET

Source: Google Street View (2016). Note: Building heights measured from elevation of adjacent sidewalk.

CHAPTER 01: EXECUTIVE SUMMARY

PROCESS

The Hatch team conducted a series of interviews with Muni staff and operators to determine their needs and requirements to develop a modern, seismically sound, and emissions-free facility. The Hatch team also met with City agencies such as the San Francisco Planning Department (SF Planning) and Office of Economic and Workforce Development (OEWD) for input on the site's redevelopment as it relates to the local neighborhoods' needs as well as the larger City's.

PLANNING STUDY SUMMARY

The Presidio Yard, located at Geary Boulevard and Masonic Avenue, is one of the City's oldest bus operations and maintenance facilities. The building served as home to the newly founded San Francisco Municipal Railway's (Muni's) headquarters for nearly 100 years until the early 2000s. The existing Presidio Yard houses routes that serve communities across the City, including neighborhoods in the Muni Service Equity Strategy. For example, the 1 California serves the Chinatown neighborhood, and the 24 Divisadero serves Western Addition and Bayview Hunters Point neighborhoods. The first building on-site was built in 1912 as a streetcar facility.

As of 2020, analysis indicates 132 forty-foot trolley coaches are on site with a peak demand of 109 and an effective demand of 100. The most critical need facing the SFMTA in the construction of the new Presidio Yard is to increase the agency's capacity for operating and maintaining a growing fleet being planned for a transition into zero-emissions.

Through in-depth research and these engagements, the Hatch team revised and refined a site layout and concept program and design for the bus facility. The Hatch team's bus facilities designers, architects, and urban designers proposes the creation of two parcels from the 5.5-acre site—the northern parcel (4.2 acres) as the bus facility parcel and the southern parcel (1.3 acres) as the opportunity site for non-transit uses.

The proposed bus facility concept design stretches along the northern portion of the Presidio Yard site. It is designed as a four-level building with a total building height of 75 feet, as measured from Masonic Avenue. The proposed concept would house 247 buses and over 600 SFMTA staff. The bus facility concept design also allows for transit and/or municipal uses at the rooftop level. Community use at the bus facility may take the form of public art space, publicly accessible open space, or other public-oriented uses.

Land use analysis and community input showed that, for non-transit uses, housing, institutional (healthcare or higher education), and retail uses most complement the site. These uses are appropriate given existing land uses nearby as well as planned developments in the proximity of the site such as redevelopment of the University of California San Francisco (UCSF) Laurel Heights Campus at 3333 California Street, which includes housing, retail, public open space, childcare, and potentially office space.

The new Presidio Yard represents the SFMTA of the future: fully integrated into its community; designed and developed to improve operations while staying resilient to future climate and seismic events; and leveraging its assets to generate revenue and help address community needs in San Francisco.



FIGURE 1-2: VIEW OF PRESIDIO YARD AT PRESIDIO AVENUE AND POST STREET

Source: Google Street View (2016). Note: Building heights measured from elevation of adjacent sidewalk.



Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 02:

CURRENT CONDITIONS ANALYSIS

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.1 OVERVIEW

This chapter includes a thorough analysis of the current conditions of the Presidio Yard as it relates to the current fleet, the administrative and maintenance facilities, employee parking, and the redevelopment schedule. This comprehensive Current Conditions Analysis will cover noteworthy considerations of the facility and its operations as well as shed lights on any remaining gaps on research for the project forecast.

The gap analysis in this chapter reviews previously completed studies, reports, and analyses that address current conditions at Presidio Yard and the transit requirements of the rebuilt Presidio Yard, and identifies assumptions and questions that require clarification in subsequent study tasks.

2.1.1 SOURCES CONSULTED

The Current Conditions Report is informed by interviews with SFMTA subject matter experts and the Hatch team's review of the following studies, reports, and analyses prepared by or on behalf of the SFMTA:

- SFMTA Real Estate and Facilities Vision for the 21st Century (Parsons Brinckerhoff, 2013)
- Facility Condition Assessment of Presidio Bus Division (EMG, 2016)
- SFMTA Facilities Framework Addendum (Owen Adams, 2017)
- SFMTA Bus Yards Design and Development Study, Draft Current Conditions (2018)
- Historic Resource Evaluation: Presidio Trolley Coach Facility (VerPlanck, 2017)
- SFMTA 2017 Fleet Plan (2017)
- SFMTA 2020 Bus Master Fleet List (January 2020)
- SFMTA Capital Improvement Program 2019-2023 (2018)

- SFMTA Facilities Assessment: Site Master Planning Charrette Report (2017)
- SFMTA Potrero Scenario 2 Final Design Drawings (2017)

The sources above provide an adequate baseline understanding of existing conditions (including facility condition, operations, and associated expenditure plans) at Presidio Yard as well as the broader conceptual framework for the rebuild and expansion of SFMTA bus maintenance and storage yards.

However, the Hatch team recommends convening a meeting with SFMTA to review and confirm assumptions pertaining to construction timeline, facility capacity, and fleet mix at Presidio Yard. These assumptions should be finalized prior to the start of major work tasks such as the design criteria and the joint development scenarios for Presidio Yard.

2.2 EXISTING CONDITIONS

2.2.1 CURRENT FLEET MIX

The Facilities Framework Addendum (2017) defines three levels of capacity for bus parking.

- **Yard Capacity:** Buses in parking lanes only
- **Planning Capacity:** Buses in parking lanes and half the maintenance bays
- **Crush Capacity:** Buses in parking lanes, all the maintenance bays, and some aisles/aprons.

The Facilities Framework Addendum (October 2017) places the current crush capacity of Presidio Yard at 165 forty-foot trolley buses and 15 maintenance parking spaces. The SFMTA Master Fleet List of January 2020 indicates 132 forty-foot trolley coaches are on site with a peak demand of 109 and an effective demand of 100.

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.2.2 ACCESS AND CIRCULATION

Presidio Yard currently has access from one ingress from Presidio Avenue and one egress to Presidio Avenue, as shown in the Facilities Framework Assessment and confirmed by visual inspection.

Circulation within the yard is clockwise from the Presidio Avenue entrance, with a singular overhead ladder track allowing assignment to thirteen yard parking lanes, ten maintenance bays, and two interior running repair lanes. Both running repair lanes are utilized for overnight bus parking. Additionally, the bus washing lane is also utilized for overnight bus parking and is accessible only from the exit gate ladder track. Maintenance bays are not readily accessible without battery assistance when the parking lanes are fully utilized. See Figure 2-1.

The rate of scheduled bus egress and ingress is currently a data gap in documenting baseline conditions. It is important to assess this rate to understand Presidio Yard’s ability to accommodate the flow. To address this, it is recommended that site observations should be conducted.



FIGURE 2-1: SITE CIRCULATION

Source: Hatch team; Google Street View (2016)

Additionally, buses entering Presidio Yard post-morning peak and evening peak may potentially be causing traffic congestion on Presidio Avenue. This is also a data gap. Understanding this is important to inform future planning decisions for multiple points of ingress and egress.

Due to the pandemic at the time of writing, observations of the post-peak circulation was not possible. In lieu of observations, the following chart (Table 1) was prepared showing Presidio Division/Yard scheduled departures (pull-outs) and arrivals (pull-ins). Fifteen (15) minute periods were captured to show the maximum flow patterns that could impact yard “meet and greet” functions as well as on-street traffic conflicts. The maximum pull-out flow is 12 during the 6:00-6:15 A.M. period and the maximum pull-in flow is 7 between 8:30-8:45 P.M. Neither of these would appear to cause congestion. For comparison purposes the other existing SFMTA rubber tire divisions were summarized as well.

TABLE 1-1: PULLOUT MOVEMENTS AND BLITZ

PRESIDIO		PRESIDIO	
OUT	2/22/20	IN	2/22/20
3-329A		5-529P	
330-344		530-544	
345-359		545-559	
400-414	2	600-614	
415-429	2	615-629	2
430-444	4	630-644	4
445-459	3	645-659	3
500-514	6	700-714	2
515-529	7	715-729	5
530-544	6	730-744	2
545-559	5	745-759	3
600-614	12	800-814	2
615-629	9	815-829	3
630-644	7	830-844	7
645-659	7	845-859	1
700-714	8	900-930	5
715-729	6	Subtotal	39
730-744	11	930-2X	57
745-759	5	Total	96
800-829			
830-859			
900-929			
930-959			
Total	100		

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.2.3 FACILITY CONDITION

As documented in the Historic Resource Evaluation (2017), the Presidio Yard site, in addition to the bus yard, includes the former Geary Car Barn building at 949 Presidio Avenue, which was built in 1912. This building was also formerly used as administrative headquarters. The Facility Condition Assessment of Presidio Bus Division report (2016) states that the Geary Car Barn building is in fair overall condition.

The area for the combined bus facility—the Maintenance Wing, Car Barn, and Clock Tower—is 195,000 SF. The bus facility is constrained by the City streets surrounding the site, leading to the requirement for bus maintenance in the former lower level streetcar barn. The transition of Geary Car Barn (streetcar) to Presidio Yard (trolley coach) utilized the existing Geary Car Barn building for transportation functions. This resulted in operators, bus assignments, and on-street relief locations being poorly coordinated on the site. This also created inefficiencies in both bus maintenance and other bus related functions.

The Facility Condition Assessment (2016) only interviewed one Facility Maintenance employee during the assessment of building conditions, while the SFMTA Real Estate and Facilities Vision for the 21st Century report (2013) confirmed observations with maintenance personnel.

Hazards and building deficiencies have been assessed in multiple documents from 1993 through 2011 with remedial actions initiated on a limited basis.

Potential environmental hazards (e.g. ground contamination) for Presidio Yard were not cited in any of the study documents. It is important to note that from approximately 1960-1980, in addition to trolley coaches, diesel motor coaches were domiciled in Presidio Yard.

2.2.4 EMPLOYEE PARKING INVENTORY

Parking is an issue at all of SFMTA's facilities. The employee parking inventory covers the entire site, which includes both the bus yard and the former Geary Car Barn. The Facility Condition Assessment (2016) cites 78 car parking spaces, including 1 ADA-compliant space. The SFMTA Real Estate and Facilities Vision report (2013) cites a running repair lane being used for maintenance staff parking after buses are parked. The existence of in-yard maintenance employee parking will be confirmed prior to bus yard design criteria completion and any final concept design developed for the site.

Physical verification indicates that 49 spaces exist inside the Geary Car Barn (along former tracks 13-16) and that 29 spaces exist outside between the building along Geary Boulevard. The spaces within the former Geary Car Barn are currently reserved for Presidio Division operators, dispatchers, and maintenance managers. Transit, transportation and parking at Presidio will be part of the SFMTA's Transportation Demand Management

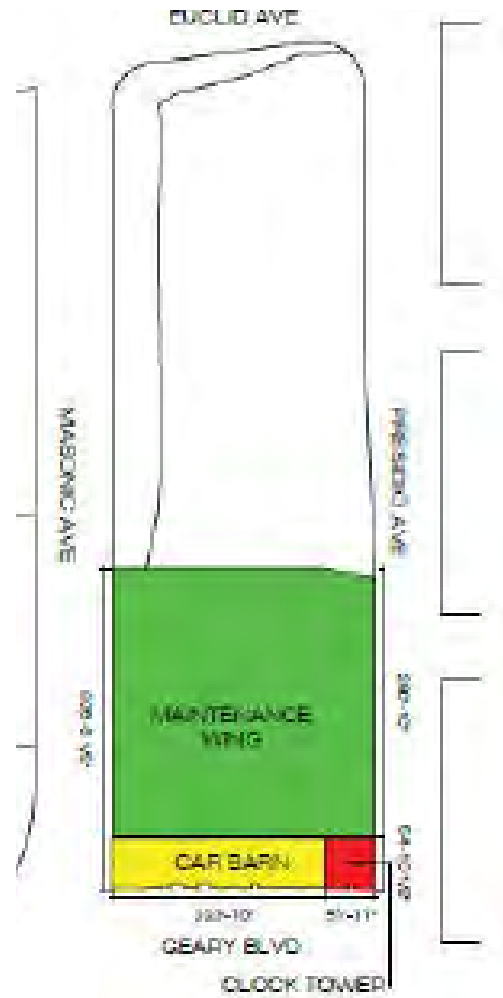


FIGURE 2-2: FACILITY COMPONENTS

(TDM) Plan. The outside spaces are governed by SFMTA street regulations and are utilized by both Presidio Division operators and SFMTA Operator Training staff.

The reviewed documents do not cite the existence of street (curb) parking along the perimeter of the Presidio Yard (i.e. Masonic Avenue, Euclid Avenue, and Presidio Avenue). Physical inventory indicates that there are 60 additional curb parking spaces along these three street segments that are generally utilized by Presidio Division operators. The existing combination of 49 spaces inside the Geary Car Barn plus spaces near the perimeter affords operator parking equal to the roughly 109 weekday operator morning reports. Some perimeter spaces may be occupied by non-SFMTA users.

This analysis does not include review of SFMTA Sustainable Streets documentation.

2.2.5 MAINTENANCE FACILITY INVENTORY

The SFMTA Real Estate and Facilities Vision report (2013) details an inventory of facilities (based on 38 observations) including storage areas, lifts, a bus washer, service bays, control

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

tower, and offices. Noted deficiencies include absence of fall protection in some service bays, insufficient drainage in service bays, and the absence of a bus cleaning vacuum system.

2.2.6 ADMINISTRATIVE AND PERSONNEL FACILITY INVENTORY

The Presidio Transportation Division administrative and personnel facilities are located on the ground floor of the former Geary Car Barn at 949 Presidio Avenue (built in 1912). The Historic Resource Evaluation (2017) summarizes the multiple renovations between 1914 and 1980 to accommodate both engineering and training functions. There have been no renovations to the existing 2600 Geary space to accommodate the fluctuations and changes in the operator force. The dispatcher, division instructor, and union office space remains the same as in the original 1912 space allocations. Operator break rooms and restrooms are located on both the ground floor and mezzanine levels of 2600 Geary.

Vacancies in the 2610 Geary ground floor office space have allowed relocation of the Division Managers’ office to this space from 2600 Geary. Detailed square footage allocated to office space by unit and function was not available at the time of this writing, but diagrams of the existing 949 Presidio Avenue building indicate approximately 3500 SF for transportation functions, about 12 SF per employee (at 280 employees based on SFMTA driver sign-up data). If the Facility Addendum (2017) space programming guidelines were applied to the current

Presidio Yard transportation functions, approximately 5,500 SF would be required. This means there is a deficit of 2,000 SF for employees at Presidio Yard

The Presidio Yard administrative maintenance and personnel facilities are documented in the SFMTA Real Estate and Facilities Vision report (2013). The Vision report mentions the following administrative, maintenance, and personnel facilities: lockers, lunchroom, and a restroom to support 28 mechanics, four technicians, and presumably supervisors. No women's facilities exist in the maintenance areas.

The only reference to a building hazard citation was documented in the Hazardous Material Abatement Oversight Clearance Report - SFMTA Presidio Restroom Renovation (2018).

2.3 ADDRESSING RESEARCH GAPS

Based on a review of completed studies, the project team identified the following assumptions and key questions to be addressed prior to final concept design and completion of bus yard design criteria.

- **Haz Mat Assessment:** During the Planning phase for Presidio Bus Yard, it is assumed there are no haz mat issues on-site. However, an assessment of potential ground/soil contamination of sites (building and yard) is needed to

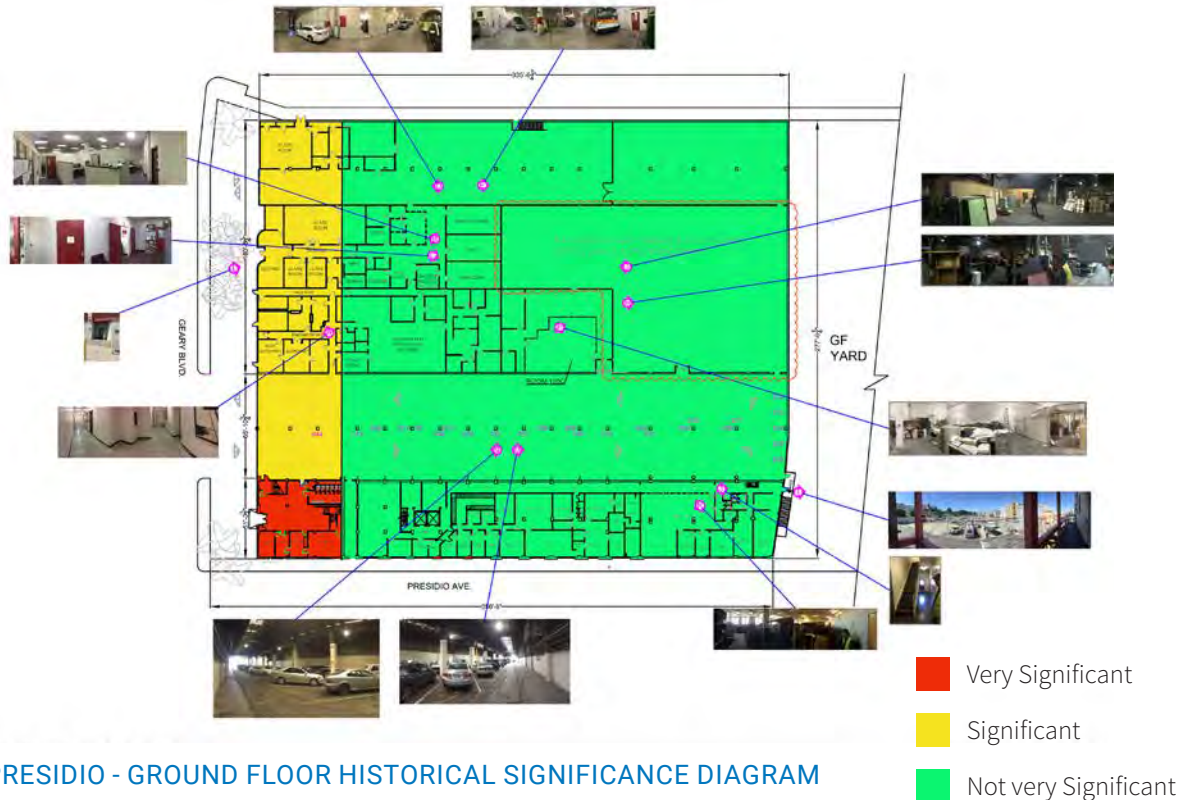


FIGURE 2-3: PRESIDIO - GROUND FLOOR HISTORICAL SIGNIFICANCE DIAGRAM

Source: SFMTA, Christopher VerPlanck

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

understand any issues on the site prior to the bus yard design criteria completion and any final concept design developed for the site.

- **Geotechnical Assessment:** During the Planning phase for Presidio Bus Yard, it is assumed there are no geotechnical issues on-site. However, an investigation of geotechnical conditions is needed to understand any potential issues on the site.

- **Site Boundary Survey:** During the Planning phase for Presidio Bus Yard, it is assumed existing site boundaries survey maps are accurate. Further survey will be needed.

- **Topographic Survey** will be required prior to bus yard design criteria completion and any final concept design developed for the site; however the following are assumed:

- Spot elevations at property corners and at 50-foot increments along property lines (back of sidewalk), tops of curbs, and flow-lines at surrounding streets are used for the Planning Phase.

- Topographic lines at sloped banks below Masonic;

- Spot elevations at building access points facing Geary Boulevard are

- **Documentation of existing site improvements and surrounding context**, including the following are assumed:

- Heights of surrounding building roofs measured from a common benchmark;

- Heights of existing buildings on the Presidio Yards site, measuring heights of distinct massing breaks;

- Horizontal dimensions locating existing structures relative to property lines;

- Any structural encroachments or retaining walls used to support adjacent public rights of way (e.g. retaining along Masonic);

- Location and heights of any significant trees.

- **Utility survey**, will be required prior to bus yard design criteria completion and any final concept design developed for the site; however the following are assumed:

- Locations of laterals and mains within public rights of way based on available documentation at time of writing;

- Any public or private utility easements that cross the site. This includes both above ground and sub-grade systems will be further investigated.

- **Geary Setback:** Further understanding or legal description of the setback along Geary Boulevard is required. Is the setback within the public right-of-way or within the Presidio facility property boundary? This could be accomplished through the Site Boundary Survey by surveying the property boundary specifically.

- **Historic Preservation Studies** will be further conducted prior to bus yard design criteria completion and any final concept design developed for the site, including:

- Clarifications and confirmation around the general requirements for historic preservation will be required.

- Is there an evaluation of the 1930s alterations and art deco additions that would meet Criterion-3 of the Secretary of Interior's Standards for rehabilitation? Clarify whether only the un-altered portion of the original 1912-1913 facility developed under the oversight of O'Shaughnessy meets this criterion.

- **Parking Proposal/Study** will be required such as the SFMTA Employee Parking proposal/study. Coordination with SF Planning and City Family needed to show how the current transportation demand management (TDM) process will inform development and programming decisions.

- **Transportation Ingress/Egress:** Transportation loads for ingress and egress into the site, both existing and proposed.

- **Updated Fleet Plan:** An updated Bus (and Rail) Fleet Management Plan is needed to understand the SFMTA's planned fleet allocations and fleet mix for Presidio Yard.

- **Battery Electric Fleet and Use:** As of 2023, Presidio will be planned for BEBs.

- **Space Needs Program and Floor plans:** There is not currently an existing space needs program. This will be created from the Programming Interviews. To scale floor plans of the Presidio Facility will be required.

- **Facility Use:** What SFMTA functions would require space at Presidio Yard in the future?

- **Build-out Capacity:** Does the 2040 capacity of Presidio stated in the Facilities Addendum reflect the maximum capacity for the facility?

- **Planned Timeline:** Is the schedule for the Presidio facility completion still accurate?

- **Site Visit:** Conducting a site visit, external circumstances permitting, would confirm various on-site conditions, including but not limited to verifying current parking conditions.

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.4 INPUTS TO THE PLANNING STUDY

2.4.1 PROJECT SCHEDULE

The SFMTA Facilities Framework Addendum (2017) indicates that joint use and analysis would occur in 2021-2022, design and permitting in 2024-2026, construction in 2027-2028, and completion/move-in in 2029. The Addendum shows Presidio closing in 2030 and reopening by 2035.

Cost assumptions are summarized in the Facilities Framework (2017). This shows a combined rebuilt cost of \$687M for Potrero and Presidio Yards. The Capital Improvement Projects (CIP) 2019-2023 report does not project costs for the Presidio Yard project or correlate to the Facilities Framework (2017). The CIP does not include narrative or budget projection for an expanded Light-Rail Vehicle (LRV) fleet, which was previously projected in the Facilities Framework reports. The CIP only includes information through 2023 (hence, it does not include information for the complete timeframe of Presidio Yard redevelopment. SFMTA will need a new CIP for the planning, predevelopment, CEQA and NEPA, and preparation of the RFQ for a development team for the Presidio Project. As part of the Presidio planning, a construction estimate was prepared for rebuilding the Presidio bus facility of approximately ~\$315.26 million in November 2021. Project and construction budget estimates and updates will be prepared in the future.

2.4.2 RELOCATION PLAN

Any changes to the SFMTA Bus Fleet Management Plan 2017-2030 (not available at the time of writing) will inform both the number and type of vehicles to be relocated following the opening of the Presidio Yard. Additionally, unanticipated changes in fleet size and types of vehicles operated may require facility flexibility.

2.4.3 FLEET CAPACITY

The Facilities Addendum (2017) indicates that 185 sixty-foot and 40 forty-foot (225 BEBs) must be accommodated at the rebuilt Presidio Yard along with 22 historic buses for a total of 247 buses.

The SFMTA's policy goal of achieving 100 percent battery-electric fleet by 2035 would require flexibility, as battery-electric vehicles require specific standards and would require complementary amenities at the rebuilt Presidio Yard. Additionally, the new battery-electric vehicles may allow for greater efficiency in terms of how the vehicles are assigned and located to service areas. The agency's transition from hybrid diesel fleet into 100 percent BEB is currently planned for completion in 2035; however, this may be change to 2040.

This as well as updates to the SFMTA Bus Fleet Management Plan 2017-2030 will also influence fleet capacity requirements at Presidio Yard and related decisions.

2.4.4 SPACE PROGRAM

Space Standards for future planned spaces at the rebuilt Presidio Yard are provided as part of the SFMTA Facilities Framework Addendum (2017). The Space Standards delineate specific square footages and dimensions for offices, shops, repair bays, support spaces, and personnel facilities for future planned spaces/ buildings. Programming Interviews will be held to update the Space Program as needed.

2.4.5 POWER REQUIREMENTS

Currently, traction power at Presidio Yard is provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's traction power needs today. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. WSP is leading this effort through a Zero-Emission Facility and Fleet Transition Plan for the SFMTA. Findings of which will need to be included in future planning and feasibility studies on the site as well as the Presidio Yard's Design Criteria Document.



Overhead View of Presidio Division Office, 2018.
SFMTA Photography Department and Archive.

CHAPTER 03:

OPPORTUNITIES AND CONSTRAINTS

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

This page intentionally left blank.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.1 OVERVIEW

Serving as the project's Opportunities and Constraints Analysis, this chapter evaluates factors contributing to the Presidio Yard redevelopment strategy. These considerations include physical characteristics of the site, applicable zoning and land use regulations, topographic information, historic preservation priorities, parcel ownership, and fleet requirements. It should be noted that the entire Hatch team has conducted a site visit to support the writing of this report.

The Presidio Yard site presents an opportunity to create a development to leverage its location at the intersection of various neighborhoods and central to the Geary Corridor. The site straddles multiple areas, but lacks a defined sense of place, character, and human scale.

While there are easy walking, biking, and public transit opportunities to access nearby attractions, the immediate neighborhood is ripe for activation. Redevelopment of the Presidio Yard site offers great opportunity to host neighborhood events and activate this portion of the Geary Corridor. If the Geary Corridor becomes a major transit corridor in the future, the site has the potential to become a major hub. Uses such as residential, mixed use, commercial/retail, institutional, or office use could be considered.

Taking advantage of the site's topography, the notable grade change from the east side of the site to the higher west side of the site could offer great opportunity to stack programmatic uses and the potential for street and pedestrian activation.

3.1.1 KEY CONSIDERATIONS

The key considerations germane to the development of future transit and joint development uses include:

- **Historic resources** – The Historic Resource Evaluation (HRE) prepared by VerPlanck Historic Preservation Consulting (December 2017) concluded that the corner of the office building at the corner of Presidio Avenue and

Geary Boulevard is of historic and architectural significance and should be considered to be preserved. This includes the Art Deco entrance surround and frieze on Presidio Avenue, as well as the clock on the front of the office building facing Geary Boulevard.

- **Electrical infrastructure needs** – The Presidio facility's building service power needs are anticipated to increase substantially with the transition to a battery electric fleet. Service requirements will need to be confirmed in consultation with the power provider and SFMTA Fleet Division. The SFMTA had a Battery Electric Bus Facility study done in 2021-2022.

- **Underground utilities** – It is necessary to determine whether there are any underground utilities traversing the site or the right-of-way on Geary Boulevard. SFMTA concluded preliminary inquiry with utility providers, through the Envista portal, which concluded that it is unlikely that utilities are traversing the site. Further confirmation may be needed.

Additional considerations that would apply to future joint development uses include:

- **Zoning and development controls** – The site is currently zoned as P-Public and will need to be rezoned to accommodate non-transit uses. Heights for future joint development will also need to be considered, appreciating the public view corridor from the west side of Masonic Avenue looking east. The SFMTA will work with City departments and the community regarding the bus and transit facility and proposed future uses, zoning, and heights, including the City's Housing Element 2022 filed with the State on February 2023.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.2 PARCEL SIZE, BOUNDARIES, AND OWNERSHIP

Presidio Yard is an operations/maintenance facility owned by the City and County of San Francisco located at 949 Presidio Avenue, at the nexus of the Laurel Heights, Lower Pacific Heights, Anza Vista, and Lone Mountain neighborhoods. The subject property consists of a single block bounded by Euclid Avenue to the north, Geary Boulevard to the south, Presidio Avenue to the east, and Masonic Avenue to the west.

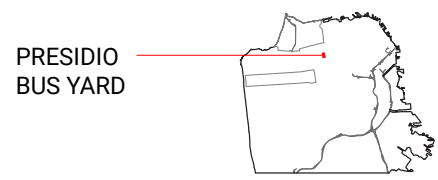
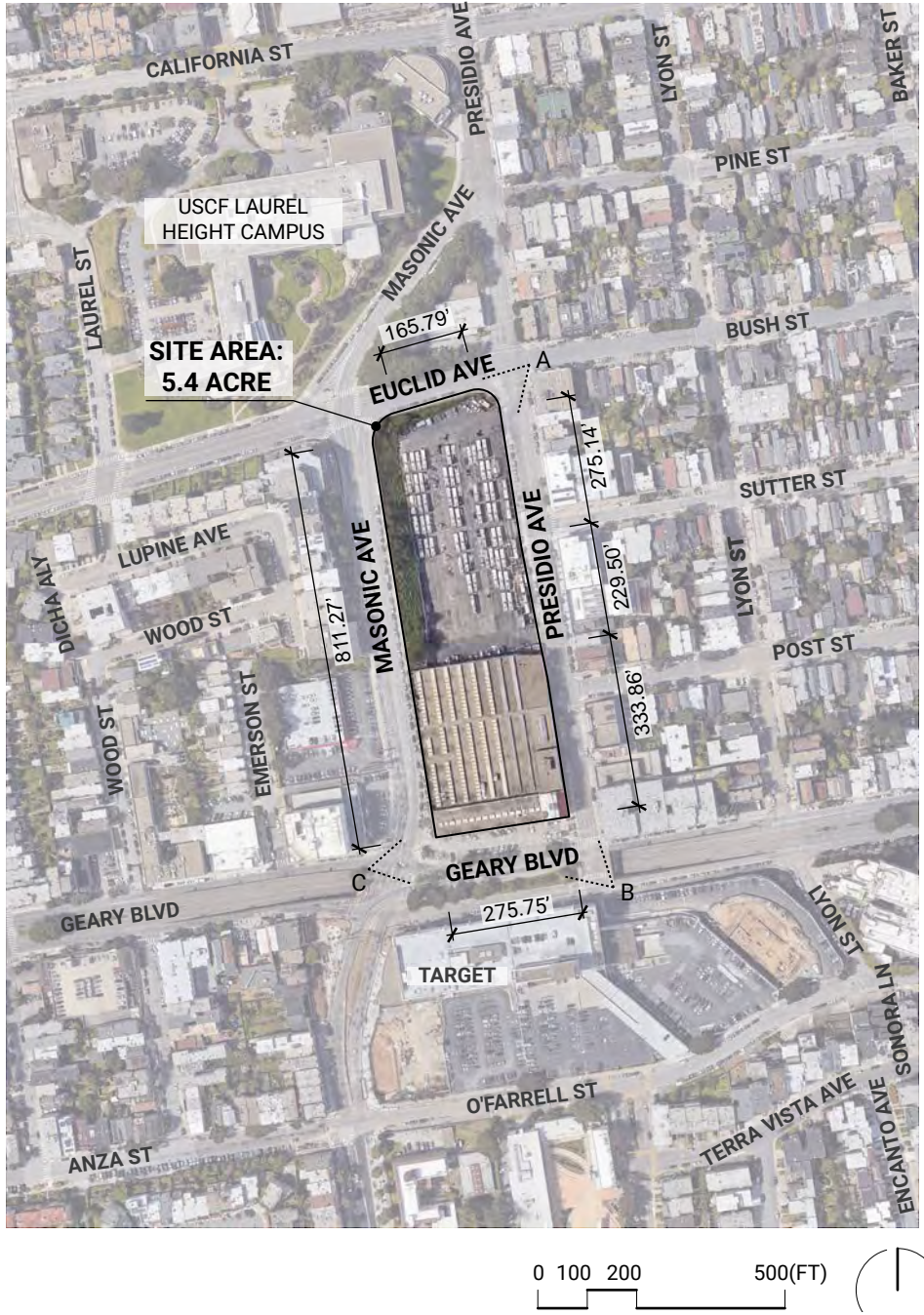


FIGURE 3-1: AERIAL AND STREET VIEWS

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3 NEIGHBORHOOD CONTEXT

3.3.1 PHOTOS



FIGURE 3-2: GEARY BOULEVARD



FIGURE 3-3: PRESIDIO AVENUE SOUTH



FIGURE 3-4: PRESIDIO AVENUE NORTH

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS



FIGURE 3-5: EUCLID AVENUE

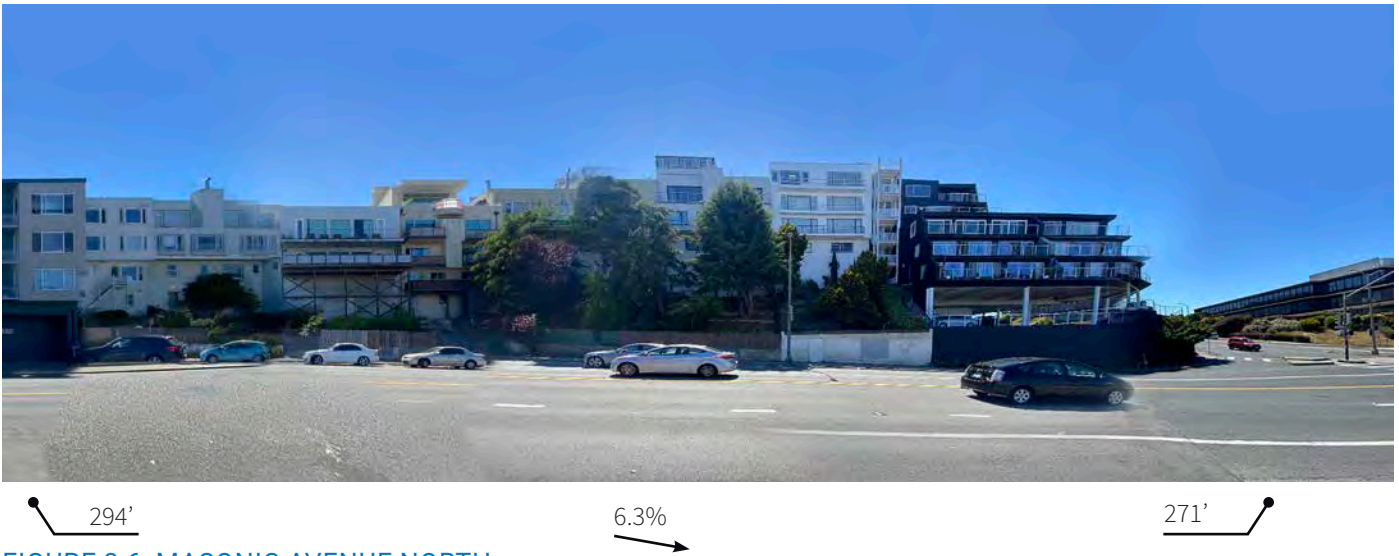


FIGURE 3-6: MASONIC AVENUE NORTH

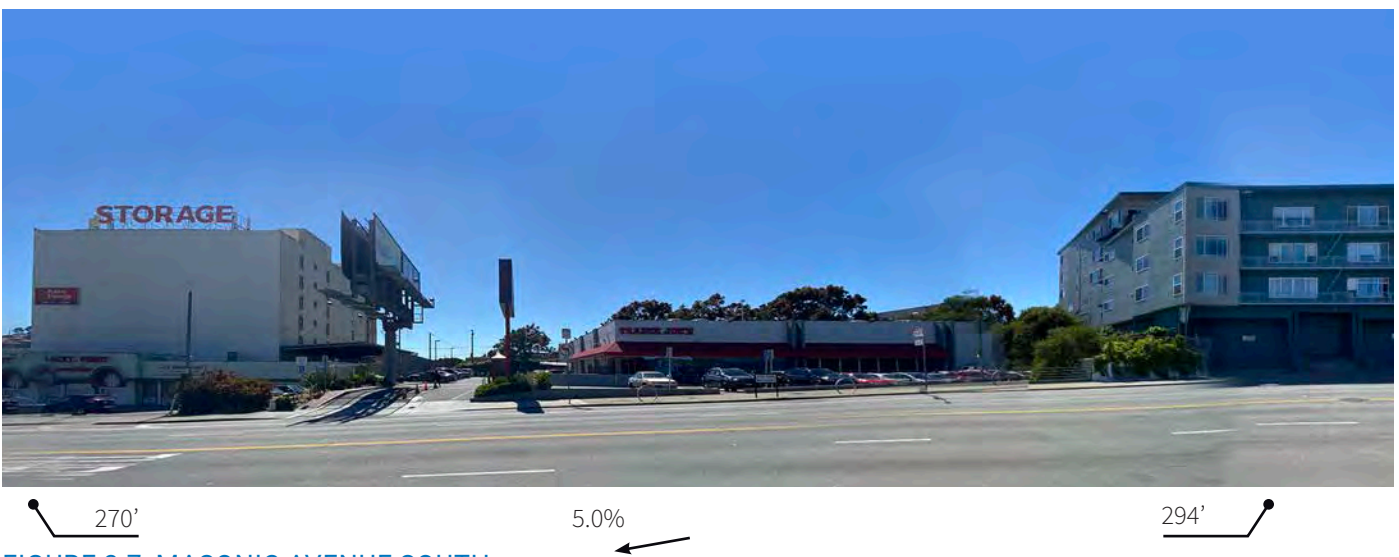


FIGURE 3-7: MASONIC AVENUE SOUTH

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.2 LAND USE

Presidio Yard is currently categorized as a Cultural/Institutional/Education (CIE) site and is surrounded by varied property types. The site's southern boundary, Geary Boulevard, contributes to a commercial district with small and large scale retail, Production, Distribution and Repair (PDR) and medical buildings. Directly to the east and west are primarily residential uses: single family and small to mid-size multi-family residential uses. Two blocks to the north, along California Street, is another commercial corridor with medical, retail and mixed use uses.

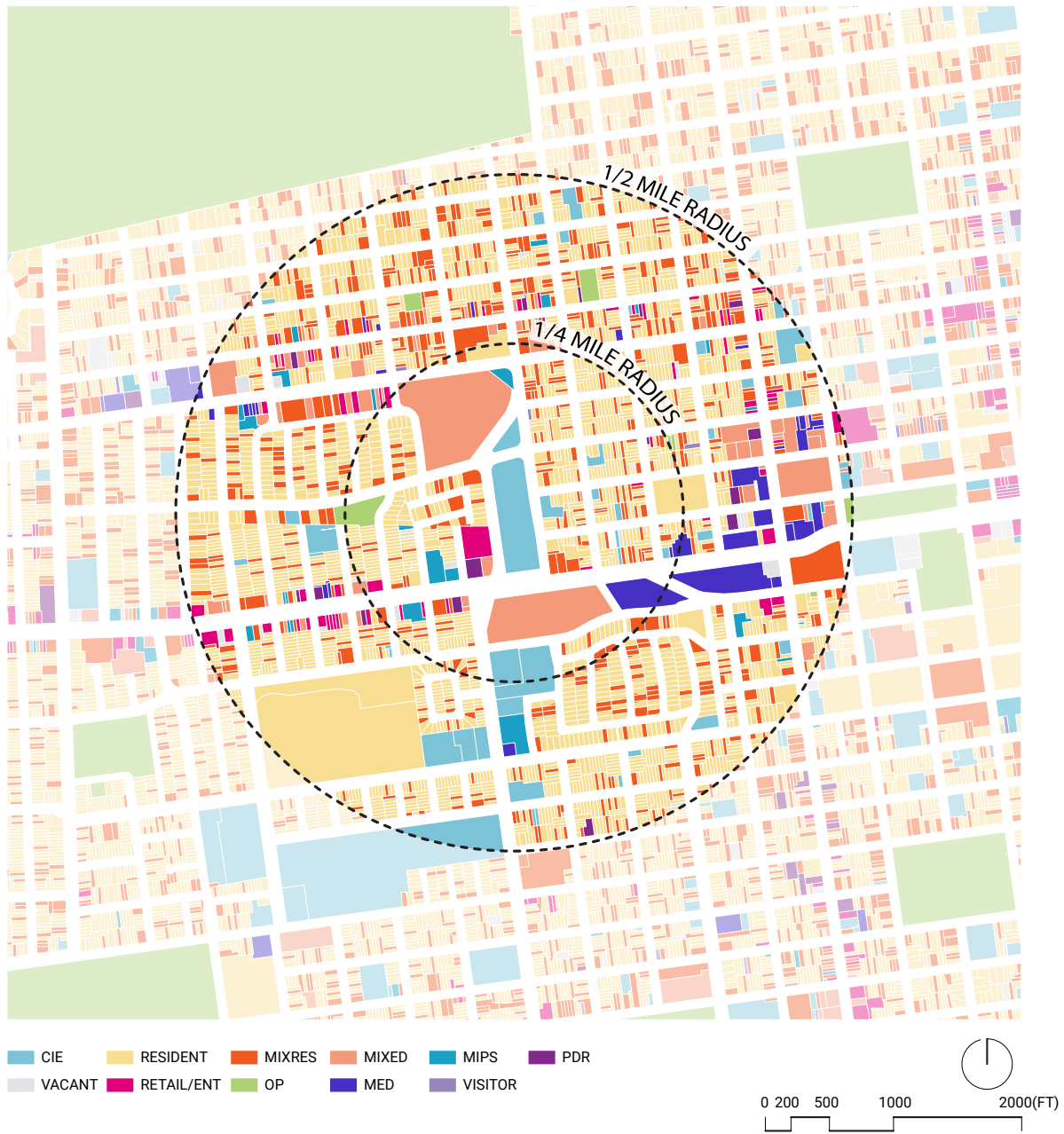


FIGURE 3-8: LAND USE

Source: SF Planning, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.3 DEMOGRAPHICS

This section discusses demographic conditions within the Presidio Yard catchment area (half-mile radius around the project site) using available information in 2020. The catchment area has a population of around 45,000, housing 5% of San Francisco’s total population of 870,000.

The area is wealthier and less diverse than the City as a whole. The median household income of \$130,000 (in 2018 dollars) in the catchment area is 21% higher than the citywide median household income of \$105,000 (in 2018 dollars). The catchment

area is 57% White, a population that is more than double the size of the next largest racial group, Asian/Pacific Islander (21% of the catchment area). By contrast, the City overall is 41% White and 34% Asian/Pacific Islander.

Despite the high median household income in the catchment area, homeownership rates are slightly lower than citywide, 32% in the catchment area compared to 38% citywide. This is likely due to the fact that the median age is slightly lower than citywide (35.6 compared to 38.9) and that there are more 1-person households than citywide (42% compared to 36%).

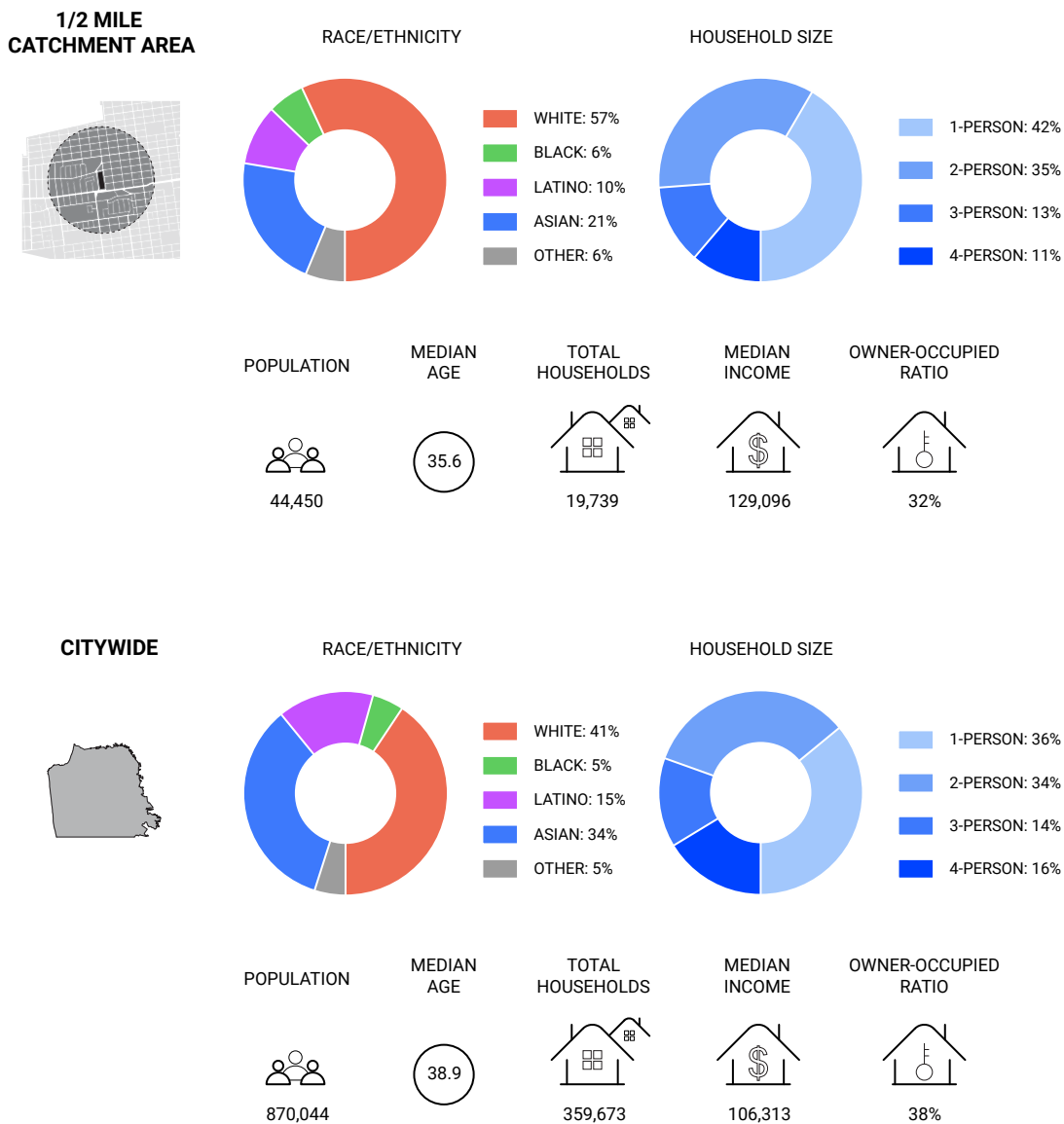


FIGURE 3-9: NEIGHBORHOOD DEMOGRAPHICS

Source: U.S. Census Bureau, American Community Survey 2018 5-year estimates, tables B030002, B01002, S2501, and B19013. All site data retrieved in 2020 and sourced from 1/2 mile catchment area. Since this analysis, San Francisco experienced population change. In 2022, there are 808,000 residents in the city or a 7% decrease.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.4 PIPELINE HOUSING

The residential housing surrounding the site is historic and well-established. Major housing development occurred in the early 1900s and then the mid-20th century. Major residential development currently under the development consists of denser, multi-family buildings. One is to the north of the Presidio Yard site at 3333 California is almost 560 proposed housing units plus over 180 affordable senior housing. To the west of the site at the corner of Geary Boulevard and Masonic Avenue, at 2670 Geary Boulevard, a 95-unit project with 22 affordable housing units has been approved but not currently under construction.

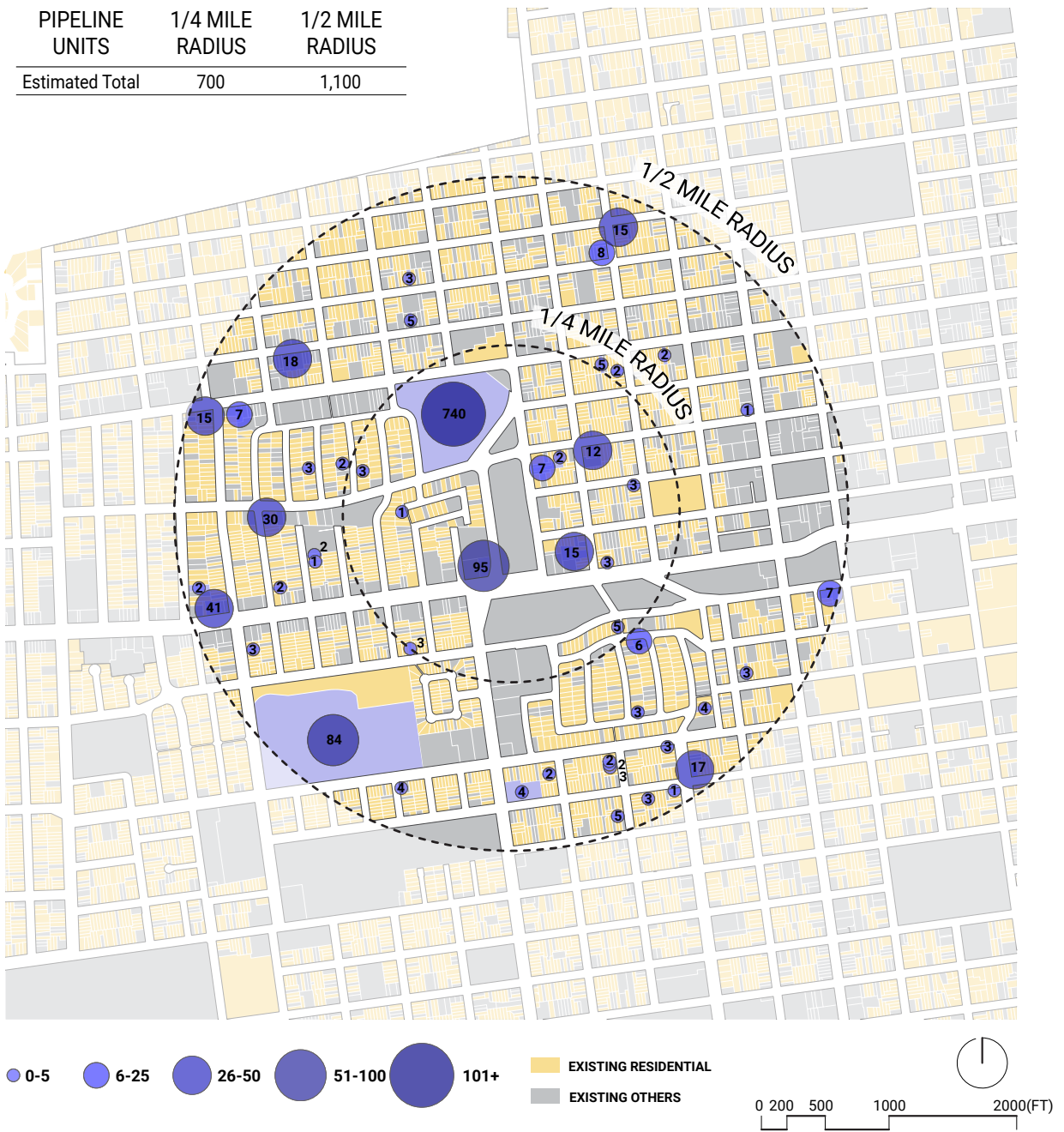


FIGURE 3-10: DEVELOPMENT PIPELINE

Source: City and County of San Francisco Data SF, 2019 Q2 Development Pipeline

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.5 NEIGHBORHOOD CULTURE AND ORGANIZATIONS



Fillmore Jazz Festival



Western Addition Sunday Streets



Japantown Cherry Blossom Festival



Fillmore Street Farmer's Market



Clement Street Farmer's Market

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

The Presidio Yard site is located on the western edge of the Western Addition neighborhood, immediately borders Presidio Heights, Laurel Heights, and Anza Vista. It is in close proximity to Pacific Heights and the Inner Richmond neighborhoods of the City.

There is limited community-oriented programming and activation in close proximity to the site. Outside a half-mile radius, however, there are many community events, lively performances and well-established markets that occur. The redevelopment of the Presidio Yard site offers great opportunity to host neighborhood events in the future given the site's accessibility, namely the public transit opportunities.

LIST OF SELECT NEIGHBORHOOD ORGANIZATIONS

- **University of San Francisco**
- **Booker T Washington Community Services** – provides community amenities to San Francisco's black community
- **Jewish Community Center of San Francisco**
- **DPC Central** – San Francisco Public Health Department's Disease Prevention and Control Branch
- **Congress of Russian Americans** – works to preserve and promote Russian language and culture
- **Russian American Community Services** – provides social services for the Russian-American community
- **Jewish Family & Children's Services** – provides educational, health, and food support to the Jewish community
- **Cyprian's Center** – a community space running outreach programs serving those with addiction and housing insecurity
- **Simply the Basics** – provides essential hygiene items to low-income communities
- **Breakthrough** – trains college students for a career in education and college preparation assistance
- **Richmond / Ermet AIDS Foundation** – provides support to those affected by HIV/AIDS
- **African American Arts and Culture Complex** - venue hosting arts education and programming
- **Alamo Square Neighborhood Association** - works to conserve historic architecture, administer a volunteer gardening program, and host community programming
- **Anza Vista Civic Improvement Club**
- **Collective Impact** - offers after school and summer programming for K-12 students as well as workforce development
- **Ewing Terrace Neighborhood Association**
- **Haight Ashbury Neighborhood Council** - neighborhood level strategic action and mutual aid group
- **Japantown Community Benefit District** - manages neighborhood beautification and business development efforts
- **Jordan Park Improvement Association**
- **Joseph Smoots' Group**
- **Laurel Heights Improvement Association**
- **New Community Leadership Foundation** - African American civic engagement group
- **North of Panhandle Neighborhood Association**
- **Pacific Heights Association of Neighbors** - neighborhood outreach group
- **SF YIMBY** - community advocacy group advocating for the expansion of affordable housing
- **SPUR** - San Francisco Bay Area Planning and Urban Research Association, a nonprofit public policy organization
- **YIMBY Action**
- **Western Addition Family Resources** - facilitates educational workshops, support groups, and case management support to local families
- **Western Addition Beacon Center** - offers school programming and vocational training

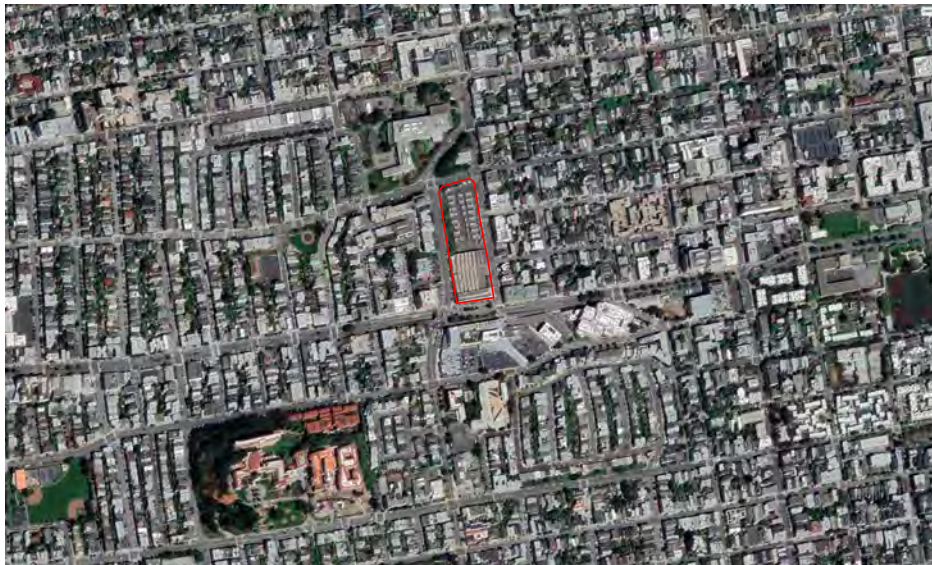
CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.6 NEIGHBORHOOD CHARACTER

This corner of the City has a unique history with the “Big Four Cemeteries”: Laurel Hill, Odd Fellows, Calvary and Masonic that were removed between the 1920s and 1940s. The land was developed in the mid-20th century into housing, resulting in varied architectural styles and interruptions in the urban fabric. Laurel Hill encompassed the northern portion of the site and Calvary was just across Geary Boulevard to the south. The immediate neighborhood has a rich history of transit; however, currently the streets surrounding the site favor single-occupancy vehicles, not alternative modes of transportation.



1938. Source: Google Earth



2020. Source: Google Earth

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.4 ZONING

The site is currently zoned as P-Public, as is the site directly to the north where the San Francisco Fire Department (SFFD) Station 10 is located. Within a quarter-mile, adjacent zoning information retrieved at the time of this analysis is varied: the Geary Boulevard Commercial District is along the site's southern edge, with multifarious Residential Districts surrounding the other edges of the site. The SFMTA will work with City departments and the community regarding the bus and transit facility and proposed future uses, zoning, and heights, including the [San Francisco City Housing Element 2022](#) filed with the State of California on February 2023.

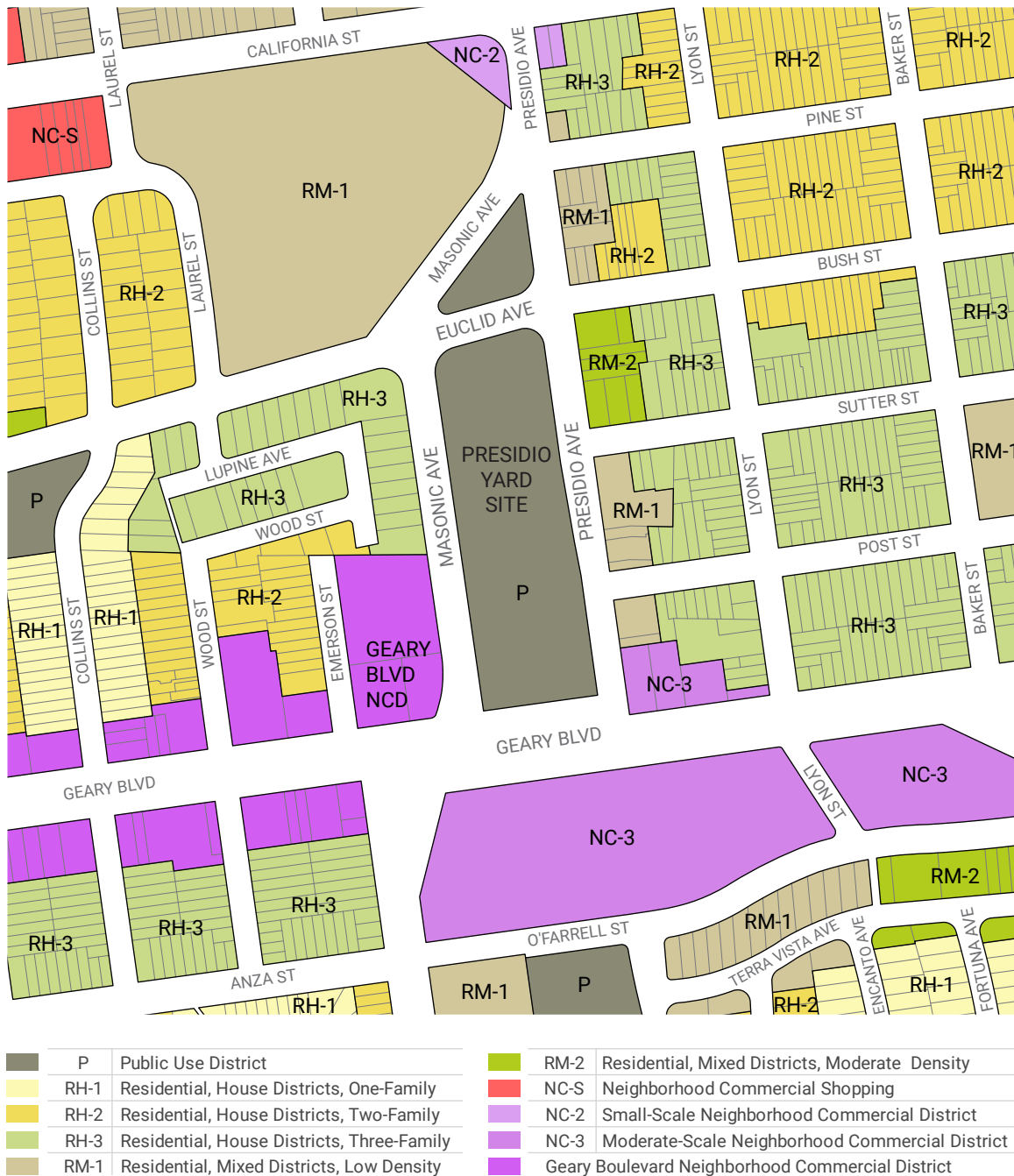


FIGURE 3-11: ZONING

Source: SF Planning, Zoning Use Districts, 2019

0 100 200 500(FT)



CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

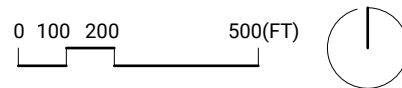
3.4.1 HEIGHT AND BULK

The site is currently split with a 40-X height and bulk designation on the northern two-thirds of the site, and a 160-E height and bulk designation on the southern one-third of the site. Within a quarter-mile, most blocks are 40-X districts. However, larger height and bulk districts parcels face the site's 160-E southern end and a few blocks north at the 3333 California development. When examining height, the about 45 foot topographical change from the east side of the site to the west side of the site should be considered, especially amongst the 40-X districts.



FIGURE 3-12: HEIGHT AND BULK

Source: SF Planning, Height and Bulk Districts, 2019



CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

The following table summarizes the existing zoning designations for the site at the time of writing. To realize the potential mix of uses at the site, including those for a future joint development project, new zoning designations may be sought (e.g., Special Use District). The Hatch team and the SFMTA are engaging SF Planning to determine parameters of zoning controls that may be appropriate for the site.

TABLE 3-1: ZONING DESIGNATIONS

CODE	EXISTING ZONING	SECTION
Intention	Purpose of P designation is to relate the Zoning Map to actual land use and to the General Plan with respect to such land.	Sec. 211
Zone	P-Public	Sec. 211
Height	40' Maximum & 160' Maximum	Sec. 250
Bulk	40-X: No Controls	Sec. 270
Permitted Use	160-E: Above 65' in Height, Max. Plan Dimensions are 110' Long and 140' Diagonal Public structures of the City and County of SF, Accessory non-public uses (limited to 1/3 max. of total lot area of principle use; no formula retail), Neighborhood Agriculture, City Plazas, Temporary Uses. Residential in 100% Affordable Housing Projects or Educator Housing Projects.	Sec. 211.1
Conditional Use	Social Service and Philanthropic Facility, School, Religious Institution, Community Facility, Open Rec Area, Passive Outdoor Rec and Neighborhood Agriculture, Retail and Personal Service	Sec. 211.2
Floor Area Ratio	Not Applicable	
Open Space	Not Applicable	
Lot Requirements	Not Applicable	
Parking / Loading	Not Applicable	
Residential Density Limit	Not Applicable	
Unit Mix	Not Applicable	
Shadow	Not Applicable	
Wind	Requirements for wind described in Sec 148 for C-3, do not apply to this location.	
Residential Density Bonus	Applicable to Educator Housing Projects	

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5 URBAN DESIGN CONSIDERATIONS

3.5.1 SELECTED NEIGHBORHOOD AMENITIES

The site is mostly surrounded by healthcare, educational and cultural/religious facilities. Medium to large retail outlets can be found in the immediate vicinity, with small restaurants and coffee shops interspersed. The site straddles multiple neighborhoods but lacks a defined sense of place, character, and human scale.

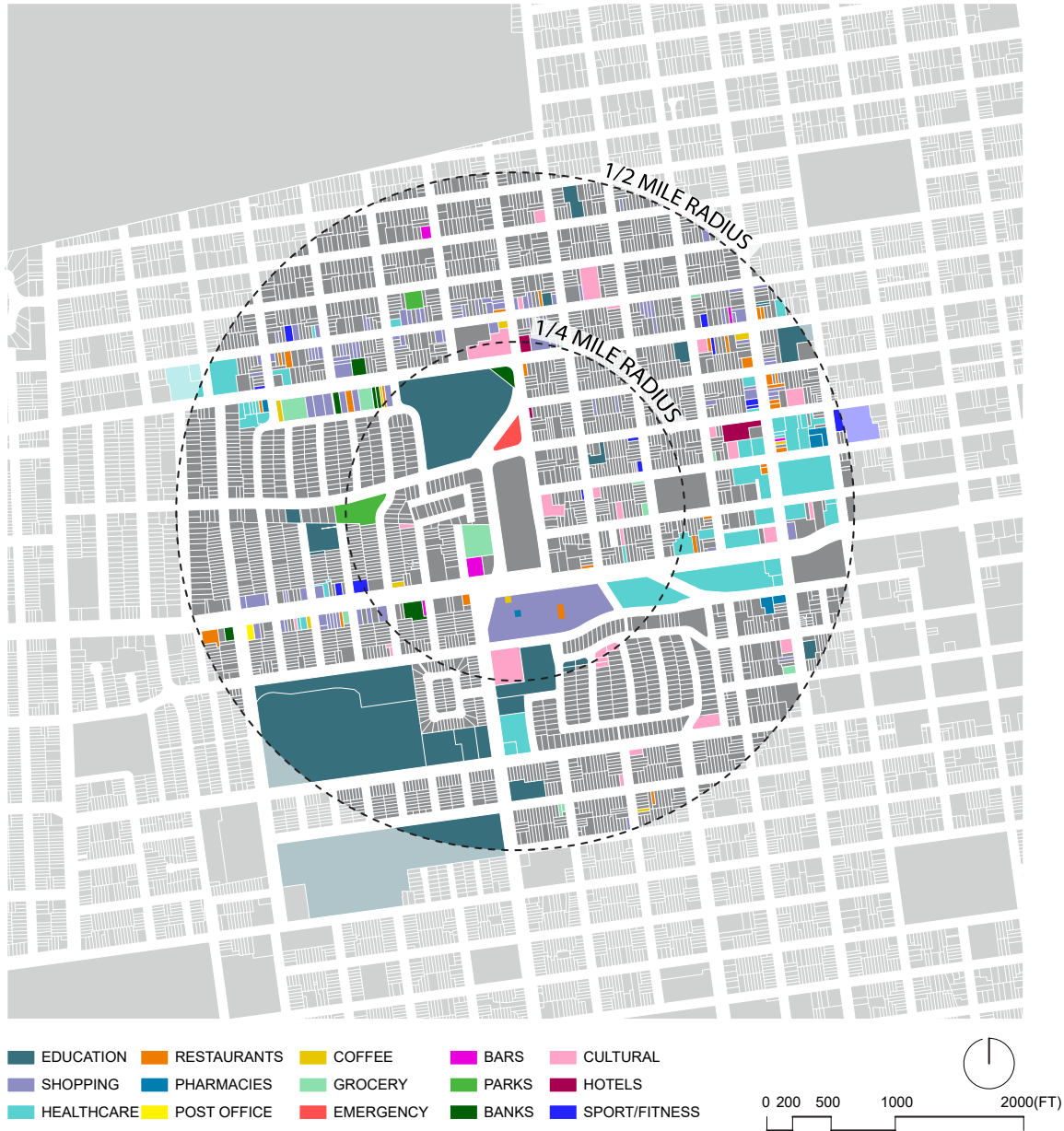


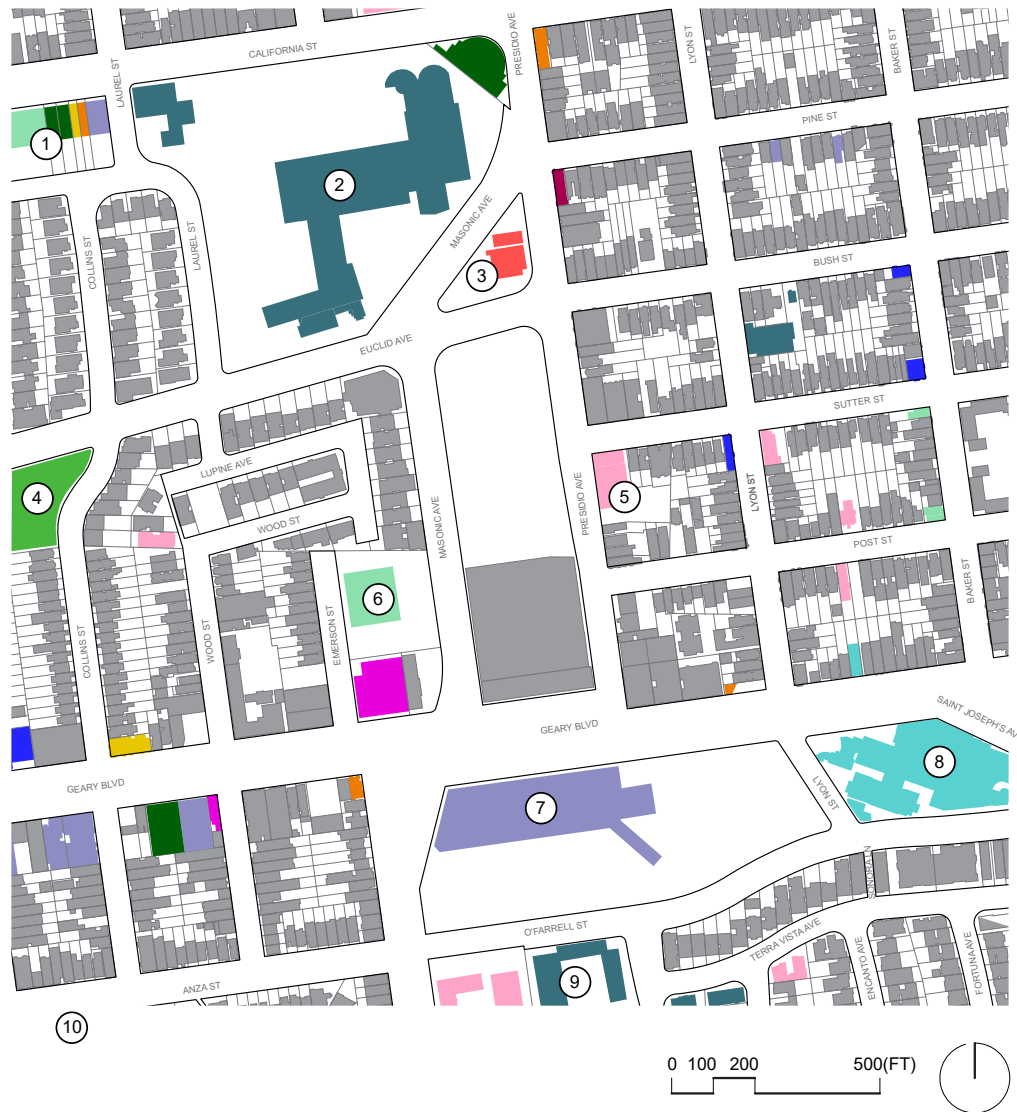
FIGURE 3-13: NEIGHBORHOOD AMENITIES

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.2 SELECTED SITE ADJACENCIES

A major grocery store is located immediately to the west of the site, while immediately to the south a large shopping center occupies an entire block to the south. Open space is limited to Lauren Hill Playground, and most of the surrounding activities relate to healthcare and education or culture/religion.



- ① Laurel Village
- ② UCSF Laurel Hts
- ③ SF Fire Dept
- ④ Laurel Hill Playground
- ⑤ B. T. Washington Community Services
- ⑥ Trader Joe's
- ⑦ City Center Shopping
- ⑧ Kaiser Permanente
- ⑨ R. Wallenberg High School
- ⑩ University of San Francisco

FIGURE 3-14: SITE ADJACENCIES

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.3 SURROUNDING STREETS

The site is anchored by Geary Boulevard, a major thoroughfare that includes a tunnel directly to the south of the site. The SFMTA recently completed the Geary Rapid Project which dedicated bus lanes along this busy corridor. Several MUNI bus stops line Geary Boulevard and California Street. The work included major utility upgrades, replacing sewer and water mains, upgrading traffic signals, repaving roadways, and supporting safe and reliable pedestrian network in the area by introducing crosswalks and sidewalk extensions.

Masonic Avenue and Presidio Avenue run parallel west and east of the site respectively, with varying widths and elevations. Masonic Avenue is a well-traveled connector that traverses the City north-south. Presidio Avenue currently supports both residential and SFMTA traffic. Euclid Avenue, north of the site, has a steep elevation change between Presidio and Masonic.

Despite improvements along Geary Boulevard and Masonic Avenue, these major thoroughfares remain on San Francisco's Vision Zero High Injury Network, which seeks to eliminate street accidents.

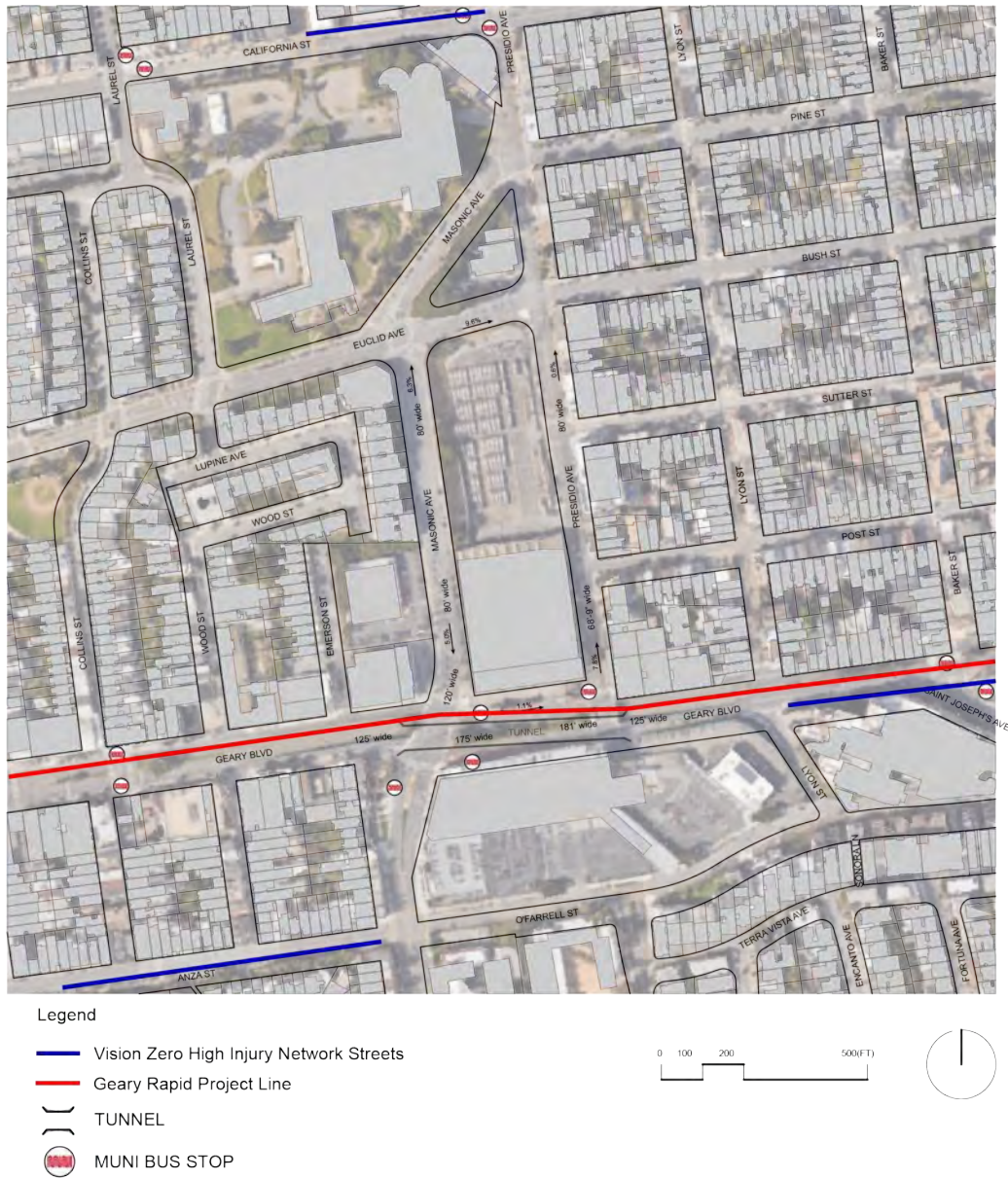


FIGURE 3-15: SURROUNDING STREETS

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.4 RECENT IMPROVEMENTS NEARBY

Areas near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue and California Street) are receiving major upgrades, including traffic calming, pedestrian use and transit service. Serving as a phase 2 following the Geary Rapid project, the Geary Boulevard Improvement Project is expected to reach final project approvals in 2023. Additionally, the former UCSF Laurel Heights (2) campus is slated to undergo a major redevelopment. In 2019 the Laurel Village Improvement Project reached completion, which enhanced pedestrian access and safety. The Laurel Heights/Jordan Park Traffic Calming Project (4) is currently under construction. The Masonic Avenue Streetscape Project (5) which began in 2018 has reopened following completion of the project and is expected to enhance safety for pedestrians, motorists, and cyclists.

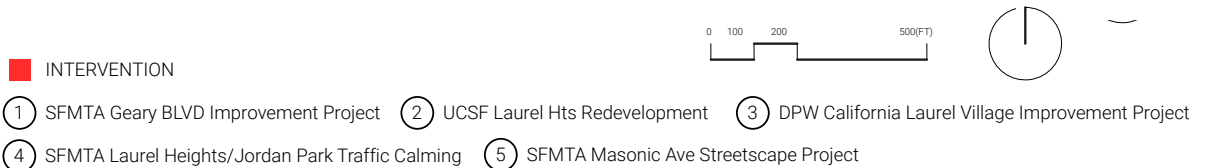


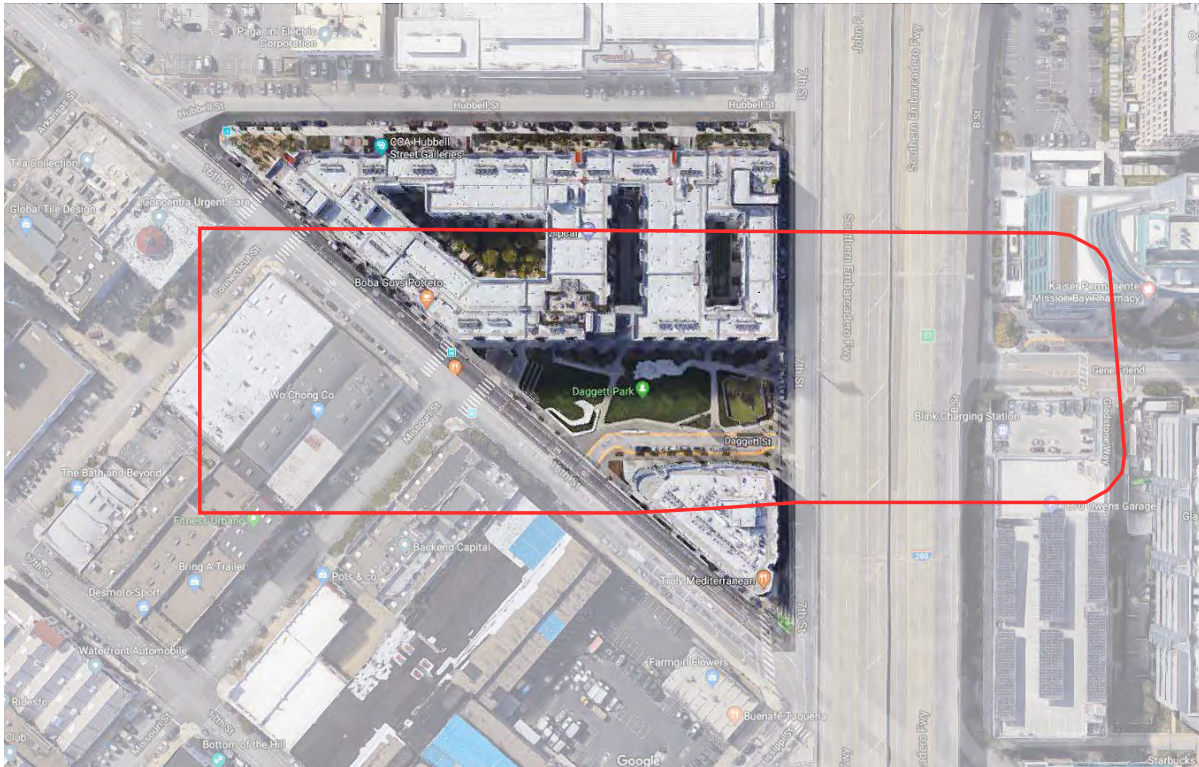
FIGURE 3-16: PROXIMATE DEVELOPMENT PROJECTS

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.5 PRECEDENT COMPARISONS

The following images present a visual comparison between the site (red outline) and comparable projects in various San Francisco neighborhoods.



① POTRERO 1010 - David Baker Architects for Equity Residential - Potrero Hill, San Francisco - 2016



FIGURE 3-17: SITE COMPARISONS

Source: GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS



③ 1180 FOURTH STREET - Kennerly Architecture & Planning + Mithun | Solomon for Mercy Housing - Mission Bay, San Francisco - 2014



FIGURE 3-18: ADDITIONAL SITE COMPARISONS

Source: GoogleMaps, 2020

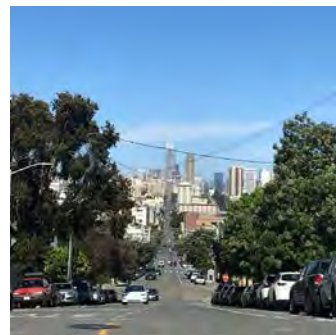
CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.6 SOLAR ORIENTATION, SHADOW POTENTIAL, AND PREVAILING WINDS

The site offers expansive eastern views to Lower Pacific Heights, Downtown, SOMA and across the Bay. The nearest open space is a quarter-mile away to the west; thus the potential for a project's shadow is unlikely to affect the open space, but will need to be further evaluated through the City's Prop K shadow ordinance and the California Environmental Quality Act (CEQA) review process.



FIGURE 3-19: SOLAR ORIENTATION



VIEW TO DOWNTOWN

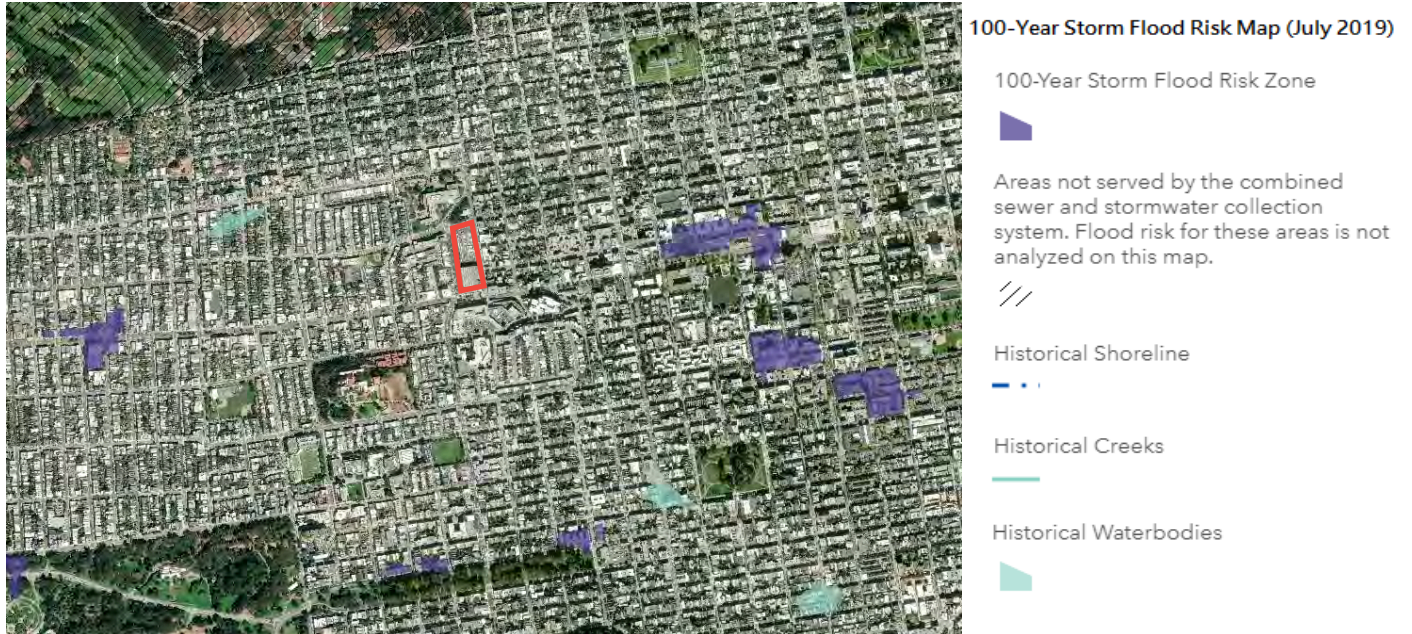
CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.7 SITE TOPOGRAPHY

Site topography affects street and pedestrian access. The west side of the site is higher than the east side with the greatest grade change is nearly 45-feet from the midpoint of the site along Presidio Avenue to the midpoint along Masonic Avenue. This topographic change could offer great opportunity to stack programmatic uses and the potential for street and pedestrian activation.

3.5.8 FLOOD PLAIN BOUNDARIES AND PROJECTED SEA LEVEL RISE

San Francisco's SFPUC 100-Year Flood Risk Map (July 2019) indicates that the site does not fall within a 100-year storm flood risk zone. Additionally, the site is not located near any historical creeks that have the potential to flood.



Source: www.sfplanninggis.org/floodmap/July2019floodmap

With respect to Sea Level Rise, as the site is relatively far inland, it is not likely to experience inundation under upper-end sea level rise projections (66 inches of sea level rise by 2100), according to the Bay Area Sea Level Rise Mapping Project.

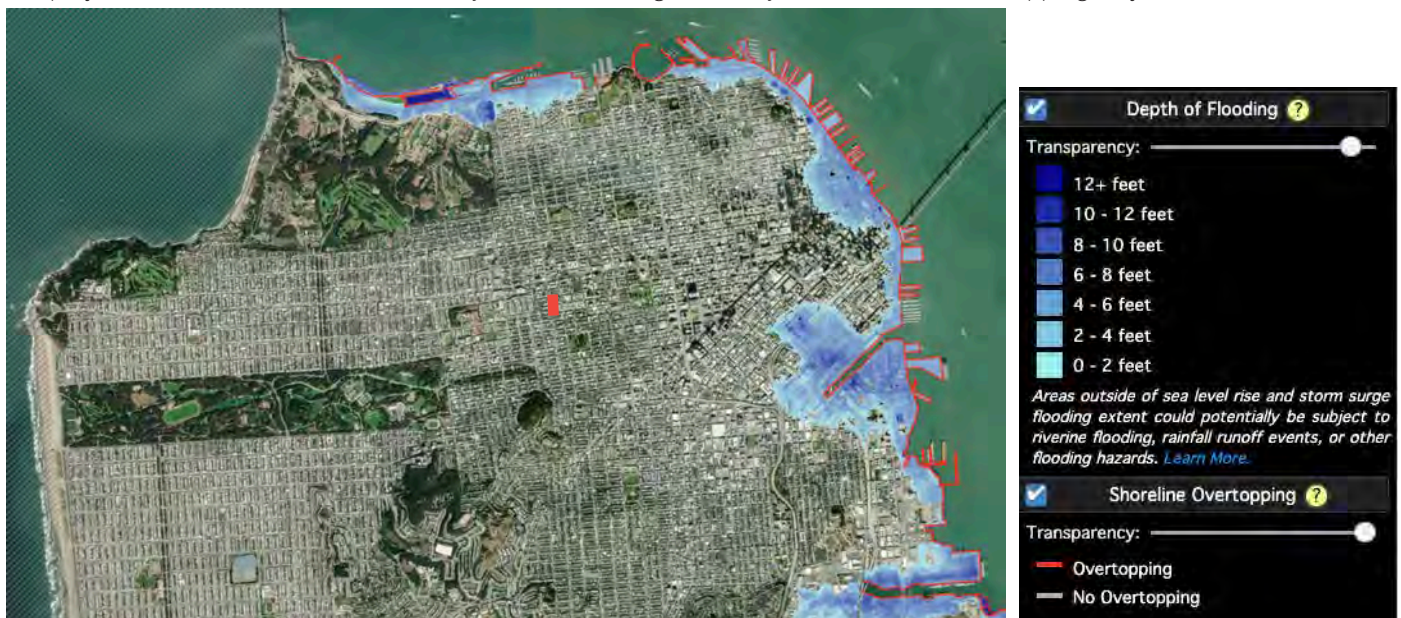


FIGURE 3-20: FLOOD RISK AND SEA LEVEL RISE

Source: Bay Area Sea Level Rise Mapping Project

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.6 HISTORIC RESOURCES AND HISTORIC PRESERVATION

3.6.1 HISTORY AND CONSTRUCTION

The construction of the Presidio Trolley Coach Division Facility at 949 Presidio Avenue began in 1912 when the newly founded San Francisco Municipal Railway (Muni), under the supervision of the Public Utilities Commission, constructed a combined one-story streetcar barn/two-story office building to serve Muni's first streetcar lines. In 1914, Muni added a floor of offices above the car barn and a two-story streetcar maintenance facility at the far north end of the site. In 1948-49, Muni acquired a portion of the adjoining Laurel Hill Cemetery for a bus yard and extensively remodeled and expanded the entire facility as part of its conversion into a trolley bus maintenance and storage facility. The property has served a portion of Muni's trolley bus fleet ever since, in addition to providing executive and mid-level management office space and training facilities.

Incrementally constructed over a period of 37 years, the Presidio Trolley Coach Division Facility presents an eclectic array of architectural styles and features. Originally designed in the Renaissance Revival (car barn) and Mission Revival (office building) styles (Figures 3-21, 3-22), later additions were generally designed in a utilitarian vocabulary (1914 maintenance facility and 1948-49 print shop addition) characteristic of early twentieth-century industrial architecture (Figure 3-23). The exception is the primary entrance on Presidio Avenue, which was remodeled in the Art Deco style in the mid-1930s (Figure 3-24).

Although it has always been a combined office/industrial facility, the specific use of many interior spaces has changed over time, with most of the former streetcar maintenance bays within the original car barn on Geary converted into offices, storage, and employee parking in the 1980s. In addition, all Muni executive offices have long since moved out of the building, leaving much of the second-floor level vacant.



FIGURE 3-21: PRESIDIO TROLLEY COACH DIVISION OFFICE BUILDING

View toward northeast from the intersection of Geary Boulevard and Masonic Avenue.

3.6.2 HISTORIC LISTING ELIGIBILITY

The Presidio Trolley Coach Division Facility appears eligible for listing in the California Register under Criterion 1 (Events) for its association with the founding and early operational history of Muni, and under Criterion 3 (Design/Construction) as a very early and fairly intact example of a car barn built for a municipal railway during the early twentieth century. It also appears eligible under Criterion 3 as the work of a master for its association with San Francisco City Engineer Michael Maurice O'Shaughnessy. The period of significance is 1912 to 1949.

3.6.3 HISTORIC PRESERVATION AND ARCHITECTURAL SIGNIFICANCE

Historic resources should be considered to be preserved. The Presidio Trolley Coach Division Facility is considered a historical resource for the reasons discussed in the 2017 Historic Resource Evaluation. However, the facility has some integrity issues, in particular the in filled former streetcar bays along Geary Boulevard and the removal of much of the ornament along the Presidio Avenue façade. The interior of the building has also been extensively remodeled with the exception of the second-floor offices. In terms of what is most architecturally significant about the building, very little is especially significant apart from the Art Deco entrance surround and frieze on Presidio Avenue, as well as the clock on the front of the office building facing Geary Boulevard.

If considering a partial preservation alternative, retaining the entirety of the office building and car barn/office wing facing Geary Boulevard and salvaging and reinstalling the Art Deco entrance pavilion are advisable. Another approach would be to only preserve the corner office building and salvage and reinstall the entrance pavilion. In addition to being architecturally significant, the office wing is historically significant as the original executive offices/headquarters of Muni, the oldest municipally owned street railway in a major U.S. city.



FIGURE 3-22: PRESIDIO TROLLEY COACH DIVISION OFFICE BUILDING

View northwest from Presidio Avenue and Geary Boulevard

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

An annotated existing conditions drawing of the ground floor of the office building (Figure 3-29) at the end of this section depicts the areas of the building that may warrant retention as part of one or more different preservation alternatives. Red signifies the most important parts of the building, followed by yellow, and green as the least significant.

3.6.4 HISTORIC RESOURCE EVALUATION DETAIL

Regarding the most historically important elements, anything built and not substantially altered after 1949 would qualify, including the footprint of the building, its overall height and massing, its fenestration pattern, its exterior finishes, the remaining pre-1949 doors and windows, and some interior spaces (in particular the second-floor level of the corner office building and the offices above the maintenance bays along Geary Boulevard).

Features of the Presidio Trolley Coach Division Facility that warrant preservation are those that were built or altered before 1949. Changes made after 1949 do not contribute to the significance of the resource because this is when the building was converted into a bus yard and trolley coach maintenance facility, signaling Muni's retreat from rail service in response to declining patronage and increasing labor costs. Much of the existing facility was extensively altered in this conversion, including the west, north, and a portion of the east façades, as well much of the interior.

In regard to the exterior, the most important part of the Presidio Trolley Coach Division Facility is the original 1912 office building (Figure 21-22). Aside from the entrance facing Geary Boulevard and the windows on the first and mezzanine floor levels, which were remodeled in 1953 when the "Gilley Room" was moved into the building, the office wing's exterior has undergone no changes (Figures 3-25). Significant character-defining features include its height and massing, smooth stucco finish, punched window and door openings, arched windows with original multi-lite steel sash on the second-floor level, raised parapets on the south and south sides, molded cornice and window trim, and shallow-pitched gable roof clad in red clay tiles. The clock on the south façade is also quite significant. Neither the entrance nor the window sashes on the first and mezzanine floor levels are character-defining, although they do not greatly detract from the building.

At least on the surface, the original car barn/ office wing to the west of the office building (facing Geary Boulevard) seems to look very much like it did during the period of significance, and it does indeed retain the look and feel of an industrial building dedicated to the maintenance of streetcars. However, this part of the building underwent extensive changes after 1949, including the removal of all streetcar tracks embedded in the floor, excavation of several large maintenance pits in the floor,



FIGURE 3-23: 1914 MAINTENANCE WING ADDITION EAST

East façade and view toward northwest.



FIGURE 3-24: 1914 MAINTENANCE WING ADDITION ART DECO

East façade showing Art Deco entrance and 1948-49 print shop addition; view toward southwest.



FIGURE 3-25: OFFICE BUILDING

South and east façade

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

the addition of new shops and offices in most of the formerly open bays, and the installation of unattractive aluminum storefronts and metal roll-up doors within most of the former maintenance bays. The second-floor level, which was built in 1914 on top of the originally one-story car barn, appears largely unchanged, retaining its original finishes, windows, and trim (Figure 3-21).

Aside from the corner office building, most of the Presidio Avenue façade of the Presidio Trolley Coach Division Facility has undergone many changes, including the reconfiguration of the main entrance at 949 Presidio Avenue circa 1935, the construction of an addition on the roof housing a print shop in 1948-49, and the removal of much of the exterior ornament, also in 1948-49. Nonetheless, the historical usage and character of the building remains apparent.

Furthermore, as an industrial building, it is to be expected that the building would undergo incremental changes in response

to changing technology and work methods. However, there is little that is architecturally significant about this elevation apart from the Art Deco entrance and surround which encompass a frieze labeled Transportation and Muni's original logo (Figures 3-26, 3-27, 3-28). The artists/crafts people who designed and executed these features are unknown today. They have a PWA Moderne character that suggests that they were done in the mid-1930s, possibly as part of a WPA or PWA project, but there is no record indicating that any New Deal agency was involved. The frieze depicts two men holding a cable car, upon which is standing a stylized eagle resembling the National Recovery Administration (NRA) logo. The men are flanked by a bus to the left and a streetcar to the right, indicating that the work was completed before the 1958-49 conversion into a trolley bus facility.



FIGURE 3-26: ENTRANCE PAVILION



FIGURE 3-27: ENTRANCE PAVILION DOORS



FIGURE 3-28: PANEL ABOVE ON EAST FAÇADE ENTRANCE

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

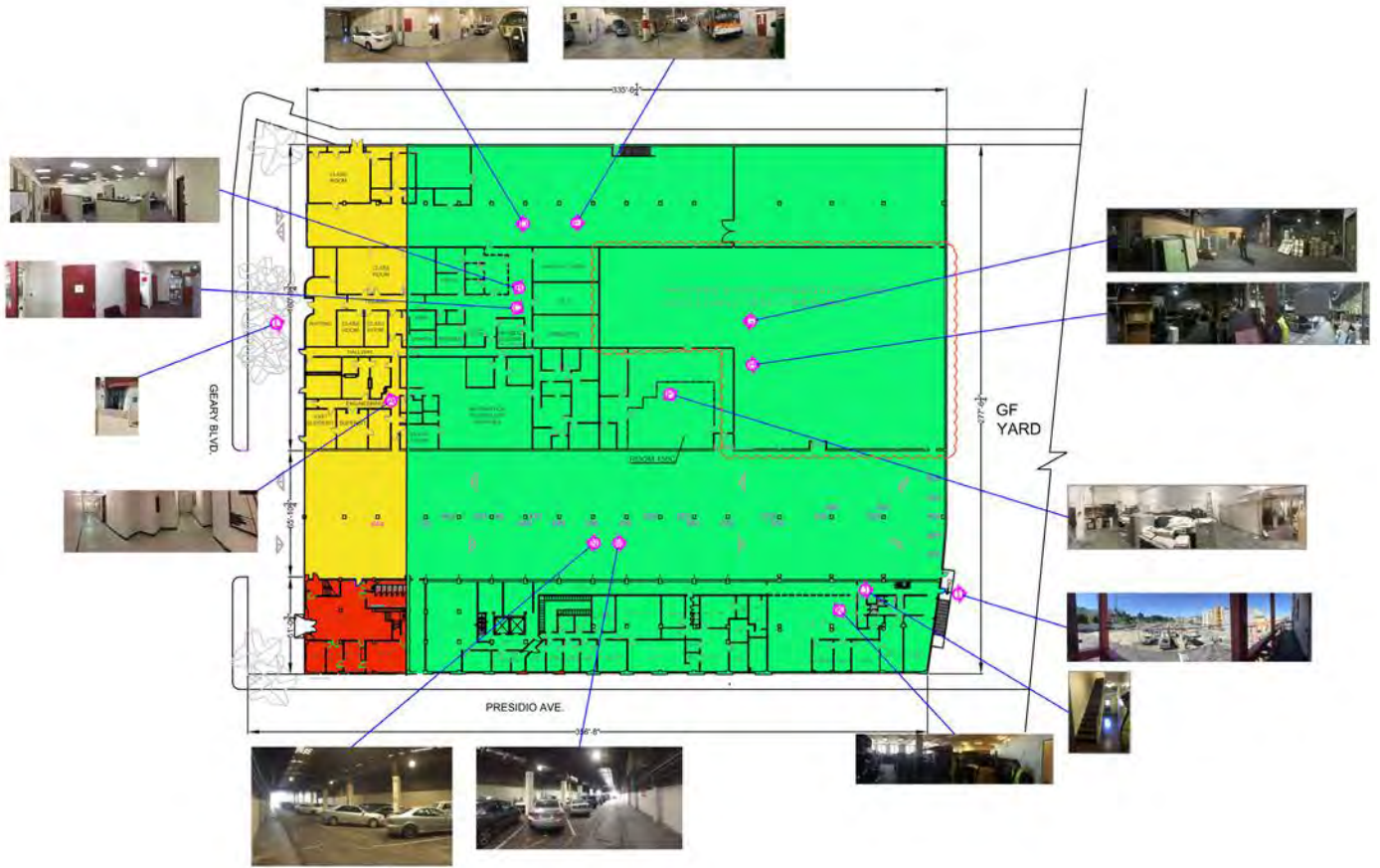


FIGURE 3-29: HISTORICAL SIGNIFICANCE DIAGRAM

Ground Floor, floor plan, June 2017.

- Very Significant
- Significant
- Not Very Significant

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS



Overhead View of Coaches on Taraval and 19th, 2018.
Source: SFMTA Photography Department and Archive

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.7 INFRASTRUCTURE AND UTILITIES

3.7.1 SEWER, WATER, AND FIRE CAPACITY

SFMTA conducted an Envista search with utility providers regarding sewer or water sub-surface infrastructure beneath the site. The San Francisco Public Utilities Commission was also conferred regarding utility on-site. Both endeavors did not bring up any conflicts. Further investigations of utility documents and on-site investigations, however, are warranted.

Additionally, the Hatch team is currently working on evaluating the fire capacity on the site with the San Francisco Fire Department. Findings are forthcoming.

To evaluate the site's capacity for sewer, water, and electricity, the Hatch team reviewed the Final Environmental Impact Report (EIR) (September 2019) for the mixed-use development (located close to the Presidio Yard site) at 3333 California Street. This EIR evaluates the proposed development of over nearly one million square feet of development across a 10.25 acre lot. The development project would include 800,000 square feet of residential uses, over 54,000 square feet of retail uses, nearly 50,000 square feet of office uses, and nearly 15,000 square feet of child care use. The project variant proposes more residential uses than the proposed project, and no office uses.

The 3333 California Street Final EIR found that “no significant utilities and service systems impacts have been identified, the utility improvements necessary to serve the proposed project or project variant would not be growth inducing, and no mitigation is required.”

Regarding sewer capacity, the 3333 California Street Final EIR found that it would not require the expansion of the existing capacity of the 16-inch-diameter combined sewer main under Presidio Avenue.

Regarding water capacity, the 3333 California Street project would require a new or upgraded water main for the purpose of increasing the capacity of the existing mains.

Regarding electricity capacity, the 3333 California Street would also not involve increasing the 12-kilovolt capacity of the existing distribution network. Electricity service to the project site would be provided by PG&E from 12-kilovolt distribution lines with connections to the existing grid.

3.7.2 ELECTRICAL INFRASTRUCTURE

As noted in the Current Conditions Report prepared by the Hatch team, traction power at Presidio Yard is currently provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's current traction power needs. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a “load study” to ascertain any new power requirements to accommodate BEBs at Presidio Yard. Findings of which will need to be included in future planning and feasibility studies related to electrical infrastructure on the site as well as the Presidio Yard's Design Criteria Document.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8 TRANSPORTATION AND CIRCULATION

3.8.1 AUTOMOBILE AND NON-AUTOMOBILE CIRCULATION PATTERNS

Presidio Yard currently has access from one ingress from Presidio Avenue and two egress to Presidio Avenue along the north and south sides, as shown in the Facilities Framework Assessment and confirmed by visual inspection.

All vehicles enter Presidio Yard at the south gate on Presidio Avenue near the Post Street intersection with Presidio Avenue.

Vehicles may exit either at the north end of Presidio Yard near the Bush Street and Presidio Avenue intersection (the majority of vehicles exits use this egress), or from ingress/egress points near the Post Street intersection with Presidio Avenue.

Circulation within the yard is clockwise from the Presidio Avenue entrance, with a singular overhead ladder track allowing assignment to thirteen yard parking lanes, ten maintenance bays, and two interior running repair lanes.

Both running repair lanes are utilized for overnight bus parking. Additionally, the bus washing lane is also utilized for overnight bus parking and is accessible only from the exit gate ladder track. Maintenance bays are not readily accessible without battery assistance when the parking lanes are fully utilized.

On-street circulation is minimal and that most circulation between parking areas, maintenance bays, and vice versa is handled internally by the SFMTA.

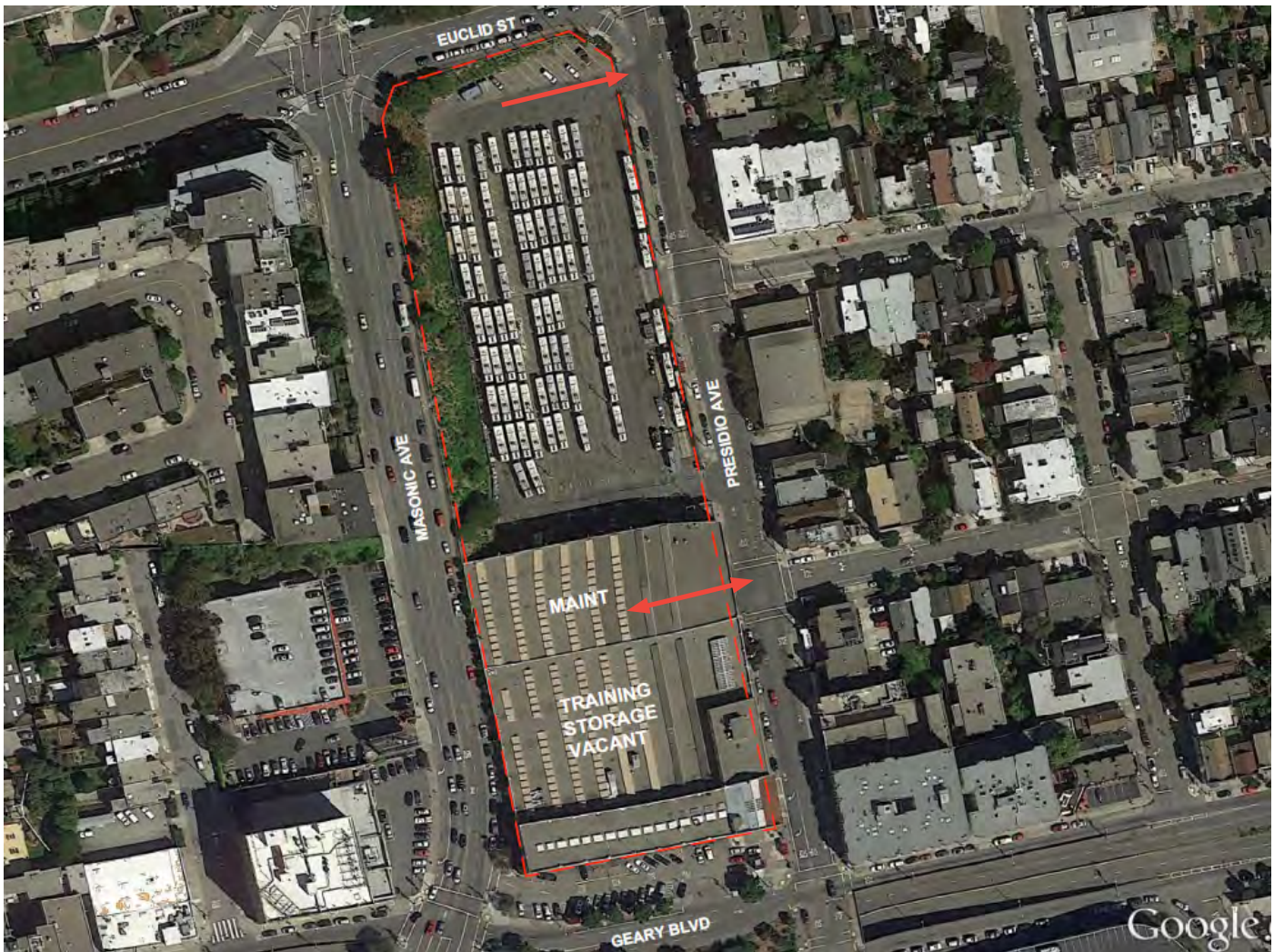


FIGURE 3-30: INGRESS AND EGRESS POINTS

Source: GoogleMaps, SFMTA Facilities Framework Assessment, 2017.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8.2 MUNI SYSTEM

Major Muni bus routes run along California Street and Geary Street, including the 38R Muni Rapid Bus (which runs east-west along Geary). the majority of transit routes close to the site run east-west; north-south connections are not as strong. The site is not served by any Muni Metro Rail lines.

The Geary Bus Rapid Project, completed in 2021, includes improvements to the Geary Corridor. From Market Street to Stanyan Street, improvements include painting of bus-only lanes and stop changes, the installation of new traffic signal infrastructure and new pedestrian and bus bulbs.

While currently only served by bus routes, it is possible the Geary Corridor could include a future rail line in the long-term, to be planned and implemented over the next 30 years. This should be considered in the development options for the site.

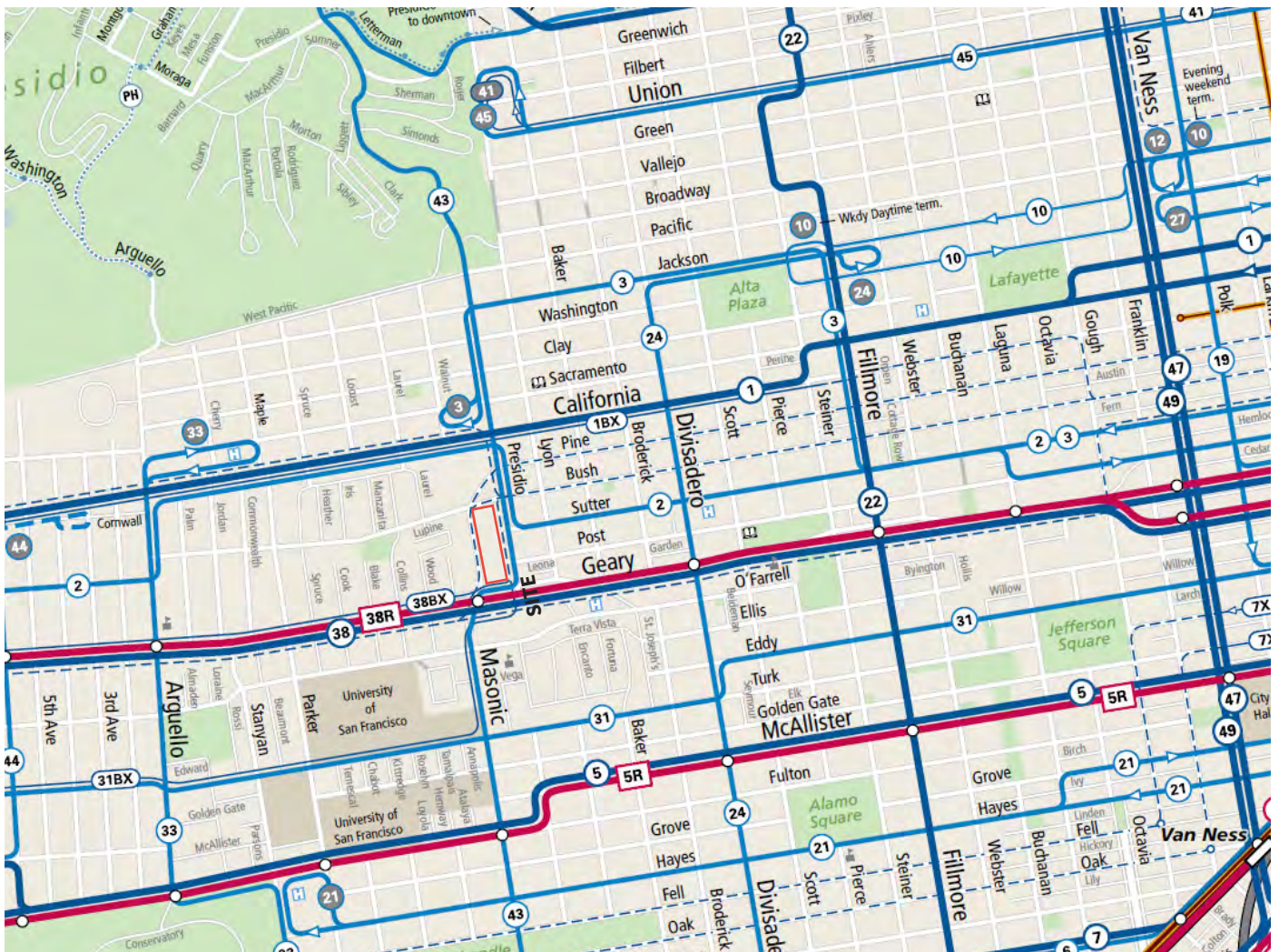
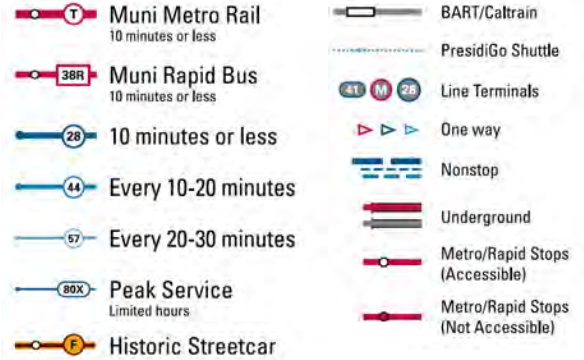


FIGURE 3-31: MUNI ROUTES

Source: San Francisco Transit Map, SFMTA, June 2019

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8.3 BIKE ROUTES

Major bicycle routes are located along Masonic, Euclid, and Post Streets. According to the SFMTA’s Bike Map, there are no bike lanes on moderate or steep hills adjacent to the site.

If the Geary Corridor and site area develop into a transit or commerce hub in the future, additional bike routes connecting the site will be required. Bike parking will also be required in the development options for the site per the City’s Planning Code.

Given the 3333 California Street development plans, there could be potential for a pedestrian/bikeway or pedestrian/bicycle lane (perhaps below Masonic Avenue grade) to connect to the Presidio Yard site. This should include consideration of the existing unused triangular space at Euclid and Bush.

-  **Protected Bikeway**
(striped, marked, or signed bicycle lanes separated from vehicle traffic)
-  **Bicycle Lane**
(striped, marked, or signed lanes for bicycle travel)
-  **Bicycle Route** (shared travel lane marked or signed for shared use)
-  **Off-Street Multi-Use Path**
-  **One-Way Street**
-  **Library**  **Hospital**  **School**
-  **Moderate Hill** (5-10% grade/arrow points uphill)
-  **Steep Hill** (more than 10% grade/arrow points uphill)

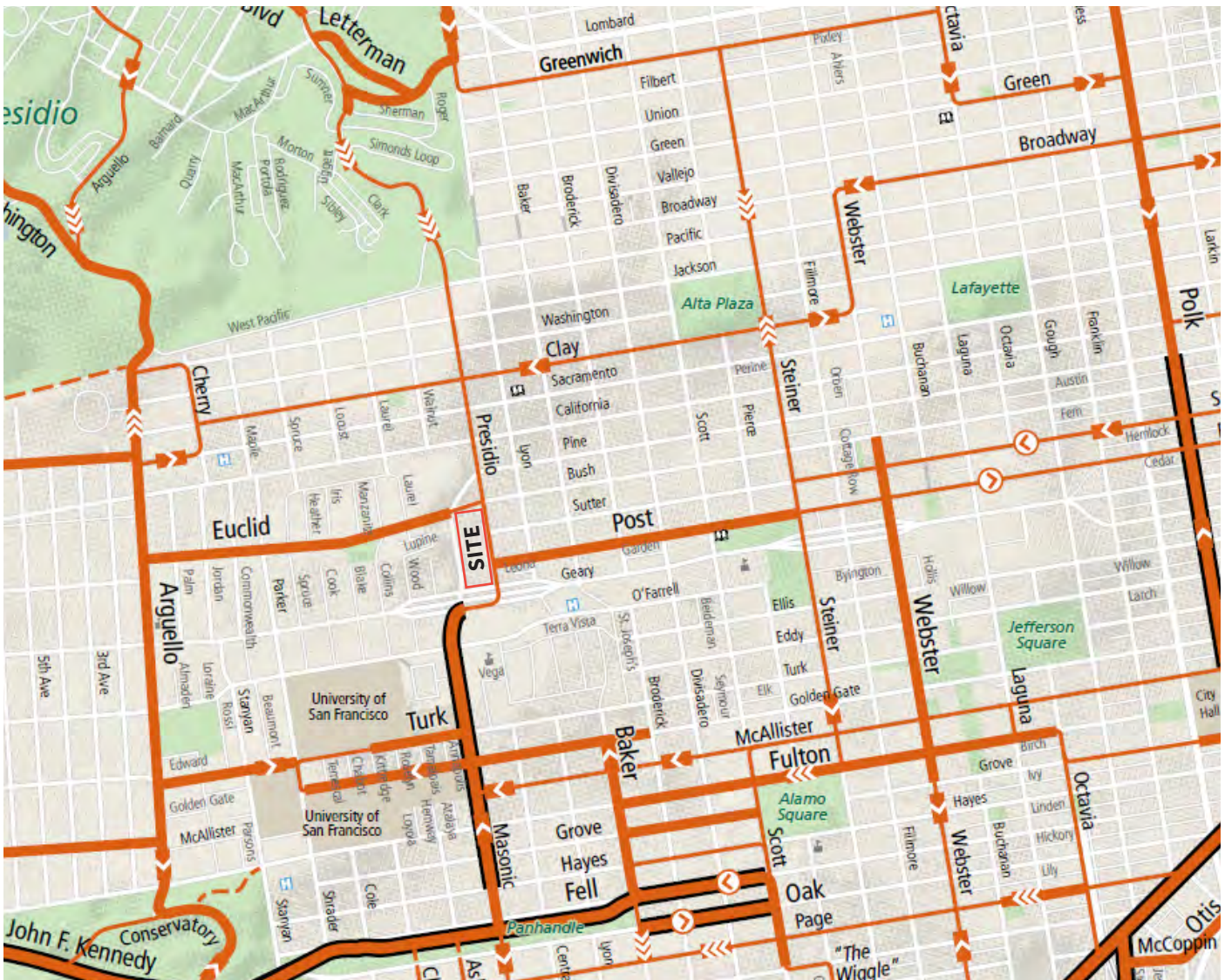


FIGURE 3-32: BIKE ROUTES

Source: San Francisco Bike Map, SFMTA, May 2019

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8.4 STREET NETWORK

As evidenced by the site’s history, current bus-related uses, and current Muni transit bus lines and stops, the site and immediate neighborhood surrounding the site have a rich history of transit; as noted earlier in this report. However, currently the site’s surrounding streets favor automobiles, not pedestrians and alternative modes of travel.

The map below shows the SF Better Streets base classifications for the streets in the neighborhood surrounding the site. The site is immediately bounded to the north (Euclid Avenue) by a residential throughway, to the west (Masonic Avenue) by a commercial throughway, and to the south (Geary Boulevard) by a commercial throughway. These classifications represent vehicle-oriented, heavily trafficked streets. Specifically on Masonic Avenue, Geary Boulevard, and Euclid Street, there are opportunities to improve the pedestrian experience as the

sidewalk is currently narrow and uninviting to those traveling on foot. These improvements will improve livability—making it safer and more enjoyable for cyclists, pedestrians, and people with disabilities; and knitting together neighborhoods.

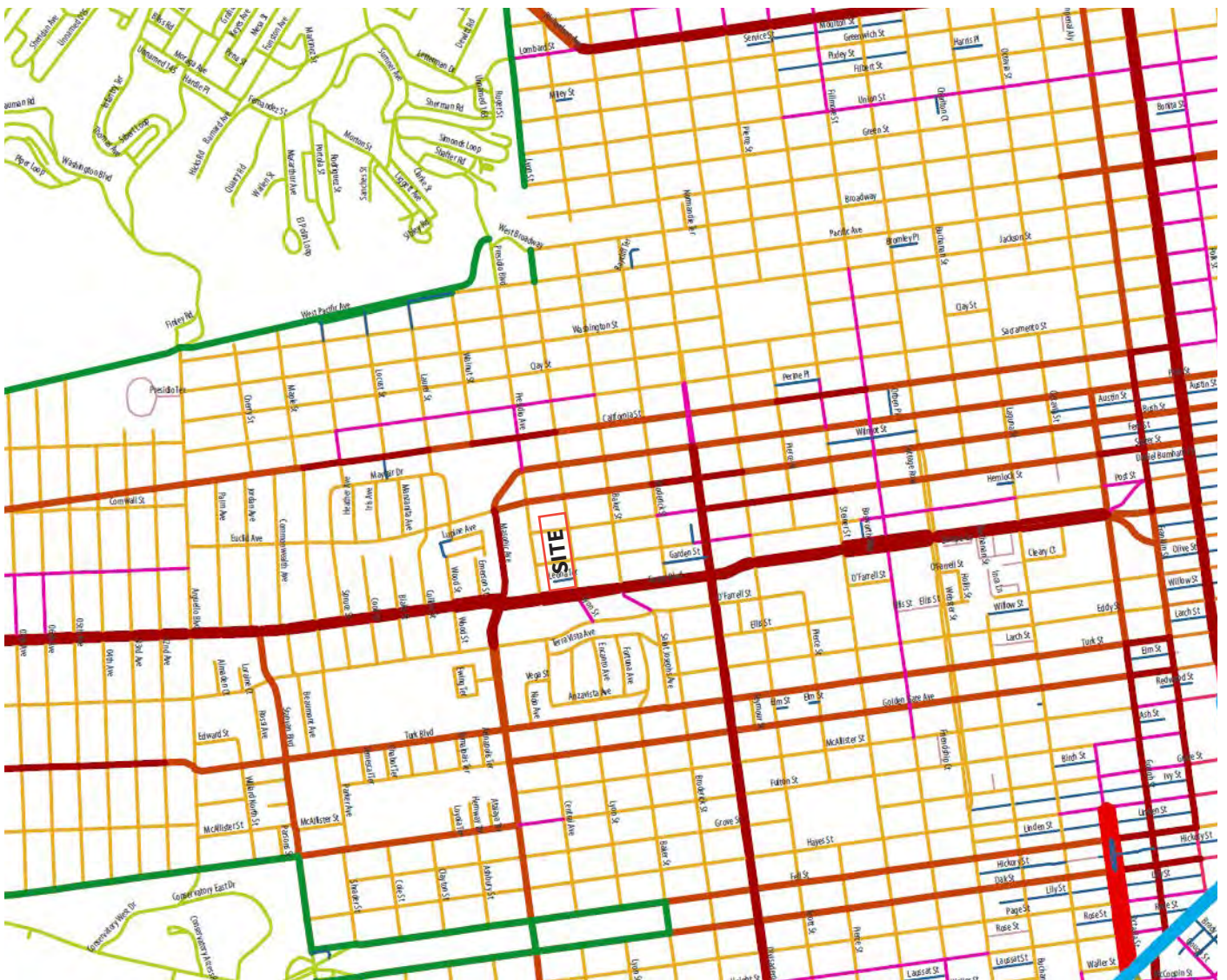


FIGURE 3-33: STREET NETWORK

Source: San Francisco Street Types Map, SF Better Streets, 2012



Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 04:

LAND USE ANALYSIS

CHAPTER 04: LAND USE ANALYSIS

4.0 OVERVIEW

This chapter discusses potential, compatible non-transit land uses for the Presidio Yard site, including multifamily residential, office, retail, and institutional uses, to inform the programming and design of the site. This chapter also discusses the site's and surrounding area's current zoning, height limits, massing, and density. Physical design considerations for the site are also discussed, such as street activation, stormwater management, and the potential for a mid-block crossing from Post Street to Masonic Avenue. The chapter concludes with a discussion of the compatibility of the site's future transit functions with non-transit uses such as considerations regarding noise, transit schedule and daily operation, fueling and fumes against urban design, access and circulation, affordable housing, and community concerns and priorities.

4.1 REVIEW OF COMPATIBLE LAND USES

This section summarizes the potential, optimal non-transit land uses for joint development at Presidio Yard. Joint development is proposed as separate from and adjacent to the bus facility. Section 5 discusses how the 5.4-acre parcel may be subdivided into two for transit and non-transit uses, with the joint development located south of the site along Geary between Presidio and Masonic.

As the site is currently zoned as P-Public, it will need to be rezoned to accommodate the non-transit uses detailed below.

The local market conditions related to the land uses discussed in this chapter are reflective of the state of the market at the time of writing, between 2020 and 2023. Market conditions may have changed since the time of writing and will be updated in future feasibility work for the Presidio Yard site.

4.1.1 MULTIFAMILY RESIDENTIAL

One potential land use for the Presidio Yard joint development is multifamily residential, which is a compatible land use given the neighborhood context and market demand. This is a desirable option given San Francisco's current housing shortage. The current site is an opportune site for residential development, as it lies in proximity to commercial districts, with primarily residential uses directly to the east and west. A multifamily residential and mixed-use development on a portion of the subdivided site would not only provide much needed housing, but also may generate revenue to SFMTA.

In addition, a portion of the residential units must be affordable, in compliance with the City's Inclusionary Housing Ordinance. The State's [Surplus Lands Act](#) requires at least 25% of the total units developed to be affordable to lower income households.

Additionally, there is a recent wave of multifamily residential buildings under construction near Presidio Yard. To the north of the site is the redevelopment of the University of California,

San Francisco (UCSF) campus at 3333 California Street, which consists of a conversion of an underutilized corporate office site into a residential and a mixed-use development project with 774 proposed housing units. As part of this project, the City requested a Residential Design Variant to remove the 49,999 square feet of commercial office space from the project in order to provide additional housing units. The ten acre development will consist of three mixed-use buildings and twelve residential buildings, with over five acres of gardens and open space, 35,000 square feet in retail space and 14,600 square feet in child care space.

A nearby residential development was proposed to the west of the site at the corner of Geary Boulevard and Masonic Avenue is The Laurel at 2670 Geary Boulevard (the former Lucky Penny site). While this project was approved in 2020, it has not began construction. Multiple streets near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue, and California Street) are currently receiving major upgrades, including traffic calming, pedestrian use, and transit service. These upgrades are necessary to meet the needs of the rapidly expanding residential development in the area.

4.1.2 OFFICE

Based on existing land uses in the area and the accompanying market analysis, office may also be a viable land use for the site. SFMTA Planning is amenable to sites such as this one being used for office, as part of a larger strategic goal to disperse office uses away from the core downtown area in order to alleviate strain on the city's transit and transportation networks. Placing office space at this site would reduce commuting congestion to the Financial District and downtown and could support in creating a commercial area in this location. If ConnectSF and Link 21 plans to extend BART subway service come to fruition, a subway station located at or near this site will facilitate access to the site, making this an attractive location for future transit-oriented development, which might include office uses.

It is also important to recognize how COVID-19 has influenced how people will work together in a traditional office environment in the short- and long-term. It is expected that a portion of the workforce may now permanently require a remote or collective workspace environment. In a future of increased remote work capability, and a growing desire for more flexible workspace options, the site could potentially function, in part, as a collective workspace/co-working space to accommodate remote workers who require an occasional or part-time workspace that is not within their homes, but also not within a traditional office environment.

It should be noted that future office development could be considerably constrained in San Francisco due to production limits set by Proposition M and Proposition E, which were approved on March 3, 2020. This is a high level summary, the

CHAPTER 04: LAND USE ANALYSIS

implications of these propositions are explored in more detail in Section 2.2.

4.1.3 RETAIL

Retail could also be supported on the Presidio Yard site, given the existing retail uses in the area. Medium to large retail outlets can be found in the immediate vicinity of the site, with small restaurants and coffee shops interspersed. The preservation of the historic car barn provides a unique opportunity to adapt and reuse a key piece of Muni's history and legacy. Given the generous double height and wide portals the car barn lends itself well to use as a retail frontage for medium sized retail operations lining a junior anchor volume. The extrusion of the historic car barn into the site all the way to a mid-block passage would provide a deep floor plate ideal for such retail applications.

Alternatively, the joint development could provide space for more flexible mix of uses. Joint development could accommodate a junior anchor tenant, which is classified as a retailer occupying at least 10,000 square feet. One such junior anchor tenant could be a retail outlet such as Trader Joe's, which currently occupies a site across the street from the project location on Masonic Avenue just north of Geary Boulevard. If a junior anchor tenant is included in the development program for joint development, parking implications will need to be considered. As an example, the Trader Joe's on Masonic Avenue includes approximately 100 parking spaces (surface parking as well as roof-top parking). Off-street freight loading will be needed to support retail uses. In addition, the ability to provide parking will help the resale value of the joint development to make retail work.

4.1.4 INSTITUTIONAL

Presidio Yard is nearby various institutions which may require additional space to expand or relocate. The former UCSF Laurel Heights Campus is in the process of undergoing a major redevelopment. San Francisco Unified School District (SFUSD), in theory, could be another potential tenant, as the building is already used for educational/institutional purposes. Another potential institution that may be interested in development is the University of San Francisco (USF). USF's Lone Mountain Campus, which is planned to undergo substantial renovation and expansion, is within walking distance of the joint development site. The joint development may provide additional space to accommodate USF's expansion goals. In addition to the aforementioned educational institutions that could potentially have an interest in the site as tenants, medical institutions such as Kaiser may also be interested in further development given their existing presence near the joint development site.

4.2 REGULATORY FRAMEWORK AND NEIGHBORHOOD CONTEXT

4.2.1 HEIGHT LIMITS, MASSING, AND DENSITY

The site is currently zoned for "P-Public" uses. Given the prominent location of the site, and the potential, any development outcome would require amending existing zoning, height and bulk restrictions to allow at the very least a height of 75 feet for the bus facility conceptualized (as measured from the lowest point on Presidio Avenue). The site is currently split with a 40-X height and bulk designation on the northern two-thirds of the site and a 160-E height and bulk designation on the southern one-third of the site, roughly coinciding with the southern edge of Post street. Within a quarter-mile, most blocks are 40-X districts. However, larger height and bulk district parcels face the site's 160-E southern end and a few blocks north at the 3333 California development. When examining height, about a 45 foot topographical change from the east side of the site to the west side of the site should be considered, especially among the 40-X districts.

4.2.2 ZONING AND LAND USE

The site is currently zoned as P-Public, as is the site directly to the north (SFFD Station 10). According to Section 211.1 of the San Francisco Planning Code, the current permitted use does not include formula retail, office uses or residential that is not 100 percent affordable or educator housing. However, the existing zoning does permit conditional use for social services, schools, community facilities, retail, and personal services. The need to rezone the site in any of the scenarios presented here (due to the "P-Public" zoning) presents an opportunity to push for increased height and bulk limits to maximize the potential of such a large and prominent site. A Special Use District and other zoning changes may be needed for the ~5.4 acre site, which may be subdivided for the Bus Facility and joint development of mixed uses.

Within a quarter-mile, adjacent zoning is varied: the Geary Boulevard Commercial District is along the site's southern edge, with several Residential Districts surrounding the other edges of the site. To accommodate the future joint development, the site will need to be rezoned to accommodate non-transit uses. Height and bulk regulations will also require review and possibly modification both for future joint development (as discussed above) and the bus facility itself.

Presidio Yard is currently categorized as a Cultural/Institutional/Education (CIE) site by San Francisco's Land Use Map and is surrounded by varied property types. The site's southern boundary, Geary Boulevard, contributes to a commercial district with small and large scale retail, Production, Distribution and Repair (PDR) and medical buildings. Directly to the east and west are primarily residential uses: single family and small to mid-size multi-family residential uses. Two blocks to the north,

CHAPTER 04: LAND USE ANALYSIS

along California Street, is another commercial corridor with medical, retail, and mixed use uses.

4.2.3 THE HOUSING ELEMENT

The San Francisco City Housing Element 2022 was filed with the State of California's Department of Housing and Community Development on February 28, 2023. The City must adequately plan to meet existing and projected housing needs in the 2022 Housing Element for the next eight years (January 31, 2023 to January 31, 2031) as required by the State's Housing Element law. It is the City's first housing plan centered on racial and social equity. An environmental impact report and an environmental justice analysis were also completed for the plan, which describes how 82,069 new units of housing might be built. Approximately half of those units are planned in large developments on the east side of the City—e.g., Treasure Island, Mission Rock, Pier 70. The other half of the units are proposed by increasing density along major transit corridors from Van Ness Avenue west to the Pacific Ocean.

The 2022 Housing Element references existing transit-related programs such as ConnectSF Transit Strategy and the SFMTA's Muni Forward Rapid Network. Specifically, Section 7.3 (Housing Near Job Centers and Transit Related Policies) of the Housing Element includes the following:

- Explore height increases and density limit removal at major transit nodes along Rapid bus and rail corridors, in addition to areas referenced in Policy 20, along with planning for needed infrastructure improvements and achieving maximum permanently affordable housing units
- Increase the opportunity for mid-rise multifamily buildings in Well-resourced Neighborhoods through changes to height limits, removal of density controls, and other zoning changes along SFMTA's Muni Forward Rapid Network 13 and other transit routes such as California Street, Union Street, Lombard Street, Geary Boulevard, Judah Street, Noriega Street, Ocean Ave, Taraval Street, Sloat Boulevard, 19th Ave, Park Presidio Boulevard, West Portal Ave, Junipero Serra Boulevard, Church Street, Divisadero Street, 17th and Market/Castro, and Van Ness Avenue. In areas that overlap with Priority Equity Geographies, such as the Japantown Cultural District, any potential zoning changes should be developed through community-led processes per Policies 18 and 29

4.2.4 PROPOSITION K

Proposition K, The Sunlight Ordinance, was passed in 1984. This ordinance mandates that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of Recreation and Parks Department can only be approved if the shadow is determined to be insignificant or not adverse to the use of the park. The site offers expansive eastern views to Lower Pacific Heights, Downtown, SOMA and across the Bay. The nearest open space (Laurel Hill Playground) is a

quarter-mile away to the west; thus, the potential for a project's shadow is unlikely, but will need to be evaluated.

4.2.5 PROPOSITION M

Should the joint development include office uses, it should be noted that future office development could be considerably constrained in San Francisco due to production limits set by Proposition M, especially given the 2019 ballot measure (Proposition E) that adjusted office allocations. While buildings owned and used by the City of San Francisco are exempt from the Prop M allocation (which established an annual limit of 950,000 square feet on new office space construction within the City), any use by a third-party would require an office space allocation.

It is also important to note that on March 3, 2020, Proposition E was approved, which amended sections of the San Francisco Planning Code that govern office development in the city, and reduced the limits on office space development that were established by Proposition M. The measure (Proposition E) reduces the limit on office space development established by Proposition M by the percentage of units that the city does not produce to meet its housing goal for certain income levels over the past calendar year. The minimum housing goal in San Francisco is 2,042 units annually for "Very Low," "Low," and "Moderate" income categories determined by the state. As a result of both propositions, any proposed office space in the joint development would need to be further evaluated to determine whether Proposition M and/or Proposition E would apply.

4.2.6 STREET ACTIVATION

It is critical for the site to serve as a bus storage and maintenance facility while also accommodating the other potential uses for the site. As such, street activation is significant if this site is to become a civic crossroads and is to be embraced by the community. A reimagined Geary Boulevard could be configured with public space and feature greater pedestrian prioritization. Active street frontage, such as the provision of retail or community use, may be provided along Presidio and Euclid avenues, based on initial conceptual designs of the new bus facility. In addition, the historic car barn (circa 1912) that fronts Geary Boulevard may be adapted into a vibrant street frontage that includes retail or other commercial uses.

4.2.7 STORMWATER MANAGEMENT

Best Management Practices (BMPs) to reduce the number of pollutants carried by stormwater, as well as manage the volume of stormwater, will be required for this project. Although BMPs can be behavioral in nature (such as public education programs), the project will likely require BMPs that are more structural in nature, such as vegetated roofs, rain gardens, cisterns, and permeable pavement. BMPs in a dense urban area such as San Francisco can be nestled along sidewalks, double

CHAPTER 04: LAND USE ANALYSIS

as traditional landscaping, or be placed on rooftops.

If the joint development includes public open space, its design may include green infrastructure to effectively manage stormwater using BMPs as well as Low Impact Design (LID) principles, which are the cornerstone of San Francisco's stormwater management program. Such programs can also help the developer/owner to obtain points toward LEED® and GreenPoint Rated System accreditation.

To improve stormwater management across San Francisco's combined sewer areas, it is required that all projects creating and/or replacing 5,000 square feet or more of impervious surface comply with stormwater management requirements and submit a Stormwater Control Plan. Further analysis is needed to determine if this requirement is applicable to this site.

4.2.8 SUSTAINABILITY

The development will be designed and built to a LEED® Gold standard, as required of all City projects. As a City building, the bus facility must comply with all other green building stipulations for City buildings within the City's Environment Code.



FIGURE 4-1: BIORETENTION PLANTERS

A residential courtyard in San Francisco. Source: San Francisco Stormwater Management Requirements and Design Guidelines (2016)



FIGURE 4-2: BIORETENTION ALONG STREET AND SIDEWALKS

Hickory Street in San Francisco. Source: San Francisco Stormwater Management Requirements and Design Guidelines (2016)

CHAPTER 04: LAND USE ANALYSIS

4.3 PHYSICAL CONSTRAINTS

4.3.1 SITE AND MID-BLOCK CROSSING

For development on large sites like the Presidio Yard, SF Planning recommends breaking up the block to the extent feasible, creating new pedestrian and bicycle circulation routes across the site. This possible site lies roughly at the intersection of Post Street and Presidio Avenue, where there is the potential for a mid-block passage through to Masonic Avenue. The passage is slightly offset from Post Street because of packaging and circulation patterns within the bus facility. The slight misalignment is mediated by the landing of the public access stairs to the passage which are perpendicular to Post Street.

A proposed mid-block crossing should be considered on the site. It would provide the site with an additional retail frontage to further activate the site and facilitates access to the neighborhood amenities provided by the project. Given the elevation change between Presidio Avenue and Masonic Avenue the passage would include stairs and public elevators for universal accessibility.

4.3.2 PARKING

If the joint development use is to include a junior anchor retail tenant and/or housing, some on-site parking should be considered. The Trader Joe's grocery store adjacent from the site includes approximately 100 parking spaces in surface parking as well as roof-top parking. For any market rate residential development, some on-site parking may be advised for the residential units to be marketable and to generate additional land value back to the SFMTA. San Francisco policy states that parking must be unbundled from the cost of the units, placing the cost of parking solely on those residents who desire a parking space. Parking spaces are not required, but given the land uses that are being considered, a reasonable amount of parking should be considered. Additionally, off-street freight loading will be needed.

It is important to note that there may be an additional parking need in this area given its proximity to various community serving institutions such as the UCSF and USF campuses, local schools, and medical facilities. On-street parking for institutional uses in the area may be limited. Loading space for joint uses may be provided by a curbside yellow zone(s) or may be accommodated within a parking or loading area on-site, such as in a basement. SFMTA has developed a TDM Plan for its 30 major facilities, which is pending implementation. A developer of the mixed-use development would also need to develop a TDM plan.

4.3.3 HISTORIC PRESERVATION

Historic resources should be considered for preservation. The historic preservation evaluation undertaken as part of this

planning study found that the most meaningful strategy that could be pursued with the Presidio Trolley Coach Division Facility is the retention of the original 1912 Mission Revival style office building (including the clock) and the historic Renaissance Revival style car barn that front Geary Boulevard as well as salvaging and reinstalling the Art Deco entrance surround and frieze that currently faces Presidio Avenue. In addition to being architecturally significant, the office wing is historically significant as the original executive offices/headquarters of Muni, the oldest municipally owned street railway in a major city in the United States.

On the surface, the original car barn and office wing to the west of the office building (facing Geary Boulevard) look very much like they did during the period of significance and retain the look and feel of an industrial building dedicated to the maintenance of streetcars. There is not much historically significant about the remainder of the facility, which was expanded in 1948-1949, except for the Art Deco entrance surround and frieze, which is recommended to be salvaged and relocated or reconstructed.

For the purposes of the prototype, the design team will study upper floor setbacks and massing articulation to respect the historic detailed facade on the southern part of the site, facing Geary Boulevard. The historically significant car barn has been identified as an ideal frontage for retail uses because of the wide portals and the double height spaces. This adaptive reuse along with the potential of converting the existing parking into a public plaza would activate the area and create a new destination.

SFMTA will need a new CIP for the planning, predevelopment, CEQA and NEPA, and preparation of the RFQ for a development team for this project. Further evaluation of historic resources will be prepared as part of these processes.

4.3.4 UTILITIES

To evaluate the site's capacity for sewer, water, and electricity, the Hatch team reviewed the Final Environmental Impact Report (EIR) from September 2019 for the mixed-use development at 3333 California Street, which is in close proximity to the Presidio Yard site. This EIR evaluates the proposed development of over nearly one million square feet of development across a 10.25 acre lot and proposes more residential uses than the proposed joint development project, and no office uses.

The 3333 California Street Final EIR found that "no significant utilities and service systems impacts have been identified, the utility improvements necessary to serve the proposed project or project variant would not be growth inducing, and no mitigation is required." Regarding sewer capacity, the Final EIR found that the project would not expand the existing capacity of the 16-inch-diameter combined sewer main under Presidio

CHAPTER 04: LAND USE ANALYSIS

Avenue. Regarding water capacity, the project would require a new or upgraded water main for the purpose of increasing the capacity of the existing mains.

Regarding electricity capacity, the project would also not involve increasing the 12-kilovolt capacity of the existing distribution network. Electricity and natural gas service to the project site would be provided by PG&E from 12-kilovolt distribution lines with connections to the existing grid. Traction power at Presidio Yard is currently provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's current traction power needs. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. Findings of which will need to be included in future planning and feasibility studies on the site as well as the Presidio Yard's Design Criteria Document.

It is also necessary to determine whether there are any underground utilities traversing the site of the right of-way on Geary Boulevard that may pose a constraint on future development. Although the aforementioned EIR provides valuable insight into potential utility requirements, electric, water, and sewer capacity will need to be confirmed with the San Francisco Public Utilities Commission (SFPUC) and will be dependent on the proposed uses. Existing water pressure information for fire, irrigation, and domestic water can be requested from the Fire Department but is not useful until water loads can be calculated by a plumbing engineer. This may require further investigation with the Planning Department.

4.4 COMPATIBILITY WITH TRANSIT FUNCTION

4.4.1 NOISE

Buildings and spaces associated with the joint development, such as those for residential uses, must comply with building code acoustical requirements and there are many examples of housing adjacent to parking garages, highways, and train tracks. An example is One Rincon Hill, a housing development located directly at the western approach of the Bay Bridge. Appropriate typical building strategies may include, but are not limited to, acoustical padding under flooring, multi-paned window system upgrades based on ambient noise analysis, sprayed acoustical insulation under the podium slab, insulation at floor and wall cavities, sealant at drywall joints, additional layers of drywall, and a filtered air HVAC system. The design of the bus facility will need to consider bus operations and associated sounds

such as back up beeping for safety. Sound transmission due to vibration, and the need for additional dampening systems, would need to be determined by acoustical engineers and structural engineers.

4.4.2 SCHEDULE AND DAILY OPERATIONS

SFMTA bus yards and the Presidio facility in particular operate on a seven-day a week basis for both transit operations and maintenance functions. The Presidio Yard currently supports route services 24 hours each day with revenue vehicles departing the yard starting at 6:00AM and continuing until 6:15PM; similarly, buses will return to the yard commencing at 8:45PM.

Maintenance functions require buses to move between the current exterior yard and the interior facility on Presidio Avenue. It is anticipated that the new Presidio facility will include interior vehicle ramps between all transit service floors thereby reducing the need to exit the facility to reach the upper level as is the case currently.

The facility daily, the projected vehicle demand of over 200 vehicles for a new Presidio facility would presumably require more operators reporting for and completing driving assignments daily. With SFMTA policy restricting on-site parking for personnel, a higher personnel projection (both operator and maintenance staff) might have impact on neighborhood circulation. A traffic demand management effort should provide alternative commute modes for SFMTA employees who will work at the rebuilt site.

4.4.3 FUELING AND FUMES

Depending on future fleet assignments, the rebuilt Presidio facility may be required to accommodate hybrid diesel buses in the interim prior to full fleet electrification. This may present a need for on-site fueling or exposure to fumes in the short-term. Design and architectural interventions to prevent fumes from reaching adjacent joint use development should be considered. Diesel fuel is combustible but not flammable, making it considerably less dangerous than gasoline, but its use may still impact non-transit uses nearby. This will be further explored during the CEQA evaluation phase. However, if the facility is required to house a hybrid diesel fleet, this would only be for a short period of time until the fleet electrification is complete. Garages are often open at the exterior edge for passive ventilation and can incorporate supply and exhaust fans for continual fresh air changes. Carbon monoxide detectors that can trigger fan operation are also an option. Specific strategies and equipment sizing would have to be confirmed by a mechanical engineer. Additionally, any fire suppression and fire alarm systems, including fire/smoke dampers, and would need to be confirmed by relevant subject matter experts.

CHAPTER 04: LAND USE ANALYSIS

4.4.4 COMMUNITY CONCERNS AND PRIORITIES

The information provided below is based on feedback received from SFMTA and SF Planning as well as community feedback on recent projects, such as the new development at UCSF Laurel Heights campus (3333 California Street), the former California Pacific Medical Center (CPMC) at 3700 California Street, the former Lucky Penny site at 2670 Geary Boulevard (The Laurel) and the Booker T. Washington/John Burton Apartments, an affordable housing development at 800 Presidio Avenue.

4.4.5 URBAN DESIGN

Community feedback for several of the projects mentioned above focused on a desire for high quality architecture that is consistent and contextual with the quality and the character of existing neighborhood architecture. For the CPMC site redevelopment at 3700 California Street, community members expressed the importance of contextual architecture (for example, “no glass boxes”), a respect for historic site features, the importance of locating buildings sensitively to consider sight lines and vistas, the desire for a variety of residential types and buildings and for the development to be seamlessly integrated within the existing neighborhood.

It has been documented that the area’s four neighborhood groups praised the developers and the architect for integrating the look and feel of Laurel and Presidio Heights into the development using a mix of stone, brick and stucco, which was requested by the community in order for the development to fit within the existing character of the neighborhood. The CPMC site involved the community early on in the planning and design process (approximately two years). There was little opposition to the project as it moved through the entitlements process.

This project is intended to activate and solve current urban design issues in the neighborhood. For example, the consideration of a mid-block passage activated by retail and open spaces as well as the potential for a plaza on Geary Street would improve connectivity for pedestrians and residents in the area. The offices, lobbies and break spaces contemplated in the bus facility along Presidio Avenue will line and activate that street on a scale that is consistent with the existing eastern side of avenue. A break-up of the massing of the future bus facility along with setbacks and notches on every façade and articulation will help make the volume of the facility feel more integrated with the scale of the neighborhood and blend in better with the other existing uses.

4.4.6 CIRCULATION

Although the neighborhood has a rich history of transit, the current streets surrounding the Presidio Yard site favor the automobile and not the pedestrian or other sustainable modes of transportation. The SF Better Streets classifications confirm that the site is surrounded by automobile-oriented, heavily trafficked streets. There are opportunities all around the site to

CHAPTER 04: LAND USE ANALYSIS

improve the pedestrian experience as the sidewalk is currently narrow and uninviting to those traveling on foot.

Multiple streets near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue and California Street) are currently receiving major upgrades, including traffic calming, pedestrian use and transit service that have been prioritized by the community. The Presidio Yard development should build upon these important upgrades in the general area and enhance circulation and access not only around the site, but also through the site. For such a large site, SF Planning recommends breaking up the block to the extent feasible, creating new pedestrian and cycle circulation routes across the site. This possibility exists at the intersection of Post Street and Presidio Avenue, where there is the potential for a mid-block passage through to Masonic Avenue.

Another possibility to enhance circulation is to provide new and enhanced sidewalks and bike facilities to serve both pedestrians and cyclists. As such enhancements are part of the nearby 3333 California Street development plans, a pedestrian/bike way or pedestrian/bicycle lane could connect the 3333 California site to the Presidio Yard site. This could include consideration of the existing unused triangle space at Euclid and Bush. The SFMTA will be studying the possibility of a range of bike, pedestrian, and streetscape improvements to enhance the safety and quality of the adjacent streets as a part of this analysis.

Building upon the site's transit history, it is important to note that several Muni bus stops line Geary Boulevard and California Street, including the 38R Muni Rapid Bus, which runs east-west along Geary. The Geary Bus Rapid Project is currently in progress and includes improvements to the Geary Corridor, such as the installation of new traffic signal infrastructure and new pedestrian and bus bulbs. Although currently only served by bus routes, it is possible that in the future, the Geary Corridor could include a major fixed rail transit corridor, with the area around the site as a major hub. This is an important consideration in terms of planning for and improving circulation to and from the site.

4.4.7 PUBLIC BENEFIT

Stakeholders will likely expect some level of public benefit to arise from the joint development. This site presents an opportunity to create a development that leverages its location at the nexus of multiple neighborhoods to create a transformational space that can be utilized by many. Public benefit precedent from other developments includes new open space, retention of significant buildings, the inclusion of community-serving institutions (institutional and retail), community-serving land uses and meeting spaces, and pedestrian friendly enhancements, such as street trees, landscaped edges and sidewalk improvements.

Across Presidio Avenue from the site is the Booker T. Washington/John Burton Apartments, an affordable housing development at 800 Presidio Avenue. This development will allow residents to access to the resources of the Booker T. Washington Community Service Center that will include a teen center, day care facility, technical sound recording studio, after-school programs, mind-body-health center and Youth Radio. In addition to this development, the area is home to a multitude of neighborhood and community organizations and institutions with an established presence in the area. As such, the community will likely advocate for public benefits such as public open space or community space to be a part of this joint development.

4.4.8 HOUSING AFFORDABILITY

All projects including 10 or more dwelling units must participate in San Francisco Planning's Inclusionary Affordable Housing Program. In general, rental projects with 25 units or more are subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate. Developers can also opt to pay a fee in-lieu of providing on-site affordable units. Additionally, the site must also follow the State's Surplus Lands Act which require at least 25% of the total units developed to be affordable to lower income households.

Based on feedback from other development projects, housing affordability is a priority for the community. The exclusion of affordable housing for the planned 101-unit project at the former Lucky Penny site (The Laurel at 2670 Geary Boulevard) was met with staunch community opposition. Claiming that it was not financially feasible to include affordable housing, the developer elected to pay a fee of \$4.5 million for affordable housing on a different site in the area. These upgrades are necessary to meet the needs of the rapidly expanding residential development in the area.

On this site, there would likely be an expectation for on-site affordable housing rather than simply paying an inclusionary fee, based on the expectation for some degree of affordable housing on publicly owned land. The SFMTA seeks to contribute to the City's affordable housing goals on this site by providing affordable housing aligned with the Citywide vision for this neighborhood. At the same time, the SFMTA must generate revenue to offset the cost of the new facility here, which will require a significant percentage of market rate residential units on this site.



New Flyer Trolley Coach 7201, 2015.
Source: SFMTA Photography Department and Archive.

CHAPTER 05:

TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.1 OVERVIEW

This chapter presents the conceptual program and design for the bus maintenance and storage facility at Presidio Yard. The purpose of the conceptual program and design is to confirm that a modernized, urban bus operations and maintenance facility could be incorporated into a functional and flexible plan on site, which could also include joint development opportunities. The concept defines areas and design considerations for the bus facility and introduces the feasibility of non-transit uses adjacent to the bus facility.

The concept also considers current site conditions, opportunities and constraints, and the land use analysis discussed in previous chapters. It also ensures that community priorities are balanced with SFMTA's operational needs.

The bus facility concept assumes four (4) levels of bus maintenance operations and storage, including a below-grade, basement level. Details of the program will be addressed in a Presidio Yard Design Criteria Document (DCD).

The process for the concept development involved a series of design charrette—collaborative conceptual design effort led by HDR in participation with SFMTA staff. Several of the SFMTA staff from various divisions, including Street Environmental Services (SES), Bus Operations, Bus Maintenance, Fleet Engineering, Facilities and Real Property Management, Transit Administration, and Capital Projects & Construction participated in the charrette. Separate meetings were held with the San Francisco Planning Department (SF Planning) to refine the concept.

Previous space programming effort from SFMTA's Facilities Assessment and Facilities Framework Addendum (2017) informed and was incorporated into the concept's site master plans, building floor plans, and block floor plan.

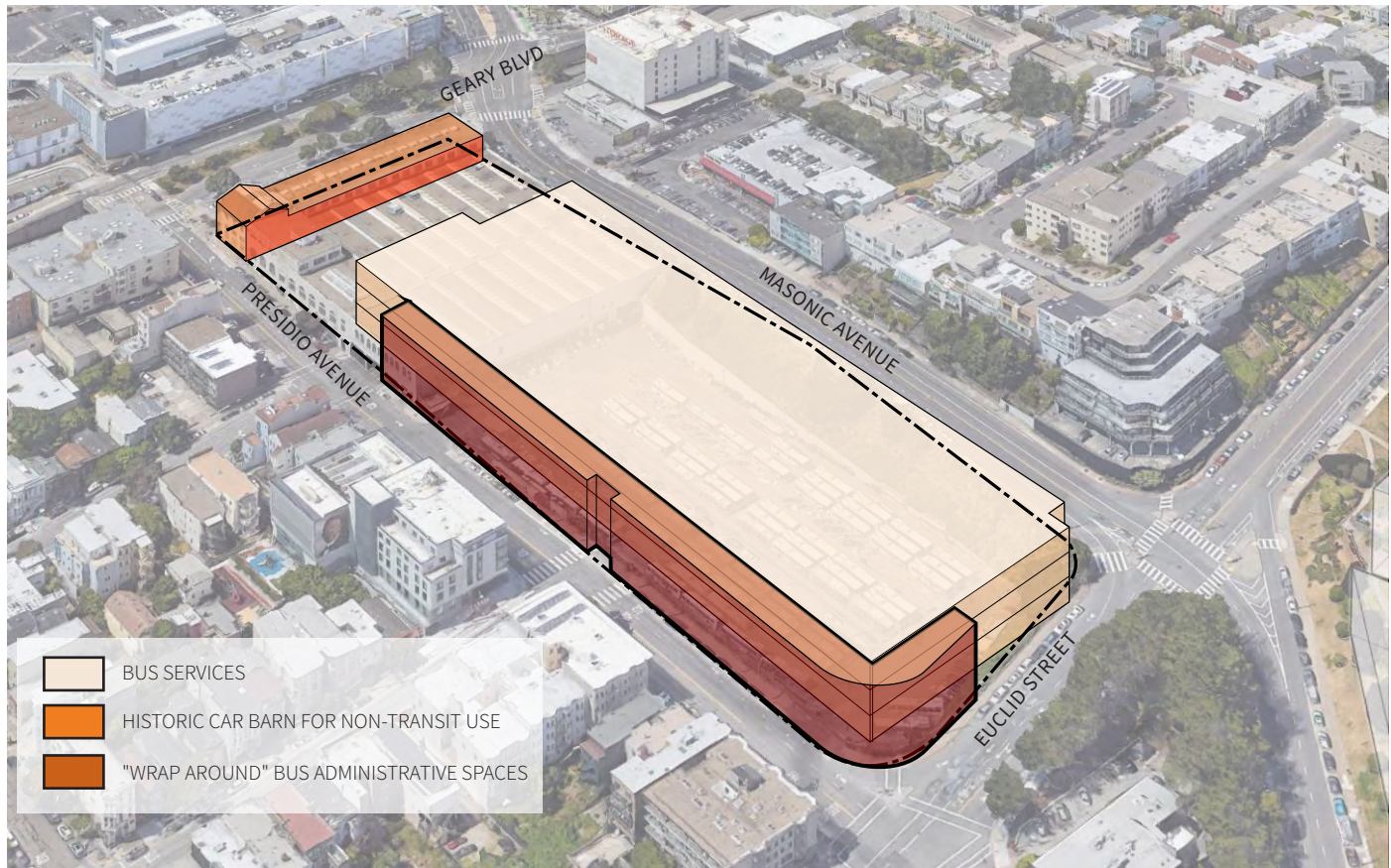


FIGURE 5-1: PRESIDIO YARD TRANSIT FACILITY CONCEPT

Source: Hatch team. Not-to-scale.

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.2 CONCEPTUAL PLANNING AND DESIGN APPROACH

For the conceptual planning, the Hatch team used a similar approach to the one used to develop the SFMTA Facilities Assessment and Facilities Framework Addendum. During the on-site charrette, the Hatch team tested the compatibility of the Presidio Yard site with the SFMTA's long-term bus and trolley maintenance facility needs by applying the SFMTA's fleet projection data and the space needs requirements to the Presidio Yard site. This solution would include the necessary bus operations, maintenance, service, and bus storage needs for a modern, safe, and efficient operation. Additionally, the Hatch team considered a program that would maximize joint development opportunities on the site within SFMTA operational requirements preliminary as well as planning and design parameters provided by SF Planning.

TABLE 5-1: VEHICLE PROGRAM SUMMARY

FUNCTION	VEHICLES
60' Bus	185
40' Bus	40
Historic Buses	22
Fare Box Non-Revenue Vehicles	8
QA / QC Non-Revenue Vehicles	7
Maintenance Non-Revenue Large Vehicle	5
Non-Revenue Visitor Parking	5
Maintenance Non-Revenue Standard Vehicle	4
Operations Non-Revenue Vehicle	3
Building Maintenance Non-Revenue Vehicles	3
Peer Assistance Program Non-Revenue Vehicles	2
Parts Non-Revenue Vehicle	1
Stationary Engineer Non-Revenue Vehicle	1
Total	286

Note: All figures are planning capacities anticipated at substantial completion of the bus facility. The figures represent the fleet mix at Presidio Yard when the yard modernization is completed. The fleet mix will ultimately transition to 100-percent battery electric.

TABLE 5-2: BUS FACILITY DESIGN CONCEPT PROGRAM SUMMARY

DIVISION / FUNCTION	AREA IN SF
Bus Fleet	196,650
Maintenance Bays and Shops	50,290
Fleet Division	45,960
Shared Space	19,170
Operations Division	16,503
Maintenance Admin	11,454
Parts Storage Room	11,290
Building Maintenance	11,280
Service and Clean	8,490
External Storage Areas	7,950
Covered Areas	5,600
Fare Box and Clipper Card Rdr.	2,868
QA / QC	2,489
Peer Assistance Program	1,301
Total	391,295

TABLE 5-3: STAFFING PROGRAM SUMMARY

FUNCTION	STAFF COUNT
Operators	450
Maintenance	72
Operations	30
Service and Clean	26
Fare Box & Clipper Card Reader	20
Quality Assurance / Quality Control (QA / QC)	17
Parts Storeroom	10
Building Maintenance	6
Peer Assistance Program	5
Total	636

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.3 SITE AND BUS FACILITY CONCEPT PLANS

The following assumptions were employed to develop the overall site and bus facility design:

- General Overall Site:** The historical portion of the existing building is remaining in place and untouched, see Figure 5-1 in previous page. The majority of proposed joint development is kept separate from the bus facility, with the exception of activation on Presidio Avenue. Figure 5-2 shows the proposed subdivision of the 5.4-acre site with the north parcel as the proposed parcel for the bus facility and the south parcel for future joint development (JD) uses.
- Bus Facility Basement Level:** This level of the facility includes non-revenue vehicle parking, areas for Building Maintenance, shipping/receiving and storage for Parts, office areas for Street Environmental Services (SES), and historical bus parking, see Figure 5-3.
- Bus Facility First Level:** This level of the facility includes the access to potential joint development along Presidio Avenue. Maintenance Bays and Shops; Maintenance Division office areas including technician support areas and Maintenance Division supervisory; Farebox and Clipper Card Reader Repair areas; and Parts Storage are provided, see Figure 5-4.
- Bus Facility Second Level (Mezzanine):** This level includes spaces for Upper Level Work Platforms (ULWP), Maintenance Administration office and support, and undefined gather space for staff, see Figure 5-5.
- Bus Facility Third Level:** This level accommodates stacked trolley bus or battery electric bus parking as well as bus service functions such as interior cleaning and bus wash. These functions would include associated support and supervisory areas, see Figure 5-6.
- Bus Facility Fourth Level:** This level is the roof of the bus facility that can be accessible by staff and public through in/egress provided. Bus facility roof program may include

SFMTA transit uses or non-transit uses, such as municipal offices, open space, and/or areas for solar panels, see Figure 5-7 for roof plan and Figure 5-8 for a fourth level with spaces for SFMTA Paratransit based on a 2018 Space Needs Program.

- Joint Development:** Areas for potential joint development is adjacent to the existing historical resource and separate from the bus facility. The joint development would provide deep floor plates that lend themselves more to retail or office uses than to residential. The joint development footprints shown in the plan are conceptual and preliminary.

Based on the concept planning exercise, the bus facility may have a height of 75 feet from the site's lowest point along Presidio, Euclid and Masonic. Due to site characteristics and neighborhood context, joint development uses and potential building heights for the joint development program are concentrated towards Geary Boulevard, providing transition heights toward existing neighborhoods. The project assumes the following height and bulk limits:

- At the Bus Facility Parcel:
 - The street wall height on Presidio and Euclid would equal the width of the current right-of-way. Thus, 80 feet, with a 20-foot setback for the bus facility.
 - The street wall height along Masonic would equal the width of the current right-of-way. Thus, 80 feet, with a 20-foot setback for the bus facility massing, but only minimal added height is contemplated along Masonic, and only as a transitional massing between the bus and joint development parcels.
- At the Joint Development Parcel:
 - The current Height and Bulk limit 160-E may be considered with a 65-foot tall podium
 - Twenty foot minimum setbacks may be considered for a future joint development podium along Masonic and Presidio Avenues
 - A 40-foot setback may be included from the historic car barn facing Geary Boulevard

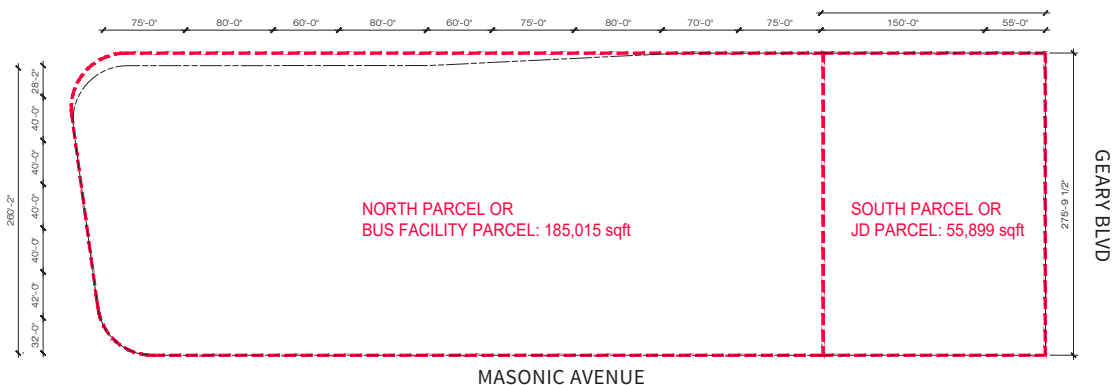


FIGURE 5-2: PROPOSED SITE SUBDIVISION

Source: Hatch team. Not-to-scale.

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

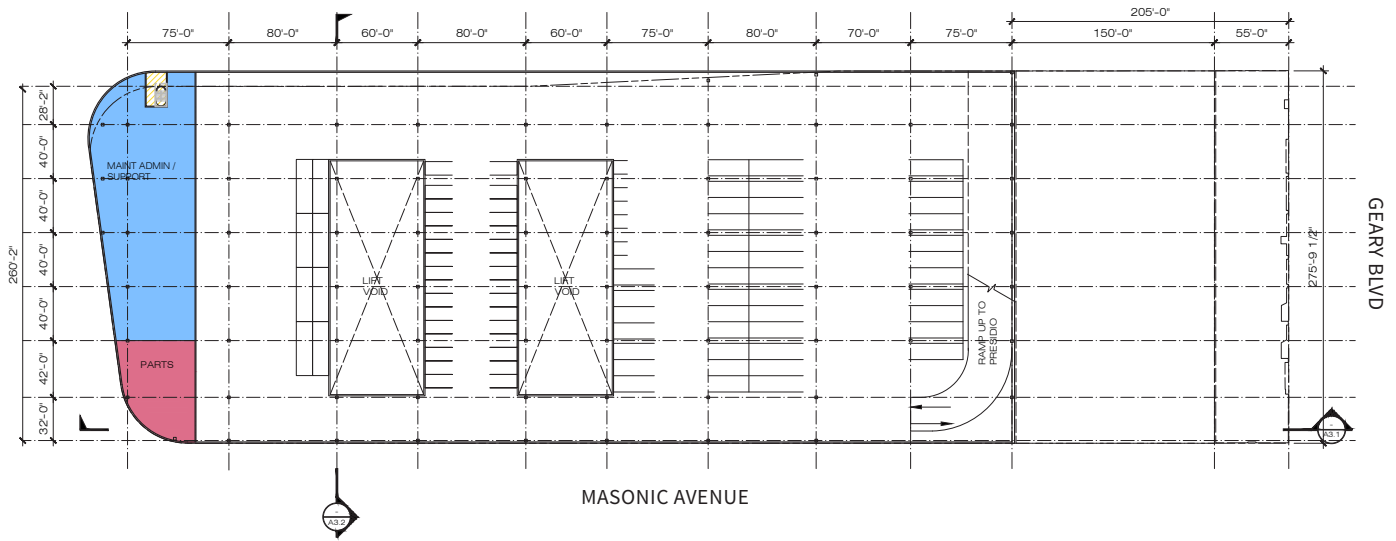


FIGURE 5-3: BUS FACILITY CONCEPT DESIGN - BASEMENT LEVEL PLAN

Source: Hatch team. Not-to-scale.

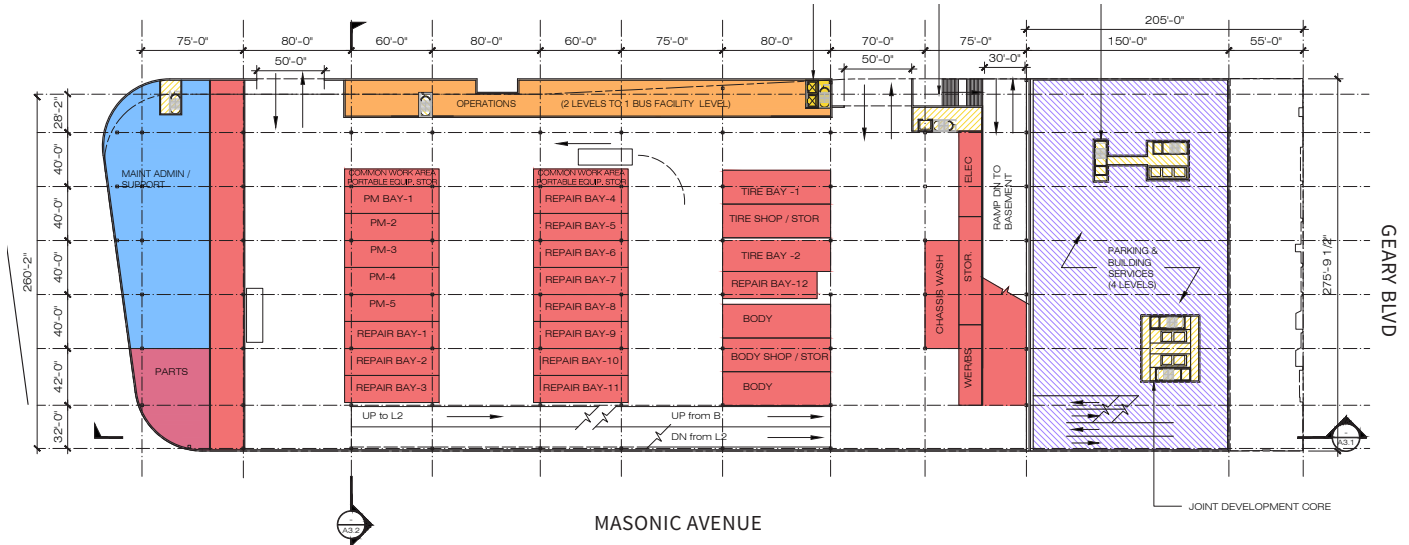


FIGURE 5-4: BUS FACILITY CONCEPT DESIGN - GROUND LEVEL PLAN

Source: Hatch team. Not-to-scale.

- | | |
|-------------------|-------------------|
| JOINT DEVELOPMENT | SERVICE AND CLEAN |
| CORE | PARTS |
| HISTORIC BUILDING | TRAINING |
| ROOF DECK | CIRCULATION |
| OPERATIONS | HISTORIC BUSES |

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

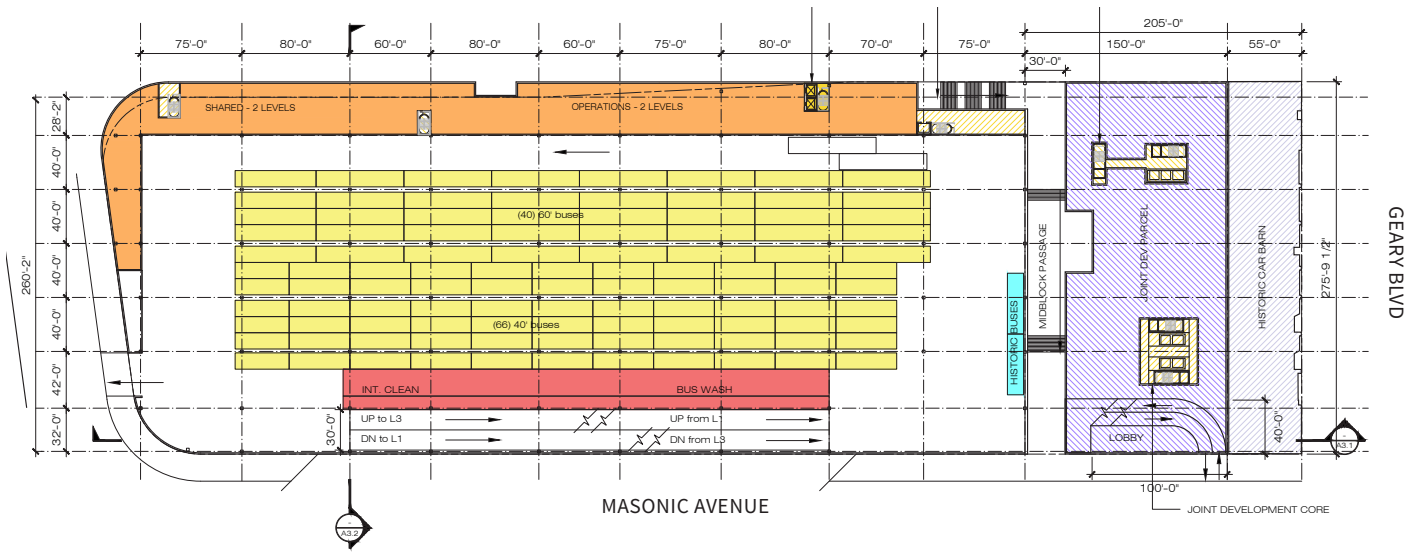


FIGURE 5-4: BUS FACILITY CONCEPT DESIGN - SECOND LEVEL PLAN

Source: Hatch team. Not-to-scale.

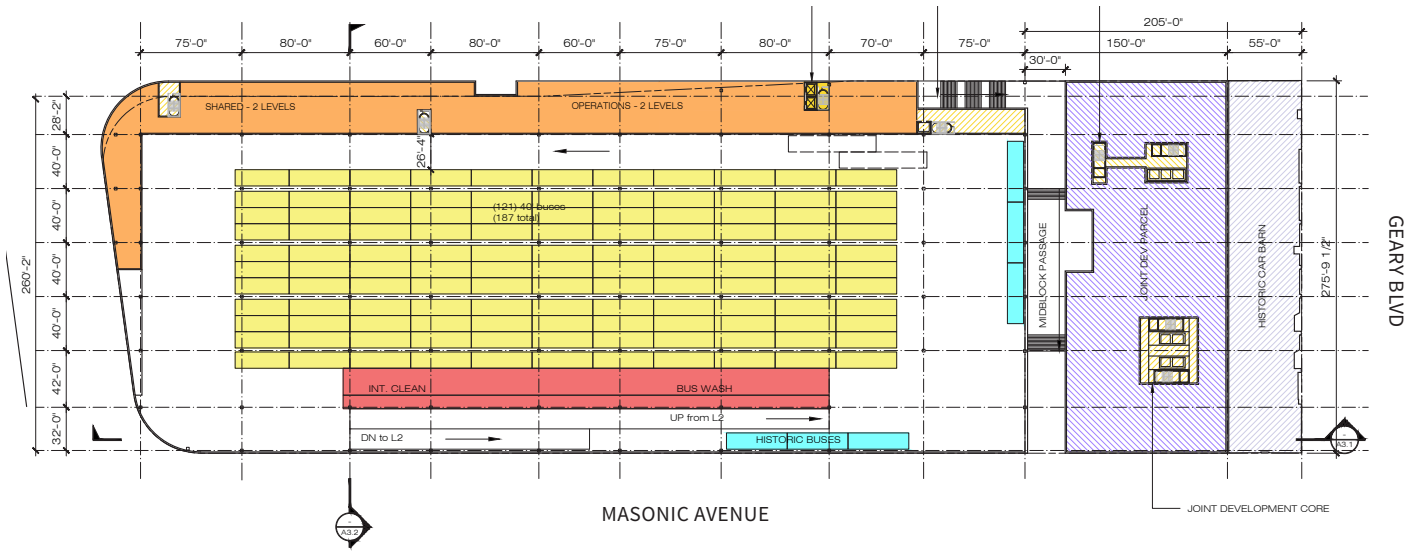


FIGURE 5-5: BUS FACILITY CONCEPT DESIGN - THIRD LEVEL PLAN

Source: Hatch team. Not-to-scale.

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

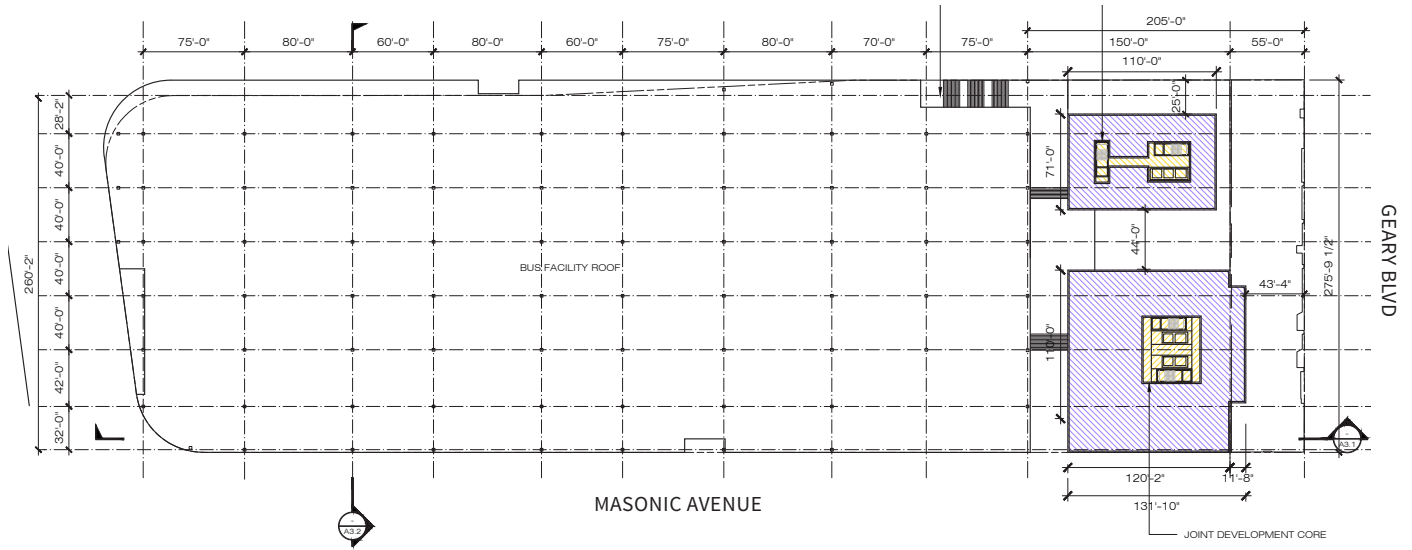


FIGURE 5-6: BUS FACILITY CONCEPT DESIGN - ROOF LEVEL

Showing a conceptual floor plan for the SFMTA Paratransit Division. Source: Hatch team. Not-to-scale.

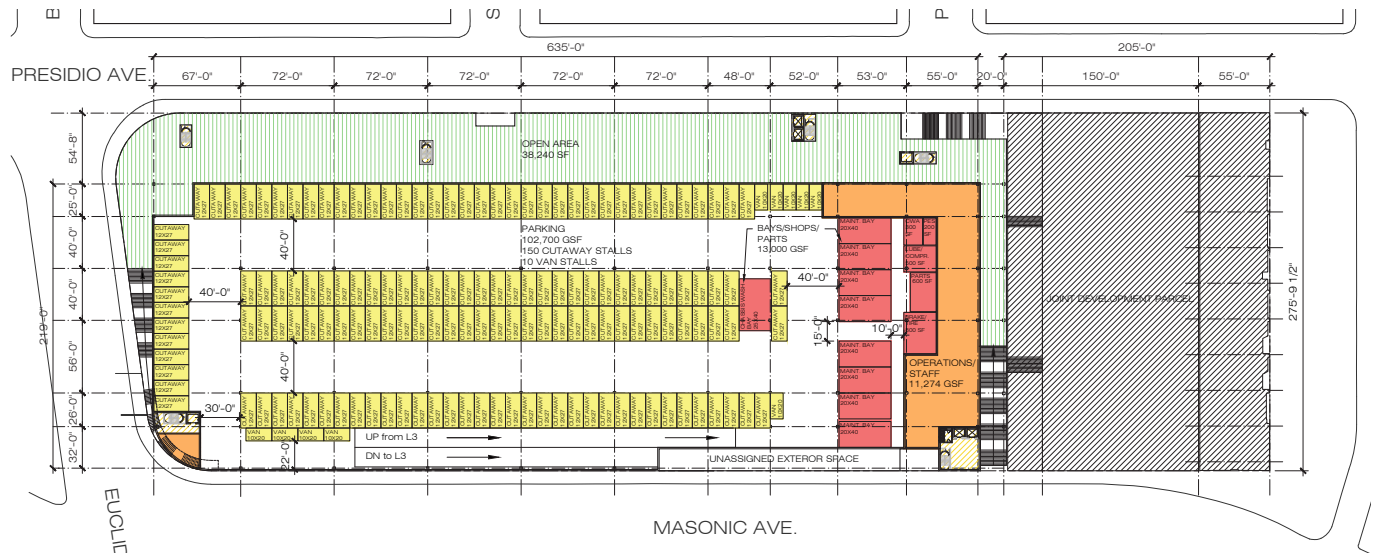





FIGURE 5-7: BUS FACILITY CONCEPT DESIGN - ROOF LEVEL BUILT OUT PLAN

Showing a conceptual floor plan for the SFMTA Paratransit Division. Source: Hatch team. Not-to-scale.

- | | |
|---|---|
|  JOINT DEVELOPMENT |  SERVICE AND CLEAN |
|  CORE |  PARTS |
|  HISTORIC BUILDING |  TRAINING |
|  ROOF DECK |  CIRCULATION |
|  OPERATIONS |  HISTORIC BUSES |

DISCLAIMER AND LIMITATIONS OF USE

Disclaimer and Limitations of Use

DISCLAIMER AND LIMITATIONS OF USE

This Report was prepared for the SFMTA (the “Client”) by Hatch Associates Consultants, Inc. (“Hatch”) based in part upon information believed to be accurate and reliable from data supplied by or on behalf of Client, which Hatch has not verified as to accuracy and completeness. Hatch has not made an analysis, verified or rendered an independent judgment as to the validity of the information provided by or on behalf of the Client. While it is believed that the information contained in this Report is reliable under the conditions and subject to the limitations set forth herein, Hatch does not and cannot warrant nor guarantee the accuracy thereof or any outcomes or results of any kind. Hatch takes no responsibility and accepts no liability whatsoever for any losses, claims, expenses or damages arising in whole or in part from any review, use of or reliance on this Report by parties other than Client.

This Report is intended to be read in its entirety, and sections should not be read or relied upon out of context, and any person using or relying upon this Report agrees to be specifically bound by the terms of this Disclaimer and Limitations of Use. This Report contains the expression of the professional opinions of Hatch, based upon information available at the time of preparation. Unless specifically agreed otherwise in Hatch’s contract of engagement with the Client, Hatch retains intellectual property rights over the contents of this Report.

The Report must be read considering:

- The limited readership and purposes for which it was intended;
- Its reliance upon information provided to Hatch by the Client and others which has not been verified by Hatch and over which it has no control;
- The limitations and assumptions referred to throughout the Report;
- The cost and other constraints imposed on the Report; and
- Other relevant issues which are not within the scope of the Report.

Subject to contrary agreement between Hatch and the Client:

Hatch makes no warranty or representation to the Client or third parties (express or implied) in respect of the Report, particularly regarding any commercial investment decision made on the basis of the Report;

- Use of the Report by the Client and third parties shall be at their own and sole risk, and
- Extracts from the Report may only be published with permission of Hatch.

It is understood that Hatch does not warrant nor guarantee any specific outcomes or results, including project estimates or construction or operational costs, the return on investment if any, or the ability of any process, technology, equipment or facility to meet specific performance criteria, financing goals or objectives, or the accuracy, completeness or timeliness of any of the data contained herein. Hatch disclaims all responsibility and liability whatsoever to third parties for any direct, economic, special, indirect, punitive or consequential losses, claims, expenses or damages of any kind that may arise in whole or in part from the use, review of or reliance upon the Report or such data or information contained therein by any such third parties. The review, use or reliance upon the Report by any such third party shall constitute their acceptance of the terms of this Disclaimer and Limitations of Use and their agreement to waive and release Hatch and its Client from any such losses, claims, expenses or damages. This Report is not to be referred to or quoted in whole or in part, in any registration statement, prospectus, fairness opinion, public filing, loan agreement or other financing document

Readers are cautioned that this is a preliminary Report, and that all results, opinions and commentary contained herein are based on limited and incomplete data. While the work, results, opinions and commentary herein may be considered generally indicative of the nature and quality of the subject of the Report, they are by nature preliminary only and are not definitive. No representations or predictions are intended as to the results of future work, nor can there be any promises that the results, opinions and commentary in this Report will be sustained in future work. This Disclaimer and Limitations of Use constitute an integral part of this Report and must be reproduced with every copy.

San Francisco Municipal Transportation Agency
Presidio Bus Yard Planning Study
Draft Consolidated Report
May 2023

HATCH

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$1,200,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This project will install new visual messaging signs (VMS) to replace old and obsolete signs and passenger information system for displaying the train information at Caltrain stations, including the 4th & King and 22nd Street stations. The project improves readability and maintainability of signs, as well as safety for customers and employees as these systems are used to share safety information with passengers.

Detailed Scope, Project Benefits and Community Outreach

This project will install and replace Visual Message Signs (VMS) and related passenger information system at Caltrain stations. The current VMS signs are no longer supported by the manufacturer. Funds will support construction related to the replacement of the signs.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,200,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2023
Advertise Construction	Apr-May-Jun	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2025

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$1,200,000	\$0	\$1,200,000
Phases In Current Request Total:	\$0	\$1,200,000	\$0	\$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$500,000	\$500,000
PROP L	\$0	\$3,600,000	\$0	\$3,600,000
San Mateo	\$0	\$0	\$2,700,000	\$2,700,000
Funding Plan for Entire Project Total:	\$0	\$3,600,000	\$3,200,000	\$6,800,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$500,000		FY20 Capital Budget
Construction	\$6,300,000	\$1,200,000	FY23, FY24, FY25 Capital Budget
Operations	\$0		
Total:	\$6,800,000	\$1,200,000	

% Complete of Design:	100.0%
As of Date:	03/31/2023
Expected Useful Life:	10 Years

PROJECT: Next Generation Visual Messaging Sign - FY24

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE	\$500,000	
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$6,300,000	
	Closeout		
	TOTAL	\$6,800,000	\$0

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE	01/01/22	03/31/23
	ROW Acquisition/Utilities Relo.		
	Bid and Award	04/24/23	08/07/23
	Procurement		
	Construction	01/01/24	01/31/25
	Closeout	02/01/25	04/01/25

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$1,200,000	\$500,000	\$2,400,000	\$4,100,000

Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	\$0	\$0	\$0
	State	\$0	\$0	\$0
	Local Match JPB Member:	\$3,200,000	\$1,200,000	\$2,400,000
	<i>San Francisco</i>	\$500,000	\$1,200,000	\$2,400,000
	<i>San Mateo</i>	\$2,700,000		
	<i>Santa Clara</i>	\$0	\$0	\$0
	Regional/Other	\$0	\$0	\$0
	TOTAL	\$3,200,000	\$1,200,000	\$2,400,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,200,000	Total PROP L Recommended	\$1,200,000

SGA Project Number:	208-911002	Name:	Next Generation Visual Messaging Signs
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	\$300,000	\$600,000	\$300,000	\$1,200,000

Deliverables

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

2. Upon project completion, provide 2-3 digital photos of completed project.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	47.06%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,200,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Lisha Mai
Title:	Accountant	Manager, Grants and Fund Programming
Phone:	(650) 508-7749	(650) 508-6353
Email:	hibbarda@samtrans.com	mail@samtrans.com

Old obsolete VMS



PHOTO OF VMS @ LAWRENCE STATION



Note: Photos are taken from Lawrence station.

New VMS



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$2,113,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This project will support the purchase of critical track Maintenance-of-Way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident.

Detailed Scope, Project Benefits and Community Outreach

The purpose of this project is to support the purchase and replacement of track Maintenance-of-Way equipment that is used to keep the Caltrain track in a state of good repair. Purchases and/or replacements include hi rail trucks, mowers, vacuum trucks, on track equipment (tie crane, tie inserter, welding truck, tamper), welding equipment, fork lifts and other equipment attachments and small tools. Scope also includes work related to purchases and replacements such as support, installation, and inspection services.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$2,113,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Although procurement will start in FY24, based on supply issues manufacturers are currently facing, Caltrain anticipates long lead-time for delivery of purchased equipment, estimated in FY26.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$2,113,000	\$0	\$2,113,000
SMCTA	\$0	\$180,000	\$0	\$180,000
STA - State of Good Repair	\$0	\$264,000	\$0	\$264,000
Phases In Current Request Total:	\$0	\$2,557,000	\$0	\$2,557,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$2,557,000	\$2,113,000	FY2024 PCJPB Capital Budget
Operations	\$0		
Total:	\$2,557,000	\$2,113,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	20 Years

PROJECT:		SOGR Maintenance of Way Track Equipment - FY24		
Project Cost	Project Phase	Original Estimate	Revised Estimate	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$2,557,000		
	Closeout			
	TOTAL	\$2,557,000	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
	Construction	01/01/24	03/30/26	
	Closeout	03/30/26	06/30/26	
Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$2,557,000			\$2,557,000
FY22 Funding Plan	Funding Source	Proposed		
	Federal	\$0		
	State	\$264,000		
	Local Match JPB Member:	\$2,293,000		
	<i>San Francisco</i>	\$2,113,000		
	<i>San Mateo</i>	\$180,000		
	<i>Santa Clara</i>	\$0		
	Regional/Other	\$0		
	TOTAL	\$2,557,000		

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,113,000	Total PROP L Recommended	\$2,113,000

SGA Project Number:	208-911001	Name:	Maintenance of Way Track Equipment SOGR
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	09/30/2026
Phase:	Construction	Fundshare:	82.64%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	\$530,000	\$1,053,000	\$530,000	\$2,113,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. new hi-rail truck delivered and placed in service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon project completion, provide 2-3 digital photos of completed project, including at least one photo showing the Prop L attribution sticker affixed to the new equipment (applicable to new vehicles).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	17.36%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	17.36%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,113,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Lisha Mai
Title:	Accountant	Manager, Grants and Fund Programming
Phone:	(650) 508-7749	(650) 508-6353
Email:	hibbarda@samtrans.com	mail@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$1,227,000
Supervisory District	Citywide

REQUEST

Brief Project Description

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.

Detailed Scope, Project Benefits and Community Outreach

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, replacement 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.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$1,227,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Although procurement will start in FY24, Caltrain anticipates long lead-time for delivery of parts due to continuing supply chain issues.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$1,227,000	\$0	\$1,227,000
Phases In Current Request Total:	\$0	\$1,227,000	\$0	\$1,227,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,227,000	\$1,227,000	FY2024 PCJPB Capital Budget
Operations	\$0		
Total:	\$1,227,000	\$1,227,000	

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

PROJECT: Stations SOGR - FY24				
Project Cost	Project Phase	Original Estimate	Revised Estimate	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$1,227,000		
Closeout				
	TOTAL	\$1,227,000	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
Construction	01/01/24	09/30/25		
Closeout	09/30/25	12/31/25		
Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$1,227,000	\$0	\$0	\$1,227,000
Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	\$0	\$0	\$0
	State	\$0	\$0	\$0
	Local Match JPB Member:	\$0	\$1,227,000	\$0
	<i>San Francisco</i>	\$0	\$1,227,000	\$0
	<i>San Mateo</i>	\$0		
	<i>Santa Clara</i>	\$0	\$0	\$0
	Regional/Other	\$0	\$0	\$0
	TOTAL	\$0	\$1,227,000	\$0

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,227,000	Total PROP L Recommended	\$1,227,000

SGA Project Number:	208-911003	Name:	Stations SOGR - FY24
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2026
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	\$600,000	\$600,000	\$27,000	\$1,227,000

Deliverables

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

2. Upon project completion, provide 2-3 digital photos of completed project.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,227,000
--------------------------------	-------------

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Lisha Mai	Lisha Mai
Title:	Manager, Grants and Fund Programming	Manager, Grants and Fund Programming
Phone:	(650) 508-6353	(650) 508-6353
Email:	mail@samtrans.com	mail@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$800,000
Supervisorial Districts	District 04, District 07

REQUEST

Brief Project Description

Requested funds will be used for the construction phase of new traffic signals at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Prop L funds will cover a cost increase and fully fund the construction phase.

Detailed Scope, Project Benefits and Community Outreach

The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High Injury Network. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, updated curb ramps where they are needed, streetlighting, and related signal work. In addition, civil work will modify an existing median to allow for an additional left turn pocket for northbound Skyline Boulevard.

Due to higher-than-expected construction contract and construction support costs, additional funding is needed to construct the new signals at Skyline and Sloat compared to the original budget presented in the Proposition K signed grant agreement finalized earlier this year for design phase funding. The construction work will be done via change order to the Contract 65 New Traffic Signals project. The preliminary phase for this project was funded by General Fund Population Based Streets funds and the design phase was funded by Prop K. The construction phase is proposed to be funded by this Prop L request along with \$1,402,876 in state earmark fundings proposed by Assembly Budget Chair Phil Ting, through Senate Bill 178.

The higher costs compared to original cost estimates are attributed to the following unforeseen conditions: more curb ramps than expected needing to be reconstructed which were built by Caltrans in 2017 but now deemed non-compliant by the Public Works Disability Access Coordinator; more civil work than expected to modify an existing median to accommodate a second northbound left turn lane

that was determined to be needed to handle additional traffic volumes due to the detour; additional signals at the southwest corner needing to fully protect crossing bikes in order to accommodate the overlapping schedules for the Sloat and Lake Merced Quick Build projects with the Skyline/Sloat signal project; additional signals facing 39th Avenue traffic to avoid a potential sideswipe condition; and, unforeseen striping work to improve bicycling connections requested by Caltrans which will involve painting 1/4 mile of buffered bikes lanes to replace existing class 3 (sharrow) bike facilities.

Project Location

Skyline Boulevard, Sloat Boulevard, and 39th Avenue

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$800,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2023
Environmental Studies (PA&ED)	Jan-Feb-Mar	2022	Jul-Aug-Sep	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Jul-Aug-Sep	2023
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

The new traffic signals at Skyline/Sloat/39th Avenue were deemed to be Categorically Exempt by the San Francisco Planning Department on September 1, 2022.

A public hearing was held on September 23, 2022 where there was public discussion on this project. The project received the following community input: one email in support was received ahead of the public hearing, one comment in opposition during the public hearing regarding effects of an upcoming ballot measure proposing changes in the vicinity of the proposed new signals, and one comment in support during the public hearing.

On September 30, 2022, the scope of work proposed for this project was approved by the City Traffic Engineer for implementation.

The change order to add the construction work as part of the Contract 65 New Traffic Signal project was approved at the Public Works Commission meeting on October 6, 2023.

The schedule has been delayed by approximately 6 months compared to the original schedule outlined in the Proposition K grant agreement finalized earlier this year for design phase funding. In particular, the design and construction schedules have been delayed mostly due to the longer than anticipated design review process with Caltrans which is now wrapping up.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$800,000	\$0	\$800,000
State Community Project Funding for Skyline/Sloat (State Earmark)	\$0	\$1,200,000	\$0	\$1,200,000
State Community Project Funding for Sloat Quick Build (State Earmark)	\$0	\$202,876	\$0	\$202,876
Phases In Current Request Total:	\$0	\$2,202,876	\$0	\$2,202,876

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$190,000	\$190,000
PROP L	\$0	\$800,000	\$0	\$800,000
General Fund (Prop B)	\$0	\$0	\$150,000	\$150,000
State Community Project Funding for Skyline/Sloat (State Earmark)	\$0	\$1,200,000	\$0	\$1,200,000
State Community Project Funding for Sloat Quick Build (State Earmark)	\$0	\$202,876	\$0	\$202,876
Funding Plan for Entire Project Total:	\$0	\$2,202,876	\$340,000	\$2,542,876

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000		Based on similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$190,000		Based on similar projects
Construction	\$2,202,876	\$800,000	Based on similar projects
Operations	\$0		

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Total:	\$2,542,876	\$800,000	

% Complete of Design:	100.0%
As of Date:	10/26/2023
Expected Useful Life:	30 Years

San Francisco County Transportation Authority Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET - SLOAT AND SKYLINE INTERSECTION IMPROVEMENTS (Construction)

SUMMARY BY MAJOR LINE ITEM (BY AGENCY)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Curb Ramps	\$ 294,690				\$ 294,690
Task 2: Signals /Mountings	\$ 73,300				\$ 73,300
Task 3: Poles	\$ 207,900				\$ 207,900
Task 4: Pullboxes/Conduits	\$ 472,050				\$ 472,050
Task 5: Wiring	\$ 230,000				\$ 230,000
Task 6: Traffic Routing	\$ 70,000				\$ 70,000
Task 7: Misc **	\$ 249,580				\$ 249,580
Contract Subtotal	\$ 1,597,520				\$ 1,597,520
2. SFMTA-Provided Materials					
Controller Cabinet	\$ 25,000			\$ 25,000	
Accessible Ped Signals	\$ 20,000			\$ 20,000	
Ped Countdown Modules	\$ 2,400			\$ 2,400	
Vehicle Detection Cameras	\$ 30,000			\$ 30,000	
Materials Subtotal	\$ 77,400	5%		\$ 77,400	
3. Construction Management/ Support					
Construction Engineering	\$ 297,704	19%	\$ 275,604	\$ 22,100	
Signal Shop	\$ 30,000			\$ 30,000	
Paint Shop	\$ 30,000			\$ 30,000	
Sign Shop	\$ 10,000			\$ 10,000	
Labor Subtotal	\$ 367,704	23%	\$ 275,604	\$ 92,100	
4. Other Direct Costs *	\$ 500	0%			
5. Contract Contingency	\$ 159,752	10%			
TOTAL CONSTRUCTION PHASE	\$ 2,202,876		\$ 275,604	\$ 169,500	\$ 1,597,520

* City Attorney Review, ** Key tasks includes remove and salvage equipment, permit fees, potholing, and mobilization.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$800,000	Total PROP L Recommended	\$800,000

SGA Project Number:		Name:	Sloat and Skyline Intersection Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-218	\$600,000	\$200,000	\$800,000

Deliverables

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

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	63.68%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	79.73%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$800,000
--------------------------------	-----------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.


Initials of sponsor staff member verifying the above statement:

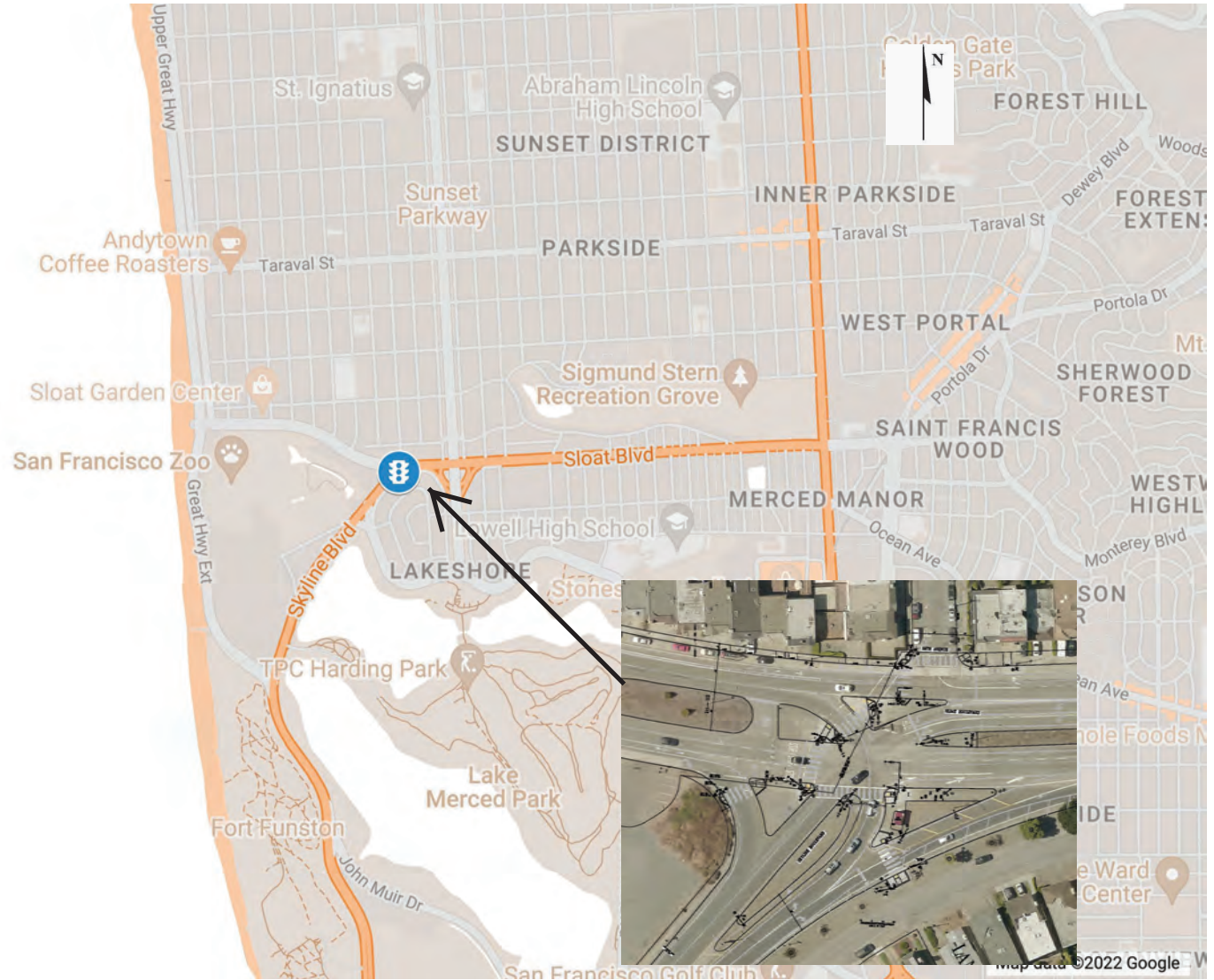
ML

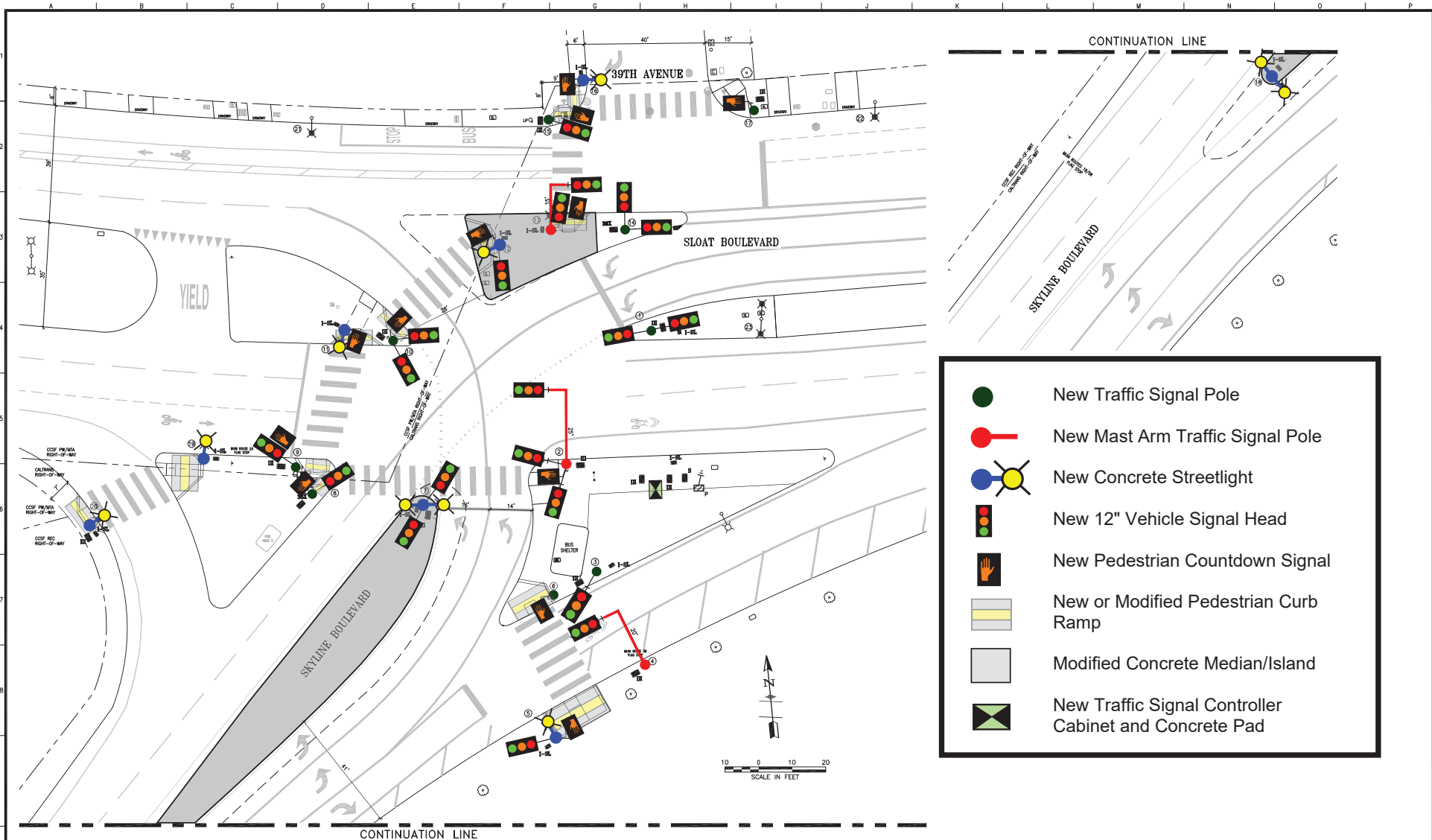
CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Map 1 - Sloat and Skyline Intersection Improvements

 Skyline, Sloat, & 39th Avenue





	New Traffic Signal Pole
	New Mast Arm Traffic Signal Pole
	New Concrete Streetlight
	New 12" Vehicle Signal Head
	New Pedestrian Countdown Signal
	New or Modified Pedestrian Curb Ramp
	Modified Concrete Median/Island
	New Traffic Signal Controller Cabinet and Concrete Pad

NO.	DATE	DESCRIPTION	BY	APP.
1	11/30/22	PCO X: 39th Ave/Skyline/Sloat		

THIS DRAWING WAS LAST MODIFIED: 11/30/22 16:31, BY: C3kerr3

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Acting Section Mgr:	CHIAO
Acting Deputy Bureau Mgr:	LESLEY WONG
Acting Bureau Mgr:	JOBAL DHAPA

DESIGNED: DATE:	11/2022
CS/GL: DATE:	11/2022
DRAWN: DATE:	11/2022
CS/GL: DATE:	11/2022
CHECKED: DATE:	11/2022
GD/DG: DATE:	11/2022



SCALE:
 AS SHOWN
 SHEET OF SHEETS
 XX OF XX

CONTRACT 65
 NEW TRAFFIC SIGNALS
 39TH AVE, SKYLINE BLVD AND SLOAT BLVD
 TRAFFIC SIGNAL PLAN

CONTRACT NO.	0000006423
DRAWING NO.	E-8.0
FILE NO.	120,080
REV. NO.	0



To: Chi Iao, Engineer
San Francisco Public Works (SFPW) – Electrical Section

Through: Bryant Woo, Senior Engineer
San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects

From: Corbin Skerrit, Associate Engineer
San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects

Date: 8/14/2023

Subject: Contract 65: New Traffic Signals [Rebid] (ID: 1000025167)
Proposed Change Order adding new signal at 39th Avenue, Skyline
Boulevard, and Sloat Boulevard

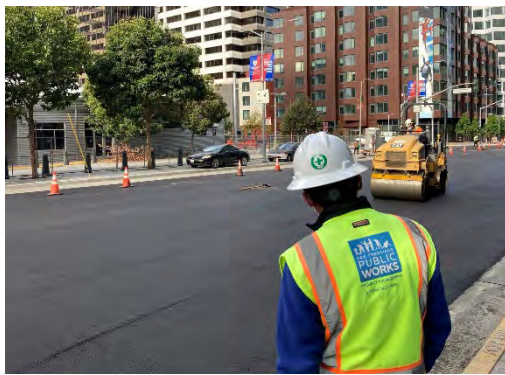
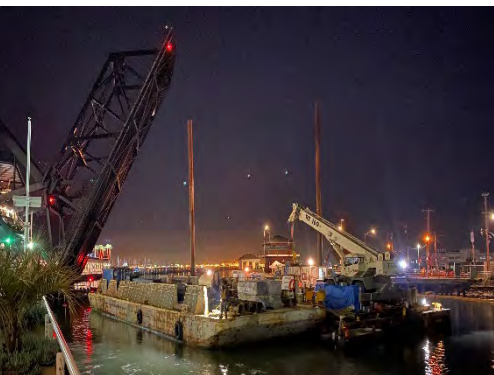
This memorandum is to request a proposed change order to Contract 65: New Traffic Signals [Rebid] to install a new traffic signal, curb ramps, and median modifications at 39th Avenue, Skyline Boulevard, and Sloat Boulevard.

This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands. The goal switchover date for the new signal is mid-2024 to align with the other project improvements in the area.

The signal construction will be funded by Section 19.56 subdivision (g)(1)(P) of the 2022 Budget Act which appropriated funds from the State's General Fund to the SFMTA. Legislation of the new signal was reviewed at an engineering public hearing on September 23, 2022, and signed via SFMTA Streets Division Directive Order No. 6586 on September 30, 2022. Environmental clearance for this new signal was received from the Planning Department as Case No. 2022-007290ENV prepared September 1, 2022. As this intersection has shared right-of-way with Caltrans, a Caltrans Design Engineering Evaluation Report (DEER) was submitted January 2023 and pending Caltrans approval. The SFMTA is assuming ongoing maintenance and operation of the signal, as such, the signal is in accordance with the City of San Francisco design standards.

All pertinent standards and specifications as contracted in Contract 65: New Traffic Signals [Rebid] are assumed applicable to this proposed change order. The following attachment details additions to accommodate the added project design.

Attachment: 39th Avenue, Skyline Boulevard, and Sloat Boulevard 100% Project Specs & Estimates

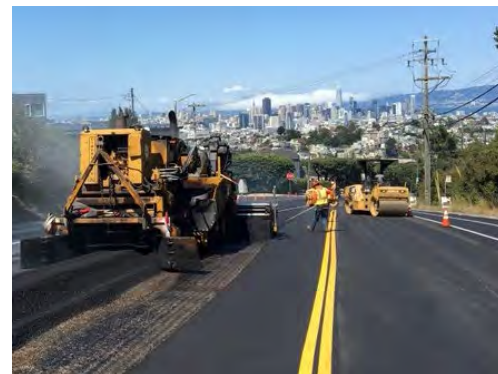


October 6, 2023

Contract 65: New Traffic Signals

Grant Ly

Project Engineer, Electrical Section, Infrastructure Design & Construction



Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

To approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by \$1,877,312.50

Original Amount:

\$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of new traffic signals at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.

Contract 65: New Traffic Signals

Various Locations

7 original locations

Funding Source:

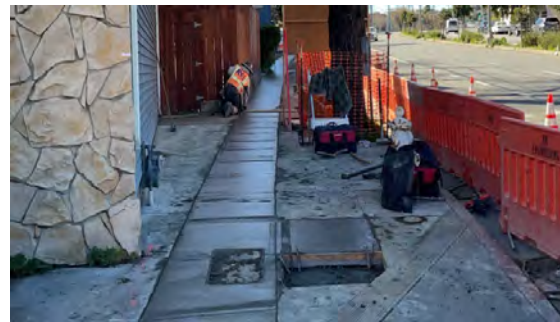
SFMTA Streets Funds -
General Obligation Bonds

More info:

<https://sfpublicworks.org/Signals65>

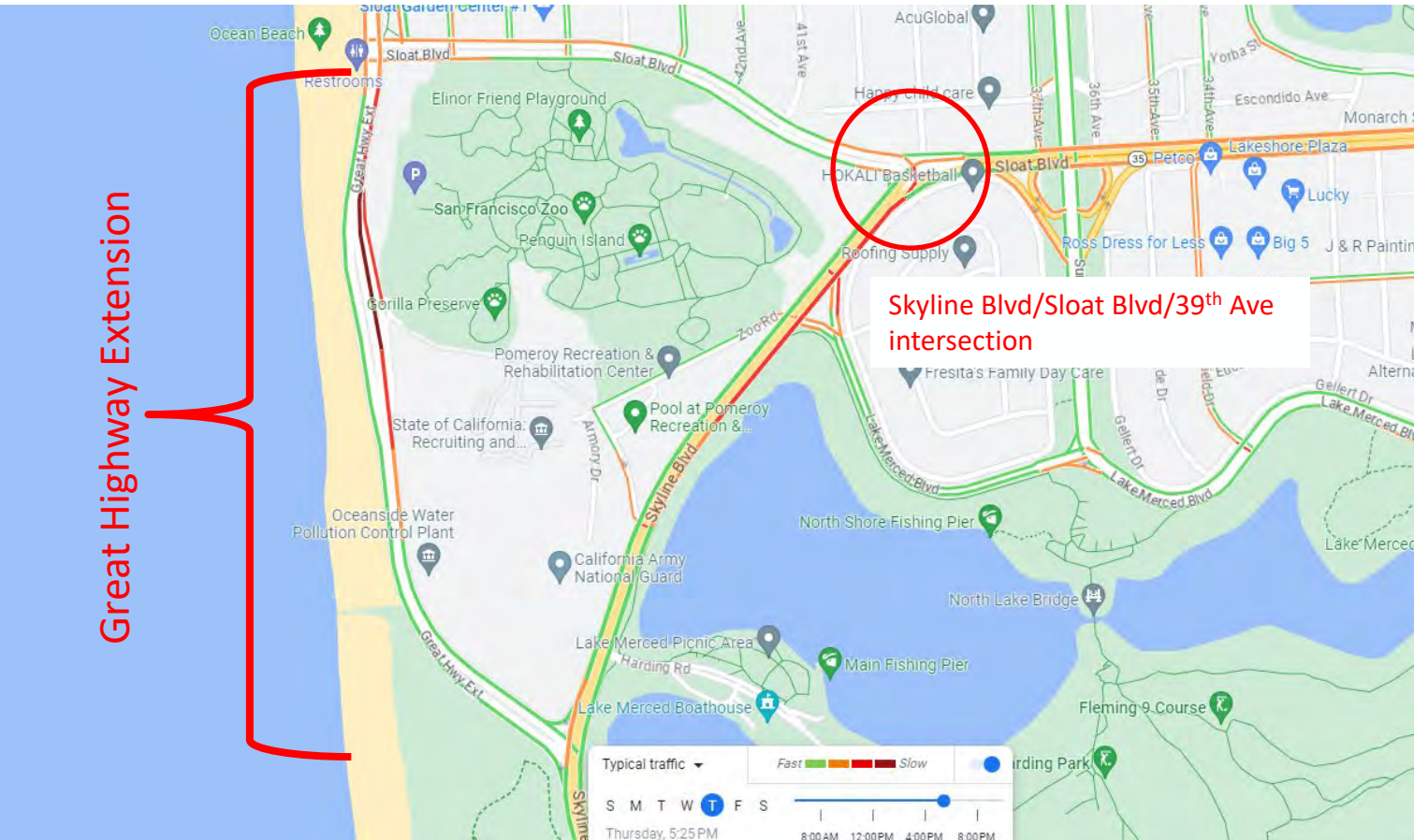


Project Improvements



- New traffic signals
- Streetlighting upgrades
- Flashing beacons
- Curb ramp and accessibility improvements

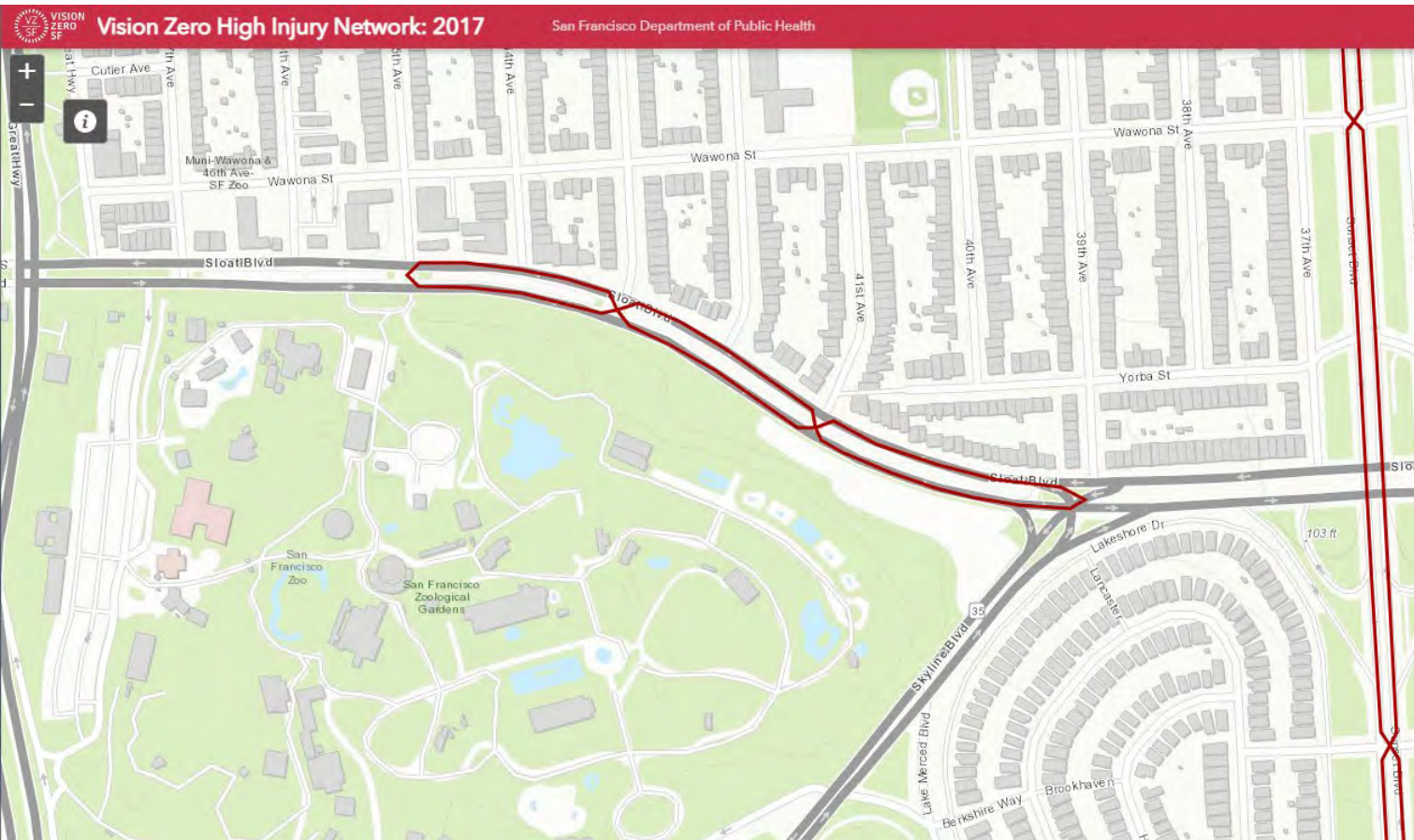
Reason for Modifications



Great Highway Extension Closure

Increased traffic due to closure of Great Highway Extension between Skyline Blvd. and Sloat Blvd. in 2023.

Reason for Modifications



Vision Zero High Injury Network

Pedestrian safety improvements on Sloat Blvd.

The 2022 Vision Zero High Injury Network – created by the San Francisco Department of Public Health (SFDPH) using a combination of severe and fatal injury data – identifies street segments that have a high number of fatalities and severe injuries and helps inform where interventions could save lives and reduce injury severity.

Reason for Modifications



Transit Efficiency Improvements

Muni transit service improvements for the 18 46th Ave, 58 Lake Merced and 23 Monterey bus routes.

Current Project Status

Construction started:
October 2022

Original contract duration:
425 calendar days

Original contract cost:
\$3,754,623.00

Contract cost contingency:
\$375,463.00

Approximate completion to date:
73%

Time extension:
**425 calendar days or
Fourteen (14) months**

Reason:
**Client-requested addition
of (1) new location**

Projected final completion:
December 2024

Projected Contract Cost Limit:
\$6,007,400.00

Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

Approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by \$1,877,312.50

Original Amount:

\$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of a new traffic signal at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.



QUESTIONS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$200,000
Supervisory District	Citywide

REQUEST

Brief Project Description

To support the safe use of SF streets, provide over 80 bicycle safety classes a year as well as monthly bicycle safety outreach engaging over 18,000 people a year across the city in multiple languages and in a culturally competent manner. Additionally, provide an estimated 18 scooter safety classes and 1,800 people reached via outreach.

Detailed Scope, Project Benefits and Community Outreach

Provide education and encouragement in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus through a series of classes aimed at teaching new riders how to ride a bike and the basics of safe urban riding through on-bicycle education for more advanced riders to expand their ability and their comfort through deeper learning with league certified instructors.

This program aims to increase the number of people bicycling in San Francisco and ensure that they are able to do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero and San Francisco's climate goals.

Work funded by this request is anticipated to include at least 80 bicycle classes and 18 scooter classes. The number of classes will depend on the final contract terms decided with the contractor. SFMTA has released a Request for Proposals and expects to enter a multi-year contract with a contractor that would run the classes. This request would fund the first year of work under that new contract. Future years would be subject to funding through future Prop L allocations.

Summary of Tasks from Request for Proposals for Multi-year Consultant Contract:

1. Summary of Bicycle Safety Education and Outreach Program Tasks
 - Task 1: Bicycle Education Outreach

- o Reach 90,000 people through outreach interactions (18,000 each year)
- o Evaluation of outreach outcomes
- Task 2: Bicycle Safety Education Classes
 - o Conduct 350 adult bicycle safety education classes (70 each year)
 - o Conduct 100 youth bicycle safety education classes (20 each year)
 - o Evaluation of the classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including their actual gains in bicycle knowledge.
 - o Collection and reporting of demographic information about class sign ups and actual attendance to allow SFMTA to identify potential opportunities and program changes to best reach communities throughout San Francisco.
- Task 3: Reporting

2. Summary of Scooter Safety Component Tasks

- Task 5: Scooter Education Outreach
 - o Reach 9,000 people through outreach interactions (1,800 each year)
 - o Evaluation of outreach outcomes
- Task 6: Scooter Safety Education Classes
 - o Conduct 60 hands-on scooter training events (12 each year)
 - o Conduct 30 scooter safety education classes (6 each year)
 - o Evaluate classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including gains in scooter knowledge. Provide demographic information about class sign ups and actual attendance to allow SFMTA to identify potential opportunities and program changes to best reach communities throughout San Francisco.
- Task 7: Scooter Training Reporting

Outreach

The selected Contractor shall provide information at pre-determined and mutually agreed upon fairs, festivals, farmer's markets, open streets events, or other SFMTA-approved outreach events and activities during the contract period. The Contractor shall be responsible for handling all logistics, including booking tables at the events, set-up, clean-up, and staffing. The Contractor shall be responsible for the production and distribution of all promotional materials, including banners, interactive displays, talking points, flyers to be distributed at the event, and flyers advertising their presence at the event. All materials shall be offered in four languages: Spanish, Chinese, Filipino, and English.

In addition to the promotional materials, all communications, including blog posts, press releases, and websites, that reference the activities conducted under this contract shall acknowledge the classes as offerings of the SFMTA through the selected Contractor and, where appropriate based on funding, may also be required to acknowledge additional funding sources. Outreach shall be conducted by the Contractor to the widest possible audience feasible and should vigorously target underserved communities within San Francisco to the satisfaction of the SFMTA.

Bicycle and scooter education and safety outreach events and courses shall be held across all four quadrants (northwest, northeast, southwest, and southeast) of the City and County of San Francisco. Charging for any of the project programs shall be prohibited. Certain programs and materials shall be offered in Spanish, Chinese, and Filipino as well as English, and shall be specified in a final contract.

The Contractor shall reach a minimum average of 4,500 people each quarter for bicycle outreach and a minimum average of 450 people each quarter for scooter outreach, and shall reach a total of 18,000 people for bicycle outreach and 1,800 people for scooter outreach over the course of each year.

For the purposes of the Program, "reaching a person" is defined as:

1. A 10 second conversation between an event attendee and a Contractor representative; San

Francisco Municipal Transportation Agency

- 2. Event attendee interacting with an interactive display; OR
- 3. Another form of engagement approved by the SFMTA, prior to that engagement.

Evaluation Plan on Outreach

The Contractor will prepare an evaluation plan to be reviewed and approved by the SFMTA project manager. The evaluation plan shall focus on outreach outcomes to determine which audiences are being successfully engaged and attracted to bicycle and scooter education activities. On an annual basis, within two months of the end of each contract year, the Contractor shall provide the SFMTA with all data collected from the evaluations up to that point. The SFMTA may provide suggestions for class and program design improvement during the course of the contract. Additionally, the SFMTA may attend events where the Contractor is present in order to assess effectiveness of engagement activities relative to the goals of the program.

Evaluation Plan on Classes

The Contractor shall conduct an evaluation to assess class participant understanding of bicycle and scooter safety concepts and comfort and confidence while bicycling and riding scooters. The Contractor shall prepare an evaluation plan, which includes the pre-course and post-course surveys to be administered to participants, to be reviewed and approved by SFMTA. The Contractor shall conduct pre-course and post-course surveys to understand change in behaviors, attitudes, and perceptions among class attendees, as well as their actual gains in bicycle and scooter knowledge.

Reporting

The Contractor shall submit monthly reports, a summary at 12 months and every 12 months that follow, and a final report to the SFMTA project manager as directed by the SFMTA. These reports shall contain, but need not be limited to, the following information: location, date, and time of contract activities documented as follows:

- 1. Outreach/Tabling Activities: location, date, and time of outreach/tabling; the names of participating staff; number of people reached; number of people who signed up to receive more information; outreach activities; key statistics and information from the evaluations; any issues of note for the period; and any other information agreed upon between the SFMTA and Contractor.
- 2. Bicycle and Scooter Safety Education Classes and Scooter Riding Workshops: attendance; basic demographic information and baseline bicycling and scooter riding statistics collected via pre-course survey; outreach activities; number of RSVPs, and any issues of note for the period.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$200,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Contractor will conduct outreach throughout the project to raise awareness about the bicycle and scooter classes. Interested parties may register for the classes at outreach events. Depending where classes will be held, SFMTA staff will coordinate with projects that are in the same area. One such area is Safe Routes to Schools focus schools. Due to the program being well-established, SFMTA anticipates the Contractor to begin outreach and classes soon after the Notice to Proceed. This first year of the program will operate July 2024 through June 2025.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$200,000	\$0	\$200,000
SFMTA Operating	\$100,000	\$0	\$0	\$100,000
Phases In Current Request Total:	\$100,000	\$200,000	\$0	\$300,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$300,000	\$200,000	prior year program costs
Operations	\$0		
Total:	\$300,000	\$200,000	

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

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

Project Name: Bicycle Education and Outreach

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					\$ 300,459
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	\$ 2,754			\$ 2,754
Translation Services	1	\$ 630			\$ 630
Outreach	12	\$ 1,912			\$ 22,945
Other Misc Costs	1	\$ 15,000			\$ 15,000
Task 2: Bicycle Safety Education Classes (per class costs are estimates based on previous years)					
Materials & Promotion	1	\$ 4,200			\$ 4,200
Translation Services	1	\$ 1,050			\$ 1,050
Adult Learn-to-Ride	16	\$ 2,603			\$ 41,647
Smart City Cycling 1: Classroom	20	\$ 1,471			\$ 29,421
Smart City Cycling 2: Maneuvering	6	\$ 2,342			\$ 14,049
Smart City Cycling 3: Road Practice	6	\$ 2,342			\$ 14,049
Night and All-Weather Biking	6	\$ 1,269			\$ 7,617
On-Bike Practice for Adult Beginning Cyclists	8	\$ 2,353			\$ 18,824
Freedom From Training Wheels	20	\$ 1,304			\$ 26,082
Task 3: Reporting					
Monthly and Final Reporting	110	\$ 43.8			\$ 4,816
Task 4: (Optional) As-Needed Additional Adult and Youth Bicycle Safety Classes					
As-Needed Additional Adult or Youth Bicycle Classes	24	\$ 1,269			\$ 30,467
Task 5: Scooter Education Outreach					
Materials & Promotion	1	\$ 2,745			\$ 2,745
Translation Services	1	\$ 630			\$ 630
Outreach	4	\$ 1,912			\$ 7,648
Task 6: Scooter Safety Education Classes (per class costs are estimates based on previous years)					
Materials & Promotion	1	\$ 4,200			\$ 4,200
Translation Services	1	\$ 1,050			\$ 1,050
How To Ride a Scooter	8	\$ 2,603			\$ 20,824
Scooter: Classroom	4	\$ 1,471			
Scooter Safety Skills	6	\$ 2,342			\$ 14,052
Task 7: Reporting					
Monthly and Final Reporting	12	\$ 43.8			\$ 526
Task 8: (Optional) As-Needed Additional Adult and Youth Scooter Safety Classes					
As-Needed Additional Adult or Youth Scooter Classes	12	\$ 1,269			\$ 15,233
2. SFMTA Support (Contract Award and Oversight)					
City Attorney			2	\$ 250	\$ 500
TOTAL CONSTRUCTION PHASE					\$ 300,959

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$200,000	Total PROP L Recommended	\$200,000

SGA Project Number:		Name:	Bicycle Education & Outreach
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-218	\$200,000	\$200,000

Deliverables

- Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.
- Upon SFMTA's approval of contractor outreach plan, including specific dates and locations, SFMTA shall submit the outreach plan.
- Upon project completion (anticipated June 2025), provide copy of program evaluation.

Special Conditions

- Reimbursement is conditioned upon SFMTA acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.
- The program evaluation shall include demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation shall be provided when available.

Notes

- As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

2. SFMTA plans to use Prop L funds for the bike classes and SFMTA Operating funds for the scooter classes.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	33.33%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	33.33%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$200,000
--------------------------------	-----------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Tracey Lin	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-2596	555-5555
Email:	tracey.lin@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Quick Builds
Current TNC TAX Request:	\$6,000,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. The second is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools.

Detailed Scope, Project Benefits and Community Outreach

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

Since the program was formalized in 2019, the SFMTA has completed 32 corridor projects and at least 15 more are in the planning and design phases.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on the High Injury Network. This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers pre-planning report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. The second is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools.

50-Mile Project

The SFMTA's goal now is to also implement quick-build core toolkit treatments on the 50 miles of the High Injury Network where work remains. By the end of 2024, each of the remaining 50 High Injury Network miles will receive core safety treatments. A subset of these miles will also be screened for location-specific quick-build treatments. See attached list of locations where quick-build treatments will be installed with requested funds.

The allocation request supports the implementation of the 50-mile project as described below.

Toolkit Core Treatments

Quick-Build Toolkit Project team is seeking funding for the entire 50-mile project to include staff labor and materials for planning, design, legislation, and implementation. Approximate cost estimates are for the following:

- Continental crosswalks
- Advanced limit lines
- Daylighting
- Leading pedestrian intervals
- Pedestrian signal retiming for longer walk times

Toolkit Location Specific Treatments

- Signal lens upgrades
- Painted safety zones
- Turn calming

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build Program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build Program to bring traffic safety improvements to high-risk areas throughout the city. Projects include work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through Quarterly Progress Updates to the Transportation Authority.

Frida Kahlo Corridor Project (expanded scope funding request)

In 2021, the Transportation Authority allocated \$40,000 for design and \$266,000 for construction for the Frida Kahlo Way quick-build project. Since the 2021 allocation, this project has expanded from its original scope. Instead of focusing on improvements to the intersection of Frida Kahlo/Ocean/Geneva, the team has transformed the project into a more substantial corridor-style Frida Kahlo Way Quick-Build Project.

The Frida Kahlo Way project team is currently preparing for project approvals and is seeking funding to implement and complete construction of quick-build improvements along Frida Kahlo Way and Judson Avenue. The project will connect the Sunnyside and Ingleside neighborhoods, Ocean Avenue commercial corridor, City College, and planned residential development on the Balboa Reservoir. The project will add a two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue, upgrade pedestrian crossings, make changes to improve transit access and reliability, and modify curb management to improve access to schools in the area. The project supports implementing goals and priorities identified in the Transportation Authority's recently completed District 7 Ocean Avenue Mobility Action Plan. SFMTA is requesting an additional \$600,000 to fully fund the project.

Community Outreach:

The Quick-Build Toolkit will implement proven safety measures at the intersection-level and will inform the public of the project and its progress via blog posts, social media, quarterly updates to the website map tracker at www.sfmta.com/vision-zero-quick-build-projects, and requested quarterly public meetings. The public can access information about the Frida Kahlo project at www.sfmta.com/projects/frida-kahlo-way-quick-build-project.

Program Management and Administration:

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal partners, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves tracking the project progress, status, and timeline, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

Project Location

Frida Kahlo Way and Judson Avenue and Various Locations Citywide - see scope for details

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted on multiple corridors. Improvements are expected to move quickly from design to construction, as they do not require major street re-construction and will be implemented by city crews and/or on-call contractors.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$6,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

SFMTA will provide updates on design and construction implementation schedules for individual corridors and toolkit project on a quarterly basis to the Transportation Authority and the Community Advisory Committee.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-601: Quick Builds	\$0	\$6,000,000	\$0	\$6,000,000
Phases In Current Request Total:	\$0	\$6,000,000	\$0	\$6,000,000

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$700,000	\$700,000	Prior experience with SFMTA labor
Construction	\$5,300,000	\$5,300,000	Prior experience with SFMTA labor
Operations	\$0		
Total:	\$6,000,000	\$6,000,000	

% Complete of Design:	0.0%
As of Date:	10/12/2023
Expected Useful Life:	10 Years

SFMTA - Typical Unit Cost Estimates for Quick-Build Project Elements**Notes**

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$8.96
2	4" Broken White or Yellow	Lin Ft	\$2.55
3	4" Solid White or Yellow	Lin Ft	\$4.49
4	6" Broken White	Lin Ft	\$3.69
5	6" Solid White	Lin Ft	\$5.61
6	8" Broken White or Yellow	Lin Ft	\$5.05
7	8" Solid White or Yellow	Lin Ft	\$6.57
8	24" Solid White or Yellow	Lin Ft	\$9.14
9	Double Yellow	Lin Ft	\$8.79
10	Two Way Left Turn Lanes (ea line)	Lin Ft	\$5.84
11	Raised Pavement Markers (White or Yellow)	Each	\$20.55
12	Per Block Fees	Each	\$1,421.06
13	Parking Stalls (Angle Stalls or "T"s)	Each	\$49.41
14	Bus Zones	Lin Ft	\$10.88
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$536.73
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$359.52
17	Color Curb Painting	Lin Ft	\$14.31
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$434.50
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$86.90
20	4' turn restriction black & yellow raised bumps	Each	\$434.50
21	Green Sharrow Backing - thermoplastic	Sq Ft	\$22.43
22	Green Bike Lane - thermoplastic	Sq Ft	\$22.43
23	Bike box	Sq Ft	\$22.43
24	Khaki paint for Painted Safety Zones	Sq Ft	\$22.43
25	Flexible delineator posts	Each	\$150.00
26	Methacrylate pavement legends	Sq Ft	\$17.04

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	Bike Rack	Each	\$ 370.00
9	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
10	Extinguishable NTOR	Each	\$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00



Quick-Build Tasks by Project (TNC Tax Funding Requested)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	Frida Kahlo Quick-Build (Frida Kahlo Way and Judson Ave)	7	Pedestrian safety improvements, protected bikeway, transit stop changes, curb management changes	\$ 600,000
2	Quick-Build Toolkit: Core Improvements	Various	Continental crosswalks, daylighting, advanced limit lines, leading pedestrian intervals, pedestrian signal retiming for longer walk times	\$ 3,400,000
3	Quick-Build Toolkit: Location-Specific Improvements	Various	Painted safety zones, turn calming treatments, signal lens upgrades, and more	\$ 2,000,000
Total				\$ 6,000,000



Quick-Build Tasks by Phase

#	Vision Zero Quick-Build Task	Funds Requested		
		Design	Construction	Total
1	Frida Kahlo Quick-Build (Frida Kahlo Way and Judson Ave)		\$ 600,000	\$ 600,000
2	Quick-Build Toolkit: Core Improvements	\$ 310,000	\$ 3,000,000	\$ 3,310,000
3	Quick-Build Toolkit: Location-Specific Improvements	\$ 160,000	\$ 1,700,000	\$ 1,860,000
4	Project Evaluations	\$ 50,000		\$ 50,000
5	Outreach & Communications Support	\$ 100,000	\$ -	\$ 100,000
6	Program Management & Administration	\$ 80,000	\$ -	\$ 80,000
		\$ 700,000	\$ 5,300,000	\$ 6,000,000
		Total DES	Total CON	Total



Quick-Build Toolkit by Treatment (TNC Tax Funding Requested)

			Funds Requested		
#	Vision Zero Quick-Build Toolkit - Core Treatment	Estimated Intersections*	Labor	Materials	Total
1	Continental Crosswalks	230 - 280	\$ 422,400	\$ 105,600	\$ 528,000
2	Daylighting	290 - 340	\$ 742,400	\$ 185,600	\$ 928,000
3	Advanced Limit Lines	500 - 550	\$ 283,200	\$ 70,800	\$ 354,000
4	Longer Walk Time (Walk Speed 3.0)	40 - 60	\$ 208,000	\$ 52,000	\$ 260,000
5	Pedestrian Head Starts (LPI)	310 - 360	\$ 996,000	\$ 249,000	\$ 1,245,000
6	Walk Speed + LPI simultaneously	30 - 45	\$ 68,000	\$ 17,000	\$ 85,000
#	Vision Zero Quick-Build Toolkit - Location Specific	Estimated Intersections*			
7	Painted Safety Zones, Turn Calming, Signal Lens Upgrades	20 - 70	\$ 1,600,000	\$ 400,000	\$ 2,000,000
*Estimated intersections are the range of High Injury Network intersections that will be evaluated by SFMTA engineers for final treatment determination.			\$ 4,320,000	\$ 1,080,000	\$ 5,400,000
			Total Labor	Total Materials	Total

Note: This table does not include the \$600,000 requested for Quick-Build Frida Kahlo

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total TNC TAX Requested:	\$6,000,000	Total TNC TAX Recommended	\$6,000,000

SGA Project Number:		Name:	Vision Zero Quick-Build Program Implementation FY24
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-601	\$350,000	\$350,000	\$700,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.

2. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$11,945,740 million in TNC Tax funds to the Vision Zero Quick-Build Program and has allocated \$2,451,857 to FY23 quick-build projects to date. This recommendation would allocate an additional \$6,000,000, leaving a programmed, but unallocated balance of \$3,493,883.

SGA Project Number:		Name:	Vision Zero Quick-Build Program Implementation FY24
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-601	\$2,650,000	\$2,650,000	\$5,300,000

Deliverables

1. Quarterly progress reports shall include project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.
2. For every quarter during which project construction activities are happening, provide 2-3 photos of existing conditions, work being performed and work completed.
3. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$11,945,740 million in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$2,451,857 to FY23 quick-build projects. This recommendation would allocate a total of \$6,000,000 in funds programmed but unallocated to date.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$6,000,000
---------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	1 HAYES ST	STANYAN ST
	1 FULTON ST	STANYAN ST
	1 WOOD ST	ANZA ST
	1 SPRUCE ST	ANZA ST
	1 ANZA ST	COOK ST
	1 ANZA ST	COLLINS ST
	1 BLAKE ST	ANZA ST
	1 OFARRELL ST	ANZA ST \ MASONIC AVE
	1 02ND AVE	BALBOA ST
	1 03RD AVE	BALBOA ST
	1 04TH AVE	BALBOA ST
	1 05TH AVE	BALBOA ST
	1 07TH AVE	BALBOA ST
	1 06TH AVE	BALBOA ST
	1 BALBOA ST	08TH AVE
	1 09TH AVE	BALBOA ST
	1 10TH AVE	BALBOA ST
	1 19TH AVE	CALIFORNIA ST
	1 20TH AVE	CALIFORNIA ST
	1 CALIFORNIA ST	21ST AVE
	1 22ND AVE	CALIFORNIA ST
	1 23RD AVE	CALIFORNIA ST
	1 CALIFORNIA ST	24TH AVE
	1 CALIFORNIA ST	25TH AVE
	1 CALIFORNIA ST	26TH AVE
	1 CALIFORNIA ST	27TH AVE
	1 FULTON ST	34TH AVE
	1 35TH AVE	FULTON ST
	1 37TH AVE	FULTON ST
	1 FULTON ST	38TH AVE
	1 39TH AVE	FULTON ST
	1 FULTON ST	40TH AVE
	1 FULTON ST	41ST AVE
	1 42ND AVE	FULTON ST
	1 FULTON ST	44TH AVE
	1 36TH AVE	FULTON ST
	1 FULTON ST	43RD AVE \ CHAIN OF LAKES DR
	1 FULTON ST	FUNSTON AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
1	FULTON ST	12TH AVE
1	14TH AVE	FULTON ST
1	15TH AVE	FULTON ST
1	16TH AVE	FULTON ST
1	PARK PRESIDIO BY FULTON ST \ PARK PRESIDIO BLVD	
1	FULTON ST	02ND AVE
1	FULTON ST	03RD AVE
1	FULTON ST	WILLARD ST
1	PARSONS ST	FULTON ST
1	FULTON ST	STANYAN ST
1	PARK PRESIDIO BL ANZA ST	
1	BALBOA ST	PARK PRESIDIO BLVD
2	GOUGH ST	POST ST
2	POST ST	FRANKLIN ST \ PETER YORKE WAY
2	LOMBARD ST	RICHARDSON AVE
2	BEACH ST	POLK ST
2	LARKIN ST	BEACH ST
2	OCTAVIA ST	BAY ST
2	BAY ST	GOUGH ST
2	BAY ST	FRANKLIN ST
2	NORTH VIEW CT	BAY ST
2	POLK ST	BAY ST
2	BAY ST	LARKIN ST
2	HYDE ST	BAY ST
2	GOUGH ST	BUSH ST
2	FRANKLIN ST	BUSH ST
2	WALNUT ST	CALIFORNIA ST
2	SCOTT ST	CALIFORNIA ST
2	PRESIDIO AVE	CALIFORNIA ST
2	CALIFORNIA ST	LYON ST
2	BRODERICK ST	CALIFORNIA ST
2	BAKER ST	CALIFORNIA ST
2	CALIFORNIA ST	DIVISADERO ST
2	CALIFORNIA ST	OCTAVIA ST
2	CALIFORNIA ST	GOUGH ST
2	CALIFORNIA ST	FRANKLIN ST
2	VAN NESS AVE	CALIFORNIA ST
2	DIVISADERO ST	SUTTER ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	2 PINE ST	DIVISADERO ST
	2 DIVISADERO ST	BUSH ST
	2 EDDY ST	FRANKLIN ST
	2 EDDY ST	GOUGH ST
	2 FRANKLIN ST	OLIVE ST
	2 FRANKLIN ST	MYRTLE ST
	2 LARCH ST	FRANKLIN ST
	2 FRANKLIN ST	WILLOW ST
	2 TURK ST	FRANKLIN ST
	2 OFARRELL ST	FRANKLIN ST \ STARR KING WAY
	2 GOLDEN GATE AV	FRANKLIN ST
	2 ELM ST	FRANKLIN ST
	2 EDDY ST	FRANKLIN ST
	2 ELLIS ST	FRANKLIN ST
	2 FRANKLIN ST	DANIEL BURNHAM CT
	2 WASHINGTON ST	FRANKLIN ST
	2 SUTTER ST	FRANKLIN ST
	2 SACRAMENTO ST	FRANKLIN ST
	2 FRANKLIN ST	PINE ST
	2 PACIFIC AVE	FRANKLIN ST
	2 JACKSON ST	FRANKLIN ST
	2 FRANKLIN ST	BUSH ST
	2 FRANKLIN ST	FERN ST
	2 AUSTIN ST	FRANKLIN ST
	2 CALIFORNIA ST	FRANKLIN ST
	2 CLAY ST	FRANKLIN ST
	2 POST ST	FRANKLIN ST \ PETER YORKE WAY
	2 ELLIS ST	GOUGH ST
	2 EDDY ST	GOUGH ST
	2 GREENWICH ST	STEINER ST
	2 SCOTT ST	GREENWICH ST
	2 GREENWICH ST	PIERCE ST
	2 GREENWICH ST	FILLMORE ST
	2 GREENWICH ST	DIVISADERO ST
	2 BRODERICK ST	GREENWICH ST
	2 BAKER ST	LOMBARD ST
	2 LOMBARD ST	RICHARDSON AVE
	2 BRODERICK ST	LOMBARD ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	2 BRODERICK ST	PINE ST
	2 PINE ST	DIVISADERO ST
	2 BAKER ST	RICHARDSON AVE
	2 RICHARDSON AVE	GORGAS AVE \ HWY 101 SOUTHBOUND
	2 RICHARDSON AVE	HWY 101 NORTHBOUND \ LYON ST
	2 CHESTNUT ST	RICHARDSON AVE
	2 RICHARDSON AVE	FRANCISCO ST
	2 TURK ST	FRANKLIN ST
	2 FRANKLIN ST	LOMBARD ST
	2 VAN NESS AVE	LOMBARD ST
	2 SACRAMENTO ST	FRANKLIN ST
	3 OFARRELL ST	CYRIL MAGNIN ST
	3 OFARRELL ST	SECURITY PACIFIC PL
	3 STOCKTON ST	OFARRELL ST
	3 MEACHAM PL	POST ST
	3 POST ST	HYDE ST
	3 LARKIN ST	POST ST
	3 HYDE ST	BEACH ST
	3 BEACH ST	TAYLOR ST
	3 BEACH ST	STOCKTON ST
	3 BEACH ST	POWELL ST
	3 BEACH ST	MASON ST
	3 LEAVENWORTH ST	BEACH ST
	3 BEACH ST	JONES ST
	3 THE EMBARCADE	BEACH ST \ GRANT AVE
	3 VER MEHR PL	KEARNY ST
	3 MAIDEN LN	KEARNY ST
	3 GEARY ST	KEARNY ST
	3 POST ST	KEARNY ST
	3 KEARNY ST	HARDIE PL
	3 PINE ST	KEARNY ST
	3 BUSH ST	KEARNY ST
	3 KEARNY ST	CALIFORNIA ST
	3 BAY ST	LEAVENWORTH ST
	3 BAY ST	TAYLOR ST
	3 BAY ST	MIDWAY ST
	3 BAY ST	STOCKTON ST
	3 BAY ST	POWELL ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
3	MASON ST	BAY ST
3	KEARNY ST	BAY ST
3	BAY ST	JONES ST
3	BROADWAY	HIMMELMANN PL
3	TAYLOR ST	BROADWAY
3	LEAVENWORTH ST	BROADWAY
3	JONES ST	BROADWAY
3	BROADWAY	MASON ST
3	BROADWAY	HYDE ST
3	BROADWAY	LARKIN ST \ ROBERT C LEVY TUNL
3	BROADWAY	DIRK DIRKSEN PL
3	ROMOLO ST	BROADWAY
3	OSGOOD PL	BROADWAY
3	BROADWAY	MONTGOMERY ST
3	BROADWAY	KEARNY ST
3	BROADWAY	BARTOL ST
3	BUSH ST	TAYLOR ST
3	BUSH ST	MASON ST
3	LARKIN ST	CALIFORNIA ST
3	POLK ST	CALIFORNIA ST
3	CALIFORNIA ST	SPRING ST
3	SABIN PL	CALIFORNIA ST
3	CALIFORNIA ST	QUINCY ST
3	STOCKTON ST	CALIFORNIA ST
3	CALIFORNIA ST	MONTGOMERY ST
3	LEIDESDORFF ST	CALIFORNIA ST
3	KEARNY ST	CALIFORNIA ST
3	CALIFORNIA ST	GRANT AVE
3	COLUMBUS AVE	KEARNY ST
3	JACKSON ST	COLUMBUS AVE
3	ILS LN	COLUMBUS AVE \ GIBB ST
3	COLUMBUS AVE	MONTGOMERY ST \ WASHINGTON ST
3	STOCKTON ST	GEARY ST
3	GEARY ST	KEARNY ST
3	GEARY ST	GRANT AVE
3	CEDAR ST	LARKIN ST
3	HEMLOCK ST	LARKIN ST
3	LARKIN ST	POST ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
3	LARKIN ST	FERN ST
3	FRANK NORRIS ST	LARKIN ST
3	PINE ST	LARKIN ST
3	LARKIN ST	BUSH ST
3	LARKIN ST	CALIFORNIA ST
3	POST ST	MASON ST
3	PINE ST	MASON ST
3	BUSH ST	MASON ST
3	MASON ST	WATER ST
3	MASON ST	VANDEWATER ST
3	MASON ST	NORTH POINT ST
3	MASON ST	FRANCISCO ST
3	MASON ST	BAY ST
3	MASON ST	LOMBARD ST
3	CHESTNUT ST	MASON ST
3	PINE ST	MONTGOMERY ST
3	CALIFORNIA ST	MONTGOMERY ST
3	BUSH ST	MONTGOMERY ST
3	NORTH POINT ST	TAYLOR ST
3	POWELL ST	NORTH POINT ST
3	NORTH POINT ST	JONES ST
3	MASON ST	NORTH POINT ST
3	PFEIFFER ST	STOCKTON ST
3	STOCKTON ST	CHESTNUT ST
3	STOCKTON ST	FRANCISCO ST
3	BAY ST	STOCKTON ST
3	NORTH POINT ST	STOCKTON ST
3	BEACH ST	STOCKTON ST
3	GREEN ST	THE EMBARCADERO
3	SANSOME ST	CHESTNUT ST \ THE EMBARCADERO
3	BATTERY ST	LOMBARD ST \ THE EMBARCADERO
3	ELLIS ST	POWELL ST
3	CYRIL MAGNIN ST	ELLIS ST
3	MARKET ST	04TH ST \ ELLIS ST \ STOCKTON ST
3	POLK ST	LOMBARD ST
3	SACRAMENTO ST	POLK ST
3	SACRAMENTO ST	LARKIN ST
3	VAN NESS AVE	SACRAMENTO ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
4	28TH AVE	LINCOLN WAY
4	27TH AVE	LINCOLN WAY
4	29TH AVE	LINCOLN WAY
4	LINCOLN WAY	30TH AVE
4	31ST AVE	LINCOLN WAY
4	32ND AVE	LINCOLN WAY
4	23RD AVE	LINCOLN WAY
4	LINCOLN WAY	24TH AVE
4	26TH AVE	LINCOLN WAY
4	25TH AVE	LINCOLN WAY
4	19TH AVE	IRVING ST
4	19TH AVE	JUDAH ST
4	20TH AVE	JUDAH ST
4	21ST AVE	JUDAH ST
4	22ND AVE	JUDAH ST
4	JUDAH ST	23RD AVE
4	JUDAH ST	24TH AVE
4	19TH AVE	JUDAH ST
4	SUNSET BLVD OFF SLOAT BLVD	
4	SLOAT BLVD	SUNSET BLVD ON RAMP
4	SUNSET BLVD ON SLOAT BLVD	
4	SLOAT BLVD	35TH AVE
4	SLOAT BLVD	36TH AVE
4	37TH AVE	SLOAT BLVD
4	LAKESHORE PLZ	SLOAT BLVD
4	34TH AVE	CLEARFIELD DR \ SLOAT BLVD
4	23RD AVE	TARAVAL ST
4	20TH AVE	TARAVAL ST
4	21ST AVE	TARAVAL ST
4	22ND AVE	TARAVAL ST
4	TARAVAL ST	24TH AVE
4	25TH AVE	TARAVAL ST
5	MCALLISTER ST	FRANKLIN ST
5	MCALLISTER ST	GOUGH ST
5	LARKIN ST	MCALLISTER ST
5	CHARLES J BRENH	MCALLISTER ST
5	JONES ST	MCALLISTER ST
5	PAGE ST	STANYAN ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	OAK ACCESS RD	OAK ST \ STANYAN ST
5	LARKIN ST	FULTON ST
5	LARKIN ST	MCALLISTER ST
5	LARKIN ST	GROVE ST
5	LARKIN ST	WILLOW ST
5	OLIVE ST	LARKIN ST
5	EDDY ST	LARKIN ST
5	LARKIN ST	ELLIS ST
5	OCTAVIA ST	GROVE ST
5	GROVE ST	FRANKLIN ST
5	GROVE ST	GOUGH ST
5	WEBSTER ST	IVY ST
5	WEBSTER ST	HAYES ST
5	GROVE ST	WEBSTER ST
5	FULTON ST	WEBSTER ST
5	WEBSTER ST	OFARRELL ST
5	EDDY ST	WEBSTER ST
5	ELLIS ST	WEBSTER ST
5	BUSH ST	WEBSTER ST
5	WEBSTER ST	POST ST
5	WEBSTER ST	SUTTER ST
5	WEBSTER ST	WILMOT ST
5	PINE ST	WEBSTER ST
5	BUSH ST	WEBSTER ST
5	LAGUNA ST	BIRCH ST
5	FULTON ST	LAGUNA ST
5	LAGUNA ST	EARL GAGE JR ST
5	CLEARY CT	GALILEE LN \ LAGUNA ST
5	GOLDEN GATE AV	LAGUNA ST
5	LAGUNA ST	TURK ST
5	LAGUNA ST	EDDY ST
5	ELLIS ST	LAGUNA ST
5	HEMLOCK ST	LAGUNA ST
5	LAGUNA ST	SUTTER ST
5	LAGUNA ST	POST ST
5	BUSH ST	LAGUNA ST
5	BUSH ST	STEINER ST
5	BUSH ST	SCOTT ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	PIERCE ST	BUSH ST
5	BUSH ST	OCTAVIA ST
5	BUSH ST	LAGUNA ST
5	FILLMORE ST	BUSH ST
5	BUCHANAN ST	BUSH ST
5	BUSH ST	WEBSTER ST
5	CASTRO ST	DIVISADERO ST \ WALLER ST
5	TURK ST	DIVISADERO ST
5	DIVISADERO ST	OFARRELL ST
5	DIVISADERO ST	MCALLISTER ST
5	DIVISADERO ST	HAYES ST
5	DIVISADERO ST	GROVE ST
5	DIVISADERO ST	GOLDEN GATE AVE
5	DIVISADERO ST	FULTON ST
5	ELLIS ST	DIVISADERO ST
5	EDDY ST	DIVISADERO ST
5	GARDEN ST	DIVISADERO ST
5	DIVISADERO ST	POST ST
5	BUCHANAN ST	EDDY ST
5	LAGUNA ST	EDDY ST
5	EDDY ST	WEBSTER ST
5	HAYES ST	FILLMORE ST
5	GROVE ST	FILLMORE ST
5	FULTON ST	FILLMORE ST
5	FILLMORE ST	OFARRELL ST
5	FILLMORE ST	ELLIS ST
5	TURK ST	FILLMORE ST
5	FILLMORE ST	GOLDEN GATE AVE
5	FILLMORE ST	EDDY ST
5	FRANKLIN ST	FULTON ST
5	FRANKLIN ST	REDWOOD ST
5	MCALLISTER ST	FRANKLIN ST
5	PIERCE ST	FULTON ST
5	FULTON ST	STEINER ST
5	FULTON ST	SCOTT ST
5	FULTON ST	LAGUNA ST
5	FULTON ST	BRODERICK ST
5	FULTON ST	FILLMORE ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	DIVISADERO ST	FULTON ST
5	FULTON ST	WEBSTER ST
5	FILLMORE ST	GEARY BLVD
5	GEARY BLVD	AVERY ST
5	LILY ST	GOUGH ST
5	GOUGH ST	ASH ST
5	ELM ST	GOUGH ST
5	GOUGH ST	TURK ST
5	MCALLISTER ST	GOUGH ST
5	IVY ST	GOUGH ST
5	HAYES ST	GOUGH ST
5	GROVE ST	GOUGH ST
5	FELL ST	GOUGH ST
5	GOUGH ST	FULTON ST
5	GOLDEN GATE AV	GOUGH ST
5	GOUGH ST	LINDEN ST
5	HICKORY ST	GOUGH ST
5	KEZAR DR	UNNAMED #139
5	KEZAR DR	ARGUELLO BLVD
5	MARTIN LUTHER K	KEZAR DR
5	KEZAR DR	WALLER ST
5	JOHN F KENNEDY	KEZAR DR
5	MASONIC AVE	HAIGHT ST
5	OAK ST	MASONIC AVE
5	FELL ST	MASONIC AVE
5	MASONIC AVE	PAGE ST
5	STEINER ST	OAK ST
5	PIERCE ST	OAK ST
5	LAGUNA ST	PAGE ST
5	FILLMORE ST	PAGE ST
5	PAGE ST	WEBSTER ST
5	BUCHANAN ST	PAGE ST
5	PINE ST	STEINER ST
5	SCOTT ST	PINE ST
5	PINE ST	PIERCE ST
5	TURK ST	FILLMORE ST
5	STEINER ST	TURK ST
5	PIERCE ST	TURK ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	5 TURK ST	SCOTT ST
	5 TURK ST	WEBSTER ST
	5 GOUGH ST	TURK ST
	5 LARKIN ST	ELLIS ST
	5 ELLIS ST	LEAVENWORTH ST
	5 HYDE ST	ELLIS ST
	6 RODGERS ST	FOLSOM ST
	6 FOLSOM ST	RAUSCH ST
	6 HALLAM ST	FOLSOM ST
	6 FOLSOM ST	RAUSCH ST
	6 HALLAM ST	FOLSOM ST
	6 LANGTON ST	FOLSOM ST
	6 LARKIN ST	HAYES ST
	6 01ST ST	GUY PL
	6 01ST ST	LANSING ST
	6 01ST ST	STEVENSON ST
	6 01ST ST	JESSIE ST
	6 01ST ST	01ST ST
	6 01ST ST	MISSION ST
	6 BRYANT ST	OAK GROVE ST
	6 MORRIS ST	BRYANT ST
	6 ZOE ST	BRYANT ST
	6 RITCH ST	BRYANT ST
	6 HARRISON ST	I-80 W ON RAMP/07TH ST
	6 CHESLEY ST	HARRISON ST
	6 HARRISON ST	BERWICK PL
	6 HARRISON ST	LANGTON ST
	6 08TH ST	HARRISON ST
	6 HARRISON ST	COLUMBIA SQUARE ST
	6 HARRISON ST	SHERMAN ST
	6 HARRIET ST	HARRISON ST
	6 HARRISON ST	VASSAR PL
	6 HAWTHORNE ST	HARRISON ST
	6 HARRISON ST	SPEAR ST
	6 MAIN ST	HARRISON ST
	6 JESSIE ST	10TH ST
	6 10TH ST	JESSIE ST
	6 11TH ST	BURNS PL

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	11TH ST	NATOMA ST
6	11TH ST	MINNA ST
6	11TH ST	KISSLING ST
6	11TH ST	HOWARD ST
6	10TH ST	SHERIDAN ST
6	10TH ST	NATOMA ST
6	10TH ST	MINNA ST
6	10TH ST	HOWARD ST
6	10TH ST	HARRISON ST
6	10TH ST	BRYANT ST \ HWY 101 S ON RAMP
6	DIVISION ST	10TH ST \ BRANNAN ST \ POTRERO AVE
6	10TH ST	FOLSOM ST
6	15TH ST	VERMONT ST
6	15TH ST	UTAH ST
6	15TH ST	SAN BRUNO AVE
6	15TH ST	RHODE ISLAND ST
6	KANSAS ST	15TH ST \ HENRY ADAMS ST
6	03RD ST	MISSION BAY BLVD
6	NELSON RISING LI	03RD ST
6	CAMPUS WAY	03RD ST
6	03RD ST	WARRIORS WAY
6	03RD ST	CHANNEL ST
6	03RD ST	CHINA BASIN ST
6	03RD ST	MARIPOSA ST
6	16TH ST	03RD ST
6	03RD ST	MISSION ROCK ST
6	04TH ST	LONG BRIDGE ST
6	04TH ST	MISSION ROCK ST
6	04TH ST	CHINA BASIN ST
6	04TH ST	MISSION BAY BLVD
6	04TH ST	MISSION CREEK
6	04TH ST	CHANNEL ST
6	04TH ST	BERRY ST
6	04TH ST	KING ST
6	04TH ST	SHIPLEY ST
6	04TH ST	CLARA ST
6	08TH ST	HARRISON ST
6	BRYANT ST	08TH ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	09TH ST	TEHAMA ST
6	09TH ST	SHERIDAN ST
6	09TH ST	RINGOLD ST
6	09TH ST	NATOMA ST
6	09TH ST	MINNA ST
6	09TH ST	MCLEA CT
6	09TH ST	CLEMENTINA ST
6	09TH ST	HARRISON ST
6	09TH ST	BRYANT ST \ HWY 101 N OFF RAMP
6	09TH ST	MISSION ST
6	DIVISION ST	09TH ST
6	09TH ST	FOLSOM ST
6	09TH ST	BRANNAN ST
6	09TH ST	HOWARD ST
6	DIVISION ST	DE HARO ST
6	DIVISION ST	RHODE ISLAND ST
6	KING ST	DIVISION ST
6	08TH ST	DIVISION ST
6	GOUGH ST	PAGE ST
6	HAIGHT ST	GOUGH ST
6	ROSE ST	GOUGH ST
6	HOWARD ST	WASHBURN ST
6	LAFAYETTE ST	HOWARD ST
6	HOWARD ST	DORE ST
6	HOWARD ST	GRACE ST
6	11TH ST	HOWARD ST
6	12TH ST	HOWARD ST
6	SOUTH VAN NESS	HOWARD ST
6	10TH ST	HOWARD ST
6	04TH ST	KING ST
6	05TH ST	I-280 N OFF RAMP \ I-280 S ON RAMP \ KING ST
6	ECKER ST	MISSION ST
6	01ST ST	MISSION ST
6	SOUTH VAN NESS	PLUM ST
6	SOUTH VAN NESS	HOWARD ST
6	12TH ST	SOUTH VAN NESS AVE
6	VERMONT ST	ALAMEDA ST
6	15TH ST	VERMONT ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	FOLSOM ST	FREMONT ST
6	I-80 W OFF RAMP	FREMONT ST \ HARRISON ST
6	I-80 W OFF RAMP	FREMONT ST \ HARRISON ST
6	09TH ST	LARKIN ST \ MARKET ST
6	09TH ST	JESSIE ST
7	CLARENDON AVE	OLYMPIA WAY
7	CLARENDON AVE	GALEWOOD CIR
7	LAGUNA HONDA	CLARENDON AVE
7	19TH AVE	VICENTE ST
7	19TH AVE	ULLOA ST
7	WAWONA ST	19TH AVE
7	19TH AVE	PACHECO ST
7	19TH AVE	ORTEGA ST
7	HOLLOWAY AVE	TAPIA DR
7	CARDENAS AVE	HOLLOWAY AVE
7	HOLLOWAY AVE	VARELA AVE
7	HOLLOWAY AVE	ARELLANO AVE
7	FONT BLVD	HOLLOWAY AVE \ TAPIA DR
7	18TH AVE	JUDAH ST
7	JUNIPERO SERRA	PALMETTO AVE
7	09TH AVE	LAWTON ST
7	LAWTON ST	10TH AVE
7	11TH AVE	LAWTON ST
7	LAWTON ST	12TH AVE
7	LAWTON ST	FUNSTON AVE
7	EDNA ST	MONTEREY BLVD
7	MONTEREY BLVD	EDNA ST
7	BADEN ST	MONTEREY BLVD
7	CONGO ST	MONTEREY BLVD
7	VICTORIA ST	OCEAN AVE
7	SAN BENITO WAY	OCEAN AVE
7	PINEHURST WAY	OCEAN AVE
7	OCEAN AVE	MANOR DR
7	CEDRO AVE	OCEAN AVE
7	OCEAN AVE	APTOS AVE
7	OCEAN AVE	ASHTON AVE
7	OCEAN AVE	KEYSTONE WAY
7	OCEAN AVE	FAIRFIELD WAY

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	7 LAKEWOOD AVE	OCEAN AVE
	7 WESTGATE DR	CERRITOS AVE \ OCEAN AVE
	7 14TH AVE	TARAVAL ST
	7 15TH AVE	TARAVAL ST
	7 16TH AVE	TARAVAL ST
	7 17TH AVE	TARAVAL ST
	7 18TH AVE	TARAVAL ST
	8 CHURCH ST	HANCOCK ST
	8 DORLAND ST	CHURCH ST
	8 18TH ST	CHURCH ST
	8 14TH ST	ROSEMONT PL
	8 14TH ST	LANDERS ST
	8 14TH ST	DOLORES ST
	8 14TH ST	GUERRERO ST
	8 18TH ST	OAKWOOD ST
	8 18TH ST	GUERRERO ST
	8 18TH ST	DOLORES ST
	8 GUERRERO ST	DUBOCE AVE
	8 17TH ST	PROSPER ST
	8 17TH ST	POND ST
	8 17TH ST	HARTFORD ST
	8 17TH ST	NOE ST
	8 17TH ST	ABBEY ST
	8 17TH ST	DOLORES ST
	8 SEVERN ST	23RD ST
	8 MERSEY ST	23RD ST
	8 23RD ST	AMES ST
	8 23RD ST	QUANE ST
	8 23RD ST	NELLIE ST
	8 FAIR OAKS ST	23RD ST
	8 23RD ST	CHURCH ST
	8 23RD ST	CHATTANOOGA ST
	8 GUERRERO ST	23RD ST
	8 DOLORES ST	23RD ST
	8 24TH ST	QUANE ST
	8 24TH ST	MERSEY ST
	8 VICKSBURG ST	24TH ST
	8 24TH ST	SANCHEZ ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	8 24TH ST	SAN JOSE AVE
	8 24TH ST	POPLAR ST
	8 NOE ST	24TH ST
	8 FAIR OAKS ST	24TH ST
	8 CHURCH ST	24TH ST
	8 24TH ST	CHATTANOOGA ST
	8 24TH ST	GUERRERO ST
	8 DOLORES ST	24TH ST
	8 CASTRO ST	STATES ST
	8 CASTRO ST	HENRY ST
	8 15TH ST	CASTRO ST
	8 BEAVER ST	CASTRO ST
	8 16TH ST	CASTRO ST
	8 14TH ST	DIVISADERO ST
	8 DUBOCE AVE	DIVISADERO ST
	8 DOLORES ST	DOLORES TER
	8 DOLORES ST	DORLAND ST
	8 DOLORES ST	CUMBERLAND ST
	8 DOLORES ST	LIBERTY ST
	8 17TH ST	DOLORES ST
	8 18TH ST	DOLORES ST
	8 19TH ST	DOLORES ST
	8 20TH ST	DOLORES ST
	8 DUNCAN ST	GUERRERO ST
	8 GUERRERO ST	27TH ST
	8 24TH ST	GUERRERO ST
	8 25TH ST	GUERRERO ST
	8 GUERRERO ST	26TH ST
	8 18TH ST	GUERRERO ST
	8 GUERRERO ST	BROSNAN ST
	8 CLINTON PARK	GUERRERO ST
	8 GUERRERO ST	DUBOCE AVE
	8 15TH ST	GUERRERO ST
	8 14TH ST	GUERRERO ST
	8 MARKET ST	STORRIE ST
	8 MERRITT ST	MARKET ST
	8 DANVERS ST	MARKET ST
	8 MARKET ST	COLLINGWOOD ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
8	MARKET ST	DOUGLASS ST
8	EUREKA ST	MARKET ST
8	HATTIE ST	MARKET ST
8	DIAMOND ST	MARKET ST
8	MASONIC AVE	WALLER ST
8	FREDERICK ST	MASONIC AVE
8	SAN JOSE AVE	VALLEY ST
8	DAY ST	SAN JOSE AVE
8	KINGSTON ST	SAN JOSE AVE
8	SAN JOSE AVE	BROOK ST
8	SAN JOSE AVE	DOLORES ST
8	29TH ST	SAN JOSE AVE
8	SAN JOSE AVE	30TH ST
9	14TH ST	WOODWARD ST
9	14TH ST	JULIAN AVE
9	14TH ST	STEVENSON ST
9	14TH ST	NATOMA ST
9	14TH ST	MINNA ST
9	18TH ST	LINDA ST
9	18TH ST	LAPIDGE ST
9	18TH ST	DEARBORN ST
9	SAN CARLOS ST	18TH ST
9	18TH ST	LEXINGTON ST
9	DUBOCE AVE	PEARL ST
9	ELGIN PARK	DUBOCE AVE
9	17TH ST	DEARBORN ST
9	17TH ST	ALBION ST
9	17TH ST	GUERRERO ST
9	TREAT AVE	19TH ST
9	19TH ST	SHOTWELL ST
9	19TH ST	FOLSOM ST
9	SOUTH VAN NESS	19TH ST
9	19TH ST	CAPP ST
9	19TH ST	MISSION ST
9	20TH ST	TREAT AVE
9	20TH ST	SHOTWELL ST
9	20TH ST	FOLSOM ST
9	20TH ST	SAN CARLOS ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	9 20TH ST	CAPP ST
	9 20TH ST	SOUTH VAN NESS AVE
	9 20TH ST	MISSION ST
	9 22ND ST	TREAT AVE
	9 22ND ST	SHOTWELL ST
	9 22ND ST	FOLSOM ST
	9 24TH ST	OSAGE ALY
	9 24TH ST	ORANGE ALY
	9 24TH ST	BARTLETT ST
	9 24TH ST	LILAC ST
	9 24TH ST	CYPRESS ST
	9 24TH ST	CAPP ST
	9 24TH ST	LUCKY ST
	9 24TH ST	BALMY ST
	9 TREAT AVE	24TH ST
	9 SHOTWELL ST	24TH ST
	9 HARRISON ST	24TH ST
	9 24TH ST	FOLSOM ST
	9 ALABAMA ST	24TH ST
	9 CORTLAND AVE	WOOL ST
	9 CORTLAND AVE	WINFIELD ST
	9 CORTLAND AVE	ELSIE ST
	9 ELSIE ST	CORTLAND AVE
	9 CORTLAND AVE	BONVIEW ST
	9 PROSPECT AVE	CORTLAND AVE
	9 MOULTRIE ST	CORTLAND AVE
	9 GATES ST	CORTLAND AVE
	9 CORTLAND AVE	ELLSWORTH ST
	9 BOCANA ST	CORTLAND AVE
	9 BENNINGTON ST	CORTLAND AVE
	9 ANDOVER ST	CORTLAND AVE
	9 CORTLAND AVE	ANDERSON ST
	9 FOLSOM ST	PRECITA AVE
	9 FOLSOM ST	BESSIE ST \ PRECITA AVE
	9 KAMILLE CT	FOLSOM ST
	9 24TH ST	FOLSOM ST
	9 FOLSOM ST	25TH ST
	9 FOLSOM ST	26TH ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
9	FOLSOM ST	18TH ST
9	19TH ST	FOLSOM ST
9	20TH ST	FOLSOM ST
9	FOLSOM ST	21ST ST
9	22ND ST	FOLSOM ST
9	FOLSOM ST	ERIE ST
9	14TH ST	FOLSOM ST
9	15TH ST	FOLSOM ST
9	CAMP ST	GUERRERO ST
9	DORLAND ST	GUERRERO ST
9	GUERRERO ST	CUMBERLAND ST
9	17TH ST	GUERRERO ST
9	19TH ST	GUERRERO ST
9	20TH ST	GUERRERO ST
9	HOLYOKE ST	MANSELL ST
9	HAMILTON ST	MANSELL ST
9	MANSELL ST	SOMERSET ST
9	MANSELL ST	SALINAS AVE \ SAN BRUNO AVE
9	GIRARD ST	MANSELL ST
9	MANSELL ST	BRUSSELS ST
9	MANSELL ST	GOETTINGEN ST
9	MISSION ST	PARK ST
9	MISSION ST	RICHLAND AVE
9	MISSION ST	SAINT MARYS AVE
9	BOSWORTH ST	MISSION ST \ MURRAY ST
9	LEESE ST	HIGHLAND AVE \ MISSION ST
9	MISSION ST	COLLEGE TER
9	MISSION ST	COLLEGE AVE \ CRESCENT AVE
9	SAN BRUNO AVE	PAUL AVE
9	SAN BRUNO AVE	PAUL AVE
9	MANSELL ST	SALINAS AVE \ SAN BRUNO AVE
9	SAN JOSE AVE	27TH ST
9	SAN JOSE AVE	DUNCAN ST
9	SAN JOSE AVE	28TH ST \ GUERRERO ST
9	SILVER AVE	SOMERSET ST
9	MERRILL ST	SILVER AVE
9	GOETTINGEN ST	SILVER AVE
9	BRUSSELS ST	SILVER AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	9 BARNEVELD AVE	SILVER AVE
	9 SILVER AVE	GIRARD ST
	9 BOYLSTON ST	HOLYOKE ST \ SILVER AVE
	10 16TH ST	HUBBELL ST
	10 16TH ST	CONNECTICUT ST
	10 16TH ST	ARKANSAS ST
	10 16TH ST	MISSOURI ST
	10 WISCONSIN ST	16TH ST
	10 16TH ST	DE HARO ST
	10 16TH ST	CAROLINA ST
	10 CRAIG LN	22ND ST
	10 22ND ST	MICHIGAN ST
	10 TENNESSEE ST	22ND ST
	10 22ND ST	MINNESOTA ST
	10 22ND ST	ILLINOIS ST
	10 22ND ST	03RD ST
	10 MISSISSIPPI ST	25TH ST
	10 25TH ST	MISSOURI ST
	10 DAKOTA ST	25TH ST \ TEXAS ST
	10 PENNSYLVANIA A	25TH ST
	10 IOWA ST	25TH ST
	10 25TH ST	CONNECTICUT ST
	10 TENNESSEE ST	25TH ST
	10 25TH ST	MINNESOTA ST
	10 03RD ST	25TH ST
	10 DONNER AVE	03RD ST
	10 03RD ST	SALINAS AVE
	10 03RD ST	BAY SHORE BLVD \ HWY 101 N OFF RAMP \ MEADE AVE
	10 03RD ST	BANCROFT AVE
	10 03RD ST	EGBERT AVE
	10 03RD ST	HOLLISTER AVE
	10 03RD ST	INGERSON AVE
	10 YOSEMITE AVE	03RD ST
	10 03RD ST	ARMSTRONG AVE
	10 03RD ST	CARROLL AVE
	10 03RD ST	KEY AVE
	10 03RD ST	LANE ST \ WALLACE AVE
	10 03RD ST	FITZGERALD AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10 03RD ST	GILMAN AVE \ PAUL AVE	
10 03RD ST	HWY 101 S ON RAMP \ JAMESTOWN AVE	
10 03RD ST	LE CONTE AVE	
10 BAYVIEW PARK RC	BAY SHORE BLVD \ HESTER AVE \ HWY 101 S OFF RAMP	
10 03RD ST	THOMAS AVE	
10 03RD ST	UNDERWOOD AVE	
10 03RD ST	FAIRFAX AVE	
10 03RD ST	SHAFTER AVE	
10 SAM JORDANS W/	03RD ST \ GALVEZ AVE	
10 HUDSON AVE	03RD ST	
10 03RD ST	INNES AVE	
10 03RD ST	KIRKWOOD AVE	
10 03RD ST	LA SALLE AVE	
10 MCKINNON AVE	03RD ST	
10 NEWCOMB AVE	03RD ST	
10 03RD ST	OAKDALE AVE	
10 03RD ST	JERROLD AVE \ NEWHALL ST	
10 03RD ST	MENDELL ST \ PALOU AVE	
10 03RD ST	QUESADA AVE	
10 REVERE AVE	03RD ST \ BAY VIEW ST	
10 03RD ST	MARIN ST	
10 03RD ST	DAVIDSON AVE	
10 03RD ST	26TH ST	
10 CESAR CHAVEZ ST	03RD ST	
10 03RD ST	BURKE AVE	
10 03RD ST	CUSTER AVE	
10 03RD ST	ARTHUR AVE \ CARGO WAY	
10 ARMSTRONG AVE	LANE ST	
10 KEITH ST	ARMSTRONG AVE	
10 JENNINGS ST	ARMSTRONG AVE	
10 03RD ST	ARMSTRONG AVE	
10 BAY SHORE BLVD	QUINT ST	
10 PHELPS ST	BAY SHORE BLVD	
10 BAY SHORE BLVD	FITZGERALD AVE	
10 DONNER AVE	BAY SHORE BLVD	
10 WHEAT ST	BAY SHORE BLVD	
10 PAUL AVE	BAY SHORE BLVD	
10 EGBERT AVE	BACON ST \ BAY SHORE BLVD	

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	CARROLL AVE	BAY SHORE BLVD \ THORNTON AVE
10	HWY 101 S ON RA	BAY SHORE BLVD \ CRANE ST \ SALINAS AVE
10	GRIFFITH ST	CARROLL AVE
10	CARROLL AVE	INGALLS ST
10	HAWES ST	CARROLL AVE
10	ARELIIOUS WALKER	CARROLL AVE
10	CESAR CHAVEZ ST	MISSISSIPPI ST
10	CESAR CHAVEZ ST	MISSOURI ST
10	CESAR CHAVEZ ST	CONNECTICUT ST
10	I-280 N OFF RAM	CESAR CHAVEZ ST \ PENNSYLVANIA AVE
10	MINNESOTA ST	CESAR CHAVEZ ST
10	CESAR CHAVEZ ST	TENNESSEE ST
10	MICHIGAN ST	CESAR CHAVEZ ST
10	ILLINOIS ST	CESAR CHAVEZ ST
10	CESAR CHAVEZ ST	03RD ST
10	EVANS AVE	NEWHALL ST
10	MENDELL ST	EVANS AVE
10	GILMAN AVE	JENNINGS ST
10	INGALLS ST	GILMAN AVE
10	HAWES ST	GILMAN AVE
10	03RD ST	GILMAN AVE \ PAUL AVE
10	INGALLS ST	YOSEMITE AVE
10	INGALLS ST	WALLACE AVE
10	VAN DYKE AVE	INGALLS ST
10	UNDERWOOD AVI	INGALLS ST
10	INGALLS ST	THOMAS AVE
10	INGALLS ST	SHAFTER AVE
10	INGALLS ST	REVERE AVE
10	LANE ST	SHAFTER AVE
10	REVERE AVE	LANE ST
10	QUESADA AVE	LANE ST
10	LANE ST	PALOU AVE
10	LANE ST	OAKDALE AVE
10	NEWCOMB AVE	LANE ST
10	LANE ST	MCKINNON AVE
10	MIDDLE POINT RD	HARE ST
10	INNES AVE	INGALLS ST \ MIDDLE POINT RD
10	MIDDLE POINT RD	CATALINA ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	MIDDLE POINT RD	ACACIA AVE
10	FAIRFAX AVE	MIDDLE POINT RD
10	OAKDALE AVE	TOLAND ST
10	BARNEVELD AVE	OAKDALE AVE
10	OAKDALE AVE	PATTERSON ST
10	LOOMIS ST	OAKDALE AVE
10	OAKDALE AVE	INDUSTRIAL ST \ SELBY ST
10	JENNINGS ST	PALOU AVE
10	PALOU AVE	KEITH ST
10	PALOU AVE	DUNSHEE ST
10	SELBY ST	PALOU AVE
10	PALOU AVE	RANKIN ST
10	PALOU AVE	PHELPS ST
10	PALOU AVE	QUINT ST \ SILVER AVE
10	PAUL AVE	WHEAT ST
10	PAUL AVE	CARR ST
10	GOULD ST	PAUL AVE
10	PAUL AVE	EXETER ST
10	CRANE ST	PAUL AVE
10	PAUL AVE	BAY SHORE BLVD
10	03RD ST	GILMAN AVE \ PAUL AVE
10	HUDSON AVE	PHELPS ST
10	PHELPS ST	INNES AVE
10	KIRKWOOD AVE	PHELPS ST
10	LA SALLE AVE	PHELPS ST
10	MCKINNON AVE	PHELPS ST
10	PHELPS ST	NEWCOMB AVE
10	JERROLD AVE	PHELPS ST
10	OAKDALE AVE	PHELPS ST
10	PALOU AVE	PHELPS ST
10	20TH ST	POTRERO AVE
10	POTRERO AVE	19TH ST
10	SAN BRUNO AVE	OLMSTEAD ST
10	ORDWAY ST	SAN BRUNO AVE
10	CHARTER OAK AV	SILVER AVE
10	SILVER AVE	ELMIRA ST
10	LEDYARD ST	SILVER AVE
10	GARRISON AVE	SUNNYDALE AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	10 SUNNYDALE AVE	SANTOS ST
	10 SUNNYDALE AVE	SAWYER ST
	10 MRS. JACKSON W	HAHN ST \ SUNNYDALE AVE
	10 SUNNYDALE AVE	SCHWERIN ST
	10 SUNNYDALE AVE	REY ST
	10 VISITACION AVE	SCHWERIN ST
	10 REY ST	VISITACION AVE
	10 BRITTON ST	VISITACION AVE
	10 VISITACION AVE	LOEHR ST
	10 SAWYER ST	VISITACION AVE
	10 MRS. JACKSON W	HAHN ST \ VISITACION AVE
	10 PARQUE DR	GENEVA AVE
	10 CARRIZAL ST	GENEVA AVE
	10 GENEVA AVE	CIELITO DR
	10 GENEVA AVE	ESQUINA DR
	10 CARTER ST	GENEVA AVE \ WALBRIDGE ST
	10 RAYMOND AVE	BAY SHORE BLVD
	10 BAY SHORE BLVD	BLANKEN AVE
	10 BAY SHORE BLVD	LOIS LN
	10 HESTER AVE	BAY SHORE BLVD
	10 BAY SHORE BLVD	TUNNEL AVE
	10 LELAND AVE	BAY SHORE BLVD
	10 BAY SHORE BLVD	VISITACION AVE
	10 SUNNYDALE AVE	BAY SHORE BLVD
	10 ARLETA AVE	BAY SHORE BLVD \ SAN BRUNO AVE
	10 BAYVIEW PARK RC	BAY SHORE BLVD \ HESTER AVE \ HWY 101 S OFF RAMP
	11 ALEMANY BLVD	LAURA ST
	11 CAYUGA AVE	ALEMANY BLVD
	11 ALEMANY BLVD	DE WOLF ST
	11 ALEMANY BLVD	SICKLES AVE
	11 OTTAWA AVE	ALEMANY BLVD
	11 NAGLEE AVE	ALEMANY BLVD
	11 MOUNT VERNON	ALEMANY BLVD
	11 ALEMANY BLVD	LAWRENCE AVE
	11 FOOTE AVE	ALEMANY BLVD
	11 FARRAGUT AVE	ALEMANY BLVD
	11 ALEMANY BLVD	SENECA AVE
	11 GENEVA AVE	STONERIDGE LN

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	BROOKDALE AVE	GENEVA AVE
11	LINDA VISTA STPS	GENEVA AVE
11	BAYWOOD CT	GENEVA AVE
11	LOUISBURG ST	GENEVA AVE
11	GENEVA AVE	GLORIA CT
11	GENEVA AVE	BANNOCK ST
11	GENEVA AVE	I-280 N OFF RAMP \ I-280 N ON RAMP
11	HOWTH ST	GENEVA AVE
11	CAYUGA AVE	GENEVA AVE
11	DELANO AVE	GENEVA AVE
11	SAN JOSE AVE	GENEVA AVE
11	I-280 S OFF RAMP	GENEVA AVE \ I-280 S ON RAMP \ TARA ST
11	ALEMANY BLVD	GENEVA AVE
11	FONT BLVD	JUNIPERO SERRA BLVD
11	OTTAWA AVE	MISSION ST
11	MISSION ST	NIAGARA AVE
11	MISSION ST	ALLISON ST
11	CONCORD ST	MISSION ST
11	FLORENTINE AVE	MISSION ST
11	FOOTE AVE	MISSION ST
11	MISSION ST	LOWELL ST
11	FARRAGUT AVE	MISSION ST
11	LAURA ST	MISSION ST
11	MISSION ST	LAWRENCE AVE
11	WHIPPLE AVE	MISSION ST \ WHIPPLE ST
11	MISSION ST	ACTON ST \ SICKLES AVE
11	WHITTIER ST	MISSION ST \ MORSE ST
11	I-280 N ON RAMP	OCEAN AVE
11	HOWTH ST	OCEAN AVE
11	SAN JOSE AVE	OCEAN AVE
11	DELANO AVE	OCEAN AVE
11	OCEAN AVE	PLYMOUTH AVE
11	BRIGHTON AVE	OCEAN AVE
11	GRANADA AVE	OCEAN AVE
11	CAPITOL AVE	OCEAN AVE
11	OCEAN AVE	FAXON AVE
11	LEE AVE	OCEAN AVE
11	OCEAN AVE	DORADO TER \ JULES AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	OCEAN AVE	MIRAMAR AVE
11	PERSIA AVE	SUNNYDALE AVE
11	VIENNA ST	PERSIA AVE
11	PRAGUE ST	PERSIA AVE
11	ATHENS ST	PERSIA AVE
11	PERSIA AVE	MOSCOW ST
11	PERSIA AVE	MUNICH ST
11	PERSIA AVE	DUBLIN ST
11	ORIZABA AVE	RANDOLPH ST
11	RANDOLPH ST	VICTORIA ST
11	RANDOLPH ST	VERNON ST
11	RANDOLPH ST	RAMSELL ST
11	BRIGHT ST	RANDOLPH ST
11	HEAD ST	RANDOLPH ST
11	RANDOLPH ST	ARCH ST
11	SAN JOSE AVE	SAGAMORE ST
11	SAN JOSE AVE	LAWRENCE AVE \ SADOWA ST
11	DE LONG ST	LIEBIG ST \ SAN JOSE AVE
11	RICE ST	SAN JOSE AVE
11	GOETHE ST	SAN JOSE AVE
11	FARRAGUT AVE	BROAD ST \ SAN JOSE AVE
11	ALEMANY BLVD	I-280 N ON RAMP \ REGENT ST \ SAN JOSE AVE
11	SHAWNEE AVE	SAN JOSE AVE
11	SAN JOSE AVE	SENECA AVE
11	SAN JOSE AVE	SANTA YNEZ AVE
11	SAN JOSE AVE	SANTA YSABEL AVE
11	SAN JOSE AVE	SAN JUAN AVE
11	BADEN ST	SAN JOSE AVE
11	PILGRIM AVE	SAN JOSE AVE
11	SAN JOSE AVE	COLONIAL WAY
11	SAN JOSE AVE	NANTUCKET AVE
11	PAULDING ST	SAN JOSE AVE
11	HAVELOCK ST	SAN JOSE AVE
11	ONEIDA AVE	SAN JOSE AVE
11	SAN JOSE AVE	SANTA ROSA AVE
11	CAPISTRANO AVE	SAN JOSE AVE
11	COTTER ST	SAN JOSE AVE
11	SAN JOSE AVE	NIAGARA AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	SAN JOSE AVE	THERESA ST
11	SAN JOSE AVE	OCEAN AVE
11	SAN JOSE AVE	GENEVA AVE
11	SILVER AVE	LISBON ST
11	SILVER AVE	CRAUT ST
11	MADRID ST	SILVER AVE
11	BROOKDALE AVE	GENEVA AVE

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$1,200,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

This project will install new visual messaging signs (VMS) to replace old and obsolete signs and passenger information system for displaying the train information at Caltrain stations, including the 4th & King and 22nd Street stations. The project improves readability and maintainability of signs, as well as safety for customers and employees as these systems are used to share safety information with passengers.

Detailed Scope, Project Benefits and Community Outreach

This project will install and replace Visual Message Signs (VMS) and related passenger information system at Caltrain stations. The current VMS signs are no longer supported by the manufacturer. Funds will support construction related to the replacement of the signs.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,200,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2023
Advertise Construction	Apr-May-Jun	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2025

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$1,200,000	\$0	\$1,200,000
Phases In Current Request Total:	\$0	\$1,200,000	\$0	\$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$500,000	\$500,000
PROP L	\$0	\$3,600,000	\$0	\$3,600,000
San Mateo	\$0	\$0	\$2,700,000	\$2,700,000
Funding Plan for Entire Project Total:	\$0	\$3,600,000	\$3,200,000	\$6,800,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$500,000		FY20 Capital Budget
Construction	\$6,300,000	\$1,200,000	FY23, FY24, FY25 Capital Budget
Operations	\$0		
Total:	\$6,800,000	\$1,200,000	

% Complete of Design:	100.0%
As of Date:	03/31/2023
Expected Useful Life:	10 Years

PROJECT: Next Generation Visual Messaging Sign - FY24

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE	\$500,000	
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$6,300,000	
	Closeout		
	TOTAL	\$6,800,000	\$0

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE	01/01/22	03/31/23
	ROW Acquisition/Utilities Relo.		
	Bid and Award	04/24/23	08/07/23
	Procurement		
	Construction	01/01/24	01/31/25
	Closeout	02/01/25	04/01/25

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$1,200,000	\$500,000	\$2,400,000	\$4,100,000

Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	\$0	\$0	\$0
	State	\$0	\$0	\$0
	Local Match JPB Member:	\$3,200,000	\$1,200,000	\$2,400,000
	<i>San Francisco</i>	\$500,000	\$1,200,000	\$2,400,000
	<i>San Mateo</i>	\$2,700,000		
	<i>Santa Clara</i>	\$0	\$0	\$0
	Regional/Other	\$0	\$0	\$0
	TOTAL	\$3,200,000	\$1,200,000	\$2,400,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,200,000	Total PROP L Recommended	\$1,200,000

SGA Project Number:	208-911002	Name:	Next Generation Visual Messaging Signs
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	\$300,000	\$600,000	\$300,000	\$1,200,000

Deliverables

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

2. Upon project completion, provide 2-3 digital photos of completed project.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	47.06%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,200,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Lisha Mai
Title:	Accountant	Manager, Grants and Fund Programming
Phone:	(650) 508-7749	(650) 508-6353
Email:	hibbarda@samtrans.com	mail@samtrans.com

Old obsolete VMS



PHOTO OF VMS @ LAWRENCE STATION



Note: Photos are taken from Lawrence station.

New VMS



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$2,113,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This project will support the purchase of critical track Maintenance-of-Way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident.

Detailed Scope, Project Benefits and Community Outreach

The purpose of this project is to support the purchase and replacement of track Maintenance-of-Way equipment that is used to keep the Caltrain track in a state of good repair. Purchases and/or replacements include hi rail trucks, mowers, vacuum trucks, on track equipment (tie crane, tie inserter, welding truck, tamper), welding equipment, fork lifts and other equipment attachments and small tools. Scope also includes work related to purchases and replacements such as support, installation, and inspection services.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$2,113,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Although procurement will start in FY24, based on supply issues manufacturers are currently facing, Caltrain anticipates long lead-time for delivery of purchased equipment, estimated in FY26.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$2,113,000	\$0	\$2,113,000
SMCTA	\$0	\$180,000	\$0	\$180,000
STA - State of Good Repair	\$0	\$264,000	\$0	\$264,000
Phases In Current Request Total:	\$0	\$2,557,000	\$0	\$2,557,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$2,557,000	\$2,113,000	FY2024 PCJPB Capital Budget
Operations	\$0		
Total:	\$2,557,000	\$2,113,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	20 Years

PROJECT:		SOGR Maintenance of Way Track Equipment - FY24		
Project Cost	Project Phase	Original Estimate	Revised Estimate	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$2,557,000		
	Closeout			
	TOTAL	\$2,557,000	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
	Construction	01/01/24	03/30/26	
	Closeout	03/30/26	06/30/26	
Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$2,557,000			\$2,557,000
FY22 Funding Plan	Funding Source	Proposed		
	Federal	\$0		
	State	\$264,000		
	Local Match JPB Member:	\$2,293,000		
	<i>San Francisco</i>	\$2,113,000		
	<i>San Mateo</i>	\$180,000		
	<i>Santa Clara</i>	\$0		
	Regional/Other	\$0		
	TOTAL	\$2,557,000		

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,113,000	Total PROP L Recommended	\$2,113,000

SGA Project Number:	208-911001	Name:	Maintenance of Way Track Equipment SOGR
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	09/30/2026
Phase:	Construction	Fundshare:	82.64%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	\$530,000	\$1,053,000	\$530,000	\$2,113,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. new hi-rail truck delivered and placed in service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon project completion, provide 2-3 digital photos of completed project, including at least one photo showing the Prop L attribution sticker affixed to the new equipment (applicable to new vehicles).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	17.36%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	17.36%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,113,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Lisha Mai
Title:	Accountant	Manager, Grants and Fund Programming
Phone:	(650) 508-7749	(650) 508-6353
Email:	hibbarda@samtrans.com	mail@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$1,227,000
Supervisory District	Citywide

REQUEST

Brief Project Description

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.

Detailed Scope, Project Benefits and Community Outreach

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, replacement 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.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$1,227,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Although procurement will start in FY24, Caltrain anticipates long lead-time for delivery of parts due to continuing supply chain issues.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$1,227,000	\$0	\$1,227,000
Phases In Current Request Total:	\$0	\$1,227,000	\$0	\$1,227,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,227,000	\$1,227,000	FY2024 PCJPB Capital Budget
Operations	\$0		
Total:	\$1,227,000	\$1,227,000	

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

PROJECT: Stations SOGR - FY24

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$1,227,000	
	Closeout		
	TOTAL	\$1,227,000	\$0

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	01/01/24	09/30/25
	Closeout	09/30/25	12/31/25

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$1,227,000	\$0	\$0	\$1,227,000

Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	\$0	\$0	\$0
	State	\$0	\$0	\$0
	Local Match JPB Member:	\$0	\$1,227,000	\$0
	<i>San Francisco</i>	\$0	\$1,227,000	\$0
	<i>San Mateo</i>	\$0		
	<i>Santa Clara</i>	\$0	\$0	\$0
	Regional/Other	\$0	\$0	\$0
	TOTAL	\$0	\$1,227,000	\$0

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,227,000	Total PROP L Recommended	\$1,227,000

SGA Project Number:	208-911003	Name:	Stations SOGR - FY24
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2026
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	\$600,000	\$600,000	\$27,000	\$1,227,000

Deliverables

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

2. Upon project completion, provide 2-3 digital photos of completed project.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,227,000
--------------------------------	-------------

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Lisha Mai	Lisha Mai
Title:	Manager, Grants and Fund Programming	Manager, Grants and Fund Programming
Phone:	(650) 508-6353	(650) 508-6353
Email:	mail@samtrans.com	mail@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$200,000
Supervisory District	Citywide

REQUEST

Brief Project Description

To support the safe use of SF streets, provide over 80 bicycle safety classes a year as well as monthly bicycle safety outreach engaging over 18,000 people a year across the city in multiple languages and in a culturally competent manner. Additionally, provide an estimated 18 scooter safety classes and 1,800 people reached via outreach.

Detailed Scope, Project Benefits and Community Outreach

Provide education and encouragement in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus through a series of classes aimed at teaching new riders how to ride a bike and the basics of safe urban riding through on-bicycle education for more advanced riders to expand their ability and their comfort through deeper learning with league certified instructors.

This program aims to increase the number of people bicycling in San Francisco and ensure that they are able to do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero and San Francisco's climate goals.

Work funded by this request is anticipated to include at least 80 bicycle classes and 18 scooter classes. The number of classes will depend on the final contract terms decided with the contractor. SFMTA has released a Request for Proposals and expects to enter a multi-year contract with a contractor that would run the classes. This request would fund the first year of work under that new contract. Future years would be subject to funding through future Prop L allocations.

Summary of Tasks from Request for Proposals for Multi-year Consultant Contract:

1. Summary of Bicycle Safety Education and Outreach Program Tasks
 - Task 1: Bicycle Education Outreach

- o Reach 90,000 people through outreach interactions (18,000 each year)
- o Evaluation of outreach outcomes
- Task 2: Bicycle Safety Education Classes
 - o Conduct 350 adult bicycle safety education classes (70 each year)
 - o Conduct 100 youth bicycle safety education classes (20 each year)
 - o Evaluation of the classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including their actual gains in bicycle knowledge.
 - o Collection and reporting of demographic information about class sign ups and actual attendance to allow SFMTA to identify potential opportunities and program changes to best reach communities throughout San Francisco.
- Task 3: Reporting

2. Summary of Scooter Safety Component Tasks

- Task 5: Scooter Education Outreach
 - o Reach 9,000 people through outreach interactions (1,800 each year)
 - o Evaluation of outreach outcomes
- Task 6: Scooter Safety Education Classes
 - o Conduct 60 hands-on scooter training events (12 each year)
 - o Conduct 30 scooter safety education classes (6 each year)
 - o Evaluate classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including gains in scooter knowledge. Provide demographic information about class sign ups and actual attendance to allow SFMTA to identify potential opportunities and program changes to best reach communities throughout San Francisco.
- Task 7: Scooter Training Reporting

Outreach

The selected Contractor shall provide information at pre-determined and mutually agreed upon fairs, festivals, farmer's markets, open streets events, or other SFMTA-approved outreach events and activities during the contract period. The Contractor shall be responsible for handling all logistics, including booking tables at the events, set-up, clean-up, and staffing. The Contractor shall be responsible for the production and distribution of all promotional materials, including banners, interactive displays, talking points, flyers to be distributed at the event, and flyers advertising their presence at the event. All materials shall be offered in four languages: Spanish, Chinese, Filipino, and English.

In addition to the promotional materials, all communications, including blog posts, press releases, and websites, that reference the activities conducted under this contract shall acknowledge the classes as offerings of the SFMTA through the selected Contractor and, where appropriate based on funding, may also be required to acknowledge additional funding sources. Outreach shall be conducted by the Contractor to the widest possible audience feasible and should vigorously target underserved communities within San Francisco to the satisfaction of the SFMTA.

Bicycle and scooter education and safety outreach events and courses shall be held across all four quadrants (northwest, northeast, southwest, and southeast) of the City and County of San Francisco. Charging for any of the project programs shall be prohibited. Certain programs and materials shall be offered in Spanish, Chinese, and Filipino as well as English, and shall be specified in a final contract.

The Contractor shall reach a minimum average of 4,500 people each quarter for bicycle outreach and a minimum average of 450 people each quarter for scooter outreach, and shall reach a total of 18,000 people for bicycle outreach and 1,800 people for scooter outreach over the course of each year.

For the purposes of the Program, "reaching a person" is defined as:

1. A 10 second conversation between an event attendee and a Contractor representative; San

Francisco Municipal Transportation Agency

- 2. Event attendee interacting with an interactive display; OR
- 3. Another form of engagement approved by the SFMTA, prior to that engagement.

Evaluation Plan on Outreach

The Contractor will prepare an evaluation plan to be reviewed and approved by the SFMTA project manager. The evaluation plan shall focus on outreach outcomes to determine which audiences are being successfully engaged and attracted to bicycle and scooter education activities. On an annual basis, within two months of the end of each contract year, the Contractor shall provide the SFMTA with all data collected from the evaluations up to that point. The SFMTA may provide suggestions for class and program design improvement during the course of the contract. Additionally, the SFMTA may attend events where the Contractor is present in order to assess effectiveness of engagement activities relative to the goals of the program.

Evaluation Plan on Classes

The Contractor shall conduct an evaluation to assess class participant understanding of bicycle and scooter safety concepts and comfort and confidence while bicycling and riding scooters. The Contractor shall prepare an evaluation plan, which includes the pre-course and post-course surveys to be administered to participants, to be reviewed and approved by SFMTA. The Contractor shall conduct pre-course and post-course surveys to understand change in behaviors, attitudes, and perceptions among class attendees, as well as their actual gains in bicycle and scooter knowledge.

Reporting

The Contractor shall submit monthly reports, a summary at 12 months and every 12 months that follow, and a final report to the SFMTA project manager as directed by the SFMTA. These reports shall contain, but need not be limited to, the following information: location, date, and time of contract activities documented as follows:

- 1. Outreach/Tabling Activities: location, date, and time of outreach/tabling; the names of participating staff; number of people reached; number of people who signed up to receive more information; outreach activities; key statistics and information from the evaluations; any issues of note for the period; and any other information agreed upon between the SFMTA and Contractor.
- 2. Bicycle and Scooter Safety Education Classes and Scooter Riding Workshops: attendance; basic demographic information and baseline bicycling and scooter riding statistics collected via pre-course survey; outreach activities; number of RSVPs, and any issues of note for the period.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$200,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Contractor will conduct outreach throughout the project to raise awareness about the bicycle and scooter classes. Interested parties may register for the classes at outreach events. Depending where classes will be held, SFMTA staff will coordinate with projects that are in the same area. One such area is Safe Routes to Schools focus schools. Due to the program being well-established, SFMTA anticipates the Contractor to begin outreach and classes soon after the Notice to Proceed. This first year of the program will operate July 2024 through June 2025.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$200,000	\$0	\$200,000
SFMTA Operating	\$100,000	\$0	\$0	\$100,000
Phases In Current Request Total:	\$100,000	\$200,000	\$0	\$300,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$300,000	\$200,000	prior year program costs
Operations	\$0		
Total:	\$300,000	\$200,000	

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

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

Project Name: Bicycle Education and Outreach

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					\$ 300,459
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	\$ 2,754			\$ 2,754
Translation Services	1	\$ 630			\$ 630
Outreach	12	\$ 1,912			\$ 22,945
Other Misc Costs	1	\$ 15,000			\$ 15,000
Task 2: Bicycle Safety Education Classes (per class costs are estimates based on previous years)					
Materials & Promotion	1	\$ 4,200			\$ 4,200
Translation Services	1	\$ 1,050			\$ 1,050
Adult Learn-to-Ride	16	\$ 2,603			\$ 41,647
Smart City Cycling 1: Classroom	20	\$ 1,471			\$ 29,421
Smart City Cycling 2: Maneuvering	6	\$ 2,342			\$ 14,049
Smart City Cycling 3: Road Practice	6	\$ 2,342			\$ 14,049
Night and All-Weather Biking	6	\$ 1,269			\$ 7,617
On-Bike Practice for Adult Beginning Cyclists	8	\$ 2,353			\$ 18,824
Freedom From Training Wheels	20	\$ 1,304			\$ 26,082
Task 3: Reporting					
Monthly and Final Reporting	110	\$ 43.8			\$ 4,816
Task 4: (Optional) As-Needed Additional Adult and Youth Bicycle Safety Classes					
As-Needed Additional Adult or Youth Bicycle Classes	24	\$ 1,269			\$ 30,467
Task 5: Scooter Education Outreach					
Materials & Promotion	1	\$ 2,745			\$ 2,745
Translation Services	1	\$ 630			\$ 630
Outreach	4	\$ 1,912			\$ 7,648
Task 6: Scooter Safety Education Classes (per class costs are estimates based on previous years)					
Materials & Promotion	1	\$ 4,200			\$ 4,200
Translation Services	1	\$ 1,050			\$ 1,050
How To Ride a Scooter	8	\$ 2,603			\$ 20,824
Scooter: Classroom	4	\$ 1,471			
Scooter Safety Skills	6	\$ 2,342			\$ 14,052
Task 7: Reporting					
Monthly and Final Reporting	12	\$ 43.8			\$ 526
Task 8: (Optional) As-Needed Additional Adult and Youth Scooter Safety Classes					
As-Needed Additional Adult or Youth Scooter Classes	12	\$ 1,269			\$ 15,233
2. SFMTA Support (Contract Award and Oversight)					
City Attorney			2	\$ 250	\$ 500
TOTAL CONSTRUCTION PHASE					\$ 300,959

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$200,000	Total PROP L Recommended	\$200,000

SGA Project Number:		Name:	Bicycle Education & Outreach
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-218	\$200,000	\$200,000

Deliverables

- Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.
- Upon SFMTA's approval of contractor outreach plan, including specific dates and locations, SFMTA shall submit the outreach plan.
- Upon project completion (anticipated June 2025), provide copy of program evaluation.

Special Conditions

- Reimbursement is conditioned upon SFMTA acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.
- The program evaluation shall include demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation shall be provided when available.

Notes

- As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

2. SFMTA plans to use Prop L funds for the bike classes and SFMTA Operating funds for the scooter classes.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	33.33%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	33.33%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$200,000
--------------------------------	-----------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Tracey Lin	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-2596	555-5555
Email:	tracey.lin@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$12,500,000
Supervisory Districts	Citywide, District 09

REQUEST

Brief Project Description

The Potrero Yard Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-trolley bus electric transit fleet. The 4.4 acre site is located at 2500 Mariposa St. The existing facility services 153 40' and 60' trolley buses. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership developer that will build the site. A parallel project to build affordable family and workforce housing, or to operate paratransit buses, is also proposed as part of the overall site development plan.

Detailed Scope, Project Benefits and Community Outreach

The Potrero Yard Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all trolley bus electric transit fleet, with the facility having a built-in capacity and capability to possibly transition to service of battery-electric buses (BEBs) in the future. The site is 4.4 acres located at 2500 Mariposa Street at the cross streets of Bryant, Hampshire and 17th Streets. The existing facility was built in 1915, and services 153 40' and 60' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 213 40' and 60' trolley buses with a design that allows for possible transition to service of battery-electric buses (BEBs) in the future. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership (P3) developer that will build the site out to specifications jointly developed by all three parties. Additionally, parallel development plans are proposed to build up to 513 units of affordable family and workforce housing adjacent to and above the bus facility on the podium, or to operate paratransit buses on the podium as a permanent site for paratransit operations that are currently located on leased space.

This allocation request support continuing milestones consistent with the pre-development agreement. This includes \$4.35 million milestone payment that is due to the P3 developer in January 2024 after approvals of the Final Environmental Impact Report (FEIR) and entitlements, and costs to complete the design of the project, related engineering associated staff time to achieve approval of the Final Project Agreement to advance construction planned to start in 2024. SFMTA Board Resolution is attached - *RESOLUTION No. 221101-105:RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute a Predevelopment Agreement with*

Potrero Neighborhood Collective, LLC for the Potrero Yard Modernization Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed \$9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of \$4,350,000. See the November 28, 2023 SFCTA Board meeting, agenda item 10 for a slide deck with additional details on the Potrero Yard Modernization Project.

Project Location

2500 Mariposa Street - SF (square block bounded by Mariposa, Bryant, Hampshire and 17th Streets)

Project Phase(s)

Design Engineering (PS&E)

Justification for Multi-phase Request

\$4.35 M after approval of the FEIR and entitlements by the Planning Commission and SF Board of Supervisors in February 2024.

Other funding for Project Agreement and City departments and a construction consultant for construction 2024-2027.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$12,500,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
----------------------------	---------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2018	Oct-Nov-Dec	2023
Environmental Studies (PA&ED)	Oct-Nov-Dec	2018	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Apr-May-Jun	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)	Oct-Nov-Dec	2027	Oct-Nov-Dec	2027
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Potrero Modernization Project:

- After a 3-year RFQ and RFP process, on 11/1/22 the SFMTA Board approved the Potrero Neighborhood Collective, LLC (PNC) as the lead P3 developer (LD) for the Potrero Modernization Project. Resolution is attached under the Budget.
- Work is underway under the Potrero Modernization Project Pre-development Agreement (PDA) on the technical design issues and the Project Agreement (PA), including with the SFMTA, City, consultants and the Potrero Neighborhood Collective, LLC (PNC) as the lead P3 developer (LD).
- FEIR reports are done including for FEIR Refined Project Variant (Paratransit Option). Meetings re: entitlements, zoning, and Special Use District (SUD) continue.
- 100% draft schematic design review is in process.
- Inreach to Operations and Maintenance 6/26 and 9/19/23.
- Meetings with the Potrero Working Group monthly -- 7/11, 8/8, 9/12, 10/3, 11/7.
- PNC has 1 on 1s with community groups.
- Public outreach meetings 3/18, 5/17 and re: 100% final design on 9/20/23.
- PNC met with SFAC Civic Design Review Committee (CDC), 3/20, 9/18, on 5/3, 8/2 for small group

discussions; CDC gave Phase 1 approval 10/16/23.

- Potrero relocation assessments are underway. MME 4 acres will be the relocation site. Bi-weekly meetings started 9/16/23.
- Project presentations at SFCTA CAC 9/27, SFCTA Board 10/24/23. SFCTA CAC 10/25.
- Briefed Supervisor Ronan 7/27, Supervisor Walton 9/13, Supervisor Mandelman 10/11/23.
- Planning Commission informational hearing 10/19/23.
- SFCTA Commission hearing 11/28 re: SFMTA Fleet and Facilities.
- SFPUC hearing re: FEIR water usage on 11/28/23.
- Rec & Park hearing re: FEIR shadow study on 12/21/23.
- Planning Commission FEIR CEQA certification/entitlements hearing 1/11/24, with BOS approval pending in 2/24. If approved, \$4.35 M is due to PNC. MTA approved payment 11/1/22.
- As of November 2023, SFMTA has indicated to MTC that it will submit a RM3 request for this project as indicated in the funding plan. Should SFMTA elect to not use RM3 funds or use a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.
- Research underway re: workforce housing that would be occupied by SFMTA staff (initial focus on transit operators and maintenance staff). Survey was developed using SFUSD and other school district surveys as templates. Unions were briefed 9/15/23. SFMTA's Workforce Housing Survey is being distributed in person and via intranet.
- Links to the Building Progress Program and the Potrero Yard Modernization Project:
 - o <https://www.sfmta.com/projects/building-progress-program>
 - o Potrero Yard Modernization Project | SFMTA
 - o <https://www.sfmta.com/projects/potrero-yard-modernization-project>
 - o <https://www.sfmta.com/committees/potrero-yard-neighborhood-working-group>
 - o Potrero Yard Modernization Project Summer 2023 Newsletter | SFMTA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$12,500,000	\$0	\$0	\$12,500,000
Developer Costs	\$0	\$0	\$19,694,217	\$19,694,217
RM 3 Bay Bridges Tolls	\$0	\$3,503,055	\$0	\$3,503,055
SB1 SOGR	\$0	\$27,000	\$0	\$27,000
Phases In Current Request Total:	\$12,500,000	\$3,530,055	\$19,694,217	\$35,724,272

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$12,500,000	\$0	\$0	\$12,500,000
Developer Costs	\$0	\$0	\$19,694,217	\$19,694,217
Prop K	\$0	\$0	\$5,773,403	\$5,773,403
RM 3 Bay Bridges Tolls	\$0	\$28,503,055	\$0	\$28,503,055
SB1 SOGR	\$0	\$27,000	\$0	\$27,000
SFMTA Capital Fund	\$0	\$0	\$5,786,963	\$5,786,963
TBD (SFMTA FACILITY OPS, PROP B, TSF, SB1, GO Bond)	\$419,197,277	\$0	\$0	\$419,197,277
Funding Plan for Entire Project Total:	\$431,697,277	\$28,530,055	\$31,254,583	\$491,481,915

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$8,810,366		SF City rates
Environmental Studies	\$2,750,000		RFP for EIR
Right of Way	\$0		N/A
Design Engineering	\$35,724,272	\$12,500,000	RESOLUTION No. 221101-105 , SF DPW and Consultant Estimates
Construction	\$444,197,277		RESOLUTION No. 221101-105 , SF DPW and Consultant Estimates

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Operations	\$0		N/A
Total:	\$491,481,915	\$12,500,000	

% Complete of Design:	30.0%
As of Date:	11/16/2023
Expected Useful Life:	100 Years

San Francisco County Transportation Authority Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor: SFMTA & City Departments	\$ 3,291,300	9.2%
SFMTA PM3	\$ 1,298,000	
SFMTA PM2	\$ 217,000	
SFMTA Planner 4/PM 1	\$ 217,000	
DPW PM4	\$ 1,006,300	
DPW PM1	\$ 275,000	
Public Relations Officer	\$ 278,000	
2. Consultants/Development Team	\$ 32,432,972	90.8%
Milestone Payment (at Entitlement/EIR)	\$ 4,350,000	
Site Due Diligence (Pre-Con)	\$ 1,650,000	
Outreach/Support - LBE Engagement	\$ 400,000	
CM/Project Controls Consultant Support	\$ 6,000,000	
Design Fee Costs	\$ 20,000,000	
Contingency	\$ 32,972	
TOTAL PHASE	\$ 35,724,272	100%

TOTAL LABOR COST BY AGENCY	
SFMTA & City Departments	\$ 3,291,300
Consultants/P3 Developer Team	\$ 32,432,972
TOTAL	\$ 35,724,272

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$12,500,000	Total PROP L Recommended	\$12,500,000

SGA Project Number:		Name:	Potrero Modernization Project
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	
Phase:		Fundshare:	38.83%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-206	\$0	\$2,500,000	\$1,850,000	\$4,075,000	\$4,075,000	\$12,500,000

Deliverables

1. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of comments and analyses provided to SFMTA; work anticipated to be performed in the upcoming quarter; and any identified issues that may impact the project schedule.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, SFCTA will continue to perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, as the project moves through completion of the PDA phase and into project delivery/construction.

3. SFCTA will review/comment on design and contractual deliverables as they are developed. SFCTA acknowledges that we understand that certain deliverables (e.g., contracts) are confidential and will treat them accordingly.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	65.01%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	97.46%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$12,500,000
--------------------------------	--------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Kerstin Magary	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	kerstin.magary@sfmta.com	joel.goldberg@sfmta.com

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 221101-105

WHEREAS, The Potrero Yard Modernization Project (Project) includes the simultaneous development and construction of a facility (Facility) with a modern bus storage and maintenance component (Bus Yard Component) and, if feasible, a multi-family housing and commercial component (Housing Component); and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) will deliver the Bus Yard Component under its Building Progress Program and, if feasible, pursue the Housing Component consistent with the citywide Public Land for Housing initiative, which encourages joint development opportunities for housing on public sites; and,

WHEREAS, Based on the Project's public and private features, staff have determined it is appropriate and in the City's best interest to deliver the Project utilizing a joint development procurement method; and,

WHEREAS, The joint development solution provides for a single point-of-responsibility for managing project complexity and contractors (e.g., design-build contractors, maintenance contractors for private housing development), financing, and successfully delivering the Project; and,

WHEREAS, The SFMTA and San Francisco Public Works (SFPW) partnered to procure a developer to design, build, and finance the Facility, operate the Housing Component, and maintain certain Facility infrastructure elements; and,

WHEREAS, In November 2019, the SFMTA submitted a project application for the Project to the San Francisco Planning Department (Planning Department) to initiate environmental review of the Project under the California Environmental Quality Act (CEQA); and,

WHEREAS, A Request for Qualifications for the Project was issued on August 21, 2020, and three of the responding teams (Potrero Mission Community Partners, Potrero Neighborhood Collective, and Potrero Yard Community Partners) were short-listed; and,

WHEREAS, On April 7, 2020, the SFMTA Board approved Resolution 200407-035, authorizing the SFMTA to use a joint development procurement method to deliver the Project and seek approval from the Board of Supervisors (BOS) for that method; and,

WHEREAS, On March 16, 2021, the BOS adopted Ordinance 38-21 to approve a joint development delivery method and a best-value selection of the developer for the Project and exempted various Project agreements from certain San Francisco Administrative Code requirements that are

inconsistent with the joint development delivery method, with the ordinance being signed by the Mayor and effective on April 25, 2021; and,

WHEREAS, A Request for Proposals for the Project (RFP) was released to the three short-listed teams on April 9, 2021 (RFP), with proposals due December 30, 2021, and all three short-listed teams submitting timely proposals; and,

WHEREAS, The Project's Draft Environmental Impact Report (DEIR) was published by the Planning Department on June 30, 2021, reviewed by the Historic Preservation Commission on August 4, 2021, and reviewed by the Planning Commission on August 26, 2021, and the public comment period closed on August 31, 2021, and the SFMTA anticipates bringing the Environmental Impact Report to the Planning Commission for approval in 2023, after including updated Project details, responding to all comments received to the DEIR, and otherwise complying with all relevant CEQA Guidelines; and,

WHEREAS, On March 1, 2022, the SFMTA Board adopted Resolution 220301-017 to approve the form of Predevelopment Agreement (Form PDA) for the Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed \$9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of \$4,000,000; and,

WHEREAS, In March of 2022, the SFMTA completed its evaluation of the submitted RFP proposals and determined that two proposers (Qualified Proposers) submitted responsive proposals that passed all administrative pass-fail criteria, and those Qualified Proposers were Potrero Mission Community Partners, led by John Laing Group and Edgemoor Infrastructure & Real Estate, and Potrero Neighborhood Collective (PNC), led by Plenary Americas US Holdings Inc. (Plenary); and,

WHEREAS, On May 26, 2022, the SFMTA exercised its RFP right to request proposal revisions ("Proposal Revisions") from the Qualified Proposers so they could better align their proposals with the SFMTA's stated Project goals and offer the best value to the SFMTA and City with respect to the Project; and,

WHEREAS, The Form PDA was modified in the request for Proposal Revisions to increase a continuation payment from \$4,000,000 to \$4,350,000; and,

WHEREAS, The SFMTA received a timely Proposal Revision from PNC on July 20, 2022, and based on evaluation of the submitted Proposal Revision, the SFMTA selected PNC as the preferred proposer to enter into the PDA on September 12, 2022, and after selecting PNC as the preferred proposer, the SFMTA further modified the Form PDA to include details and commitments from PNC's RFP proposal (Final PDA) and PNC submitted the required post-selection deliverables; and,

WHEREAS, On October 17, 2022, the SFMTA issued a notification of intent to award the Final PDA and issued a public announcement naming the PNC as the preferred proposer and as permitted in the RFP, PNC created Potrero Neighborhood Collective, LLC (Lead Developer), which has Plenary as its sole member, to be the developer under the Final PDA; and,

WHEREAS, The SFMTA is requesting the SFMTA Board of Directors to authorize the Director of Transportation to execute the Final PDA with the Lead Developer; and,

WHEREAS, The Final PDA sets the terms for the parties' negotiation of the future agreements for the delivery of the Project and outlines the Project predevelopment activities to be performed by the Lead Developer; and,

WHEREAS, The SFMTA can terminate the PDA at any time for convenience, and if the PDA terminates for any reason other than the Lead Developer's default or the parties' execution of the agreements for the delivery of the Project, the PDA includes a termination payment to the Lead Developer in the amount described in the form of PDA presented to the SFMTA Board, which shall not exceed \$9,990,000; and,

WHEREAS, If there is final certification of the environmental impact report for the Project under CEQA and final adoption of the special use district, conditional use authorization, General Plan Referral, and related General Plan amendments needed for the Project, the Lead Developer's PDA obligations will suspend unless the SFMTA elects, in its sole discretion, to issue a notice for the Lead Developer to continue the PDA work (Continuation Notice); and,

WHEREAS, If the SFMTA issues the Continuation Notice, it must pay the Lead Developer a continuation payment of \$4,350,000 (Continuation Payment) and the SFMTA cannot make the Continuation Payment without the prior approval from the Board of Supervisors under Section 9.118 of the San Francisco Charter, so the SFMTA will not issue the Continuation Notice without first obtaining the prior approval for the Continuation Payment from the Board of Supervisors; and,

WHEREAS, The PDA should be executed as soon as possible to meet the November 30, 2027, deadline for substantial completion of the Bus Yard Component and the infrastructure it shares with the Housing Component; and,

WHEREAS, On October 6, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the Potrero Yard Modernization Project Predevelopment Agreement is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute a Predevelopment Agreement with Potrero Neighborhood Collective, LLC for the Potrero Yard Modernization Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed \$9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of \$4,350,000.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 1, 2022.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$5,150,000
Supervisorial Districts	Citywide, District 02

REQUEST

Brief Project Description

The Presidio Yard Modernization project is a reconstruction and modernization of a 110+ year old transit facility. The entire 5.4-acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40' trolley buses. The site is planned to have a new Battery Electric Bus Facility that will service 215+ 40' and 60' Zero Emission/Electric Buses. Paratransit operations as well as mixed-use joint development are also planned for the property. This joint development is expected to generate revenues for capital improvements, maintenance, and transit service.

Detailed Scope, Project Benefits and Community Outreach

The Presidio Yard Modernization project will result in the partial demolition and reconstruction of the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres located on Geary Boulevard between Presidio and Masonic avenues. The existing facility services 132 40' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 215+ 40' and 60' BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility a Paratransit operations facility may be built for SFMTA Paratransit operations, which are currently operating in leased spaces. All facility plans include a commitment to preserve the historic 1912 Muni structure's features as a part of the mixed-use development. Additionally, parallel development plans are to build a mixed used development to generate operating revenues as part of the SFMTA's Transportation 2050 program, revenues would support agency operations including capital maintenance of infrastructure and transit service.

Through an awarded Caltrans Planning grant the SFMTA has completed preliminary design for the bus facility and the proposed mixed-use joint-development. The SFMTA plans to issue a Request for Proposals (RFP) to procure an environmental consultant for CEQA and NEPA clearance as part of the planned phase of work and anticipated it to be issued in the next six months. This will then be followed by a subsequent RFP will go out for a consultant team to continue with more advanced planning and preliminary design with the finished product being an RFQ/RFP for a to secure a P3 development partner. The level of design planned prior to selection of the developer is 15% level of design for RFQ/P for P3 development team which would include various land use alternatives to be

analyzed under CEQA and NEPA with alternative mixes including the new bus yard, paratransit operations, commercial, housing and other revenue generating development possibilities.

The entire scope of work is estimated at \$27 million. This phase of work includes the following activities and deliverables: stakeholder engagement and public outreach; environmental review (NEPA & CEQA); economic and transportation facility analysis, including structural and geotechnical engineering and financial analysis of joint development options; project management; and project procurement -- schematic design, technical specifications, RFQ and RFP, reviewing bids, and selecting a preferred bidder for a Public Private Partnership. As part of the Building Progress Program the SFMTA is partnering with SF Public Works, the SF Planning Department, the Mayor's Office of Economic and Workforce Development (OEWD), the Mayor's Office of Housing and Community Development (MOHCD), and the City Attorney's Office.

The current request for \$5.0 million in Prop L funding will be leveraged by \$12.6 million in Regional Measure 3 funds. Combined, these funds will allow the SFMTA to continue the pre-development planning, internal and elements of the external engagement (which began with an initial Caltrans Planning grant), launch extensive SFMTA POETS outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a RFQ and RFP for a P3 development partner. The budget includes funds for a city agency MOU to create a multi-departmental team including to advance the project. The funds will primarily pay for salaries of City staff and consultant help that other agencies may be required to use to fulfill their duties.

The combined Prop L and RM3 funds will allow the SFMTA to keep the project on schedule, design and deliver an extensive outreach process, and complete all technical and design requirements to achieve CEQA and NEPA clearance. In addition, Prop L/RM3 funds will provide the local match for a planned RAISE grant, estimated at \$9.2 million, which will provide funding to complete the technical analysis, entitlement and legal work necessary to secure a P3 development partner, including RFQ/RFP development and development of the pre-development agreement between the selected development partner and the City.

The proposed request also funds enhanced oversight by the Transportation Authority in recognition of the scale and impact of this project, as well as the planned P3 delivery method.

Project Location

2640 Geary Boulevard / 949 Presidio Avenue (block bounded by Geary Blvd., Presidio Ave., Euclid Ave. and Masonic Ave.)

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Environmental Studies (PA&ED), Design Engineering (PS&E)

Justification for Multi-phase Request

The Planning and Conceptual Engineering phase substantially overlaps with the Environmental Studies work given the proposed project delivery approach. Funds will be needed to be spent simultaneously on both phases.

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$5,150,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
----------------------------	---------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2021	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)	Jul-Aug-Sep	2024	Jul-Aug-Sep	2026
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2025	Oct-Nov-Dec	2026
Advertise Construction	Jan-Feb-Mar	2027		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2027		
Operations (OP)	Oct-Nov-Dec	2030	Oct-Nov-Dec	2030
Open for Use			Oct-Nov-Dec	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2031

SCHEDULE DETAILS

The current request for \$5.0 million in Prop L funding is to continue the preliminary planning and inreach (which began with an initial Caltrans grant), launch extensive SFMTA POETS outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a RFQ and RFP for a P3 development partner. Inreach and outreach will continue during the entire planning design and construction phases.

In addition to the planning and environmental tasks described below, the request will fund enhanced oversight by the Transportation Authority through execution of the Project Agreement. This is in recognition of the scale and impact of this project, as well as the project delivery method which SFMTA has not used before.

As of November 2023, SFMTA has indicated to MTC that it will submit a RM3 request for this project as indicated in the funding plan. SFMTA applied for a RAISE grant in FY23/24 and was not successful, but has received positive feedback from the federal Department of Transportation Secretary and will reapply in FY24/25.

Should SFMTA elect to not use RM3 funds or use a lower amount, and/or not receive the proposed RAISE grant or receive a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$5,150,000	\$0	\$0	\$5,150,000
FTA/RAISE FY24/25	\$9,248,810	\$0	\$0	\$9,248,810
RM3	\$0	\$12,594,945	\$0	\$12,594,945
Phases In Current Request Total:	\$14,398,810	\$12,594,945	\$0	\$26,993,755

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$5,150,000	\$0	\$0	\$5,150,000
FTA/RAISE FY24/25	\$9,248,810	\$0	\$0	\$9,248,810
RM3	\$0	\$12,594,945	\$0	\$12,594,945
TBD (SFMTA CAPITAL FUNDS (i.e., one-time operating funds for capital), PROP B, TSF, TIRCP, FTA Bus and Bus Facility Grant Program, FTA No and Low Emission Vehicles Program)	\$33,194,000	\$0	\$0	\$33,194,000
TBD (SFMTA CAPITAL FUNDS (i.e., one-time operating funds for capital), PROP B, TSF, TIRCP, TIFIA, RAISE, GO BONDS, FTA Bus and Bus Facility Grant Program, FTA No and Low Emission Vehicles Program)	\$394,956,000	\$0	\$0	\$394,956,000
Funding Plan for Entire Project Total:	\$442,548,810	\$12,594,945	\$0	\$455,143,755

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$26,993,755	\$5,150,000	Recent major costs for similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$33,194,000		Recent major costs for similar projects

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Construction	\$394,956,000		recent costs for SFMTA Building Progress projects: Potrero, 1200 15th Street, and 1570-1580 Burke
Operations	\$0		
Total:	\$455,143,755	\$5,150,000	

% Complete of Design:	5.0%
As of Date:	09/01/2023
Expected Useful Life:	100 Years

San Francisco County Transportation Authority Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET - Presidio Yard Modernization - Planning and Environmental

BUDGET SUMMARY						
Agency	Project Management	Stakeholder Outreach and Engagement	Economic and Transportation Facility Analysis	Environmental Review	Project Procurement and Joint Development Advisory Services	Total
SFMTA	\$ 1,401,358	\$ 1,556,369	\$ 1,008,694	\$ 1,031,748	\$ 731,171	\$ 5,747,213
SF Public Works	\$ 1,099,505	\$ 456,281	\$ 299,728	\$ 239,582	\$ 365,335	\$ 2,460,430
City Departments MOU (Multiple Departments)		\$ 294,369	\$ 353,243	\$ 1,236,349	\$ 1,059,728	\$ 2,943,689
Professional Services	\$ 706,250	\$ 1,242,737	\$ 4,484,849	\$ 1,863,000	\$ 2,796,627	\$ 11,093,463
SFCTA Enhanced Oversight (Prop L funded)	\$ 50,000	\$ 20,000	\$ 25,000	\$ 30,000	\$ 25,000	\$ 150,000
Contingency*						\$ 4,448,959
Total	\$ 3,257,113	\$ 3,569,755	\$ 6,171,513	\$ 4,400,680	\$ 4,977,861	\$ 26,843,755

*Contingency includes risks including: PG&E/Power Related Costs; additional Historic Preservation Studies or Environmental Analysis

Agency	Project Management	Stakeholder Outreach and Engagement	Economic and Transportation Facility Analysis	Environmental Review (CEQA+NEPA)	Project Procurement and Joint Development Advisory Services	Total
SFMTA						
Project Manager III (Project Director)	\$ 661,332	\$ 393,225	\$ 214,486	\$ 321,729	\$ 178,739	\$ 1,787,385
Planner IV	\$ 224,218	\$ 298,957	\$ 373,696	\$ 373,696	\$ 224,218	\$ 1,494,784
Coordinator of Citizen Involvement	\$ 48,199	\$ 578,387	\$ 115,677	\$ 173,516	\$ 48,199	\$ 963,978
Planner II	\$ 86,606	\$ 285,800	\$ 190,534	\$ 86,606	\$ 216,516	\$ 866,062
Administrative Analyst	\$ 381,002	\$ -	\$ 114,301	\$ 76,200	\$ 63,500	\$ 635,004
Sub-Total	\$ 1,401,358	\$ 1,556,369	\$ 1,008,694	\$ 1,031,748	\$ 731,171	\$ 5,747,213
Public Works						
Project Manager III (Electrification Program)	\$ 416,115	\$ 297,225	\$ 214,002	\$ 142,668	\$ 118,890	\$ 1,188,901
Project Manager I	\$ 397,638	\$ 159,055	\$ -	\$ 39,764	\$ 198,819	\$ 795,277
Administrative Analyst	\$ 285,752	\$ -	\$ 85,726	\$ 57,150	\$ 47,625	\$ 476,253
Sub-Total	\$ 1,099,505	\$ 456,281	\$ 299,728	\$ 239,582	\$ 365,335	\$ 2,460,430
Multi-Department MOU (MOHCD, OEWD, Planning, City Attorney)						
MOHCD	\$ -	\$ -	\$ 403,478	\$ 206,350	\$ 146,234	\$ 225,000
OEWD	\$ -	\$ -	\$ -	\$ -	\$ 73,067	\$ 344,383
City Planning	\$ -	\$ -	\$ -	\$ 597,917	\$ 149,479	\$ 747,396
City Attorney	\$ -	\$ -	\$ 40,960	\$ 104,950	\$ 1,284,000	\$ 1,429,910
Public Utilities Commission	\$ 50,000	\$ -	\$ 47,000	\$ 30,000	\$ 120,000	\$ 197,000
Sub-Total	\$ 50,000	\$ -	\$ 491,438	\$ 909,216	\$ 1,652,780	\$ 2,943,689

San Francisco County Transportation Authority Prop L Allocation Request Form

Consultant Detailed Scope	Professional Expertise	Total
Project Management Support	Land Use Planning, Facilities Planning	\$ 706,250
Property Appraisal	Real Estate Appraiser	\$ 27,853
Public Outreach/Engagement Support	Public Outreach and Engagement	\$ 1,134,403
Joint Development Advisor	Real Estate Development Partnerships	\$ 2,304,211
RFP Proposal Development	Civil/Structural Engineers	\$ 1,357,000
Presidio Yard CEQA/NEPA	Environmental Review	\$ 1,863,000
Economic Market Sounding	Real Estate Economists	\$ 358,608
Architectural & Engineering Services	Architects/Civil/Structural Engineers	\$ 3,122,884
Transit Facility Proposal Review	Public Transit Facility Consulting	\$ 89,879
Development Scenario Building	Urban Designers	\$ 223,125
Transit Facility Consulting	Public Transit Facility Consulting	\$ 612,500
Sub-Total		\$ 11,093,463
Contingency (20%)		\$ 4,448,959

SFCTA Enhanced Oversight						Total
Rail Program Manager						\$ 75,000
Consultant						\$ 75,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$5,150,000	Total PROP L Recommended	\$5,150,000

SGA Project Number:		Name:	Presidio Yard Modernization
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	18.63%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-206	\$300,000	\$1,700,000	\$3,000,000	\$5,000,000

Deliverables

1. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of comments and analyses provided to SFMTA; work anticipated to be performed in the upcoming quarter; and any identified issues that may impact the project schedule.

2. The SFMTA shall provide the Transportation Authority with the results of community outreach and completed project design criteria and supportive documents prior to initiating the next stage of procurement of a P3 Developer, including: project design criteria, planning and feasibility analysis, basis for technical requirements, basis for commercial program, and CEQA/NEPA process considerations.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. Our recommendation includes a waiver to the Prop L policy that requires certification of commitment of funds at the time of submitting a Prop L allocation request whereby the project sponsor demonstrates that all fund sources required to fully fund the requested phase or phases are committed to the project. We recommend this waiver to enable this important project to continue advancing and to prevent a gap in work given the relative lack of other fund sources available. [SFMTA applied for a RAISE grant in FY23/24 and was not successful, but has received positive feedback from the federal Department of Transportation Secretary and will reapply in FY 24/25.]. See related Note 1 below.

3. In recognition of the scale and impact of this project, as well as the planned P3 delivery method, SFCTA will perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided with project management activity reports. SFMTA will participate in regular project progress updates to the SFCTA Board and CAC.

Notes

1. Should SFMTA elect to not use RM3 funds or use a lower amount that proposed in the funding plan (\$12.5 million), and/or in the event SFMTA does not receive the proposed \$9.2 million RAISE grant or receives a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.

SGA Project Number:		Name:	Presidio Modernization
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-201	\$150,000	\$150,000

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	80.92%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	98.87%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$5,150,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Chris Lazaro	Joel C Goldberg
Title:	Section Director	Grants Procurement Manager
Phone:	(415) 646-4924	
Email:	chris.lazaro@sfmta.com	joel.goldberg@sfmta.com



Presidio Reimagined

PRESIDIO YARD MODERNIZATION PROJECT

The Presidio Yard Modernization Project is an exciting opportunity to rethink, rebuild and expand the current obsolete, century-old bus yard and deliver a multi-level, modern bus operations and maintenance facility, including:

- More reliable Muni service with new maintenance facility to speed up repairs
- Efficient bus operations and charging
- House Muni's beloved historic buses
- SFMTA Peer Assistance Program
- Public Works Street Sweeping Unit

Built in 1912, the Presidio Yard was Muni's first headquarters. It housed streetcars and later trolleybuses.

110

Being a 110-year-old facility, the Presidio Yard is long past its lifespan, and too small to accommodate Muni's fleet.

3

The current three level Muni bus yard will be modernized for battery-electric buses

60

A modern yard will service Muni's fleet as it grows, with room for 60 percent more buses at the yard.

0

Advancing the City's zero-emission, climate change goals.

Why do we need a new Presidio Bus Yard?

Bus yards are a vital part of our public transit system. They are where we store, clean and maintain the Muni buses that get San Franciscans and visitors where they need to go. Strong public transit is one of the most important tools we have to fight climate change.

This 110-year-old facility is long past its lifespan. Presidio Yard is too small to accommodate Muni's fleet, does not meet current seismic safety standards and cannot support modern maintenance and cleaning. A modern yard will:

- Support reliable transit service by improving maintenance and working conditions, getting buses back into service sooner.
- Improve the work environment for front-line mechanics and bus operators to safety and efficiently do their job.
- Provide the green charging infrastructure needed to transition Muni to battery electric buses for an entirely zero emission fleet.
- Service Muni's fleet as it grows, with room for 60 percent more buses at the yard.
- Improve street safety around the facility to reduce traffic-related injuries for people walking, bicycling, and taking transit.





Innovative Ways to Fund Transit

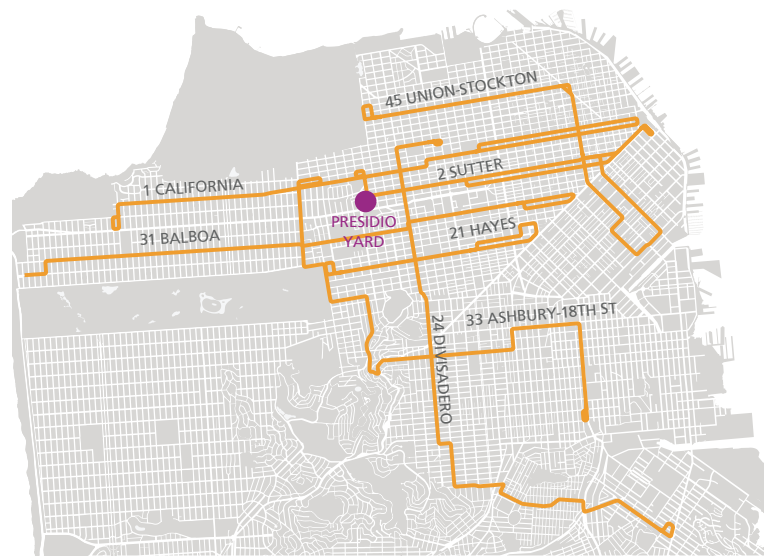
In addition to the critical transportation need for a rebuilt Presidio Yard, the SFMTA will also explore the potential for joint development opportunities. Over the last 20 years the demands on San Francisco’s transportation system have increased while revenues haven’t kept up. Potential revenues from joint development could provide a new funding source for Muni service in the future.

Upcoming Project Milestones

2022 2023	<ul style="list-style-type: none"> • Planning In-reach • Planning Outreach • Proposal development and alternatives • Draft Environmental Impact Report (DEIR) and National Environmental Policy Act (NEPA)
2024 2026	<ul style="list-style-type: none"> • Continued Inreach and Outreach • RFQ/RFP Development • Concept Design • Developer Selection Process • Project Agreement and Financing • Final EIR and NEPA
2027 2032	<ul style="list-style-type: none"> • Project Approvals • Operations temporarily relocated to bus yard at Muni Metro East • Construction
2033	<ul style="list-style-type: none"> • Projected Yard Opening

Location of Presidio Yard and routes

Presidio Yard houses bus routes that service neighborhoods across the city, including many communities that are heavily reliant on transit.



Building Progress Program

This project is part of the SFMTA’s Building Progress Program, a \$2.3 billion, multi-year effort to repair, renovate, and modernize the SFMTA’s aging facilities. This infrastructure is the backbone of San Francisco’s transit system. Investments are needed to keep the City moving and transition to a battery electric bus fleet.



PresidioYard@SFMTA.com | 415.646.2223



Learn more about the PresidioYard Modernization Project, get involved and stay informed:

SFMTA.com/PresidioYard





London Breed, Mayor

Amanda Eaken, Chair
Stephanie Cajina, Director
Steve Heminger, Director

Fiona Hinze, Director
Manny Yekutieli, Director

Jeffrey Tumlin, Director of Transportation

Presidio Modernization Project Outreach/In-reach

[The Presidio Yard Modernization Project](#) is an exciting opportunity to rethink, rebuild and expand the current site, resulting in a multi-level modern bus operations and maintenance facility, centralized offices, meeting spaces for the SFMTA Peer Assistance program, storage for Muni's historic bus fleet and possible joint development opportunities. The state-of-the-art facility would advance the city's goals of clean energy transit, with the potential to address needed housing and other mixed-uses. Presidio Yard is essential in serving communities that primarily rely on transit, housing bus routes that serve communities all over the city, including neighborhoods in the Muni service equity strategy.

Outreach Goals and Next Steps

The SFMTA is committed to transparency throughout this project from concept to completion. The Presidio Yard team is investing heavily in deep community outreach and stakeholder engagement with the public. We seek to build on our previous successes, keep stakeholders informed, solicit meaningful input, and explore opportunities for deeper engagement with key audiences.

To support the community's desire for regular updates and to continue building public awareness for the project, we will be deploying strategic outreach to neighborhood groups and associations, as well as community events and high-priority meetings and briefings with stakeholders. At the same time, we will provide detailed information to City stakeholders, elected officials, and SFMTA staff. We will be communicating internally and externally about the project details, environmental review, RFP process, and defining decision spaces for stakeholders at all levels.

We prioritize keeping especially hard-to-reach groups informed such as the Chinese and Korean speaking populations, low and moderate-income populations, and Presidio Yard front-line staff. Along with all other surrounding neighborhoods, we will be focusing on neighborhoods that have a history of being underserved, like the Western Addition.



Outreach Delivered during the Term of the Caltrans Grant

Initial Public Engagement Planning Workshop

- The Project hosted a workshop to discuss public engagement opportunities and priorities for the future development of Presidio Yard. Participants included staff from SFMTA, relevant city agencies and departments, and architecture, design, and communications consultants.

Public Outreach and Engagement Planning

- A Public Outreach and Engagement Plan was developed and provides an overview of the project's approach to engagement, including a stakeholder analysis, key messaging, and outreach timelines.
- A project outreach stakeholder list was developed that includes neighborhood organizations, merchant groups, Elected/City officials, Interest/Advocacy Groups, Faith-based groups, schools, senior centers, and housing advocates
- Timing of project outreach was coordinated with Citywide Planning, which requested that the SFMTA delay aspects of its public outreach until the completion of the City's Housing Element 2023.

Meetings with Stakeholders and Community Groups

- Project briefings were conducted to receive feedback from SFMTA staff and key city family stakeholders including Citywide Planning.
- Project briefings were conducted with Board of Supervisors District 2 Supervisor and staff to solicit feedback.
- Conducted outreach about the project to stakeholders for the RAISE grant application and received letters of support from Sen Feinstein, State Senator Weiner, Assemblymember Haney, Assemblymember Ting, Mayor Breed, Supervisor Stefani, TransForm, SPUR, SF Transit Riders, SF Bike Coalition, Walk SF, MTC, City Planning, and OEWD.

Yard Tours and Tabling

- Conducted outreach tabling event at Roadeo (Staff skills competition.)
- Conducted yard tour for Mayor's staff with presentation on interior and potential joint development scenarios and scheduled upcoming tour for Senator Feinstein's staff.
- Developed script for leading yard tours



Project Workshops

- Developed materials for Workshops on the bus facility with SFMTA frontline maintenance and operations staff. Developed posters, display boards, project flyer, PPT presentation and staff survey for two December workshop events.
- The Workshop on 12/12/22 was for Maintenance staff and included discussion boards and a project presentation. The 12/14/22 event was for Operators and included discussion boards and flyers. Both were well attended.
- Interior bus facility design boards were also posted for a week in the Presidio Yard breakroom for staff to view and provide project feedback.

Feedback Survey

- A staff survey was conducted to take input on how staff felt about the project, presentation of outreach materials, and how they heard about the workshops.

Outreach Materials

- Outreach and engagement materials were developed for use in current and future outreach efforts. Digital communications included a project webpage, blog posts and social media posts. Other materials included a project flyer, yard tour script, workshop posters and boards, and PPT presentations and graphics for various stakeholders.

Planning for Future Neighborhood Working Group

- A draft Working Group Plan was developed, including goals, membership categories, application process and recruitment strategies. Additional materials included draft email templates and memos to be used in future Working Group recruitment.

Photos from December 2022 Workshops





Outreach/In-Reach Log

Date	Activities/Tasks
September 2020	<ul style="list-style-type: none"> Public Engagement Planning Workshop with SFMTA, City family and consultants, September 28
June 2021-Dec 2021	<ul style="list-style-type: none"> Developed POETS plan Introductory blog on interesting history of Presidio Yard and announcement of next property for Modernization Created Website/project page
2022	<p>Summer</p> <ul style="list-style-type: none"> Website updated POETS plan updated Talking points updated Developed Project flyer, outreach presentation, Working Group Prep Plan City partner briefings with Dept Housing <p>September</p> <ul style="list-style-type: none"> Mayor and Supervisor briefings Virtual presentation for Supervisor Stefani and staff with different proposals for joint development Sept 19th <p>October</p> <ul style="list-style-type: none"> Website and email updated Continue Supervisor briefings In-reach for Internal SFMTA staff, including Transit In-reach flyer for Presidio Operators and Maintenance staff <p>November</p> <ul style="list-style-type: none"> Outreach tabling event held at Cow Palace Rodeo (Staff skills competition) for operators, parking control and management staff <p>December</p> <ul style="list-style-type: none"> In-reach workshops held for operators and maintenance staff of Dec 12th and 14th Surveys for front-line yard staff
2023	<p>February</p> <ul style="list-style-type: none"> Yard tour held for Mayo's staff on February 2nd Targeted stakeholder meetings with the City Family Website updates <p>May</p> <ul style="list-style-type: none"> Yard tour for Senator Feinstein staffers – May 22nd



SFMTA

SFMTA PRESIDIO YARD

**PRESIDIO BUS YARD
PLANNING STUDY
MAY 2023**

San Francisco Municipal Transportation Agency
Presidio Bus Yard Planning Study
Draft Consolidated Report
May 2023

Project Team:

HATCH

HDR-Design Maintenance Group
M. Lee Corporation
Kennerly Architecture and Planning
VerPlanck Historic Preservation Consulting

Contact:
Rachel Bramwell | Hatch
335 Adams Street, Suite 2700
Brooklyn, NY 11201

Tel: +1 323.854.0554

CONTENT AND ACRONYMS

CONTENT AND ACRONYMS

TABLE OF CONTENTS

CHAPTER 01: EXECUTIVE SUMMARY	9
CHAPTER 02: CURRENT CONDITIONS ANALYSIS	13
2.1 OVERVIEW	14
2.1.1 SOURCES CONSULTED	14
2.2 EXISTING CONDITIONS	14
2.2.1 CURRENT FLEET MIX	14
2.2.2 ACCESS AND CIRCULATION	15
2.2.3 FACILITY CONDITION	16
2.2.4 EMPLOYEE PARKING INVENTORY	16
2.2.5 MAINTENANCE FACILITY INVENTORY	16
2.2.6 ADMINISTRATIVE AND PERSONNEL FACILITY INVENTORY	17
2.3 ADDRESSING RESEARCH GAPS	17
2.4 INPUTS TO THE PLANNING STUDY	19
2.4.1 PROJECT SCHEDULE	19
2.4.2 RELOCATION PLAN	19
2.4.3 FLEET CAPACITY	19
2.4.4 SPACE PROGRAM	19
2.4.5 POWER REQUIREMENTS	19
CHAPTER 03: OPPORTUNITIES AND CONSTRAINTS	21
3.1 OVERVIEW	23
3.1.1 KEY CONSIDERATIONS	23
3.2 PARCEL SIZE, BOUNDARIES, AND OWNERSHIP	24
3.3 NEIGHBORHOOD CONTEXT	25
3.3.1 PHOTOS	25
3.3.2 LAND USE	27
3.3.3 DEMOGRAPHICS	28
3.3.4 PIPELINE HOUSING	29
3.3.5 NEIGHBORHOOD CULTURE AND ORGANIZATIONS	30
LIST OF SELECT NEIGHBORHOOD ORGANIZATIONS	31
3.3.6 NEIGHBORHOOD CHARACTER	32
3.4 ZONING	33
3.4.1 HEIGHT AND BULK	34
3.5 URBAN DESIGN CONSIDERATIONS	36
3.5.1 SELECTED NEIGHBORHOOD AMENITIES	36
3.5.2 SELECTED SITE ADJACENCIES	37
3.5.3 SURROUNDING STREETS	38
3.5.4 RECENT IMPROVEMENTS NEARBY	39
3.5.5 PRECEDENT COMPARISONS	40
3.5.6 SOLAR ORIENTATION, SHADOW POTENTIAL, AND PREVAILING WINDS	42
3.5.7 SITE TOPOGRAPHY	43
3.5.8 FLOOD PLAIN BOUNDARIES AND PROJECTED SEA LEVEL RISE	43
3.6 HISTORIC RESOURCES AND HISTORIC PRESERVATION	44
3.6.1 HISTORY AND CONSTRUCTION	44
3.6.2 HISTORIC LISTING ELIGIBILITY	44

CONTENT AND ACRONYMS

3.6.3 HISTORIC PRESERVATION AND ARCHITECTURAL SIGNIFICANCE	44
3.6.4 HISTORIC RESOURCE EVALUATION DETAIL	45
3.7 INFRASTRUCTURE AND UTILITIES	49
3.7.1 SEWER, WATER, AND FIRE CAPACITY	49
3.7.2 ELECTRICAL INFRASTRUCTURE	49
3.8 TRANSPORTATION AND CIRCULATION	50
3.8.1 AUTOMOBILE AND NON-AUTOMOBILE CIRCULATION PATTERNS	50
3.8.2 MUNI SYSTEM	51
3.8.3 BIKE ROUTES	52
3.8.4 STREET NETWORK	53
CHAPTER 04: LAND USE ANALYSIS	55
4.0 OVERVIEW	56
4.1 REVIEW OF COMPATIBLE LAND USES	56
4.1.1 MULTIFAMILY RESIDENTIAL	56
4.1.2 OFFICE	56
4.1.3 RETAIL	57
4.1.4 INSTITUTIONAL	57
4.2 REGULATORY FRAMEWORK AND NEIGHBORHOOD CONTEXT	57
4.2.1 HEIGHT LIMITS, MASSING, AND DENSITY	57
4.2.2 ZONING AND LAND USE	57
4.2.3 THE HOUSING ELEMENT	58
4.2.4 PROPOSITION K	58
4.2.5 PROPOSITION M	58
4.2.6 STREET ACTIVATION	58
4.2.7 STORMWATER MANAGEMENT	58
4.2.8 SUSTAINABILITY	59
4.3 PHYSICAL CONSTRAINTS	60
4.3.1 SITE AND MID-BLOCK CROSSING	60
4.3.2 PARKING	60
4.3.3 HISTORIC PRESERVATION	60
4.3.4 UTILITIES	60
4.4 COMPATIBILITY WITH TRANSIT FUNCTION	61
4.4.1 NOISE	61
4.4.2 SCHEDULE AND DAILY OPERATIONS	61
4.4.3 FUELING AND FUMES	61
4.4.4 COMMUNITY CONCERNS AND PRIORITIES	62
4.4.5 URBAN DESIGN	62
4.4.6 CIRCULATION	62
4.4.7 PUBLIC BENEFIT	63
4.4.8 HOUSING AFFORDABILITY	63
CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN	65
5.1 OVERVIEW	66
5.2 CONCEPTUAL PLANNING AND DESIGN APPROACH	67
5.3 SITE AND BUS FACILITY CONCEPT PLANS	68

CONTENT AND ACRONYMS

LIST OF FIGURES

Figure 1-1: View of Presidio Yard at Presidio Avenue and Euclid Street	10
Figure 1-2: View of Presidio Yard at Presidio Avenue and Post Street	11
Figure 2-1: Site Circulation	15
Figure 2-2: Facility components	16
Figure 2-3: Presidio - Ground Floor Historical Significance Diagram	17
Figure 3-1: Aerial and Street Views	24
Figure 3-2: Geary Boulevard	25
Figure 3-3: Presidio Avenue South	25
Figure 3-4: Presidio Avenue North	25
Figure 3-5: Euclid Avenue	26
Figure 3-6: Masonic Avenue North	26
Figure 3-7: Masonic Avenue South	26
Figure 3-8: Land Use	27
Figure 3-9: Neighborhood Demographics	28
Figure 3-10: Development Pipeline	29
Figure 3-11: Zoning	33
Figure 3-12: Height and Bulk	34
Figure 3-13: Neighborhood Amenities	36
Figure 3-14: Site Adjacencies	37
Figure 3-15: Surrounding Streets	38
Figure 3-16: Proximate Development Projects	39
Figure 3-17: Site Comparisons	40
Figure 3-18: Additional Site Comparisons	41
Figure 3-19: Solar Orientation	42
Figure 3-20: Flood Risk and Sea Level Rise	43
Figure 3-21: Presidio Trolley Coach Division Office Building	44
Figure 3-22: Presidio Trolley Coach Division Office Building	44
Figure 3-23: 1914 Maintenance Wing Addition East	45
Figure 3-24: 1914 Maintenance Wing Addition Art Deco	45
Figure 3-25: Office Building	45
Figure 3-26: Entrance Pavilion	46
Figure 3-27: Entrance Pavilion Doors	46
Figure 3-28: Panel Above on East Façade Entrance	46
Figure 3-29: Historical Significance Diagram	47
Figure 3-30: Ingress and Egress Points	50
Figure 3-31: MUNI Routes	51
Figure 3-32: Bike Routes	52
Figure 3-33: Street Network	53
Figure 4-2: Bioretention Along Street and Sidewalks	59
Figure 4-1: Bioretention Planters	59
Figure 5-1: Presidio Yard Transit Facility Concept	66
Figure 5-2: PROPOSED SITE SUBDIVISION	68
Figure 5-3: Bus Facility Concept Design - Basement Level Plan	69
Figure 5-4: Bus Facility Concept Design - Ground Level Plan	69
Figure 5-4: Bus Facility Concept Design - Second Level Plan	70

CONTENT AND ACRONYMS

Figure 5-5: Bus Facility Concept Design - Third Level Plan	70
Figure 5-6: Bus Facility Concept Design - Roof Level	71
Figure 5-7: Bus Facility Concept Design - Roof Level Built Out Plan	71

LIST OF TABLES

Table 1-1: Pullout Movements and Blitz	15
Table 3-1: Zoning Designations	35
Table 5-1: Vehicle Program Summary	67
Table 5-2: Bus Facility Design Concept Program Summary	67
Table 5-3: Staffing Program Summary	67

LIST OF ACRONYMS

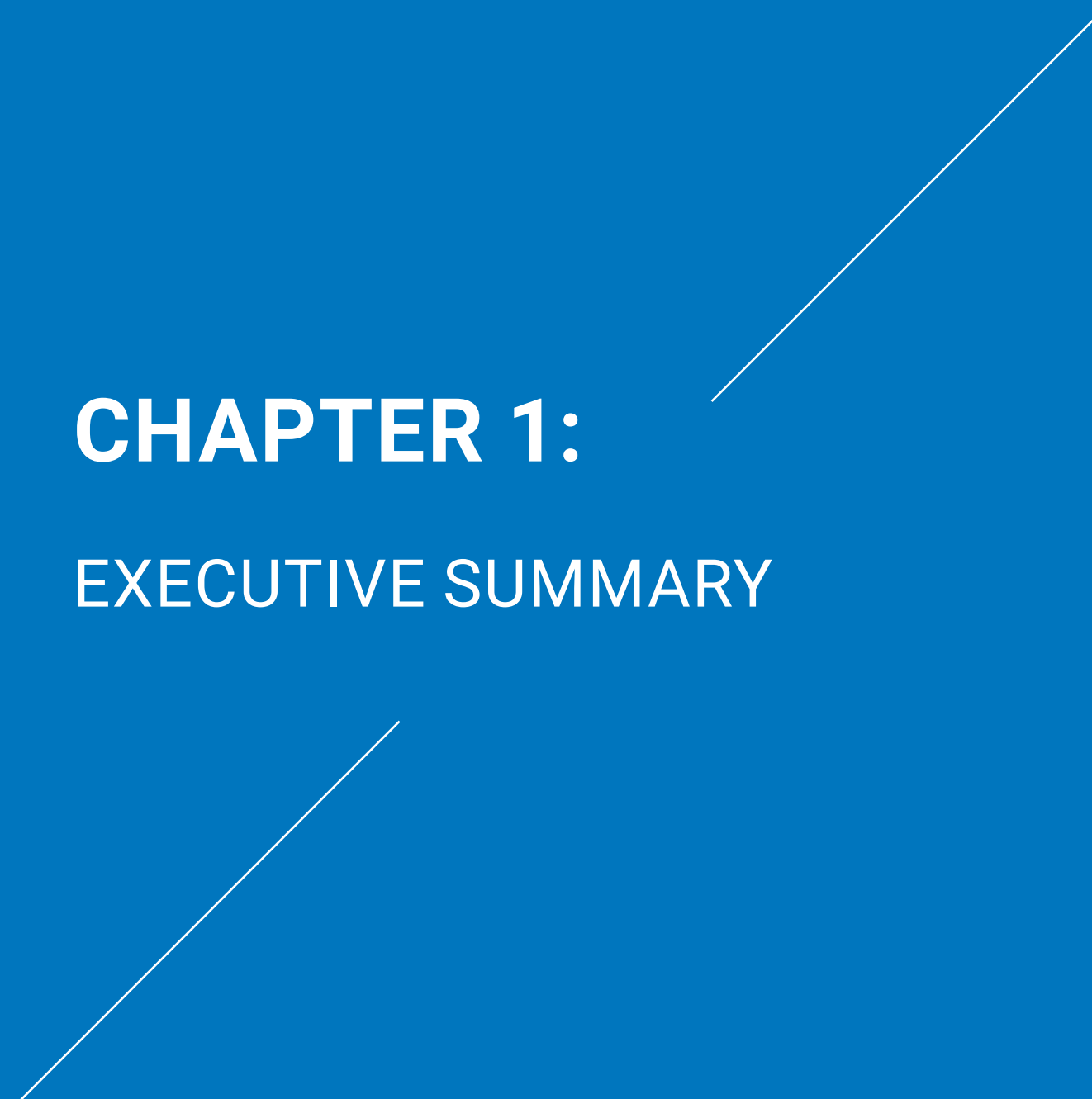
BEB	Battery Electric Buses
BART	Bay Area Rapid Transit
BMP	Best Management Practices
CEQA	California Environmental Quality Act
CIE	Cultural / Institutional / Educational
CIP	Capital Improvement Project
CPMC	California Pacific Medical Center
DCD	Design Criteria Document
EIR	Environmental Impact Report
HRE	Historic Resource Evaluation
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LRV	Light Rail Vehicle
MUNI	San Francisco Municipal Railway
OEWD	San Francisco Office of Economic and Workforce Development
PDR	Production / Distribution / Repair
PG&E	Pacific Gas & Electric
RED	San Francisco Real Estate Division
SES	Street Environmental Services
SFFD	San Francisco Fire Department
SFMTA	San Francisco Metropolitan Transportation Authority
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
UCSF	University of California San Francisco
ULWP	Upper Level Work Platforms
USF	University of San Francisco



Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 1:

EXECUTIVE SUMMARY



CHAPTER 01: EXECUTIVE SUMMARY

SFMTA BUILDING PROGRESS PROGRAM

The San Francisco Municipal Transportation Agency (SFMTA) has undertaken an effort to prepare its bus and trolley fleet, and their accompanying facilities, for the future. This includes both pursuing new methods to power its fleet—the full Muni bus fleet will be electric by 2024—and using the SFMTA's existing real estate assets to create a source of revenues that can both further the operations and maintenance of its fleet, as well as provide greater benefits to the community surrounding its facilities and San Francisco overall.

In 2017, SFMTA initiated its Building Progress Program, which seeks to modernize its facilities in three major ways:

- To increase the capacity for fleet maintenance and storage in light of increased demand;
- To increase the system's overall resiliency for seismic events and climate change; and
- To better integrate its facilities into their surrounding neighborhoods, offering greater benefits and community use for those who live nearby.

As part of the Building Progress Program, the SFMTA is seeking to rehabilitate and modernize its bus yards while analyzing feasibility of developing revenue generating, non-transit uses within or adjacent the bus yard sites.

PRESIDIO YARD MODERNIZATION PROJECT

The SFMTA and the Hatch team—made up of market assessment, financial analysis, and public private partnership advisory firm Hatch; facilities designer HDR; architecture and urban design firm Kennerly Architecture and Planning; transit

operations planning experts CHS Consulting Group; historic preservation advisory from VerPlanck Historic Preservation; and hard cost estimates from M. Lee Corporation—began work on the Presidio Yard Modernization Project to develop a design for a new, all-electric bus maintenance and storage facility at Presidio Yard, with consideration of joint uses.

The initial stage of this project culminates in this report, the Presidio Bus Yard Planning Study. This report synthesizes the bus facility requirements of the rebuilt Presidio Yard, the site's larger context—existing site conditions, nearby land uses, and relevant City policies—as well as the overall opportunities and constraints of the site.

PROJECT OBJECTIVES

It is understood that joint development (JD) at Presidio Yard must not impede the core transit function of the rebuilt facility. The report is guided by the following modernization and development objectives set by the SFMTA for the site:

- Rebuild the obsolete century-old bus yard and deliver modern, efficient bus operations and maintenance
- Provide infrastructure needed to transition Muni to an all-electric, zero-emissions fleet
- Maximize revenue generation on-site through joint development to provide a new funding source for Muni service and offset development costs of the bus facility
- Maintain the bus yard rehabilitation and modernization schedule and minimize scheduling risk
- Separate bus facility and joint uses cleanly to simplify development processes and procurement strategy



FIGURE 1-1: VIEW OF PRESIDIO YARD AT PRESIDIO AVENUE AND EUCLID STREET

Source: Google Street View (2016). Note: Building heights measured from elevation of adjacent sidewalk.

CHAPTER 01: EXECUTIVE SUMMARY

PROCESS

The Hatch team conducted a series of interviews with Muni staff and operators to determine their needs and requirements to develop a modern, seismically sound, and emissions-free facility. The Hatch team also met with City agencies such as the San Francisco Planning Department (SF Planning) and Office of Economic and Workforce Development (OEWD) for input on the site's redevelopment as it relates to the local neighborhoods' needs as well as the larger City's.

PLANNING STUDY SUMMARY

The Presidio Yard, located at Geary Boulevard and Masonic Avenue, is one of the City's oldest bus operations and maintenance facilities. The building served as home to the newly founded San Francisco Municipal Railway's (Muni's) headquarters for nearly 100 years until the early 2000s. The existing Presidio Yard houses routes that serve communities across the City, including neighborhoods in the Muni Service Equity Strategy. For example, the 1 California serves the Chinatown neighborhood, and the 24 Divisadero serves Western Addition and Bayview Hunters Point neighborhoods. The first building on-site was built in 1912 as a streetcar facility.

As of 2020, analysis indicates 132 forty-foot trolley coaches are on site with a peak demand of 109 and an effective demand of 100. The most critical need facing the SFMTA in the construction of the new Presidio Yard is to increase the agency's capacity for operating and maintaining a growing fleet being planned for a transition into zero-emissions.

Through in-depth research and these engagements, the Hatch team revised and refined a site layout and concept program and design for the bus facility. The Hatch team's bus facilities designers, architects, and urban designers proposes the creation of two parcels from the 5.5-acre site—the northern parcel (4.2 acres) as the bus facility parcel and the southern parcel (1.3 acres) as the opportunity site for non-transit uses.

The proposed bus facility concept design stretches along the northern portion of the Presidio Yard site. It is designed as a four-level building with a total building height of 75 feet, as measured from Masonic Avenue. The proposed concept would house 247 buses and over 600 SFMTA staff. The bus facility concept design also allows for transit and/or municipal uses at the rooftop level. Community use at the bus facility may take the form of public art space, publicly accessible open space, or other public-oriented uses.

Land use analysis and community input showed that, for non-transit uses, housing, institutional (healthcare or higher education), and retail uses most complement the site. These uses are appropriate given existing land uses nearby as well as planned developments in the proximity of the site such as redevelopment of the University of California San Francisco (UCSF) Laurel Heights Campus at 3333 California Street, which includes housing, retail, public open space, childcare, and potentially office space.

The new Presidio Yard represents the SFMTA of the future: fully integrated into its community; designed and developed to improve operations while staying resilient to future climate and seismic events; and leveraging its assets to generate revenue and help address community needs in San Francisco.



FIGURE 1-2: VIEW OF PRESIDIO YARD AT PRESIDIO AVENUE AND POST STREET

Source: Google Street View (2016). Note: Building heights measured from elevation of adjacent sidewalk.



Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 02:

CURRENT CONDITIONS ANALYSIS

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.1 OVERVIEW

This chapter includes a thorough analysis of the current conditions of the Presidio Yard as it relates to the current fleet, the administrative and maintenance facilities, employee parking, and the redevelopment schedule. This comprehensive Current Conditions Analysis will cover noteworthy considerations of the facility and its operations as well as shed lights on any remaining gaps on research for the project forecast.

The gap analysis in this chapter reviews previously completed studies, reports, and analyses that address current conditions at Presidio Yard and the transit requirements of the rebuilt Presidio Yard, and identifies assumptions and questions that require clarification in subsequent study tasks.

2.1.1 SOURCES CONSULTED

The Current Conditions Report is informed by interviews with SFMTA subject matter experts and the Hatch team's review of the following studies, reports, and analyses prepared by or on behalf of the SFMTA:

- SFMTA Real Estate and Facilities Vision for the 21st Century (Parsons Brinckerhoff, 2013)
- Facility Condition Assessment of Presidio Bus Division (EMG, 2016)
- SFMTA Facilities Framework Addendum (Owen Adams, 2017)
- SFMTA Bus Yards Design and Development Study, Draft Current Conditions (2018)
- Historic Resource Evaluation: Presidio Trolley Coach Facility (VerPlanck, 2017)
- SFMTA 2017 Fleet Plan (2017)
- SFMTA 2020 Bus Master Fleet List (January 2020)
- SFMTA Capital Improvement Program 2019-2023 (2018)

- SFMTA Facilities Assessment: Site Master Planning Charrette Report (2017)
- SFMTA Potrero Scenario 2 Final Design Drawings (2017)

The sources above provide an adequate baseline understanding of existing conditions (including facility condition, operations, and associated expenditure plans) at Presidio Yard as well as the broader conceptual framework for the rebuild and expansion of SFMTA bus maintenance and storage yards.

However, the Hatch team recommends convening a meeting with SFMTA to review and confirm assumptions pertaining to construction timeline, facility capacity, and fleet mix at Presidio Yard. These assumptions should be finalized prior to the start of major work tasks such as the design criteria and the joint development scenarios for Presidio Yard.

2.2 EXISTING CONDITIONS

2.2.1 CURRENT FLEET MIX

The Facilities Framework Addendum (2017) defines three levels of capacity for bus parking.

- **Yard Capacity:** Buses in parking lanes only
- **Planning Capacity:** Buses in parking lanes and half the maintenance bays
- **Crush Capacity:** Buses in parking lanes, all the maintenance bays, and some aisles/aprons.

The Facilities Framework Addendum (October 2017) places the current crush capacity of Presidio Yard at 165 forty-foot trolley buses and 15 maintenance parking spaces. The SFMTA Master Fleet List of January 2020 indicates 132 forty-foot trolley coaches are on site with a peak demand of 109 and an effective demand of 100.

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.2.2 ACCESS AND CIRCULATION

Presidio Yard currently has access from one ingress from Presidio Avenue and one egress to Presidio Avenue, as shown in the Facilities Framework Assessment and confirmed by visual inspection.

Circulation within the yard is clockwise from the Presidio Avenue entrance, with a singular overhead ladder track allowing assignment to thirteen yard parking lanes, ten maintenance bays, and two interior running repair lanes. Both running repair lanes are utilized for overnight bus parking. Additionally, the bus washing lane is also utilized for overnight bus parking and is accessible only from the exit gate ladder track. Maintenance bays are not readily accessible without battery assistance when the parking lanes are fully utilized. See Figure 2-1.

The rate of scheduled bus egress and ingress is currently a data gap in documenting baseline conditions. It is important to assess this rate to understand Presidio Yard’s ability to accommodate the flow. To address this, it is recommended that site observations should be conducted.

Additionally, buses entering Presidio Yard post-morning peak and evening peak may potentially be causing traffic congestion on Presidio Avenue. This is also a data gap. Understanding this is important to inform future planning decisions for multiple points of ingress and egress.

Due to the pandemic at the time of writing, observations of the post-peak circulation was not possible. In lieu of observations, the following chart (Table 1) was prepared showing Presidio Division/Yard scheduled departures (pull-outs) and arrivals (pull-ins). Fifteen (15) minute periods were captured to show the maximum flow patterns that could impact yard “meet and greet” functions as well as on-street traffic conflicts. The maximum pull-out flow is 12 during the 6:00-6:15 A.M. period and the maximum pull-in flow is 7 between 8:30-8:45 P.M. Neither of these would appear to cause congestion. For comparison purposes the other existing SFMTA rubber tire divisions were summarized as well.

TABLE 1-1: PULLOUT MOVEMENTS AND BLITZ

PRESIDIO		PRESIDIO	
OUT	2/22/20	IN	2/22/20
3-329A		5-529P	
330-344		530-544	
345-359		545-559	
400-414	2	600-614	
415-429	2	615-629	2
430-444	4	630-644	4
445-459	3	645-659	3
500-514	6	700-714	2
515-529	7	715-729	5
530-544	6	730-744	2
545-559	5	745-759	3
600-614	12	800-814	2
615-629	9	815-829	3
630-644	7	830-844	7
645-659	7	845-859	1
700-714	8	900-930	5
715-729	6	Subtotal	39
730-744	11	930-2X	57
745-759	5	Total	96
800-829			
830-859			
900-929			
930-959			
Total	100		



FIGURE 2-1: SITE CIRCULATION

Source: Hatch team; Google Street View (2016)

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.2.3 FACILITY CONDITION

As documented in the Historic Resource Evaluation (2017), the Presidio Yard site, in addition to the bus yard, includes the former Geary Car Barn building at 949 Presidio Avenue, which was built in 1912. This building was also formerly used as administrative headquarters. The Facility Condition Assessment of Presidio Bus Division report (2016) states that the Geary Car Barn building is in fair overall condition.

The area for the combined bus facility—the Maintenance Wing, Car Barn, and Clock Tower—is 195,000 SF. The bus facility is constrained by the City streets surrounding the site, leading to the requirement for bus maintenance in the former lower level streetcar barn. The transition of Geary Car Barn (streetcar) to Presidio Yard (trolley coach) utilized the existing Geary Car Barn building for transportation functions. This resulted in operators, bus assignments, and on-street relief locations being poorly coordinated on the site. This also created inefficiencies in both bus maintenance and other bus related functions.

The Facility Condition Assessment (2016) only interviewed one Facility Maintenance employee during the assessment of building conditions, while the SFMTA Real Estate and Facilities Vision for the 21st Century report (2013) confirmed observations with maintenance personnel.

Hazards and building deficiencies have been assessed in multiple documents from 1993 through 2011 with remedial actions initiated on a limited basis.

Potential environmental hazards (e.g. ground contamination) for Presidio Yard were not cited in any of the study documents. It is important to note that from approximately 1960-1980, in addition to trolley coaches, diesel motor coaches were domiciled in Presidio Yard.

2.2.4 EMPLOYEE PARKING INVENTORY

Parking is an issue at all of SFMTA's facilities. The employee parking inventory covers the entire site, which includes both the bus yard and the former Geary Car Barn. The Facility Condition Assessment (2016) cites 78 car parking spaces, including 1 ADA-compliant space. The SFMTA Real Estate and Facilities Vision report (2013) cites a running repair lane being used for maintenance staff parking after buses are parked. The existence of in-yard maintenance employee parking will be confirmed prior to bus yard design criteria completion and any final concept design developed for the site.

Physical verification indicates that 49 spaces exist inside the Geary Car Barn (along former tracks 13-16) and that 29 spaces exist outside between the building along Geary Boulevard. The spaces within the former Geary Car Barn are currently reserved for Presidio Division operators, dispatchers, and maintenance managers. Transit, transportation and parking at Presidio will be part of the SFMTA's Transportation Demand Management

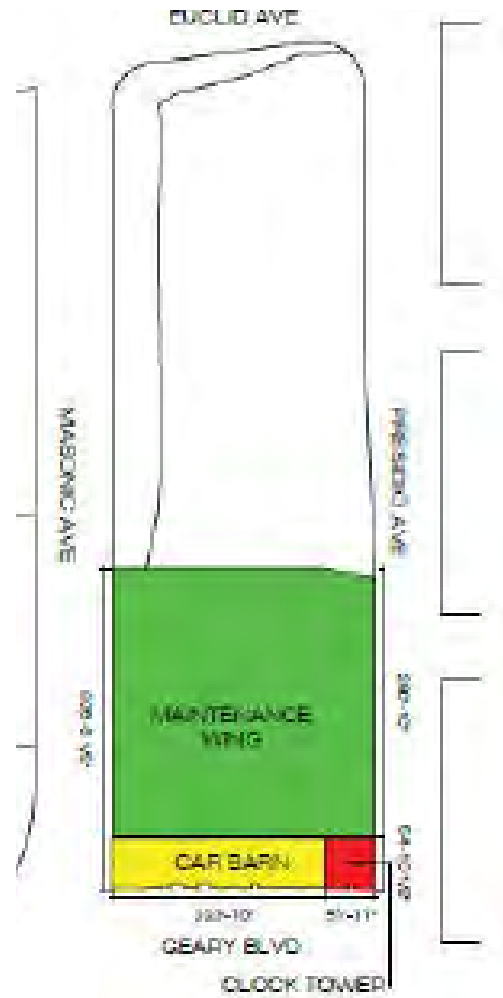


FIGURE 2-2: FACILITY COMPONENTS

(TDM) Plan. The outside spaces are governed by SFMTA street regulations and are utilized by both Presidio Division operators and SFMTA Operator Training staff.

The reviewed documents do not cite the existence of street (curb) parking along the perimeter of the Presidio Yard (i.e. Masonic Avenue, Euclid Avenue, and Presidio Avenue). Physical inventory indicates that there are 60 additional curb parking spaces along these three street segments that are generally utilized by Presidio Division operators. The existing combination of 49 spaces inside the Geary Car Barn plus spaces near the perimeter affords operator parking equal to the roughly 109 weekday operator morning reports. Some perimeter spaces may be occupied by non-SFMTA users.

This analysis does not include review of SFMTA Sustainable Streets documentation.

2.2.5 MAINTENANCE FACILITY INVENTORY

The SFMTA Real Estate and Facilities Vision report (2013) details an inventory of facilities (based on 38 observations) including storage areas, lifts, a bus washer, service bays, control

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

tower, and offices. Noted deficiencies include absence of fall protection in some service bays, insufficient drainage in service bays, and the absence of a bus cleaning vacuum system.

2.2.6 ADMINISTRATIVE AND PERSONNEL FACILITY INVENTORY

The Presidio Transportation Division administrative and personnel facilities are located on the ground floor of the former Geary Car Barn at 949 Presidio Avenue (built in 1912). The Historic Resource Evaluation (2017) summarizes the multiple renovations between 1914 and 1980 to accommodate both engineering and training functions. There have been no renovations to the existing 2600 Geary space to accommodate the fluctuations and changes in the operator force. The dispatcher, division instructor, and union office space remains the same as in the original 1912 space allocations. Operator break rooms and restrooms are located on both the ground floor and mezzanine levels of 2600 Geary.

Vacancies in the 2610 Geary ground floor office space have allowed relocation of the Division Managers’ office to this space from 2600 Geary. Detailed square footage allocated to office space by unit and function was not available at the time of this writing, but diagrams of the existing 949 Presidio Avenue building indicate approximately 3500 SF for transportation functions, about 12 SF per employee (at 280 employees based on SFMTA driver sign-up data). If the Facility Addendum (2017) space programming guidelines were applied to the current

Presidio Yard transportation functions, approximately 5,500 SF would be required. This means there is a deficit of 2,000 SF for employees at Presidio Yard

The Presidio Yard administrative maintenance and personnel facilities are documented in the SFMTA Real Estate and Facilities Vision report (2013). The Vision report mentions the following administrative, maintenance, and personnel facilities: lockers, lunchroom, and a restroom to support 28 mechanics, four technicians, and presumably supervisors. No women's facilities exist in the maintenance areas.

The only reference to a building hazard citation was documented in the Hazardous Material Abatement Oversight Clearance Report - SFMTA Presidio Restroom Renovation (2018).

2.3 ADDRESSING RESEARCH GAPS

Based on a review of completed studies, the project team identified the following assumptions and key questions to be addressed prior to final concept design and completion of bus yard design criteria.

- **Haz Mat Assessment:** During the Planning phase for Presidio Bus Yard, it is assumed there are no haz mat issues on-site. However, an assessment of potential ground/soil contamination of sites (building and yard) is needed to

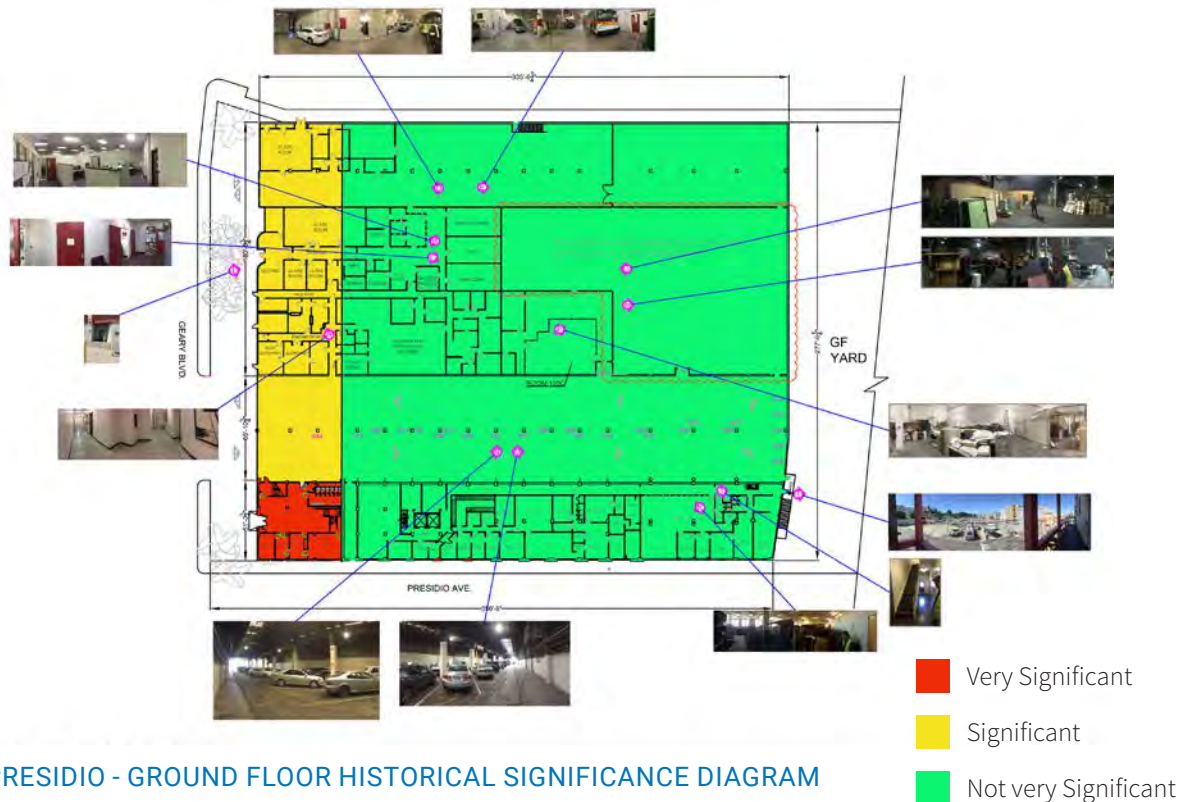


FIGURE 2-3: PRESIDIO - GROUND FLOOR HISTORICAL SIGNIFICANCE DIAGRAM

Source: SFMTA, Christopher VerPlanck

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

understand any issues on the site prior to the bus yard design criteria completion and any final concept design developed for the site.

- **Geotechnical Assessment:** During the Planning phase for Presidio Bus Yard, it is assumed there are no geotechnical issues on-site. However, an investigation of geotechnical conditions is needed to understand any potential issues on the site.

- **Site Boundary Survey:** During the Planning phase for Presidio Bus Yard, it is assumed existing site boundaries survey maps are accurate. Further survey will be needed.

- **Topographic Survey** will be required prior to bus yard design criteria completion and any final concept design developed for the site; however the following are assumed:

- Spot elevations at property corners and at 50-foot increments along property lines (back of sidewalk), tops of curbs, and flow-lines at surrounding streets are used for the Planning Phase.

- Topographic lines at sloped banks below Masonic;
- Spot elevations at building access points facing Geary Boulevard are

- **Documentation of existing site improvements and surrounding context,** including the following are assumed:

- Heights of surrounding building roofs measured from a common benchmark;

- Heights of existing buildings on the Presidio Yards site, measuring heights of distinct massing breaks;

- Horizontal dimensions locating existing structures relative to property lines;

- Any structural encroachments or retaining walls used to support adjacent public rights of way (e.g. retaining along Masonic);

- Location and heights of any significant trees.

- **Utility survey,** will be required prior to bus yard design criteria completion and any final concept design developed for the site; however the following are assumed:

- Locations of laterals and mains within public rights of way based on available documentation at time of writing;

- Any public or private utility easements that cross the site. This includes both above ground and sub-grade systems will be further investigated.

- **Geary Setback:** Further understanding or legal description of the setback along Geary Boulevard is required. Is the setback within the public right-of-way or within the Presidio facility property boundary? This could be accomplished through the Site Boundary Survey by surveying the property boundary specifically.

- **Historic Preservation Studies** will be further conducted prior to bus yard design criteria completion and any final concept design developed for the site, including:

- Clarifications and confirmation around the general requirements for historic preservation will be required.

- Is there an evaluation of the 1930s alterations and art deco additions that would meet Criterion-3 of the Secretary of Interior's Standards for rehabilitation? Clarify whether only the un-altered portion of the original 1912-1913 facility developed under the oversight of O'Shaughnessy meets this criterion.

- **Parking Proposal/Study** will be required such as the SFMTA Employee Parking proposal/study. Coordination with SF Planning and City Family needed to show how the current transportation demand management (TDM) process will inform development and programming decisions.

- **Transportation Ingress/Egress:** Transportation loads for ingress and egress into the site, both existing and proposed.

- **Updated Fleet Plan:** An updated Bus (and Rail) Fleet Management Plan is needed to understand the SFMTA's planned fleet allocations and fleet mix for Presidio Yard.

- **Battery Electric Fleet and Use:** As of 2023, Presidio will be planned for BEBs.

- **Space Needs Program and Floor plans:** There is not currently an existing space needs program. This will be created from the Programming Interviews. To scale floor plans of the Presidio Facility will be required.

- **Facility Use:** What SFMTA functions would require space at Presidio Yard in the future?

- **Build-out Capacity:** Does the 2040 capacity of Presidio stated in the Facilities Addendum reflect the maximum capacity for the facility?

- **Planned Timeline:** Is the schedule for the Presidio facility completion still accurate?

- **Site Visit:** Conducting a site visit, external circumstances permitting, would confirm various on-site conditions, including but not limited to verifying current parking conditions.

CHAPTER 02: CURRENT CONDITIONS ANALYSIS

2.4 INPUTS TO THE PLANNING STUDY

2.4.1 PROJECT SCHEDULE

The SFMTA Facilities Framework Addendum (2017) indicates that joint use and analysis would occur in 2021-2022, design and permitting in 2024-2026, construction in 2027-2028, and completion/move-in in 2029. The Addendum shows Presidio closing in 2030 and reopening by 2035.

Cost assumptions are summarized in the Facilities Framework (2017). This shows a combined rebuilt cost of \$687M for Potrero and Presidio Yards. The Capital Improvement Projects (CIP) 2019-2023 report does not project costs for the Presidio Yard project or correlate to the Facilities Framework (2017). The CIP does not include narrative or budget projection for an expanded Light-Rail Vehicle (LRV) fleet, which was previously projected in the Facilities Framework reports. The CIP only includes information through 2023 (hence, it does not include information for the complete timeframe of Presidio Yard redevelopment. SFMTA will need a new CIP for the planning, predevelopment, CEQA and NEPA, and preparation of the RFQ for a development team for the Presidio Project. As part of the Presidio planning, a construction estimate was prepared for rebuilding the Presidio bus facility of approximately ~\$315.26 million in November 2021. Project and construction budget estimates and updates will be prepared in the future.

2.4.2 RELOCATION PLAN

Any changes to the SFMTA Bus Fleet Management Plan 2017-2030 (not available at the time of writing) will inform both the number and type of vehicles to be relocated following the opening of the Presidio Yard. Additionally, unanticipated changes in fleet size and types of vehicles operated may require facility flexibility.

2.4.3 FLEET CAPACITY

The Facilities Addendum (2017) indicates that 185 sixty-foot and 40 forty-foot (225 BEBs) must be accommodated at the rebuilt Presidio Yard along with 22 historic buses for a total of 247 buses.

The SFMTA's policy goal of achieving 100 percent battery-electric fleet by 2035 would require flexibility, as battery-electric vehicles require specific standards and would require complementary amenities at the rebuilt Presidio Yard. Additionally, the new battery-electric vehicles may allow for greater efficiency in terms of how the vehicles are assigned and located to service areas. The agency's transition from hybrid diesel fleet into 100 percent BEB is currently planned for completion in 2035; however, this may be change to 2040.

This as well as updates to the SFMTA Bus Fleet Management Plan 2017-2030 will also influence fleet capacity requirements at Presidio Yard and related decisions.

2.4.4 SPACE PROGRAM

Space Standards for future planned spaces at the rebuilt Presidio Yard are provided as part of the SFMTA Facilities Framework Addendum (2017). The Space Standards delineate specific square footages and dimensions for offices, shops, repair bays, support spaces, and personnel facilities for future planned spaces/ buildings. Programming Interviews will be held to update the Space Program as needed.

2.4.5 POWER REQUIREMENTS

Currently, traction power at Presidio Yard is provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's traction power needs today. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. WSP is leading this effort through a Zero-Emission Facility and Fleet Transition Plan for the SFMTA. Findings of which will need to be included in future planning and feasibility studies on the site as well as the Presidio Yard's Design Criteria Document.



Overhead View of Presidio Division Office, 2018.
SFMTA Photography Department and Archive.

CHAPTER 03:

OPPORTUNITIES AND CONSTRAINTS



CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

This page intentionally left blank.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.1 OVERVIEW

Serving as the project's Opportunities and Constraints Analysis, this chapter evaluates factors contributing to the Presidio Yard redevelopment strategy. These considerations include physical characteristics of the site, applicable zoning and land use regulations, topographic information, historic preservation priorities, parcel ownership, and fleet requirements. It should be noted that the entire Hatch team has conducted a site visit to support the writing of this report.

The Presidio Yard site presents an opportunity to create a development to leverage its location at the intersection of various neighborhoods and central to the Geary Corridor. The site straddles multiple areas, but lacks a defined sense of place, character, and human scale.

While there are easy walking, biking, and public transit opportunities to access nearby attractions, the immediate neighborhood is ripe for activation. Redevelopment of the Presidio Yard site offers great opportunity to host neighborhood events and activate this portion of the Geary Corridor. If the Geary Corridor becomes a major transit corridor in the future, the site has the potential to become a major hub. Uses such as residential, mixed use, commercial/retail, institutional, or office use could be considered.

Taking advantage of the site's topography, the notable grade change from the east side of the site to the higher west side of the site could offer great opportunity to stack programmatic uses and the potential for street and pedestrian activation.

3.1.1 KEY CONSIDERATIONS

The key considerations germane to the development of future transit and joint development uses include:

- **Historic resources** – The Historic Resource Evaluation (HRE) prepared by VerPlanck Historic Preservation Consulting (December 2017) concluded that the corner of the office building at the corner of Presidio Avenue and

Geary Boulevard is of historic and architectural significance and should be considered to be preserved. This includes the Art Deco entrance surround and frieze on Presidio Avenue, as well as the clock on the front of the office building facing Geary Boulevard.

- **Electrical infrastructure needs** – The Presidio facility's building service power needs are anticipated to increase substantially with the transition to a battery electric fleet. Service requirements will need to be confirmed in consultation with the power provider and SFMTA Fleet Division. The SFMTA had a Battery Electric Bus Facility study done in 2021-2022.

- **Underground utilities** – It is necessary to determine whether there are any underground utilities traversing the site or the right-of-way on Geary Boulevard. SFMTA concluded preliminary inquiry with utility providers, through the Envista portal, which concluded that it is unlikely that utilities are traversing the site. Further confirmation may be needed.

Additional considerations that would apply to future joint development uses include:

- **Zoning and development controls** – The site is currently zoned as P-Public and will need to be rezoned to accommodate non-transit uses. Heights for future joint development will also need to be considered, appreciating the public view corridor from the west side of Masonic Avenue looking east. The SFMTA will work with City departments and the community regarding the bus and transit facility and proposed future uses, zoning, and heights, including the City's Housing Element 2022 filed with the State on February 2023.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.2 PARCEL SIZE, BOUNDARIES, AND OWNERSHIP

Presidio Yard is an operations/maintenance facility owned by the City and County of San Francisco located at 949 Presidio Avenue, at the nexus of the Laurel Heights, Lower Pacific Heights, Anza Vista, and Lone Mountain neighborhoods. The subject property consists of a single block bounded by Euclid Avenue to the north, Geary Boulevard to the south, Presidio Avenue to the east, and Masonic Avenue to the west.

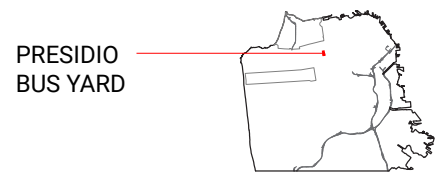


FIGURE 3-1: AERIAL AND STREET VIEWS

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3 NEIGHBORHOOD CONTEXT

3.3.1 PHOTOS



FIGURE 3-2: GEARY BOULEVARD



FIGURE 3-3: PRESIDIO AVENUE SOUTH



FIGURE 3-4: PRESIDIO AVENUE NORTH

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS



FIGURE 3-5: EUCLID AVENUE

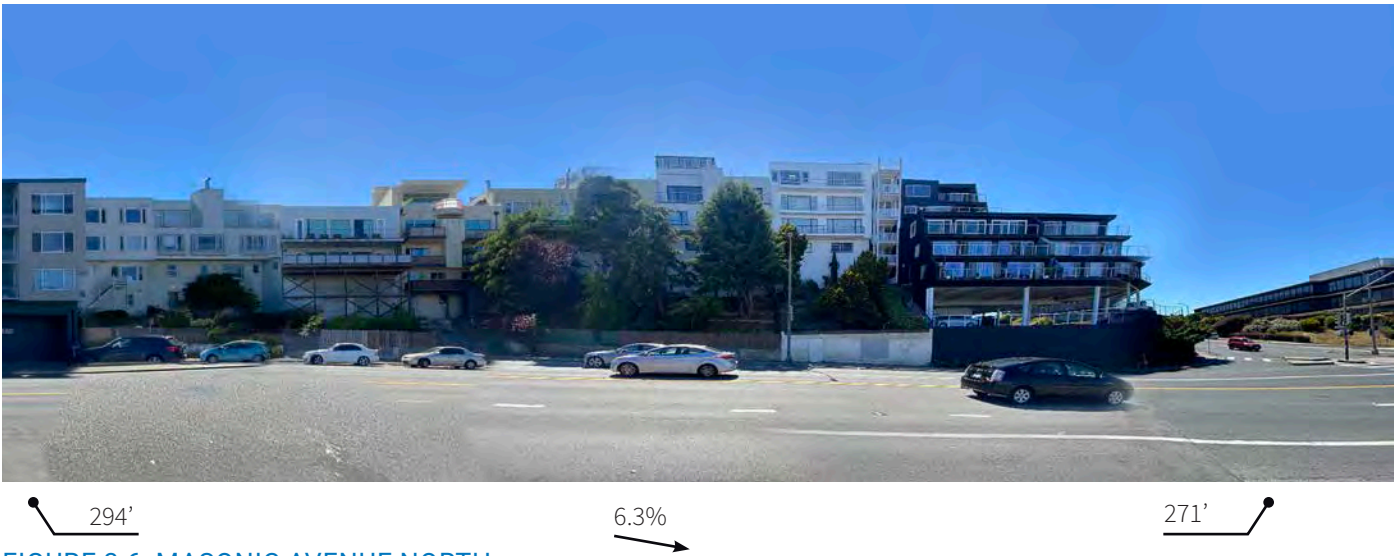


FIGURE 3-6: MASONIC AVENUE NORTH

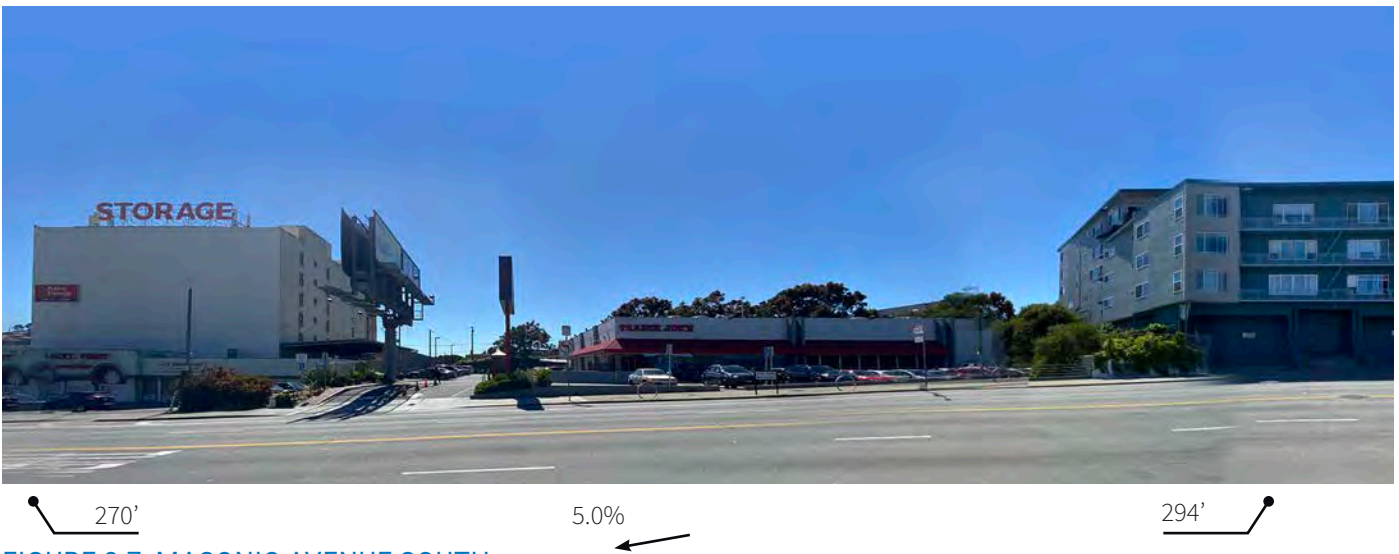


FIGURE 3-7: MASONIC AVENUE SOUTH

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.2 LAND USE

Presidio Yard is currently categorized as a Cultural/Institutional/Education (CIE) site and is surrounded by varied property types. The site's southern boundary, Geary Boulevard, contributes to a commercial district with small and large scale retail, Production, Distribution and Repair (PDR) and medical buildings. Directly to the east and west are primarily residential uses: single family and small to mid-size multi-family residential uses. Two blocks to the north, along California Street, is another commercial corridor with medical, retail and mixed use uses.

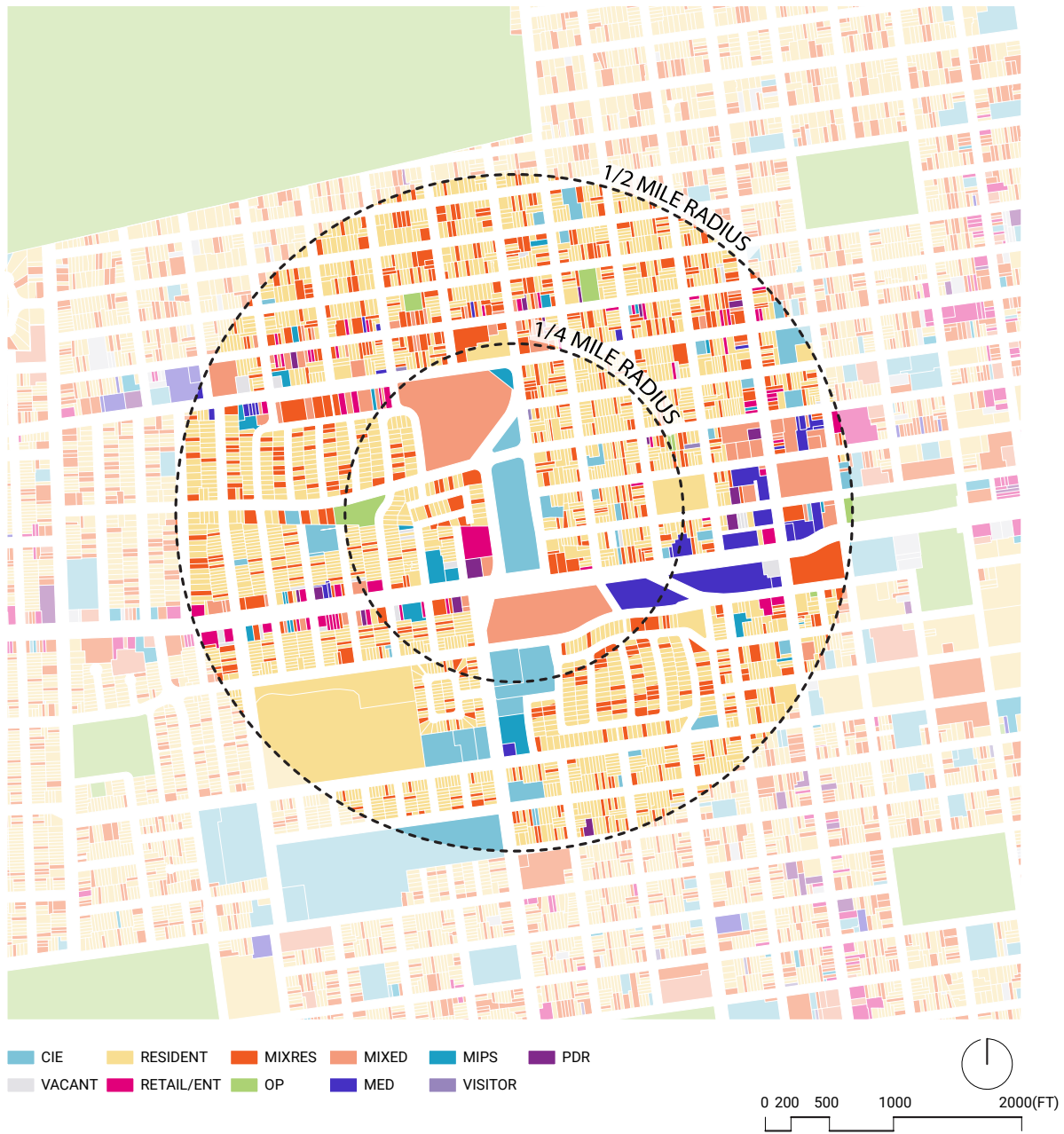


FIGURE 3-8: LAND USE

Source: SF Planning, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.3 DEMOGRAPHICS

This section discusses demographic conditions within the Presidio Yard catchment area (half-mile radius around the project site) using available information in 2020. The catchment area has a population of around 45,000, housing 5% of San Francisco’s total population of 870,000.

The area is wealthier and less diverse than the City as a whole. The median household income of \$130,000 (in 2018 dollars) in the catchment area is 21% higher than the citywide median household income of \$105,000 (in 2018 dollars). The catchment

area is 57% White, a population that is more than double the size of the next largest racial group, Asian/Pacific Islander (21% of the catchment area). By contrast, the City overall is 41% White and 34% Asian/Pacific Islander.

Despite the high median household income in the catchment area, homeownership rates are slightly lower than citywide, 32% in the catchment area compared to 38% citywide. This is likely due to the fact that the median age is slightly lower than citywide (35.6 compared to 38.9) and that there are more 1-person households than citywide (42% compared to 36%).

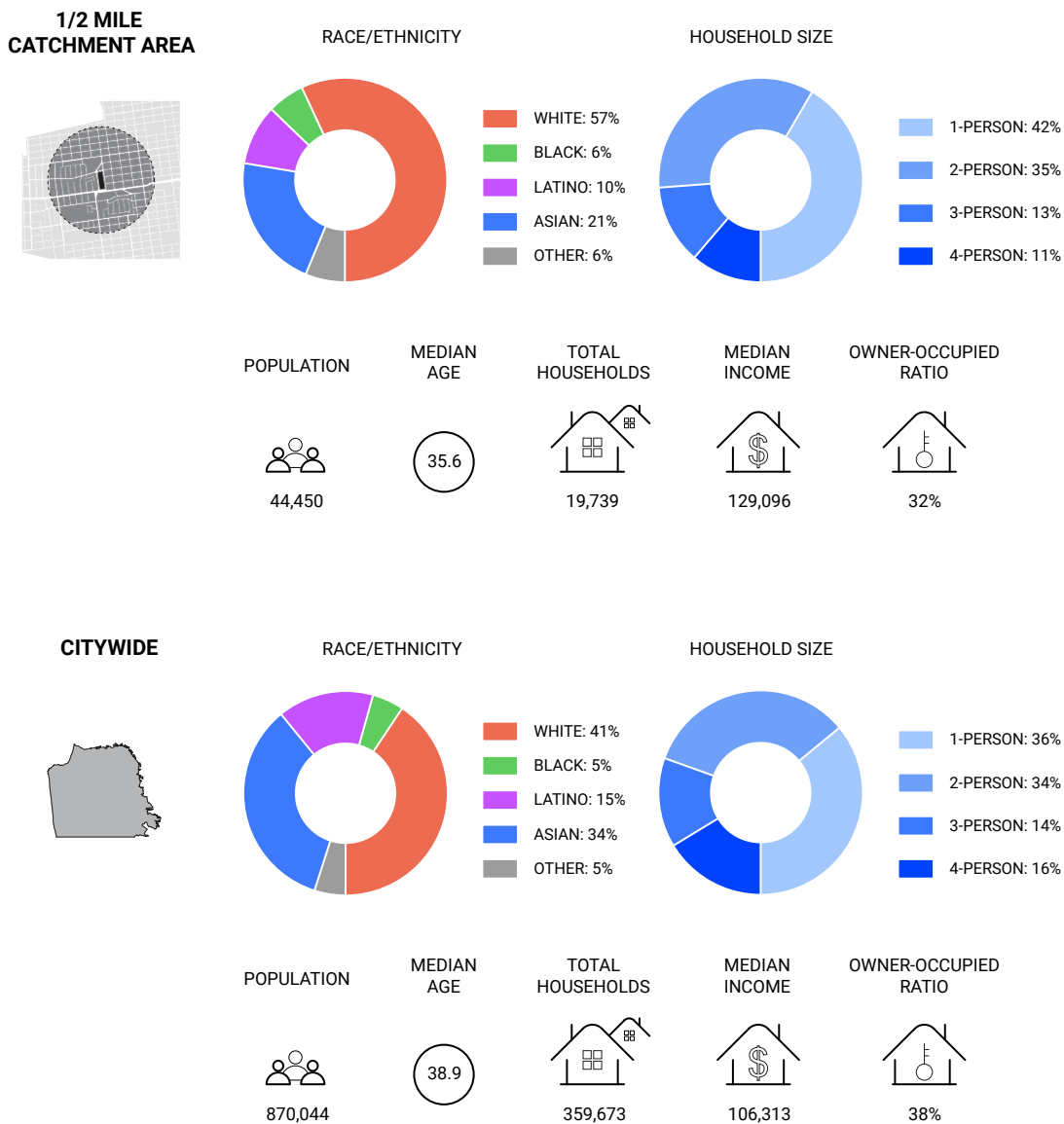


FIGURE 3-9: NEIGHBORHOOD DEMOGRAPHICS

Source: U.S. Census Bureau, American Community Survey 2018 5-year estimates, tables B030002, B01002, S2501, and B19013. All site data retrieved in 2020 and sourced from ½ mile catchment area. Since this analysis, San Francisco experienced population change. In 2022, there are 808,000 residents in the city or a 7% decrease.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.4 PIPELINE HOUSING

The residential housing surrounding the site is historic and well-established. Major housing development occurred in the early 1900s and then the mid-20th century. Major residential development currently under the development consists of denser, multi-family buildings. One is to the north of the Presidio Yard site at 3333 California is almost 560 proposed housing units plus over 180 affordable senior housing. To the west of the site at the corner of Geary Boulevard and Masonic Avenue, at 2670 Geary Boulevard, a 95-unit project with 22 affordable housing units has been approved but not currently under construction.

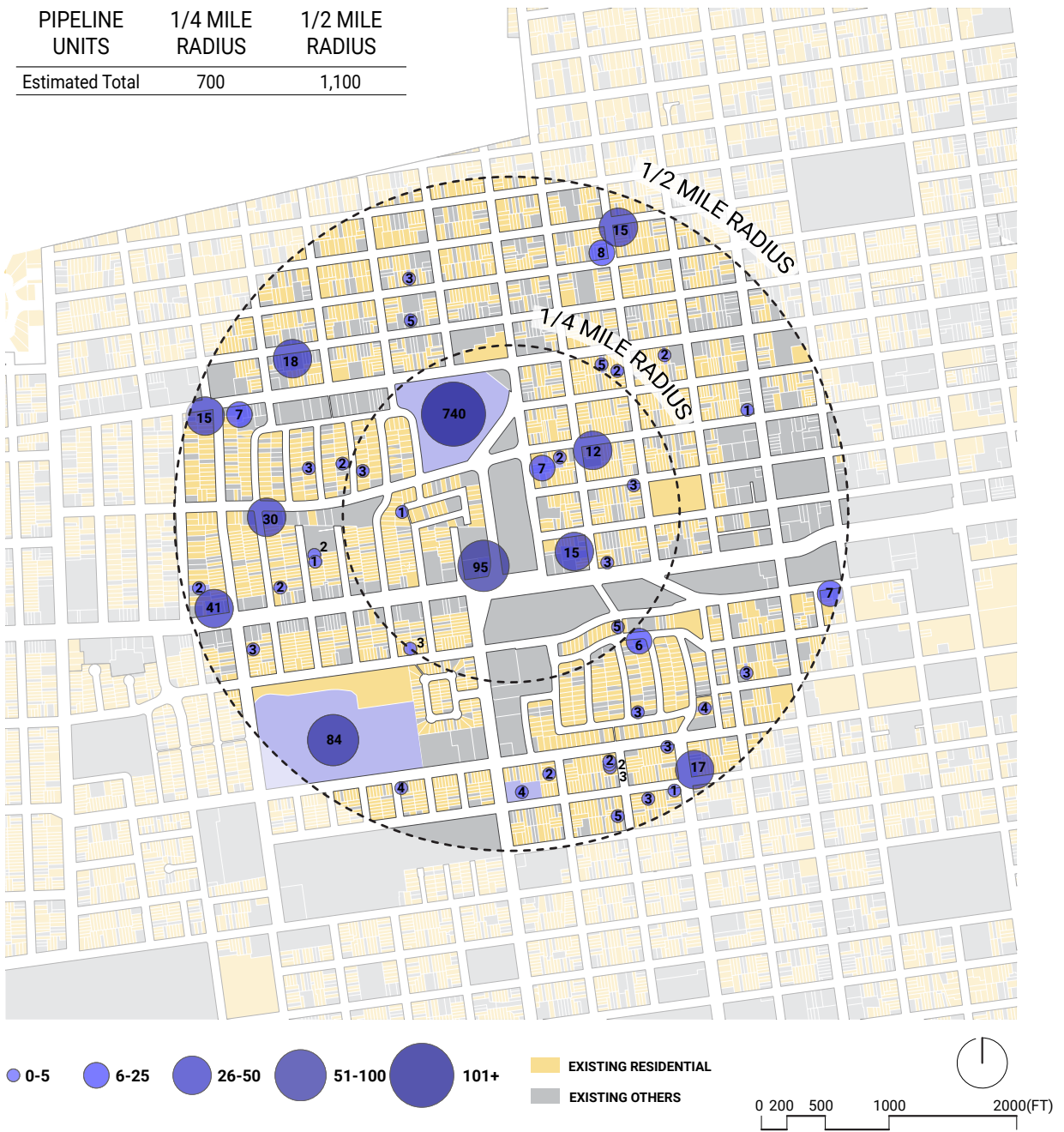


FIGURE 3-10: DEVELOPMENT PIPELINE

Source: City and County of San Francisco Data SF, 2019 Q2 Development Pipeline

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.5 NEIGHBORHOOD CULTURE AND ORGANIZATIONS



Fillmore Jazz Festival



Western Addition Sunday Streets



Japantown Cherry Blossom Festival



Fillmore Street Farmer's Market



Clement Street Farmer's Market

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

The Presidio Yard site is located on the western edge of the Western Addition neighborhood, immediately borders Presidio Heights, Laurel Heights, and Anza Vista. It is in close proximity to Pacific Heights and the Inner Richmond neighborhoods of the City.

There is limited community-oriented programming and activation in close proximity to the site. Outside a half-mile radius, however, there are many community events, lively performances and well-established markets that occur. The redevelopment of the Presidio Yard site offers great opportunity to host neighborhood events in the future given the site's accessibility, namely the public transit opportunities.

LIST OF SELECT NEIGHBORHOOD ORGANIZATIONS

- **University of San Francisco**
- **Booker T Washington Community Services** – provides community amenities to San Francisco's black community
- **Jewish Community Center of San Francisco**
- **DPC Central** – San Francisco Public Health Department's Disease Prevention and Control Branch
- **Congress of Russian Americans** – works to preserve and promote Russian language and culture
- **Russian American Community Services** – provides social services for the Russian-American community
- **Jewish Family & Children's Services** – provides educational, health, and food support to the Jewish community
- **Cyprian's Center** – a community space running outreach programs serving those with addiction and housing insecurity
- **Simply the Basics** – provides essential hygiene items to low-income communities
- **Breakthrough** – trains college students for a career in education and college preparation assistance
- **Richmond / Ermet AIDS Foundation** – provides support to those affected by HIV/AIDS
- **African American Arts and Culture Complex** - venue hosting arts education and programming
- **Alamo Square Neighborhood Association** - works to conserve historic architecture, administer a volunteer gardening program, and host community programming
- **Anza Vista Civic Improvement Club**
- **Collective Impact** - offers after school and summer programming for K-12 students as well as workforce development
- **Ewing Terrace Neighborhood Association**
- **Haight Ashbury Neighborhood Council** - neighborhood level strategic action and mutual aid group
- **Japantown Community Benefit District** - manages neighborhood beautification and business development efforts
- **Jordan Park Improvement Association**
- **Joseph Smoots' Group**
- **Laurel Heights Improvement Association**
- **New Community Leadership Foundation** - African American civic engagement group
- **North of Panhandle Neighborhood Association**
- **Pacific Heights Association of Neighbors** - neighborhood outreach group
- **SF YIMBY** - community advocacy group advocating for the expansion of affordable housing
- **SPUR** - San Francisco Bay Area Planning and Urban Research Association, a nonprofit public policy organization
- **YIMBY Action**
- **Western Addition Family Resources** - facilitates educational workshops, support groups, and case management support to local families
- **Western Addition Beacon Center** - offers school programming and vocational training

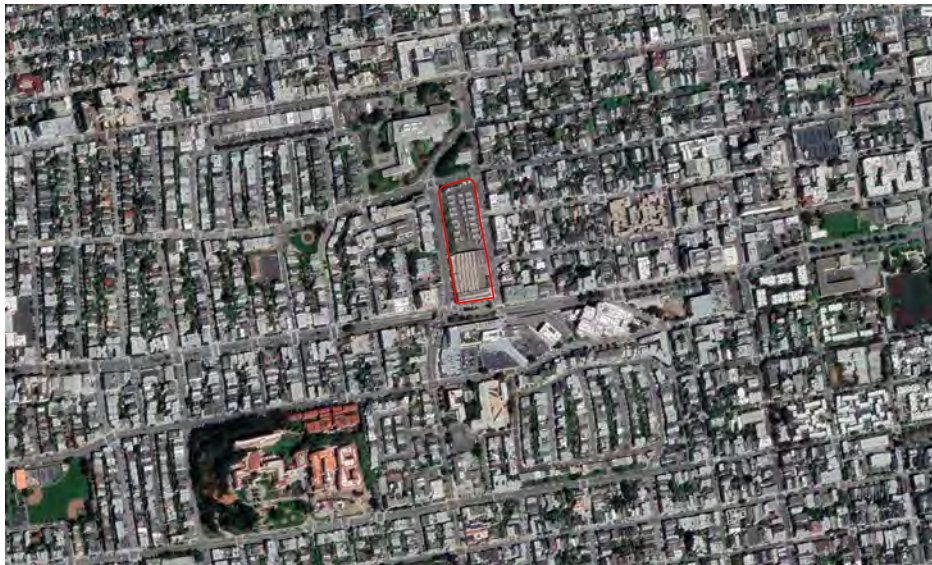
CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.3.6 NEIGHBORHOOD CHARACTER

This corner of the City has a unique history with the “Big Four Cemeteries”: Laurel Hill, Odd Fellows, Calvary and Masonic that were removed between the 1920s and 1940s. The land was developed in the mid-20th century into housing, resulting in varied architectural styles and interruptions in the urban fabric. Laurel Hill encompassed the northern portion of the site and Calvary was just across Geary Boulevard to the south. The immediate neighborhood has a rich history of transit; however, currently the streets surrounding the site favor single-occupancy vehicles, not alternative modes of transportation.



1938. Source: Google Earth



2020. Source: Google Earth

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.4 ZONING

The site is currently zoned as P-Public, as is the site directly to the north where the San Francisco Fire Department (SFFD) Station 10 is located. Within a quarter-mile, adjacent zoning information retrieved at the time of this analysis is varied: the Geary Boulevard Commercial District is along the site's southern edge, with multifarious Residential Districts surrounding the other edges of the site. The SFMTA will work with City departments and the community regarding the bus and transit facility and proposed future uses, zoning, and heights, including the [San Francisco City Housing Element 2022](#) filed with the State of California on February 2023.

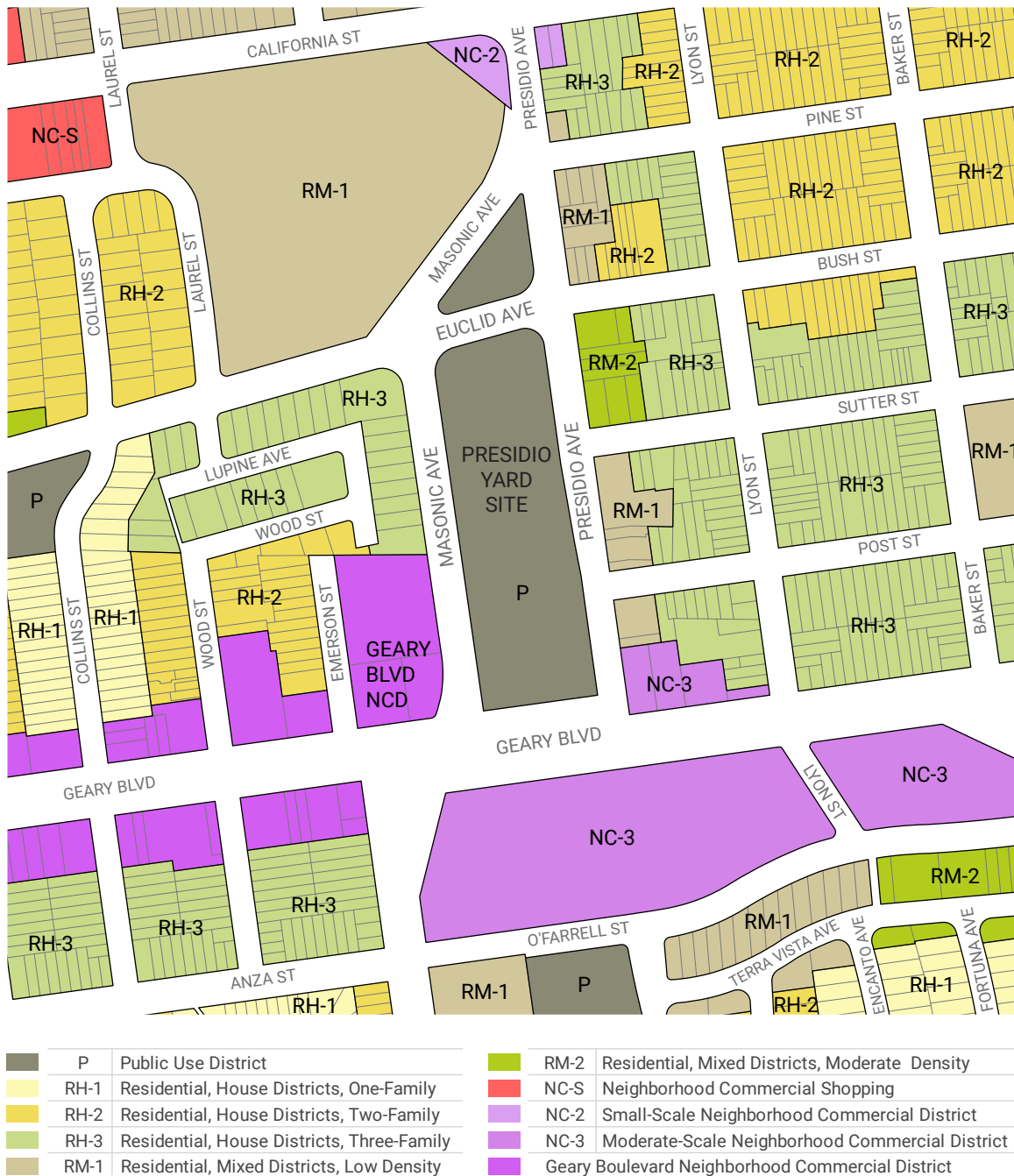


FIGURE 3-11: ZONING

Source: SF Planning, Zoning Use Districts, 2019

0 100 200 500(FT)



CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

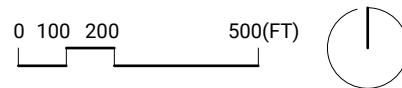
3.4.1 HEIGHT AND BULK

The site is currently split with a 40-X height and bulk designation on the northern two-thirds of the site, and a 160-E height and bulk designation on the southern one-third of the site. Within a quarter-mile, most blocks are 40-X districts. However, larger height and bulk districts parcels face the site's 160-E southern end and a few blocks north at the 3333 California development. When examining height, the about 45 foot topographical change from the east side of the site to the west side of the site should be considered, especially amongst the 40-X districts.



FIGURE 3-12: HEIGHT AND BULK

Source: SF Planning, Height and Bulk Districts, 2019



CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

The following table summarizes the existing zoning designations for the site at the time of writing. To realize the potential mix of uses at the site, including those for a future joint development project, new zoning designations may be sought (e.g., Special Use District). The Hatch team and the SFMTA are engaging SF Planning to determine parameters of zoning controls that may be appropriate for the site.

TABLE 3-1: ZONING DESIGNATIONS

CODE	EXISTING ZONING	SECTION
Intention	Purpose of P designation is to relate the Zoning Map to actual land use and to the General Plan with respect to such land.	Sec. 211
Zone	P-Public	Sec. 211
Height	40' Maximum & 160' Maximum	Sec. 250
Bulk	40-X: No Controls 160-E: Above 65' in Height, Max. Plan Dimensions are 110' Long and 140' Diagonal	Sec. 270
Permitted Use	Public structures of the City and County of SF, Accessory non-public uses (limited to 1/3 max. of total lot area of principle use; no formula retail), Neighborhood Agriculture, City Plazas, Temporary Uses. Residential in 100% Affordable Housing Projects or Educator Housing Projects.	Sec. 211.1
Conditional Use	Social Service and Philanthropic Facility, School, Religious Institution, Community Facility, Open Rec Area, Passive Outdoor Rec and Neighborhood Agriculture, Retail and Personal Service	Sec. 211.2
Floor Area Ratio	Not Applicable	
Open Space	Not Applicable	
Lot Requirements	Not Applicable	
Parking / Loading	Not Applicable	
Residential Density Limit	Not Applicable	
Unit Mix	Not Applicable	
Shadow	Not Applicable	
Wind	Requirements for wind described in Sec 148 for C-3, do not apply to this location.	
Residential Density Bonus	Applicable to Educator Housing Projects	

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5 URBAN DESIGN CONSIDERATIONS

3.5.1 SELECTED NEIGHBORHOOD AMENITIES

The site is mostly surrounded by healthcare, educational and cultural/religious facilities. Medium to large retail outlets can be found in the immediate vicinity, with small restaurants and coffee shops interspersed. The site straddles multiple neighborhoods but lacks a defined sense of place, character, and human scale.

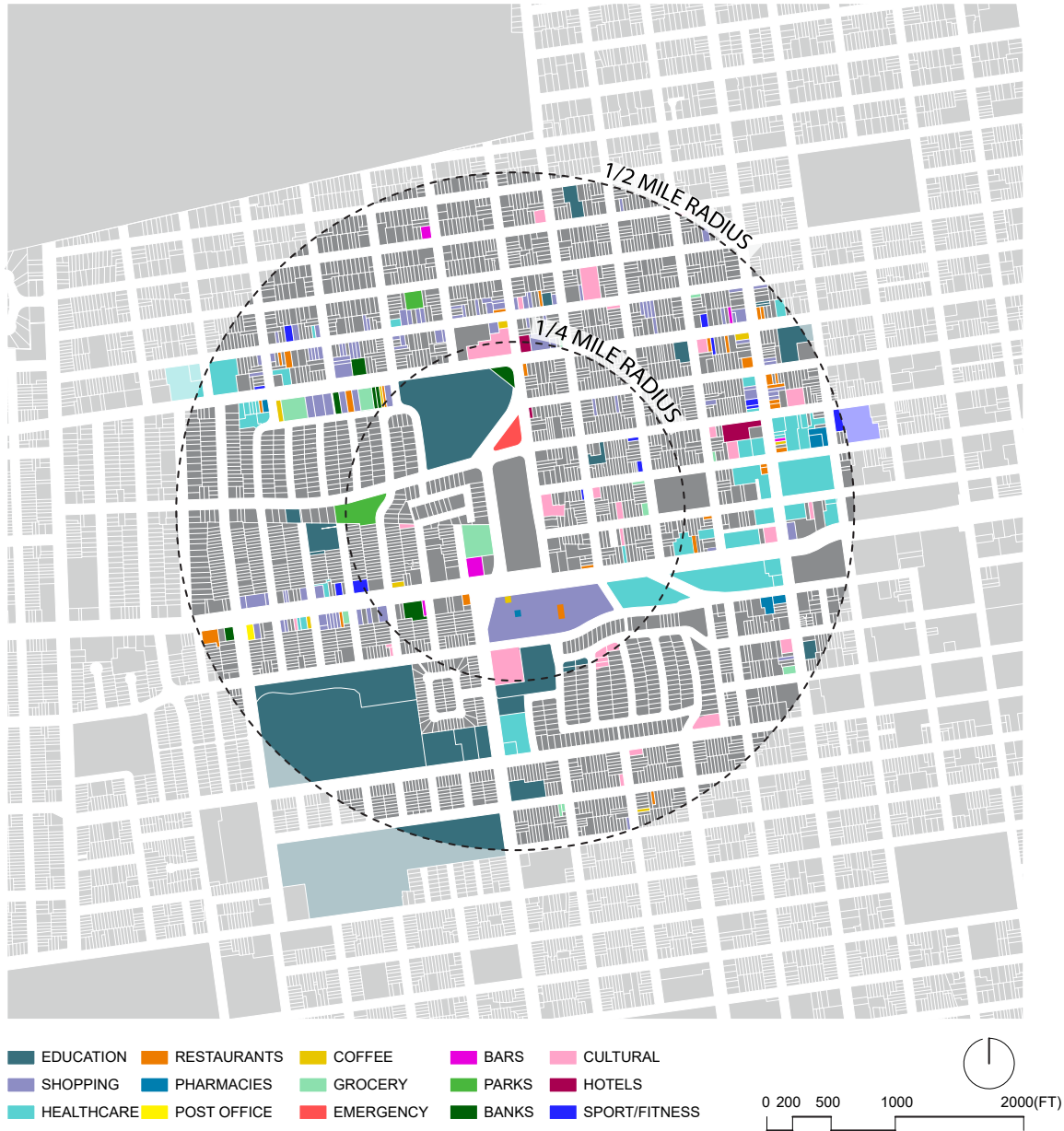


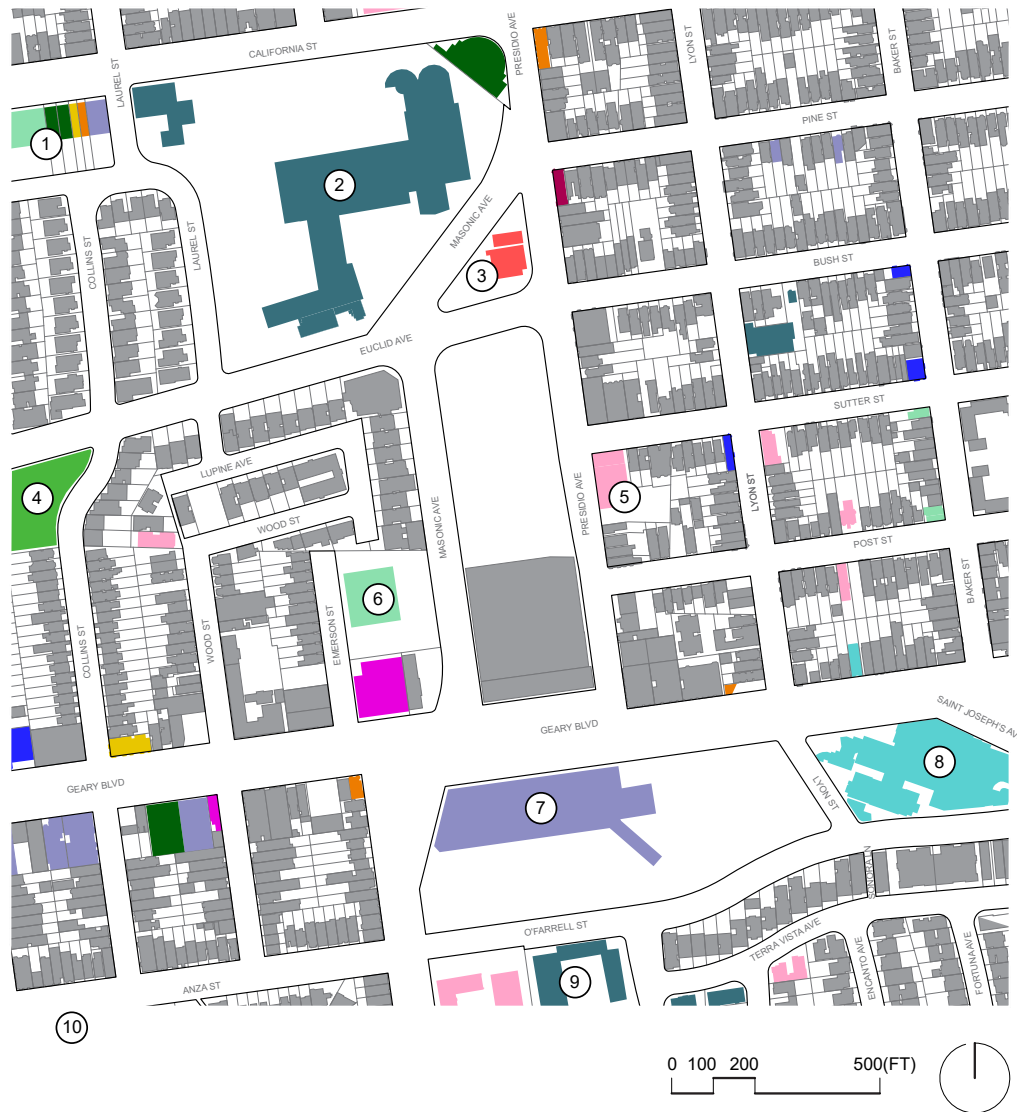
FIGURE 3-13: NEIGHBORHOOD AMENITIES

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.2 SELECTED SITE ADJACENCIES

A major grocery store is located immediately to the west of the site, while immediately to the south a large shopping center occupies an entire block to the south. Open space is limited to Lauren Hill Playground, and most of the surrounding activities relate to healthcare and education or culture/religion.



- | | | | | |
|------------|-------------|-----------|-------|---------------|
| EDUCATION | RESTAURANTS | COFFEE | BARS | CULTURAL |
| SHOPPING | PHARMACIES | GROCERY | PARKS | HOTELS |
| HEALTHCARE | POST OFFICE | EMERGENCY | BANKS | SPORT/FITNESS |

- | | | | | |
|------------------|------------------------|---------------------|-----------------------------|---------------------------------------|
| ① Laurel Village | ② UCSF Laurel Hts | ③ SF Fire Dept | ④ Laurel Hill Playground | ⑤ B. T. Washington Community Services |
| ⑥ Trader Joe's | ⑦ City Center Shopping | ⑧ Kaiser Permanente | ⑨ R. Wallenberg High School | ⑩ University of San Francisco |

FIGURE 3-14: SITE ADJACENCIES

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.3 SURROUNDING STREETS

The site is anchored by Geary Boulevard, a major thoroughfare that includes a tunnel directly to the south of the site. The SFMTA recently completed the Geary Rapid Project which dedicated bus lanes along this busy corridor. Several MUNI bus stops line Geary Boulevard and California Street. The work included major utility upgrades, replacing sewer and water mains, upgrading traffic signals, repaving roadways, and supporting safe and reliable pedestrian network in the area by introducing crosswalks and sidewalk extensions.

Masonic Avenue and Presidio Avenue run parallel west and east of the site respectively, with varying widths and elevations. Masonic Avenue is a well-traveled connector that traverses the City north-south. Presidio Avenue currently supports both residential and SFMTA traffic. Euclid Avenue, north of the site, has a steep elevation change between Presidio and Masonic.

Despite improvements along Geary Boulevard and Masonic Avenue, these major thoroughfares remain on San Francisco's Vision Zero High Injury Network, which seeks to eliminate street accidents.

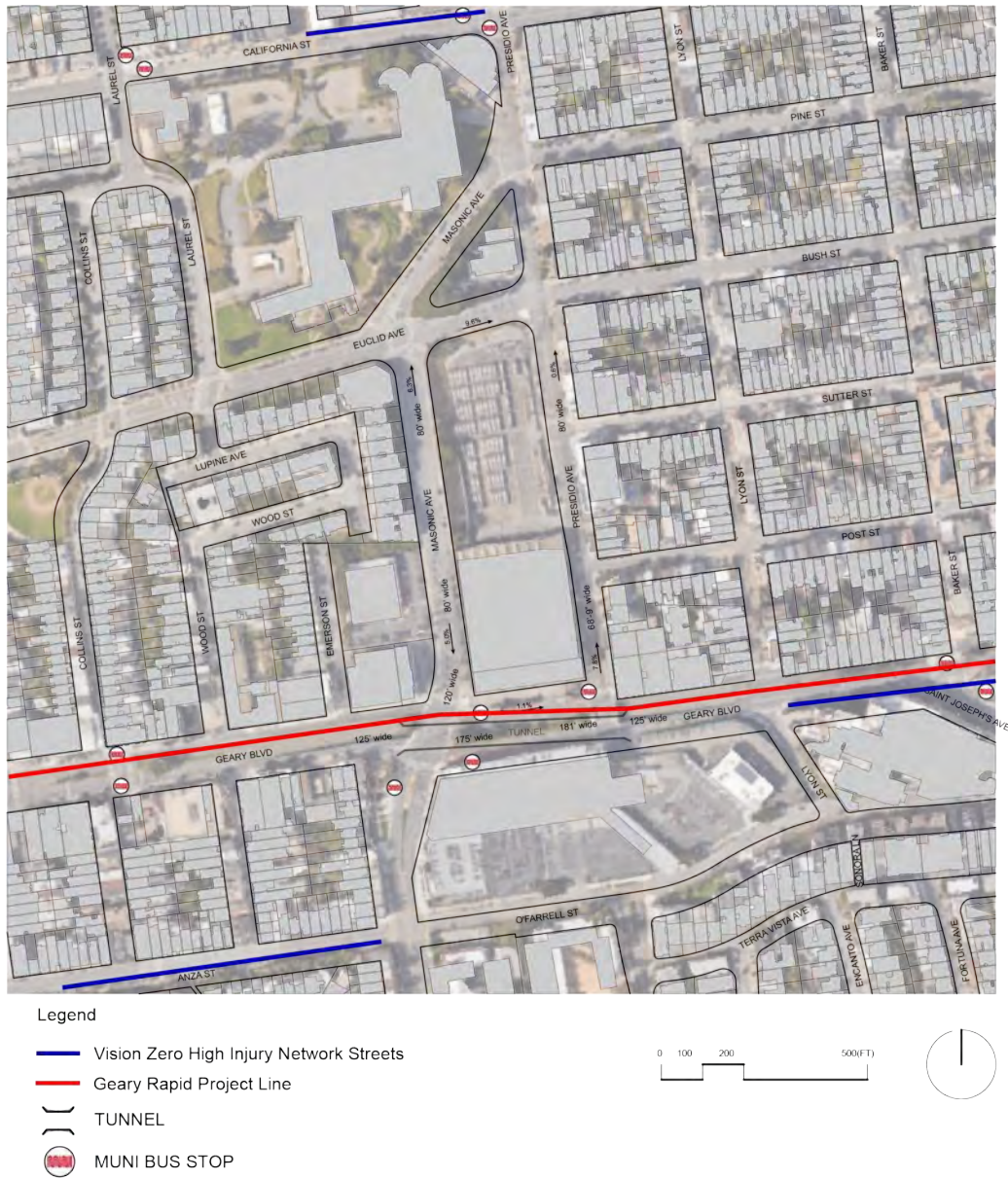


FIGURE 3-15: SURROUNDING STREETS

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.4 RECENT IMPROVEMENTS NEARBY

Areas near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue and California Street) are receiving major upgrades, including traffic calming, pedestrian use and transit service. Serving as a phase 2 following the Geary Rapid project, the Geary Boulevard Improvement Project is expected to reach final project approvals in 2023. Additionally, the former UCSF Laurel Heights (2) campus is slated to undergo a major redevelopment. In 2019 the Laurel Village Improvement Project reached completion, which enhanced pedestrian access and safety. The Laurel Heights/Jordan Park Traffic Calming Project (4) is currently under construction. The Masonic Avenue Streetscape Project (5) which began in 2018 has reopened following completion of the project and is expected to enhance safety for pedestrians, motorists, and cyclists.

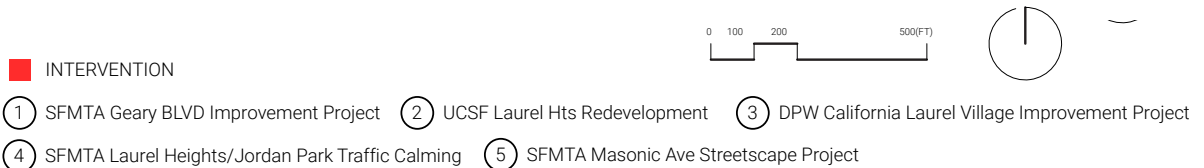


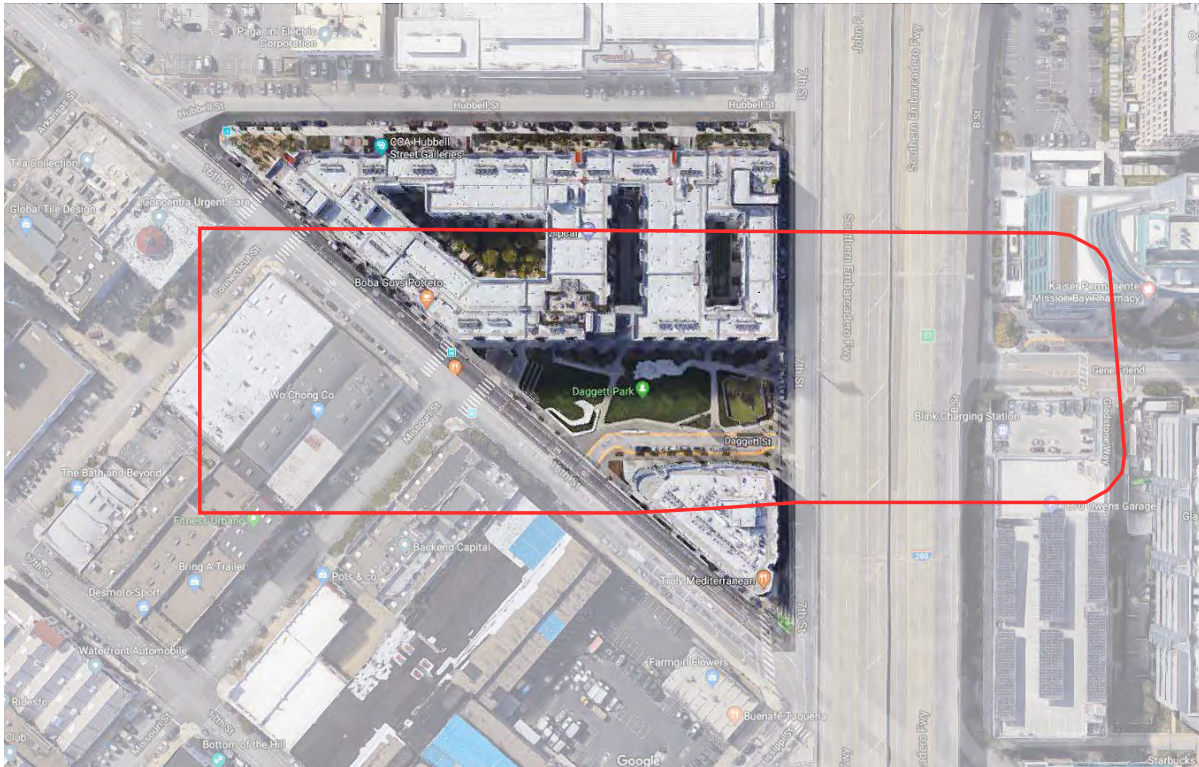
FIGURE 3-16: PROXIMATE DEVELOPMENT PROJECTS

Source: DataSF, GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.5 PRECEDENT COMPARISONS

The following images present a visual comparison between the site (red outline) and comparable projects in various San Francisco neighborhoods.



① POTRERO 1010 - David Baker Architects for Equity Residential - Potrero Hill, San Francisco - 2016



FIGURE 3-17: SITE COMPARISONS

Source: GoogleMaps, 2020

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS



③ 1180 FOURTH STREET - Kennerly Architecture & Planning + Mithun | Solomon for Mercy Housing - Mission Bay, San Francisco - 2014



FIGURE 3-18: ADDITIONAL SITE COMPARISONS

Source: GoogleMaps, 2020

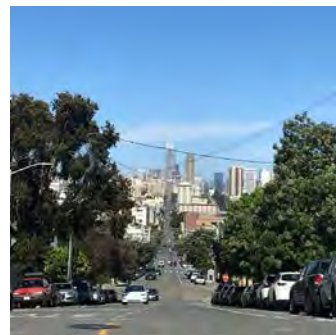
CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.6 SOLAR ORIENTATION, SHADOW POTENTIAL, AND PREVAILING WINDS

The site offers expansive eastern views to Lower Pacific Heights, Downtown, SOMA and across the Bay. The nearest open space is a quarter-mile away to the west; thus the potential for a project's shadow is unlikely to affect the open space, but will need to be further evaluated through the City's Prop K shadow ordinance and the California Environmental Quality Act (CEQA) review process.



FIGURE 3-19: SOLAR ORIENTATION



VIEW TO DOWNTOWN

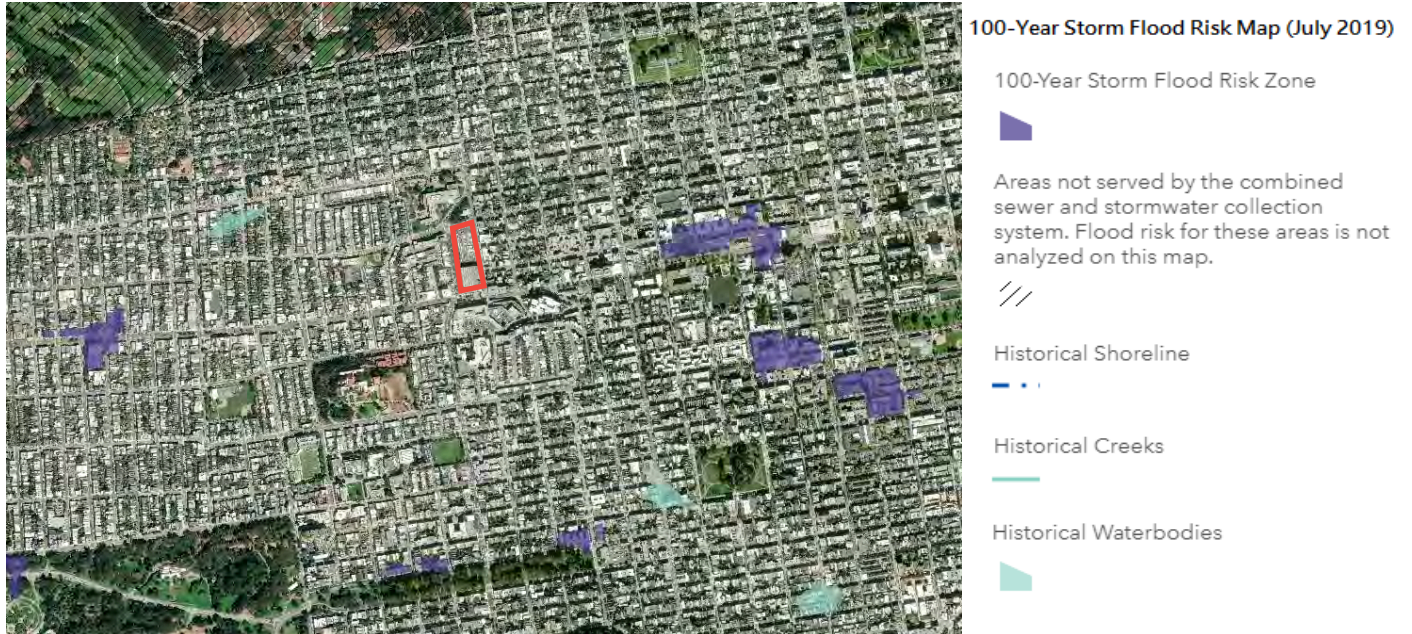
CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.5.7 SITE TOPOGRAPHY

Site topography affects street and pedestrian access. The west side of the site is higher than the east side with the greatest grade change is nearly 45-feet from the midpoint of the site along Presidio Avenue to the midpoint along Masonic Avenue. This topographic change could offer great opportunity to stack programmatic uses and the potential for street and pedestrian activation.

3.5.8 FLOOD PLAIN BOUNDARIES AND PROJECTED SEA LEVEL RISE

San Francisco's SFPUC 100-Year Flood Risk Map (July 2019) indicates that the site does not fall within a 100-year storm flood risk zone. Additionally, the site is not located near any historical creeks that have the potential to flood.



Source: www.sfplanninggis.org/floodmap/July2019floodmap

With respect to Sea Level Rise, as the site is relatively far inland, it is not likely to experience inundation under upper-end sea level rise projections (66 inches of sea level rise by 2100), according to the Bay Area Sea Level Rise Mapping Project.

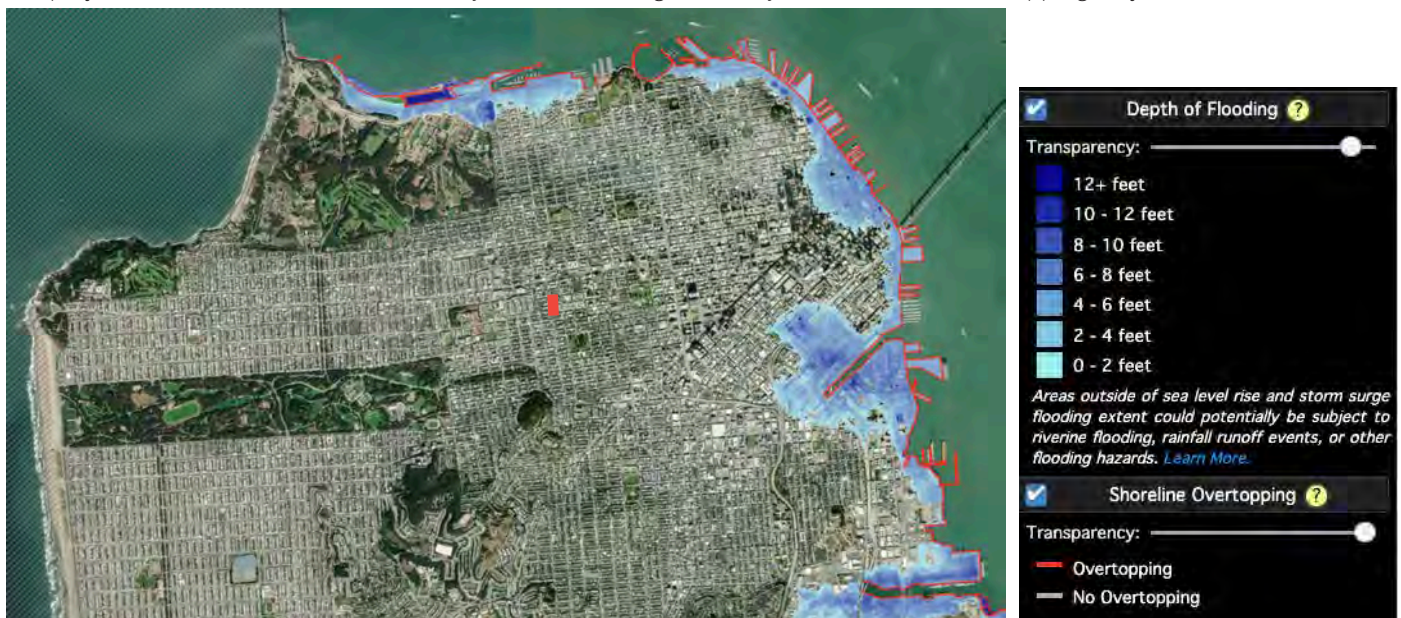


FIGURE 3-20: FLOOD RISK AND SEA LEVEL RISE

Source: Bay Area Sea Level Rise Mapping Project

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.6 HISTORIC RESOURCES AND HISTORIC PRESERVATION

3.6.1 HISTORY AND CONSTRUCTION

The construction of the Presidio Trolley Coach Division Facility at 949 Presidio Avenue began in 1912 when the newly founded San Francisco Municipal Railway (Muni), under the supervision of the Public Utilities Commission, constructed a combined one-story streetcar barn/two-story office building to serve Muni's first streetcar lines. In 1914, Muni added a floor of offices above the car barn and a two-story streetcar maintenance facility at the far north end of the site. In 1948-49, Muni acquired a portion of the adjoining Laurel Hill Cemetery for a bus yard and extensively remodeled and expanded the entire facility as part of its conversion into a trolley bus maintenance and storage facility. The property has served a portion of Muni's trolley bus fleet ever since, in addition to providing executive and mid-level management office space and training facilities.

Incrementally constructed over a period of 37 years, the Presidio Trolley Coach Division Facility presents an eclectic array of architectural styles and features. Originally designed in the Renaissance Revival (car barn) and Mission Revival (office building) styles (Figures 3-21, 3-22), later additions were generally designed in a utilitarian vocabulary (1914 maintenance facility and 1948-49 print shop addition) characteristic of early twentieth-century industrial architecture (Figure 3-23). The exception is the primary entrance on Presidio Avenue, which was remodeled in the Art Deco style in the mid-1930s (Figure 3-24).

Although it has always been a combined office/industrial facility, the specific use of many interior spaces has changed over time, with most of the former streetcar maintenance bays within the original car barn on Geary converted into offices, storage, and employee parking in the 1980s. In addition, all Muni executive offices have long since moved out of the building, leaving much of the second-floor level vacant.



FIGURE 3-21: PRESIDIO TROLLEY COACH DIVISION OFFICE BUILDING

View toward northeast from the intersection of Geary Boulevard and Masonic Avenue.

3.6.2 HISTORIC LISTING ELIGIBILITY

The Presidio Trolley Coach Division Facility appears eligible for listing in the California Register under Criterion 1 (Events) for its association with the founding and early operational history of Muni, and under Criterion 3 (Design/Construction) as a very early and fairly intact example of a car barn built for a municipal railway during the early twentieth century. It also appears eligible under Criterion 3 as the work of a master for its association with San Francisco City Engineer Michael Maurice O'Shaughnessy. The period of significance is 1912 to 1949.

3.6.3 HISTORIC PRESERVATION AND ARCHITECTURAL SIGNIFICANCE

Historic resources should be considered to be preserved. The Presidio Trolley Coach Division Facility is considered a historical resource for the reasons discussed in the 2017 Historic Resource Evaluation. However, the facility has some integrity issues, in particular the in filled former streetcar bays along Geary Boulevard and the removal of much of the ornament along the Presidio Avenue façade. The interior of the building has also been extensively remodeled with the exception of the second-floor offices. In terms of what is most architecturally significant about the building, very little is especially significant apart from the Art Deco entrance surround and frieze on Presidio Avenue, as well as the clock on the front of the office building facing Geary Boulevard.

If considering a partial preservation alternative, retaining the entirety of the office building and car barn/office wing facing Geary Boulevard and salvaging and reinstalling the Art Deco entrance pavilion are advisable. Another approach would be to only preserve the corner office building and salvage and reinstall the entrance pavilion. In addition to being architecturally significant, the office wing is historically significant as the original executive offices/headquarters of Muni, the oldest municipally owned street railway in a major U.S. city.



FIGURE 3-22: PRESIDIO TROLLEY COACH DIVISION OFFICE BUILDING

View northwest from Presidio Avenue and Geary Boulevard

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

An annotated existing conditions drawing of the ground floor of the office building (Figure 3-29) at the end of this section depicts the areas of the building that may warrant retention as part of one or more different preservation alternatives. Red signifies the most important parts of the building, followed by yellow, and green as the least significant.

3.6.4 HISTORIC RESOURCE EVALUATION DETAIL

Regarding the most historically important elements, anything built and not substantially altered after 1949 would qualify, including the footprint of the building, its overall height and massing, its fenestration pattern, its exterior finishes, the remaining pre-1949 doors and windows, and some interior spaces (in particular the second-floor level of the corner office building and the offices above the maintenance bays along Geary Boulevard).

Features of the Presidio Trolley Coach Division Facility that warrant preservation are those that were built or altered before 1949. Changes made after 1949 do not contribute to the significance of the resource because this is when the building was converted into a bus yard and trolley coach maintenance facility, signaling Muni's retreat from rail service in response to declining patronage and increasing labor costs. Much of the existing facility was extensively altered in this conversion, including the west, north, and a portion of the east façades, as well much of the interior.

In regard to the exterior, the most important part of the Presidio Trolley Coach Division Facility is the original 1912 office building (Figure 21-22). Aside from the entrance facing Geary Boulevard and the windows on the first and mezzanine floor levels, which were remodeled in 1953 when the "Gilley Room" was moved into the building, the office wing's exterior has undergone no changes (Figures 3-25). Significant character-defining features include its height and massing, smooth stucco finish, punched window and door openings, arched windows with original multi-lite steel sash on the second-floor level, raised parapets on the south and south sides, molded cornice and window trim, and shallow-pitched gable roof clad in red clay tiles. The clock on the south façade is also quite significant. Neither the entrance nor the window sashes on the first and mezzanine floor levels are character-defining, although they do not greatly detract from the building.

At least on the surface, the original car barn/ office wing to the west of the office building (facing Geary Boulevard) seems to look very much like it did during the period of significance, and it does indeed retain the look and feel of an industrial building dedicated to the maintenance of streetcars. However, this part of the building underwent extensive changes after 1949, including the removal of all streetcar tracks embedded in the floor, excavation of several large maintenance pits in the floor,



FIGURE 3-23: 1914 MAINTENANCE WING ADDITION EAST

East façade and view toward northwest.



FIGURE 3-24: 1914 MAINTENANCE WING ADDITION ART DECO

East façade showing Art Deco entrance and 1948-49 print shop addition; view toward southwest.



FIGURE 3-25: OFFICE BUILDING

South and east façade

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

the addition of new shops and offices in most of the formerly open bays, and the installation of unattractive aluminum storefronts and metal roll-up doors within most of the former maintenance bays. The second-floor level, which was built in 1914 on top of the originally one-story car barn, appears largely unchanged, retaining its original finishes, windows, and trim (Figure 3-21).

Aside from the corner office building, most of the Presidio Avenue façade of the Presidio Trolley Coach Division Facility has undergone many changes, including the reconfiguration of the main entrance at 949 Presidio Avenue circa 1935, the construction of an addition on the roof housing a print shop in 1948-49, and the removal of much of the exterior ornament, also in 1948-49. Nonetheless, the historical usage and character of the building remains apparent.

Furthermore, as an industrial building, it is to be expected that the building would undergo incremental changes in response

to changing technology and work methods. However, there is little that is architecturally significant about this elevation apart from the Art Deco entrance and surround which encompass a frieze labeled Transportation and Muni's original logo (Figures 3-26, 3-27, 3-28). The artists/crafts people who designed and executed these features are unknown today. They have a PWA Moderne character that suggests that they were done in the mid-1930s, possibly as part of a WPA or PWA project, but there is no record indicating that any New Deal agency was involved. The frieze depicts two men holding a cable car, upon which is standing a stylized eagle resembling the National Recovery Administration (NRA) logo. The men are flanked by a bus to the left and a streetcar to the right, indicating that the work was completed before the 1958-49 conversion into a trolley bus facility.



FIGURE 3-26: ENTRANCE PAVILION



FIGURE 3-27: ENTRANCE PAVILION DOORS



FIGURE 3-28: PANEL ABOVE ON EAST FAÇADE ENTRANCE

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

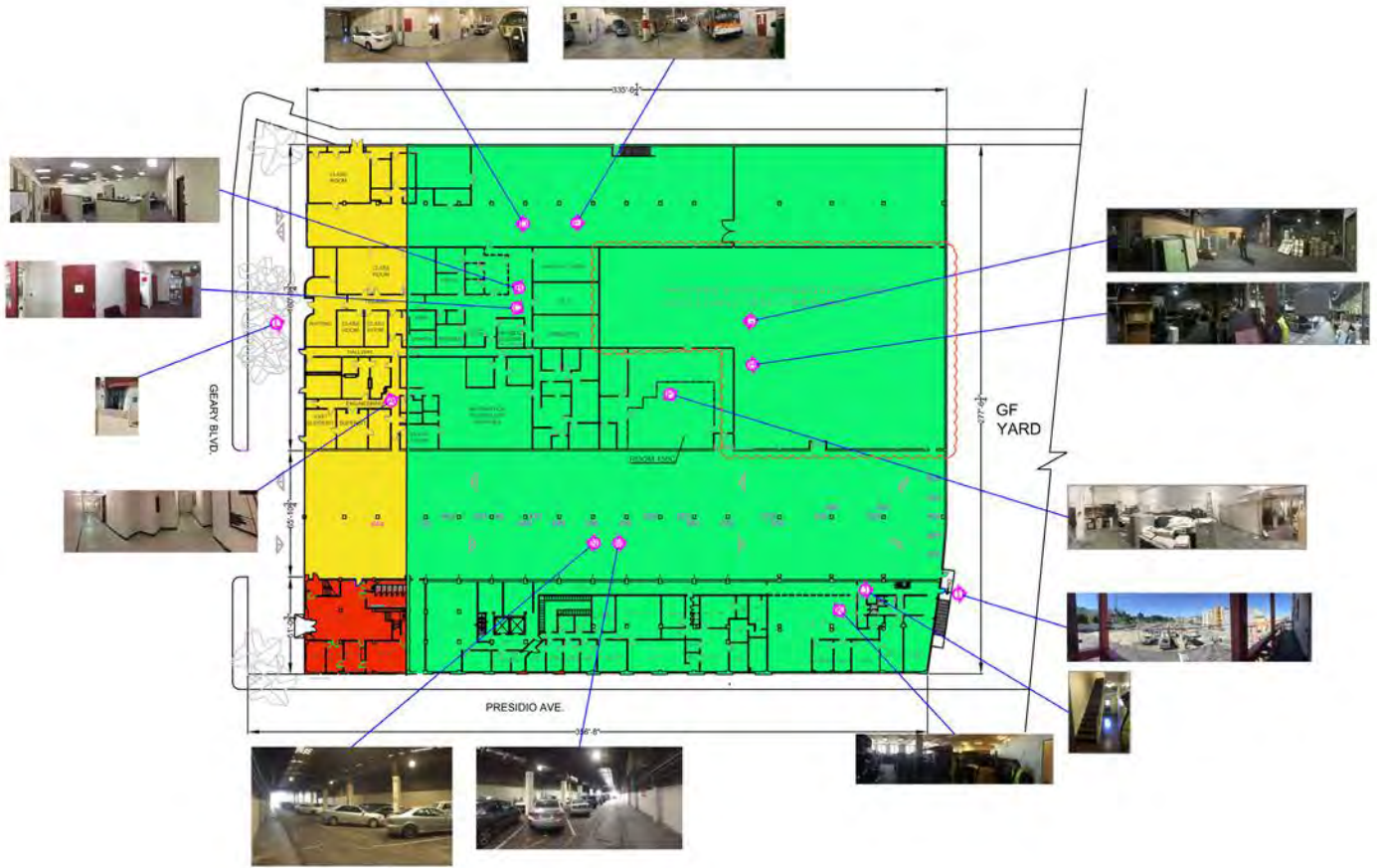


FIGURE 3-29: HISTORICAL SIGNIFICANCE DIAGRAM

Ground Floor, floor plan, June 2017.

- Very Significant
- Significant
- Not Very Significant

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS



Overhead View of Coaches on Taraval and 19th, 2018.
Source: SFMTA Photography Department and Archive

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.7 INFRASTRUCTURE AND UTILITIES

3.7.1 SEWER, WATER, AND FIRE CAPACITY

SFMTA conducted an Envista search with utility providers regarding sewer or water sub-surface infrastructure beneath the site. The San Francisco Public Utilities Commission was also conferred regarding utility on-site. Both endeavors did not bring up any conflicts. Further investigations of utility documents and on-site investigations, however, are warranted.

Additionally, the Hatch team is currently working on evaluating the fire capacity on the site with the San Francisco Fire Department. Findings are forthcoming.

To evaluate the site's capacity for sewer, water, and electricity, the Hatch team reviewed the Final Environmental Impact Report (EIR) (September 2019) for the mixed-use development (located close to the Presidio Yard site) at 3333 California Street. This EIR evaluates the proposed development of over nearly one million square feet of development across a 10.25 acre lot. The development project would include 800,000 square feet of residential uses, over 54,000 square feet of retail uses, nearly 50,000 square feet of office uses, and nearly 15,000 square feet of child care use. The project variant proposes more residential uses than the proposed project, and no office uses.

The 3333 California Street Final EIR found that “no significant utilities and service systems impacts have been identified, the utility improvements necessary to serve the proposed project or project variant would not be growth inducing, and no mitigation is required.”

Regarding sewer capacity, the 3333 California Street Final EIR found that it would not require the expansion of the existing capacity of the 16-inch-diameter combined sewer main under Presidio Avenue.

Regarding water capacity, the 3333 California Street project would require a new or upgraded water main for the purpose of increasing the capacity of the existing mains.

Regarding electricity capacity, the 3333 California Street would also not involve increasing the 12-kilovolt capacity of the existing distribution network. Electricity service to the project site would be provided by PG&E from 12-kilovolt distribution lines with connections to the existing grid.

3.7.2 ELECTRICAL INFRASTRUCTURE

As noted in the Current Conditions Report prepared by the Hatch team, traction power at Presidio Yard is currently provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's current traction power needs. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a “load study” to ascertain any new power requirements to accommodate BEBs at Presidio Yard. Findings of which will need to be included in future planning and feasibility studies related to electrical infrastructure on the site as well as the Presidio Yard's Design Criteria Document.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8 TRANSPORTATION AND CIRCULATION

3.8.1 AUTOMOBILE AND NON-AUTOMOBILE CIRCULATION PATTERNS

Presidio Yard currently has access from one ingress from Presidio Avenue and two egress to Presidio Avenue along the north and south sides, as shown in the Facilities Framework Assessment and confirmed by visual inspection.

All vehicles enter Presidio Yard at the south gate on Presidio Avenue near the Post Street intersection with Presidio Avenue.

Vehicles may exit either at the north end of Presidio Yard near the Bush Street and Presidio Avenue intersection (the majority of vehicles exits use this egress), or from ingress/egress points near the Post Street intersection with Presidio Avenue.

Circulation within the yard is clockwise from the Presidio Avenue entrance, with a singular overhead ladder track allowing assignment to thirteen yard parking lanes, ten maintenance bays, and two interior running repair lanes.

Both running repair lanes are utilized for overnight bus parking. Additionally, the bus washing lane is also utilized for overnight bus parking and is accessible only from the exit gate ladder track. Maintenance bays are not readily accessible without battery assistance when the parking lanes are fully utilized.

On-street circulation is minimal and that most circulation between parking areas, maintenance bays, and vice versa is handled internally by the SFMTA.

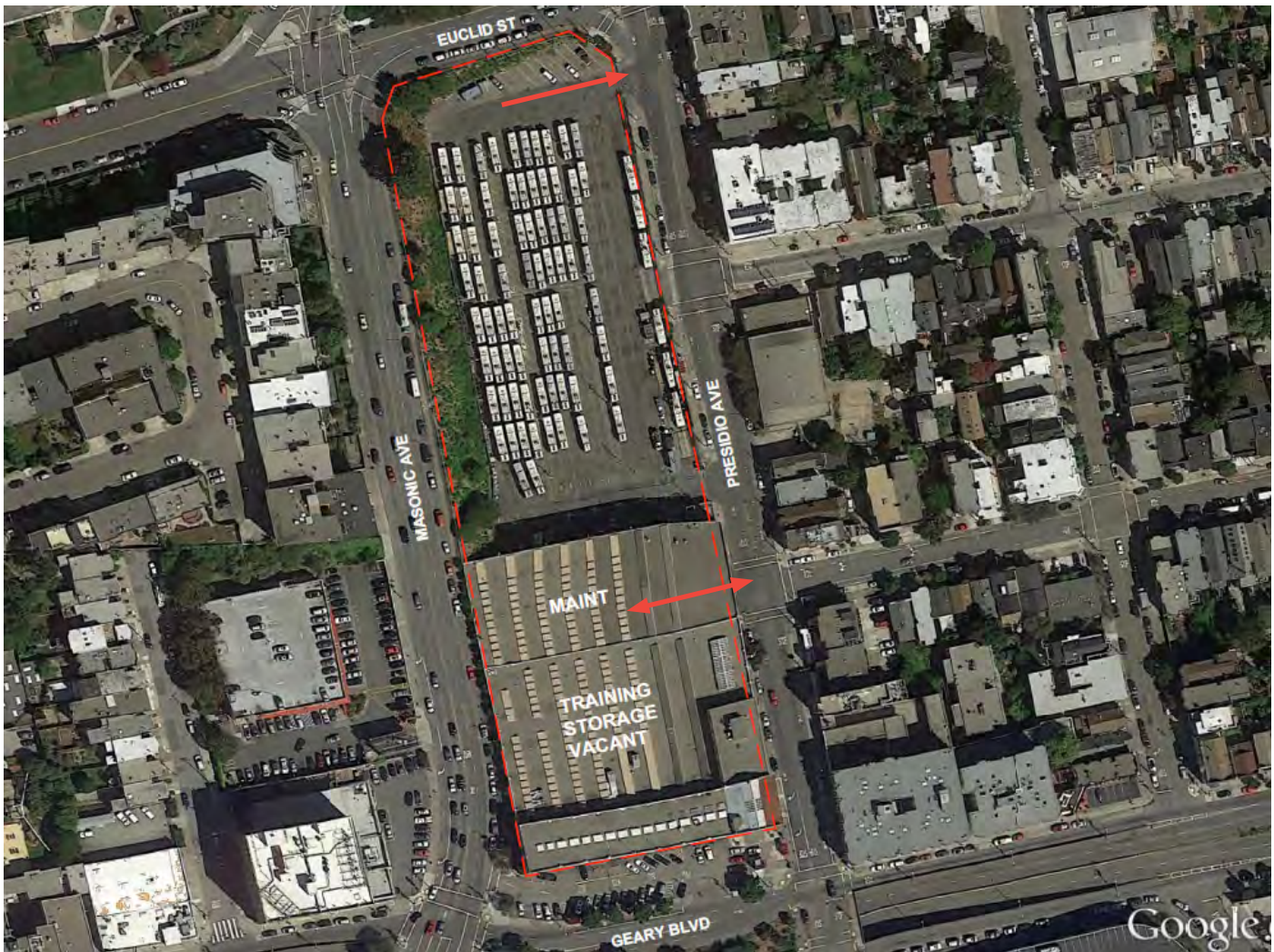


FIGURE 3-30: INGRESS AND EGRESS POINTS

Source: GoogleMaps, SFMTA Facilities Framework Assessment, 2017.

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8.2 MUNI SYSTEM

Major Muni bus routes run along California Street and Geary Street, including the 38R Muni Rapid Bus (which runs east-west along Geary), the majority of transit routes close to the site run east-west; north-south connections are not as strong. The site is not served by any Muni Metro Rail lines.

The Geary Bus Rapid Project, completed in 2021, includes improvements to the Geary Corridor. From Market Street to Stanyan Street, improvements include painting of bus-only lanes and stop changes, the installation of new traffic signal infrastructure and new pedestrian and bus bulbs.

While currently only served by bus routes, it is possible the Geary Corridor could include a future rail line in the long-term, to be planned and implemented over the next 30 years. This should be considered in the development options for the site.

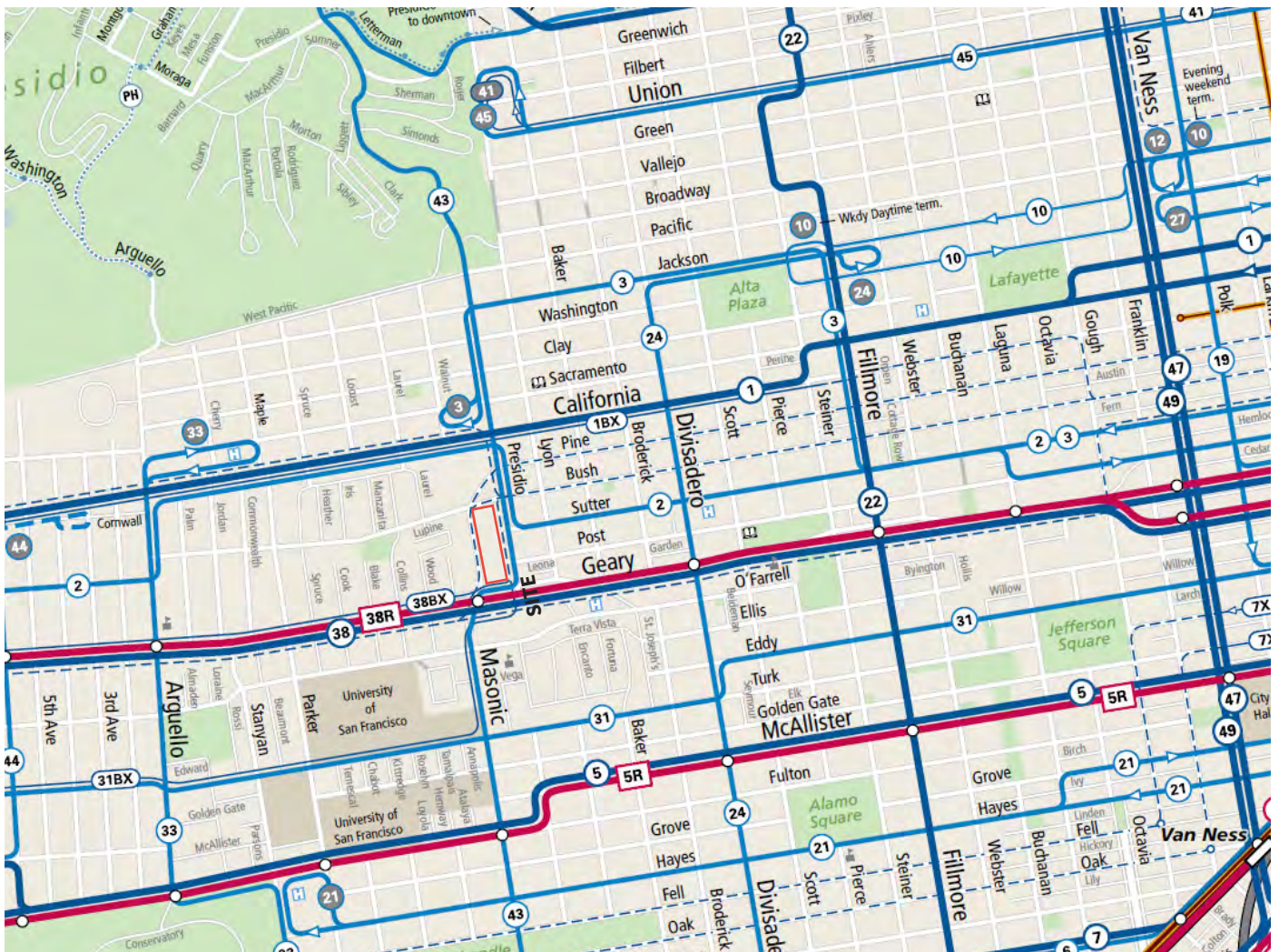
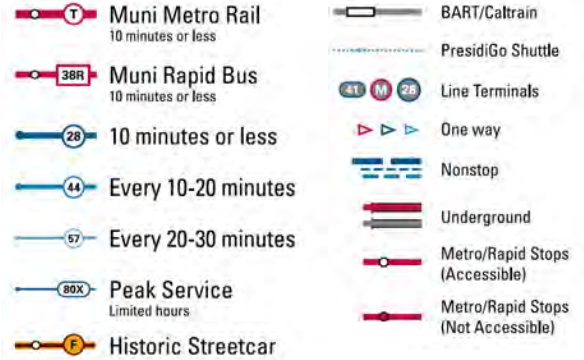


FIGURE 3-31: MUNI ROUTES

Source: San Francisco Transit Map, SFMTA, June 2019

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8.3 BIKE ROUTES

Major bicycle routes are located along Masonic, Euclid, and Post Streets. According to the SFMTA’s Bike Map, there are no bike lanes on moderate or steep hills adjacent to the site.

If the Geary Corridor and site area develop into a transit or commerce hub in the future, additional bike routes connecting the site will be required. Bike parking will also be required in the development options for the site per the City’s Planning Code.

Given the 3333 California Street development plans, there could be potential for a pedestrian/bikeway or pedestrian/bicycle lane (perhaps below Masonic Avenue grade) to connect to the Presidio Yard site. This should include consideration of the existing unused triangular space at Euclid and Bush.

-  **Protected Bikeway**
(striped, marked, or signed bicycle lanes separated from vehicle traffic)
-  **Bicycle Lane**
(striped, marked, or signed lanes for bicycle travel)
-  **Bicycle Route** (shared travel lane marked or signed for shared use)
-  **Off-Street Multi-Use Path**
-  **One-Way Street**
-  **Library**  **Hospital**  **School**
-  **Moderate Hill** (5-10% grade/arrow points uphill)
-  **Steep Hill** (more than 10% grade/arrow points uphill)

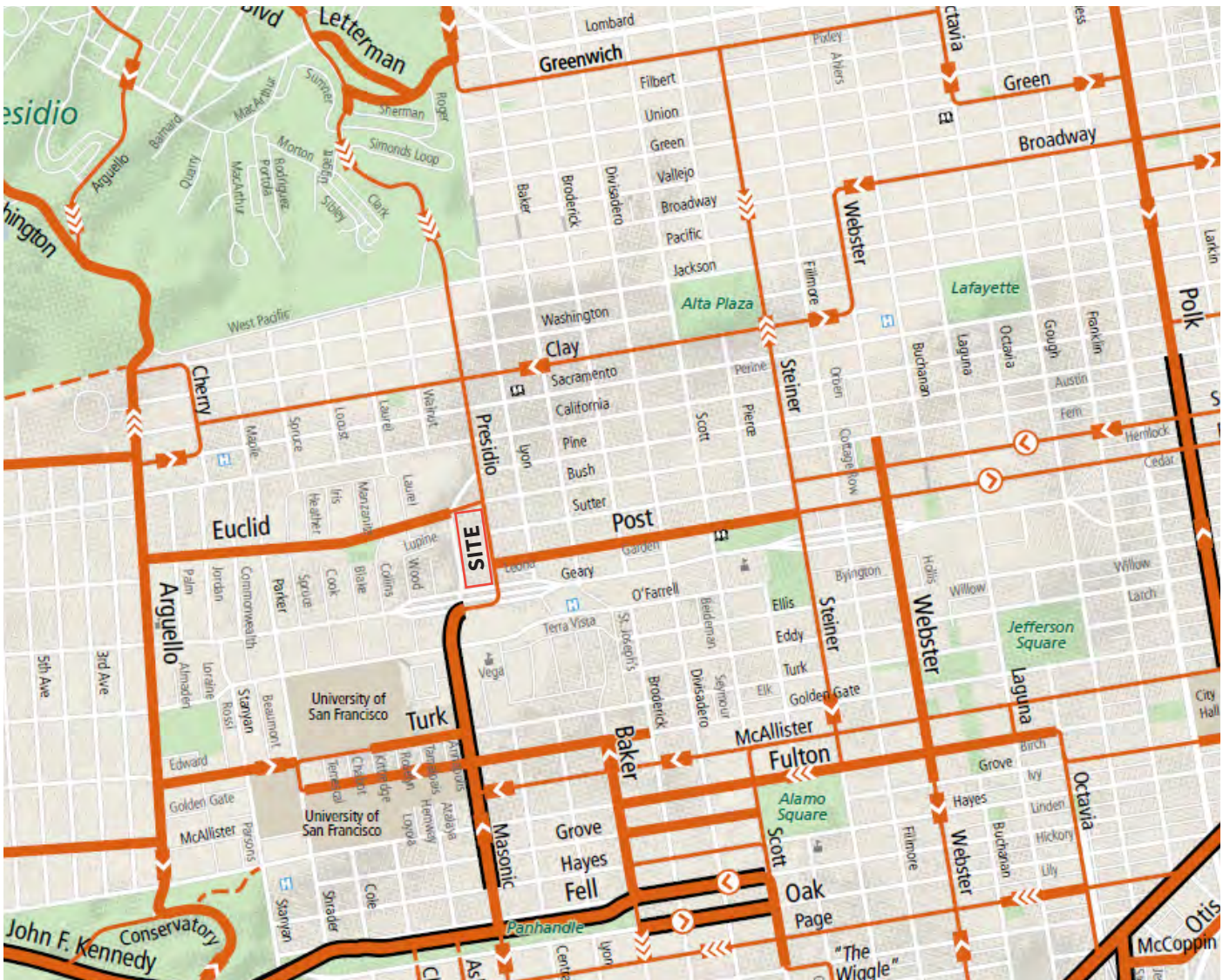


FIGURE 3-32: BIKE ROUTES

Source: San Francisco Bike Map, SFMTA, May 2019

CHAPTER 03: SITE OPPORTUNITIES AND CONSTRAINTS

3.8.4 STREET NETWORK

As evidenced by the site’s history, current bus-related uses, and current Muni transit bus lines and stops, the site and immediate neighborhood surrounding the site have a rich history of transit; as noted earlier in this report. However, currently the site’s surrounding streets favor automobiles, not pedestrians and alternative modes of travel.

The map below shows the SF Better Streets base classifications for the streets in the neighborhood surrounding the site. The site is immediately bounded to the north (Euclid Avenue) by a residential throughway, to the west (Masonic Avenue) by a commercial throughway, and to the south (Geary Boulevard) by a commercial throughway. These classifications represent vehicle-oriented, heavily trafficked streets. Specifically on Masonic Avenue, Geary Boulevard, and Euclid Street, there are opportunities to improve the pedestrian experience as the

sidewalk is currently narrow and uninviting to those traveling on foot. These improvements will improve livability—making it safer and more enjoyable for cyclists, pedestrians, and people with disabilities; and knitting together neighborhoods.

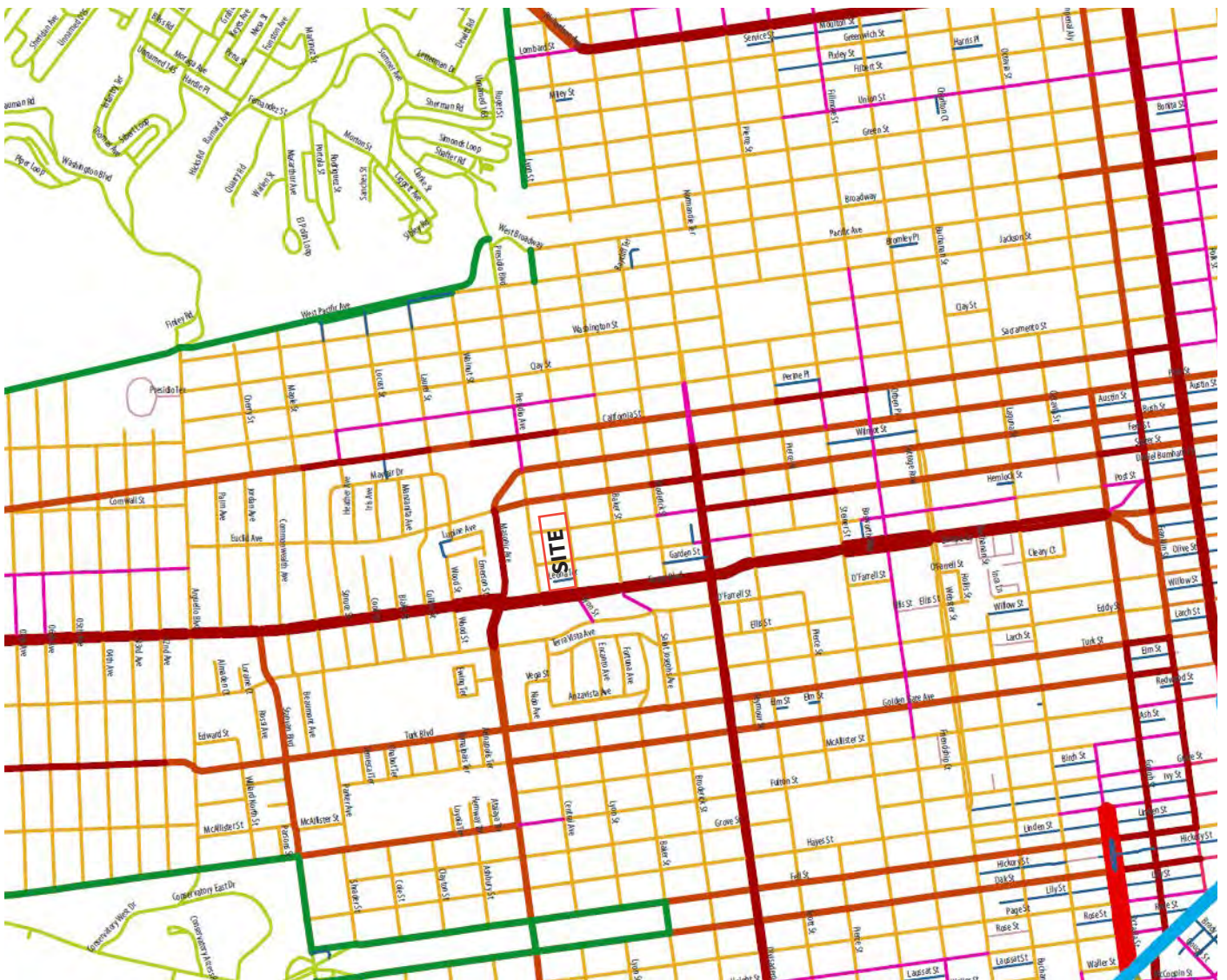


FIGURE 3-33: STREET NETWORK

Source: San Francisco Street Types Map, SF Better Streets, 2012



Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 04:

LAND USE ANALYSIS

CHAPTER 04: LAND USE ANALYSIS

4.0 OVERVIEW

This chapter discusses potential, compatible non-transit land uses for the Presidio Yard site, including multifamily residential, office, retail, and institutional uses, to inform the programming and design of the site. This chapter also discusses the site's and surrounding area's current zoning, height limits, massing, and density. Physical design considerations for the site are also discussed, such as street activation, stormwater management, and the potential for a mid-block crossing from Post Street to Masonic Avenue. The chapter concludes with a discussion of the compatibility of the site's future transit functions with non-transit uses such as considerations regarding noise, transit schedule and daily operation, fueling and fumes against urban design, access and circulation, affordable housing, and community concerns and priorities.

4.1 REVIEW OF COMPATIBLE LAND USES

This section summarizes the potential, optimal non-transit land uses for joint development at Presidio Yard. Joint development is proposed as separate from and adjacent to the bus facility. Section 5 discusses how the 5.4-acre parcel may be subdivided into two for transit and non-transit uses, with the joint development located south of the site along Geary between Presidio and Masonic.

As the site is currently zoned as P-Public, it will need to be rezoned to accommodate the non-transit uses detailed below.

The local market conditions related to the land uses discussed in this chapter are reflective of the state of the market at the time of writing, between 2020 and 2023. Market conditions may have changed since the time of writing and will be updated in future feasibility work for the Presidio Yard site.

4.1.1 MULTIFAMILY RESIDENTIAL

One potential land use for the Presidio Yard joint development is multifamily residential, which is a compatible land use given the neighborhood context and market demand. This is a desirable option given San Francisco's current housing shortage. The current site is an opportune site for residential development, as it lies in proximity to commercial districts, with primarily residential uses directly to the east and west. A multifamily residential and mixed-use development on a portion of the subdivided site would not only provide much needed housing, but also may generate revenue to SFMTA.

In addition, a portion of the residential units must be affordable, in compliance with the City's Inclusionary Housing Ordinance. The State's [Surplus Lands Act](#) requires at least 25% of the total units developed to be affordable to lower income households.

Additionally, there is a recent wave of multifamily residential buildings under construction near Presidio Yard. To the north of the site is the redevelopment of the University of California,

San Francisco (UCSF) campus at 3333 California Street, which consists of a conversion of an underutilized corporate office site into a residential and a mixed-use development project with 774 proposed housing units. As part of this project, the City requested a Residential Design Variant to remove the 49,999 square feet of commercial office space from the project in order to provide additional housing units. The ten acre development will consist of three mixed-use buildings and twelve residential buildings, with over five acres of gardens and open space, 35,000 square feet in retail space and 14,600 square feet in child care space.

A nearby residential development was proposed to the west of the site at the corner of Geary Boulevard and Masonic Avenue is The Laurel at 2670 Geary Boulevard (the former Lucky Penny site). While this project was approved in 2020, it has not began construction. Multiple streets near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue, and California Street) are currently receiving major upgrades, including traffic calming, pedestrian use, and transit service. These upgrades are necessary to meet the needs of the rapidly expanding residential development in the area.

4.1.2 OFFICE

Based on existing land uses in the area and the accompanying market analysis, office may also be a viable land use for the site. SFMTA Planning is amenable to sites such as this one being used for office, as part of a larger strategic goal to disperse office uses away from the core downtown area in order to alleviate strain on the city's transit and transportation networks. Placing office space at this site would reduce commuting congestion to the Financial District and downtown and could support in creating a commercial area in this location. If ConnectSF and Link 21 plans to extend BART subway service come to fruition, a subway station located at or near this site will facilitate access to the site, making this an attractive location for future transit-oriented development, which might include office uses.

It is also important to recognize how COVID-19 has influenced how people will work together in a traditional office environment in the short- and long-term. It is expected that a portion of the workforce may now permanently require a remote or collective workspace environment. In a future of increased remote work capability, and a growing desire for more flexible workspace options, the site could potentially function, in part, as a collective workspace/co-working space to accommodate remote workers who require an occasional or part-time workspace that is not within their homes, but also not within a traditional office environment.

It should be noted that future office development could be considerably constrained in San Francisco due to production limits set by Proposition M and Proposition E, which were approved on March 3, 2020. This is a high level summary, the

CHAPTER 04: LAND USE ANALYSIS

implications of these propositions are explored in more detail in Section 2.2.

4.1.3 RETAIL

Retail could also be supported on the Presidio Yard site, given the existing retail uses in the area. Medium to large retail outlets can be found in the immediate vicinity of the site, with small restaurants and coffee shops interspersed. The preservation of the historic car barn provides a unique opportunity to adapt and reuse a key piece of Muni's history and legacy. Given the generous double height and wide portals the car barn lends itself well to use as a retail frontage for medium sized retail operations lining a junior anchor volume. The extrusion of the historic car barn into the site all the way to a mid-block passage would provide a deep floor plate ideal for such retail applications.

Alternatively, the joint development could provide space for more flexible mix of uses. Joint development could accommodate a junior anchor tenant, which is classified as a retailer occupying at least 10,000 square feet. One such junior anchor tenant could be a retail outlet such as Trader Joe's, which currently occupies a site across the street from the project location on Masonic Avenue just north of Geary Boulevard. If a junior anchor tenant is included in the development program for joint development, parking implications will need to be considered. As an example, the Trader Joe's on Masonic Avenue includes approximately 100 parking spaces (surface parking as well as roof-top parking). Off-street freight loading will be needed to support retail uses. In addition, the ability to provide parking will help the resale value of the joint development to make retail work.

4.1.4 INSTITUTIONAL

Presidio Yard is nearby various institutions which may require additional space to expand or relocate. The former UCSF Laurel Heights Campus is in the process of undergoing a major redevelopment. San Francisco Unified School District (SFUSD), in theory, could be another potential tenant, as the building is already used for educational/institutional purposes. Another potential institution that may be interested in development is the University of San Francisco (USF). USF's Lone Mountain Campus, which is planned to undergo substantial renovation and expansion, is within walking distance of the joint development site. The joint development may provide additional space to accommodate USF's expansion goals. In addition to the aforementioned educational institutions that could potentially have an interest in the site as tenants, medical institutions such as Kaiser may also be interested in further development given their existing presence near the joint development site.

4.2 REGULATORY FRAMEWORK AND NEIGHBORHOOD CONTEXT

4.2.1 HEIGHT LIMITS, MASSING, AND DENSITY

The site is currently zoned for "P-Public" uses. Given the prominent location of the site, and the potential, any development outcome would require amending existing zoning, height and bulk restrictions to allow at the very least a height of 75 feet for the bus facility conceptualized (as measured from the lowest point on Presidio Avenue). The site is currently split with a 40-X height and bulk designation on the northern two-thirds of the site and a 160-E height and bulk designation on the southern one-third of the site, roughly coinciding with the southern edge of Post street. Within a quarter-mile, most blocks are 40-X districts. However, larger height and bulk district parcels face the site's 160-E southern end and a few blocks north at the 3333 California development. When examining height, about a 45 foot topographical change from the east side of the site to the west side of the site should be considered, especially among the 40-X districts.

4.2.2 ZONING AND LAND USE

The site is currently zoned as P-Public, as is the site directly to the north (SFFD Station 10). According to Section 211.1 of the San Francisco Planning Code, the current permitted use does not include formula retail, office uses or residential that is not 100 percent affordable or educator housing. However, the existing zoning does permit conditional use for social services, schools, community facilities, retail, and personal services. The need to rezone the site in any of the scenarios presented here (due to the "P-Public" zoning) presents an opportunity to push for increased height and bulk limits to maximize the potential of such a large and prominent site. A Special Use District and other zoning changes may be needed for the ~5.4 acre site, which may be subdivided for the Bus Facility and joint development of mixed uses.

Within a quarter-mile, adjacent zoning is varied: the Geary Boulevard Commercial District is along the site's southern edge, with several Residential Districts surrounding the other edges of the site. To accommodate the future joint development, the site will need to be rezoned to accommodate non-transit uses. Height and bulk regulations will also require review and possibly modification both for future joint development (as discussed above) and the bus facility itself.

Presidio Yard is currently categorized as a Cultural/Institutional/Education (CIE) site by San Francisco's Land Use Map and is surrounded by varied property types. The site's southern boundary, Geary Boulevard, contributes to a commercial district with small and large scale retail, Production, Distribution and Repair (PDR) and medical buildings. Directly to the east and west are primarily residential uses: single family and small to mid-size multi-family residential uses. Two blocks to the north,

CHAPTER 04: LAND USE ANALYSIS

along California Street, is another commercial corridor with medical, retail, and mixed use uses.

4.2.3 THE HOUSING ELEMENT

The San Francisco City Housing Element 2022 was filed with the State of California's Department of Housing and Community Development on February 28, 2023. The City must adequately plan to meet existing and projected housing needs in the 2022 Housing Element for the next eight years (January 31, 2023 to January 31, 2031) as required by the State's Housing Element law. It is the City's first housing plan centered on racial and social equity. An environmental impact report and an environmental justice analysis were also completed for the plan, which describes how 82,069 new units of housing might be built. Approximately half of those units are planned in large developments on the east side of the City—e.g., Treasure Island, Mission Rock, Pier 70. The other half of the units are proposed by increasing density along major transit corridors from Van Ness Avenue west to the Pacific Ocean.

The 2022 Housing Element references existing transit-related programs such as ConnectSF Transit Strategy and the SFMTA's Muni Forward Rapid Network. Specifically, Section 7.3 (Housing Near Job Centers and Transit Related Policies) of the Housing Element includes the following:

- Explore height increases and density limit removal at major transit nodes along Rapid bus and rail corridors, in addition to areas referenced in Policy 20, along with planning for needed infrastructure improvements and achieving maximum permanently affordable housing units
- Increase the opportunity for mid-rise multifamily buildings in Well-resourced Neighborhoods through changes to height limits, removal of density controls, and other zoning changes along SFMTA's Muni Forward Rapid Network 13 and other transit routes such as California Street, Union Street, Lombard Street, Geary Boulevard, Judah Street, Noriega Street, Ocean Ave, Taraval Street, Sloat Boulevard, 19th Ave, Park Presidio Boulevard, West Portal Ave, Junipero Serra Boulevard, Church Street, Divisadero Street, 17th and Market/Castro, and Van Ness Avenue. In areas that overlap with Priority Equity Geographies, such as the Japantown Cultural District, any potential zoning changes should be developed through community-led processes per Policies 18 and 29

4.2.4 PROPOSITION K

Proposition K, The Sunlight Ordinance, was passed in 1984. This ordinance mandates that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of Recreation and Parks Department can only be approved if the shadow is determined to be insignificant or not adverse to the use of the park. The site offers expansive eastern views to Lower Pacific Heights, Downtown, SOMA and across the Bay. The nearest open space (Laurel Hill Playground) is a

quarter-mile away to the west; thus, the potential for a project's shadow is unlikely, but will need to be evaluated.

4.2.5 PROPOSITION M

Should the joint development include office uses, it should be noted that future office development could be considerably constrained in San Francisco due to production limits set by Proposition M, especially given the 2019 ballot measure (Proposition E) that adjusted office allocations. While buildings owned and used by the City of San Francisco are exempt from the Prop M allocation (which established an annual limit of 950,000 square feet on new office space construction within the City), any use by a third-party would require an office space allocation.

It is also important to note that on March 3, 2020, Proposition E was approved, which amended sections of the San Francisco Planning Code that govern office development in the city, and reduced the limits on office space development that were established by Proposition M. The measure (Proposition E) reduces the limit on office space development established by Proposition M by the percentage of units that the city does not produce to meet its housing goal for certain income levels over the past calendar year. The minimum housing goal in San Francisco is 2,042 units annually for "Very Low," "Low," and "Moderate" income categories determined by the state. As a result of both propositions, any proposed office space in the joint development would need to be further evaluated to determine whether Proposition M and/or Proposition E would apply.

4.2.6 STREET ACTIVATION

It is critical for the site to serve as a bus storage and maintenance facility while also accommodating the other potential uses for the site. As such, street activation is significant if this site is to become a civic crossroads and is to be embraced by the community. A reimagined Geary Boulevard could be configured with public space and feature greater pedestrian prioritization. Active street frontage, such as the provision of retail or community use, may be provided along Presidio and Euclid avenues, based on initial conceptual designs of the new bus facility. In addition, the historic car barn (circa 1912) that fronts Geary Boulevard may be adapted into a vibrant street frontage that includes retail or other commercial uses.

4.2.7 STORMWATER MANAGEMENT

Best Management Practices (BMPs) to reduce the number of pollutants carried by stormwater, as well as manage the volume of stormwater, will be required for this project. Although BMPs can be behavioral in nature (such as public education programs), the project will likely require BMPs that are more structural in nature, such as vegetated roofs, rain gardens, cisterns, and permeable pavement. BMPs in a dense urban area such as San Francisco can be nestled along sidewalks, double

CHAPTER 04: LAND USE ANALYSIS

as traditional landscaping, or be placed on rooftops.

If the joint development includes public open space, its design may include green infrastructure to effectively manage stormwater using BMPs as well as Low Impact Design (LID) principles, which are the cornerstone of San Francisco's stormwater management program. Such programs can also help the developer/owner to obtain points toward LEED® and GreenPoint Rated System accreditation.

To improve stormwater management across San Francisco's combined sewer areas, it is required that all projects creating and/or replacing 5,000 square feet or more of impervious surface comply with stormwater management requirements and submit a Stormwater Control Plan. Further analysis is needed to determine if this requirement is applicable to this site.

4.2.8 SUSTAINABILITY

The development will be designed and built to a LEED® Gold standard, as required of all City projects. As a City building, the bus facility must comply with all other green building stipulations for City buildings within the City's Environment Code.



FIGURE 4-1: BIORETENTION PLANTERS

A residential courtyard in San Francisco. Source: San Francisco Stormwater Management Requirements and Design Guidelines (2016)



FIGURE 4-2: BIORETENTION ALONG STREET AND SIDEWALKS

Hickory Street in San Francisco. Source: San Francisco Stormwater Management Requirements and Design Guidelines (2016)

CHAPTER 04: LAND USE ANALYSIS

4.3 PHYSICAL CONSTRAINTS

4.3.1 SITE AND MID-BLOCK CROSSING

For development on large sites like the Presidio Yard, SF Planning recommends breaking up the block to the extent feasible, creating new pedestrian and bicycle circulation routes across the site. This possible site lies roughly at the intersection of Post Street and Presidio Avenue, where there is the potential for a mid-block passage through to Masonic Avenue. The passage is slightly offset from Post Street because of packaging and circulation patterns within the bus facility. The slight misalignment is mediated by the landing of the public access stairs to the passage which are perpendicular to Post Street.

A proposed mid-block crossing should be considered on the site. It would provide the site with an additional retail frontage to further activate the site and facilitates access to the neighborhood amenities provided by the project. Given the elevation change between Presidio Avenue and Masonic Avenue the passage would include stairs and public elevators for universal accessibility.

4.3.2 PARKING

If the joint development use is to include a junior anchor retail tenant and/or housing, some on-site parking should be considered. The Trader Joe's grocery store adjacent from the site includes approximately 100 parking spaces in surface parking as well as roof-top parking. For any market rate residential development, some on-site parking may be advised for the residential units to be marketable and to generate additional land value back to the SFMTA. San Francisco policy states that parking must be unbundled from the cost of the units, placing the cost of parking solely on those residents who desire a parking space. Parking spaces are not required, but given the land uses that are being considered, a reasonable amount of parking should be considered. Additionally, off-street freight loading will be needed.

It is important to note that there may be an additional parking need in this area given its proximity to various community serving institutions such as the UCSF and USF campuses, local schools, and medical facilities. On-street parking for institutional uses in the area may be limited. Loading space for joint uses may be provided by a curbside yellow zone(s) or may be accommodated within a parking or loading area on-site, such as in a basement. SFMTA has developed a TDM Plan for its 30 major facilities, which is pending implementation. A developer of the mixed-use development would also need to develop a TDM plan.

4.3.3 HISTORIC PRESERVATION

Historic resources should be considered for preservation. The historic preservation evaluation undertaken as part of this

planning study found that the most meaningful strategy that could be pursued with the Presidio Trolley Coach Division Facility is the retention of the original 1912 Mission Revival style office building (including the clock) and the historic Renaissance Revival style car barn that front Geary Boulevard as well as salvaging and reinstalling the Art Deco entrance surround and frieze that currently faces Presidio Avenue. In addition to being architecturally significant, the office wing is historically significant as the original executive offices/headquarters of Muni, the oldest municipally owned street railway in a major city in the United States.

On the surface, the original car barn and office wing to the west of the office building (facing Geary Boulevard) look very much like they did during the period of significance and retain the look and feel of an industrial building dedicated to the maintenance of streetcars. There is not much historically significant about the remainder of the facility, which was expanded in 1948-1949, except for the Art Deco entrance surround and frieze, which is recommended to be salvaged and relocated or reconstructed.

For the purposes of the prototype, the design team will study upper floor setbacks and massing articulation to respect the historic detailed facade on the southern part of the site, facing Geary Boulevard. The historically significant car barn has been identified as an ideal frontage for retail uses because of the wide portals and the double height spaces. This adaptive reuse along with the potential of converting the existing parking into a public plaza would activate the area and create a new destination.

SFMTA will need a new CIP for the planning, predevelopment, CEQA and NEPA, and preparation of the RFQ for a development team for this project. Further evaluation of historic resources will be prepared as part of these processes.

4.3.4 UTILITIES

To evaluate the site's capacity for sewer, water, and electricity, the Hatch team reviewed the Final Environmental Impact Report (EIR) from September 2019 for the mixed-use development at 3333 California Street, which is in close proximity to the Presidio Yard site. This EIR evaluates the proposed development of over nearly one million square feet of development across a 10.25 acre lot and proposes more residential uses than the proposed joint development project, and no office uses.

The 3333 California Street Final EIR found that "no significant utilities and service systems impacts have been identified, the utility improvements necessary to serve the proposed project or project variant would not be growth inducing, and no mitigation is required." Regarding sewer capacity, the Final EIR found that the project would not expand the existing capacity of the 16-inch-diameter combined sewer main under Presidio

CHAPTER 04: LAND USE ANALYSIS

Avenue. Regarding water capacity, the project would require a new or upgraded water main for the purpose of increasing the capacity of the existing mains.

Regarding electricity capacity, the project would also not involve increasing the 12-kilovolt capacity of the existing distribution network. Electricity and natural gas service to the project site would be provided by PG&E from 12-kilovolt distribution lines with connections to the existing grid. Traction power at Presidio Yard is currently provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's current traction power needs. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. Findings of which will need to be included in future planning and feasibility studies on the site as well as the Presidio Yard's Design Criteria Document.

It is also necessary to determine whether there are any underground utilities traversing the site of the right of-way on Geary Boulevard that may pose a constraint on future development. Although the aforementioned EIR provides valuable insight into potential utility requirements, electric, water, and sewer capacity will need to be confirmed with the San Francisco Public Utilities Commission (SFPUC) and will be dependent on the proposed uses. Existing water pressure information for fire, irrigation, and domestic water can be requested from the Fire Department but is not useful until water loads can be calculated by a plumbing engineer. This may require further investigation with the Planning Department.

4.4 COMPATIBILITY WITH TRANSIT FUNCTION

4.4.1 NOISE

Buildings and spaces associated with the joint development, such as those for residential uses, must comply with building code acoustical requirements and there are many examples of housing adjacent to parking garages, highways, and train tracks. An example is One Rincon Hill, a housing development located directly at the western approach of the Bay Bridge. Appropriate typical building strategies may include, but are not limited to, acoustical padding under flooring, multi-paned window system upgrades based on ambient noise analysis, sprayed acoustical insulation under the podium slab, insulation at floor and wall cavities, sealant at drywall joints, additional layers of drywall, and a filtered air HVAC system. The design of the bus facility will need to consider bus operations and associated sounds

such as back up beeping for safety. Sound transmission due to vibration, and the need for additional dampening systems, would need to be determined by acoustical engineers and structural engineers.

4.4.2 SCHEDULE AND DAILY OPERATIONS

SFMTA bus yards and the Presidio facility in particular operate on a seven-day a week basis for both transit operations and maintenance functions. The Presidio Yard currently supports route services 24 hours each day with revenue vehicles departing the yard starting at 6:00AM and continuing until 6:15PM; similarly, buses will return to the yard commencing at 8:45PM.

Maintenance functions require buses to move between the current exterior yard and the interior facility on Presidio Avenue. It is anticipated that the new Presidio facility will include interior vehicle ramps between all transit service floors thereby reducing the need to exit the facility to reach the upper level as is the case currently.

The facility daily, the projected vehicle demand of over 200 vehicles for a new Presidio facility would presumably require more operators reporting for and completing driving assignments daily. With SFMTA policy restricting on-site parking for personnel, a higher personnel projection (both operator and maintenance staff) might have impact on neighborhood circulation. A traffic demand management effort should provide alternative commute modes for SFMTA employees who will work at the rebuilt site.

4.4.3 FUELING AND FUMES

Depending on future fleet assignments, the rebuilt Presidio facility may be required to accommodate hybrid diesel buses in the interim prior to full fleet electrification. This may present a need for on-site fueling or exposure to fumes in the short-term. Design and architectural interventions to prevent fumes from reaching adjacent joint use development should be considered. Diesel fuel is combustible but not flammable, making it considerably less dangerous than gasoline, but its use may still impact non-transit uses nearby. This will be further explored during the CEQA evaluation phase. However, if the facility is required to house a hybrid diesel fleet, this would only be for a short period of time until the fleet electrification is complete. Garages are often open at the exterior edge for passive ventilation and can incorporate supply and exhaust fans for continual fresh air changes. Carbon monoxide detectors that can trigger fan operation are also an option. Specific strategies and equipment sizing would have to be confirmed by a mechanical engineer. Additionally, any fire suppression and fire alarm systems, including fire/smoke dampers, and would need to be confirmed by relevant subject matter experts.

CHAPTER 04: LAND USE ANALYSIS

4.4.4 COMMUNITY CONCERNS AND PRIORITIES

The information provided below is based on feedback received from SFMTA and SF Planning as well as community feedback on recent projects, such as the new development at UCSF Laurel Heights campus (3333 California Street), the former California Pacific Medical Center (CPMC) at 3700 California Street, the former Lucky Penny site at 2670 Geary Boulevard (The Laurel) and the Booker T. Washington/John Burton Apartments, an affordable housing development at 800 Presidio Avenue.

4.4.5 URBAN DESIGN

Community feedback for several of the projects mentioned above focused on a desire for high quality architecture that is consistent and contextual with the quality and the character of existing neighborhood architecture. For the CPMC site redevelopment at 3700 California Street, community members expressed the importance of contextual architecture (for example, “no glass boxes”), a respect for historic site features, the importance of locating buildings sensitively to consider sight lines and vistas, the desire for a variety of residential types and buildings and for the development to be seamlessly integrated within the existing neighborhood.

It has been documented that the area’s four neighborhood groups praised the developers and the architect for integrating the look and feel of Laurel and Presidio Heights into the development using a mix of stone, brick and stucco, which was requested by the community in order for the development to fit within the existing character of the neighborhood. The CPMC site involved the community early on in the planning and design process (approximately two years). There was little opposition to the project as it moved through the entitlements process.

This project is intended to activate and solve current urban design issues in the neighborhood. For example, the consideration of a mid-block passage activated by retail and open spaces as well as the potential for a plaza on Geary Street would improve connectivity for pedestrians and residents in the area. The offices, lobbies and break spaces contemplated in the bus facility along Presidio Avenue will line and activate that street on a scale that is consistent with the existing eastern side of avenue. A break-up of the massing of the future bus facility along with setbacks and notches on every façade and articulation will help make the volume of the facility feel more integrated with the scale of the neighborhood and blend in better with the other existing uses.

4.4.6 CIRCULATION

Although the neighborhood has a rich history of transit, the current streets surrounding the Presidio Yard site favor the automobile and not the pedestrian or other sustainable modes of transportation. The SF Better Streets classifications confirm that the site is surrounded by automobile-oriented, heavily trafficked streets. There are opportunities all around the site to

CHAPTER 04: LAND USE ANALYSIS

improve the pedestrian experience as the sidewalk is currently narrow and uninviting to those traveling on foot.

Multiple streets near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue and California Street) are currently receiving major upgrades, including traffic calming, pedestrian use and transit service that have been prioritized by the community. The Presidio Yard development should build upon these important upgrades in the general area and enhance circulation and access not only around the site, but also through the site. For such a large site, SF Planning recommends breaking up the block to the extent feasible, creating new pedestrian and cycle circulation routes across the site. This possibility exists at the intersection of Post Street and Presidio Avenue, where there is the potential for a mid-block passage through to Masonic Avenue.

Another possibility to enhance circulation is to provide new and enhanced sidewalks and bike facilities to serve both pedestrians and cyclists. As such enhancements are part of the nearby 3333 California Street development plans, a pedestrian/bike way or pedestrian/bicycle lane could connect the 3333 California site to the Presidio Yard site. This could include consideration of the existing unused triangle space at Euclid and Bush. The SFMTA will be studying the possibility of a range of bike, pedestrian, and streetscape improvements to enhance the safety and quality of the adjacent streets as a part of this analysis.

Building upon the site's transit history, it is important to note that several Muni bus stops line Geary Boulevard and California Street, including the 38R Muni Rapid Bus, which runs east-west along Geary. The Geary Bus Rapid Project is currently in progress and includes improvements to the Geary Corridor, such as the installation of new traffic signal infrastructure and new pedestrian and bus bulbs. Although currently only served by bus routes, it is possible that in the future, the Geary Corridor could include a major fixed rail transit corridor, with the area around the site as a major hub. This is an important consideration in terms of planning for and improving circulation to and from the site.

4.4.7 PUBLIC BENEFIT

Stakeholders will likely expect some level of public benefit to arise from the joint development. This site presents an opportunity to create a development that leverages its location at the nexus of multiple neighborhoods to create a transformational space that can be utilized by many. Public benefit precedent from other developments includes new open space, retention of significant buildings, the inclusion of community-serving institutions (institutional and retail), community-serving land uses and meeting spaces, and pedestrian friendly enhancements, such as street trees, landscaped edges and sidewalk improvements.

Across Presidio Avenue from the site is the Booker T. Washington/John Burton Apartments, an affordable housing development at 800 Presidio Avenue. This development will allow residents to access to the resources of the Booker T. Washington Community Service Center that will include a teen center, day care facility, technical sound recording studio, after-school programs, mind-body-health center and Youth Radio. In addition to this development, the area is home to a multitude of neighborhood and community organizations and institutions with an established presence in the area. As such, the community will likely advocate for public benefits such as public open space or community space to be a part of this joint development.

4.4.8 HOUSING AFFORDABILITY

All projects including 10 or more dwelling units must participate in San Francisco Planning's Inclusionary Affordable Housing Program. In general, rental projects with 25 units or more are subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate. Developers can also opt to pay a fee in-lieu of providing on-site affordable units. Additionally, the site must also follow the State's Surplus Lands Act which require at least 25% of the total units developed to be affordable to lower income households.

Based on feedback from other development projects, housing affordability is a priority for the community. The exclusion of affordable housing for the planned 101-unit project at the former Lucky Penny site (The Laurel at 2670 Geary Boulevard) was met with staunch community opposition. Claiming that it was not financially feasible to include affordable housing, the developer elected to pay a fee of \$4.5 million for affordable housing on a different site in the area. These upgrades are necessary to meet the needs of the rapidly expanding residential development in the area.

On this site, there would likely be an expectation for on-site affordable housing rather than simply paying an inclusionary fee, based on the expectation for some degree of affordable housing on publicly owned land. The SFMTA seeks to contribute to the City's affordable housing goals on this site by providing affordable housing aligned with the Citywide vision for this neighborhood. At the same time, the SFMTA must generate revenue to offset the cost of the new facility here, which will require a significant percentage of market rate residential units on this site.



*New Flyer Trolley Coach 7201, 2015.
Source: SFMTA Photography Department and Archive.*

CHAPTER 05:

TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.1 OVERVIEW

This chapter presents the conceptual program and design for the bus maintenance and storage facility at Presidio Yard. The purpose of the conceptual program and design is to confirm that a modernized, urban bus operations and maintenance facility could be incorporated into a functional and flexible plan on site, which could also include joint development opportunities. The concept defines areas and design considerations for the bus facility and introduces the feasibility of non-transit uses adjacent to the bus facility.

The concept also considers current site conditions, opportunities and constraints, and the land use analysis discussed in previous chapters. It also ensures that community priorities are balanced with SFMTA's operational needs.

The bus facility concept assumes four (4) levels of bus maintenance operations and storage, including a below-grade, basement level. Details of the program will be addressed in a Presidio Yard Design Criteria Document (DCD).

The process for the concept development involved a series of design charrette—collaborative conceptual design effort led by HDR in participation with SFMTA staff. Several of the SFMTA staff from various divisions, including Street Environmental Services (SES), Bus Operations, Bus Maintenance, Fleet Engineering, Facilities and Real Property Management, Transit Administration, and Capital Projects & Construction participated in the charrette. Separate meetings were held with the San Francisco Planning Department (SF Planning) to refine the concept.

Previous space programming effort from SFMTA's Facilities Assessment and Facilities Framework Addendum (2017) informed and was incorporated into the concept's site master plans, building floor plans, and block floor plan.

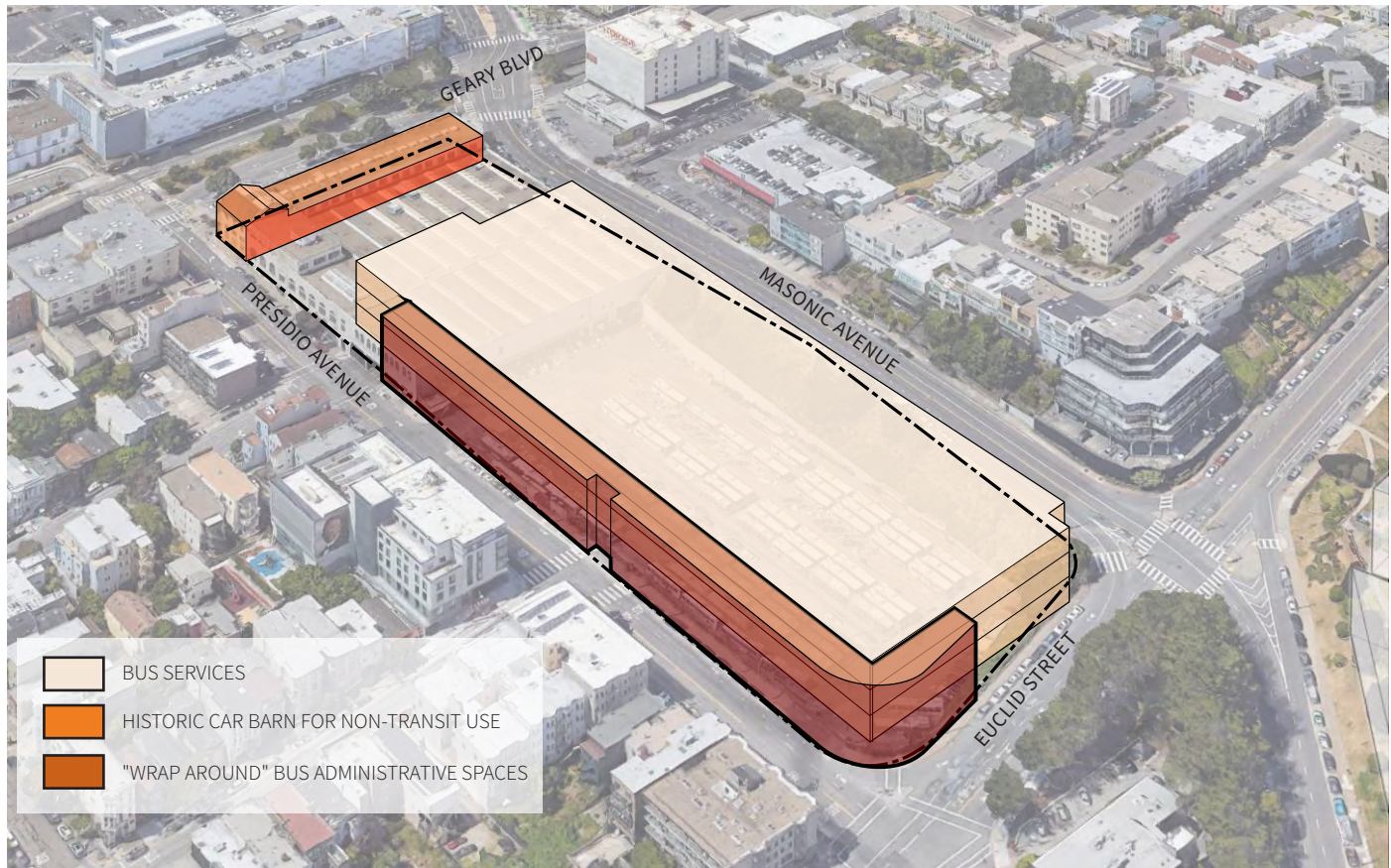


FIGURE 5-1: PRESIDIO YARD TRANSIT FACILITY CONCEPT

Source: Hatch team. Not-to-scale.

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.2 CONCEPTUAL PLANNING AND DESIGN APPROACH

For the conceptual planning, the Hatch team used a similar approach to the one used to develop the SFMTA Facilities Assessment and Facilities Framework Addendum. During the on-site charrette, the Hatch team tested the compatibility of the Presidio Yard site with the SFMTA's long-term bus and trolley maintenance facility needs by applying the SFMTA's fleet projection data and the space needs requirements to the Presidio Yard site. This solution would include the necessary bus operations, maintenance, service, and bus storage needs for a modern, safe, and efficient operation. Additionally, the Hatch team considered a program that would maximize joint development opportunities on the site within SFMTA operational requirements preliminary as well as planning and design parameters provided by SF Planning.

TABLE 5-1: VEHICLE PROGRAM SUMMARY

FUNCTION	VEHICLES
60' Bus	185
40' Bus	40
Historic Buses	22
Fare Box Non-Revenue Vehicles	8
QA / QC Non-Revenue Vehicles	7
Maintenance Non-Revenue Large Vehicle	5
Non-Revenue Visitor Parking	5
Maintenance Non-Revenue Standard Vehicle	4
Operations Non-Revenue Vehicle	3
Building Maintenance Non-Revenue Vehicles	3
Peer Assistance Program Non-Revenue Vehicles	2
Parts Non-Revenue Vehicle	1
Stationary Engineer Non-Revenue Vehicle	1
Total	286

Note: All figures are planning capacities anticipated at substantial completion of the bus facility. The figures represent the fleet mix at Presidio Yard when the yard modernization is completed. The fleet mix will ultimately transition to 100-percent battery electric.

TABLE 5-2: BUS FACILITY DESIGN CONCEPT PROGRAM SUMMARY

DIVISION / FUNCTION	AREA IN SF
Bus Fleet	196,650
Maintenance Bays and Shops	50,290
Fleet Division	45,960
Shared Space	19,170
Operations Division	16,503
Maintenance Admin	11,454
Parts Storage Room	11,290
Building Maintenance	11,280
Service and Clean	8,490
External Storage Areas	7,950
Covered Areas	5,600
Fare Box and Clipper Card Rdr.	2,868
QA / QC	2,489
Peer Assistance Program	1,301
Total	391,295

TABLE 5-3: STAFFING PROGRAM SUMMARY

FUNCTION	STAFF COUNT
Operators	450
Maintenance	72
Operations	30
Service and Clean	26
Fare Box & Clipper Card Reader	20
Quality Assurance / Quality Control (QA / QC)	17
Parts Storeroom	10
Building Maintenance	6
Peer Assistance Program	5
Total	636

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.3 SITE AND BUS FACILITY CONCEPT PLANS

The following assumptions were employed to develop the overall site and bus facility design:

- **General Overall Site:** The historical portion of the existing building is remaining in place and untouched, see Figure 5-1 in previous page. The majority of proposed joint development is kept separate from the bus facility, with the exception of activation on Presidio Avenue. Figure 5-2 shows the proposed subdivision of the 5.4-acre site with the north parcel as the proposed parcel for the bus facility and the south parcel for future joint development (JD) uses.
- **Bus Facility Basement Level:** This level of the facility includes non-revenue vehicle parking, areas for Building Maintenance, shipping/receiving and storage for Parts, office areas for Street Environmental Services (SES), and historical bus parking, see Figure 5-3.
- **Bus Facility First Level:** This level of the facility includes the access to potential joint development along Presidio Avenue. Maintenance Bays and Shops; Maintenance Division office areas including technician support areas and Maintenance Division supervisory; Farebox and Clipper Card Reader Repair areas; and Parts Storage are provided, see Figure 5-4.
- **Bus Facility Second Level (Mezzanine):** This level includes spaces for Upper Level Work Platforms (ULWP), Maintenance Administration office and support, and undefined gather space for staff, see Figure 5-5.
- **Bus Facility Third Level:** This level accommodates stacked trolley bus or battery electric bus parking as well as bus service functions such as interior cleaning and bus wash. These functions would include associated support and supervisory areas, see Figure 5-6.
- **Bus Facility Fourth Level:** This level is the roof of the bus facility that can be accessible by staff and public through in/egress provided. Bus facility roof program may include

SFMTA transit uses or non-transit uses, such as municipal offices, open space, and/or areas for solar panels, see Figure 5-7 for roof plan and Figure 5-8 for a fourth level with spaces for SFMTA Paratransit based on a 2018 Space Needs Program.

- **Joint Development:** Areas for potential joint development is adjacent to the existing historical resource and separate from the bus facility. The joint development would provide deep floor plates that lend themselves more to retail or office uses than to residential. The joint development footprints shown in the plan are conceptual and preliminary.

Based on the concept planning exercise, the bus facility may have a height of 75 feet from the site's lowest point along Presidio, Euclid and Masonic. Due to site characteristics and neighborhood context, joint development uses and potential building heights for the joint development program are concentrated towards Geary Boulevard, providing transition heights toward existing neighborhoods. The project assumes the following height and bulk limits:

- At the Bus Facility Parcel:
 - The street wall height on Presidio and Euclid would equal the width of the current right-of-way. Thus, 80 feet, with a 20-foot setback for the bus facility.
 - The street wall height along Masonic would equal the width of the current right-of-way. Thus, 80 feet, with a 20-foot setback for the bus facility massing, but only minimal added height is contemplated along Masonic, and only as a transitional massing between the bus and joint development parcels.
- At the Joint Development Parcel:
 - The current Height and Bulk limit 160-E may be considered with a 65-foot tall podium
 - Twenty foot minimum setbacks may be considered for a future joint development podium along Masonic and Presidio Avenues
 - A 40-foot setback may be included from the historic car barn facing Geary Boulevard

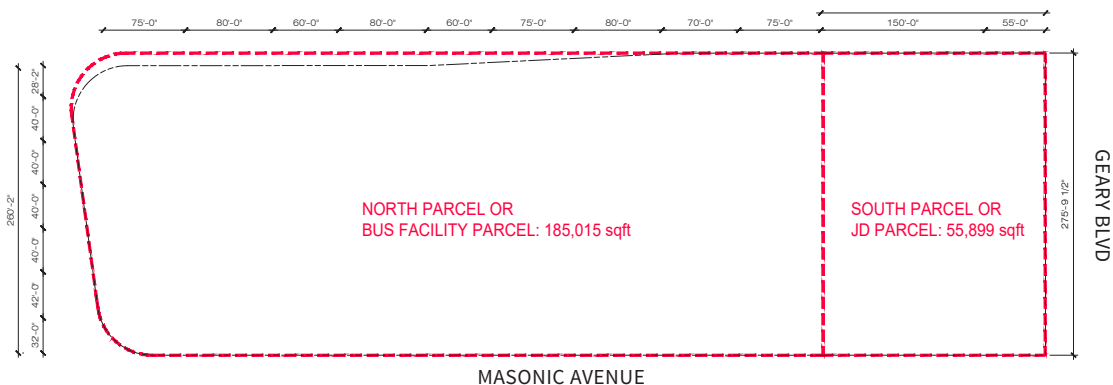


FIGURE 5-2: PROPOSED SITE SUBDIVISION

Source: Hatch team. Not-to-scale.

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

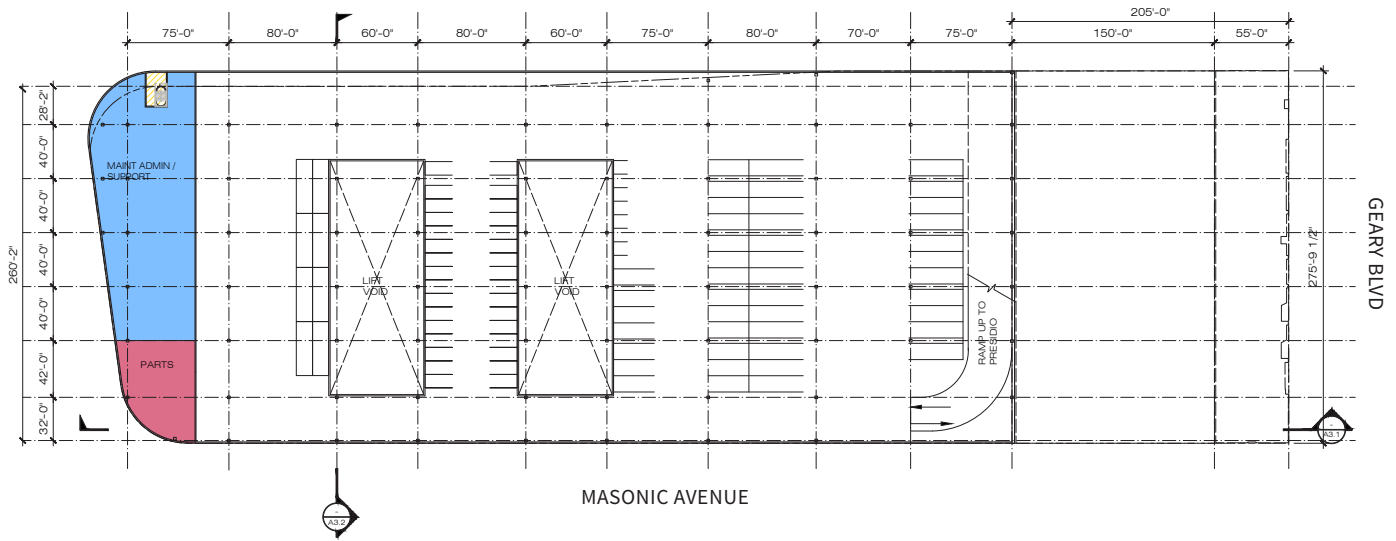


FIGURE 5-3: BUS FACILITY CONCEPT DESIGN - BASEMENT LEVEL PLAN

Source: Hatch team. Not-to-scale.

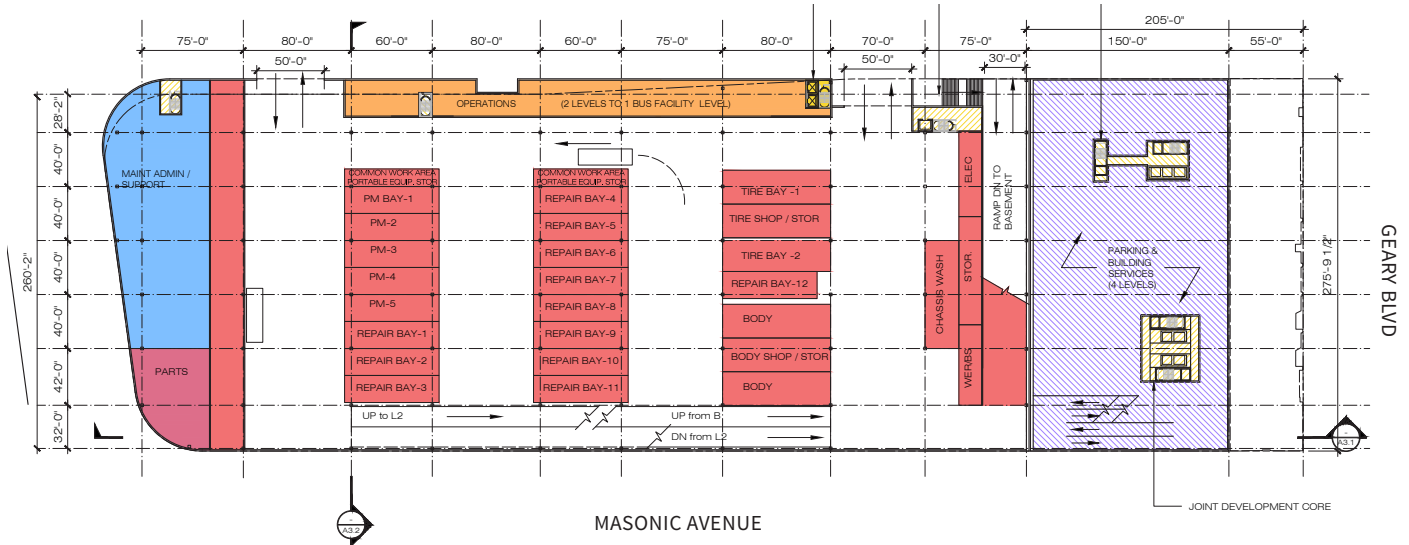


FIGURE 5-4: BUS FACILITY CONCEPT DESIGN - GROUND LEVEL PLAN

Source: Hatch team. Not-to-scale.

- | | |
|-------------------|-------------------|
| JOINT DEVELOPMENT | SERVICE AND CLEAN |
| CORE | PARTS |
| HISTORIC BUILDING | TRAINING |
| ROOF DECK | CIRCULATION |
| OPERATIONS | HISTORIC BUSES |

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

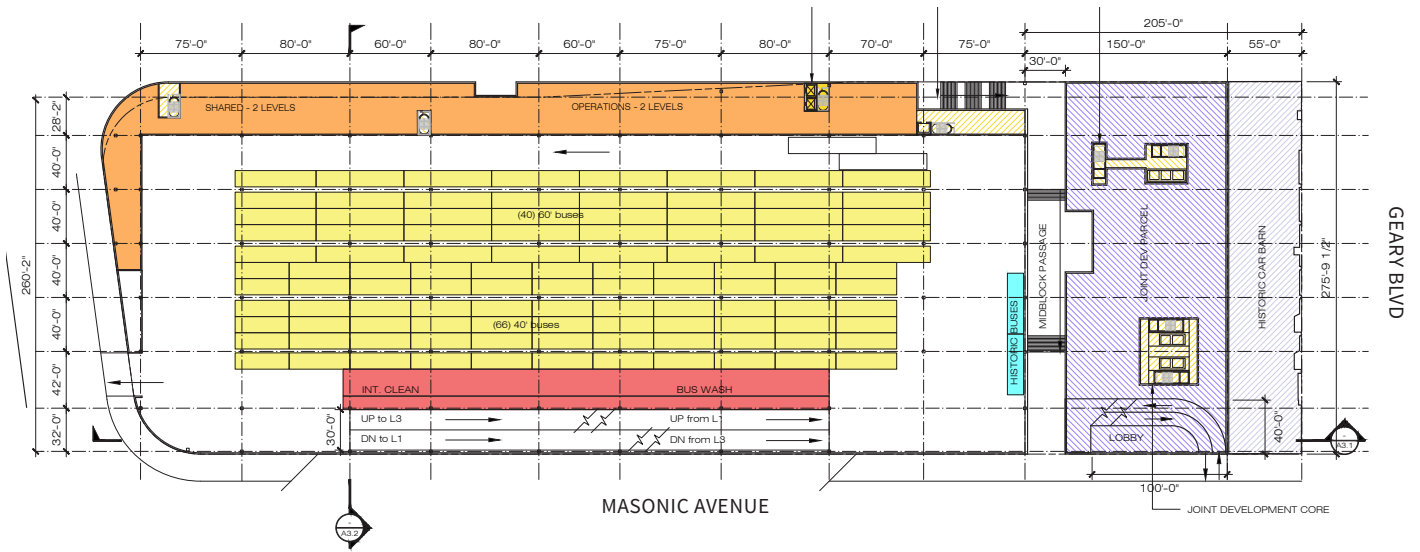


FIGURE 5-4: BUS FACILITY CONCEPT DESIGN - SECOND LEVEL PLAN

Source: Hatch team. Not-to-scale.

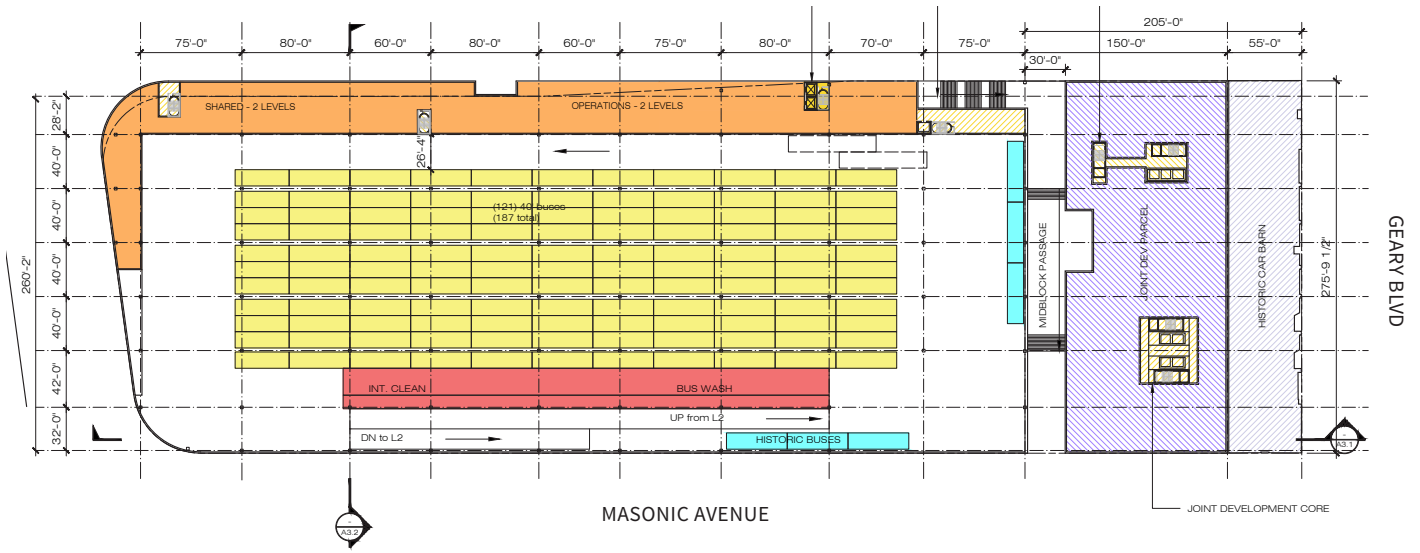


FIGURE 5-5: BUS FACILITY CONCEPT DESIGN - THIRD LEVEL PLAN

Source: Hatch team. Not-to-scale.

CHAPTER 05: TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

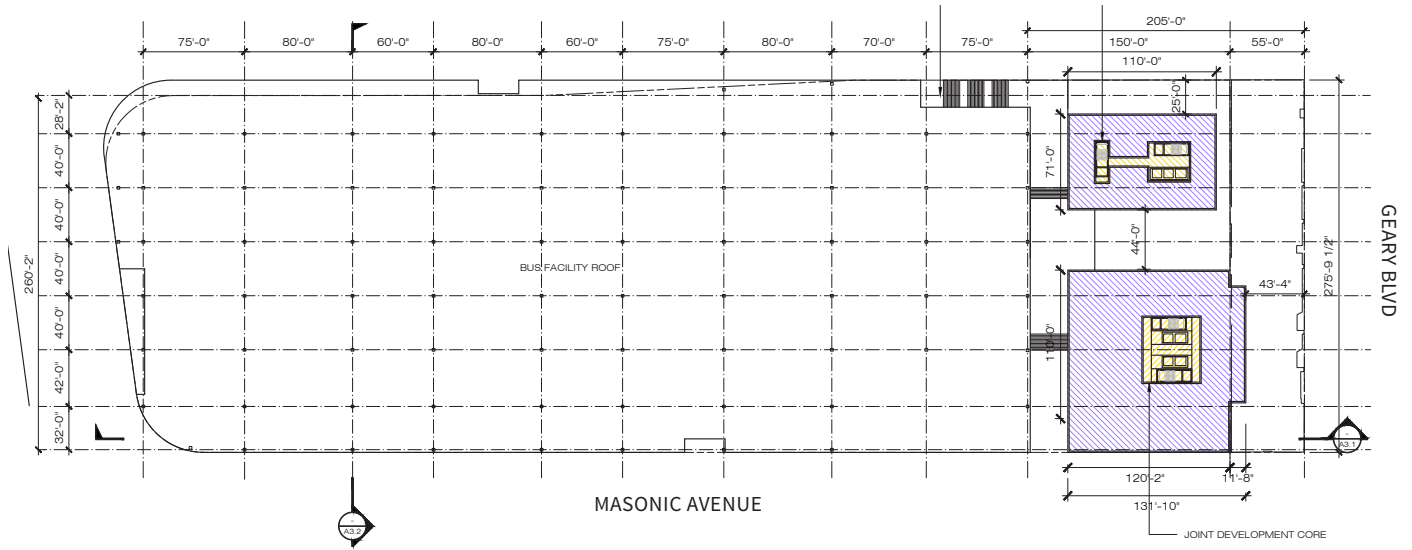


FIGURE 5-6: BUS FACILITY CONCEPT DESIGN - ROOF LEVEL

Showing a conceptual floor plan for the SFMTA Paratransit Division. Source: Hatch team. Not-to-scale.

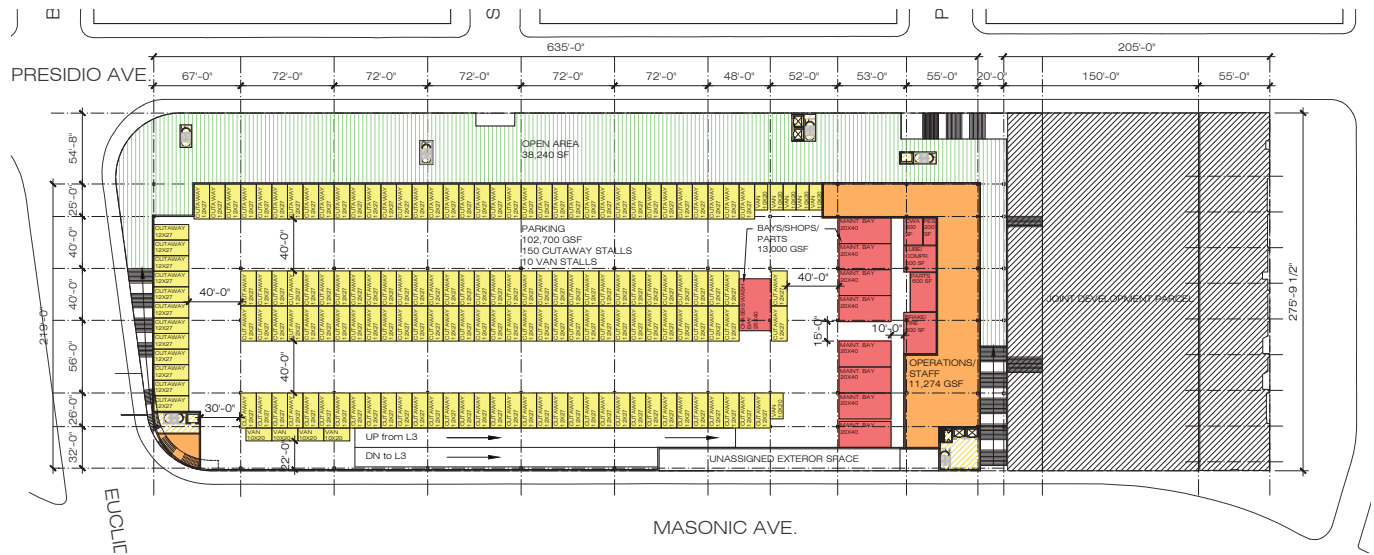






FIGURE 5-7: BUS FACILITY CONCEPT DESIGN - ROOF LEVEL BUILT OUT PLAN

Showing a conceptual floor plan for the SFMTA Paratransit Division. Source: Hatch team. Not-to-scale.

- | | |
|---|---|
|  JOINT DEVELOPMENT |  SERVICE AND CLEAN |
|  CORE |  PARTS |
|  HISTORIC BUILDING |  TRAINING |
|  ROOF DECK |  CIRCULATION |
|  OPERATIONS |  HISTORIC BUSES |

DISCLAIMER AND LIMITATIONS OF USE

Disclaimer and Limitations of Use

DISCLAIMER AND LIMITATIONS OF USE

This Report was prepared for the SFMTA (the “Client”) by Hatch Associates Consultants, Inc. (“Hatch”) based in part upon information believed to be accurate and reliable from data supplied by or on behalf of Client, which Hatch has not verified as to accuracy and completeness. Hatch has not made an analysis, verified or rendered an independent judgment as to the validity of the information provided by or on behalf of the Client. While it is believed that the information contained in this Report is reliable under the conditions and subject to the limitations set forth herein, Hatch does not and cannot warrant nor guarantee the accuracy thereof or any outcomes or results of any kind. Hatch takes no responsibility and accepts no liability whatsoever for any losses, claims, expenses or damages arising in whole or in part from any review, use of or reliance on this Report by parties other than Client.

This Report is intended to be read in its entirety, and sections should not be read or relied upon out of context, and any person using or relying upon this Report agrees to be specifically bound by the terms of this Disclaimer and Limitations of Use. This Report contains the expression of the professional opinions of Hatch, based upon information available at the time of preparation. Unless specifically agreed otherwise in Hatch’s contract of engagement with the Client, Hatch retains intellectual property rights over the contents of this Report.

The Report must be read considering:

- The limited readership and purposes for which it was intended;
- Its reliance upon information provided to Hatch by the Client and others which has not been verified by Hatch and over which it has no control;
- The limitations and assumptions referred to throughout the Report;
- The cost and other constraints imposed on the Report; and
- Other relevant issues which are not within the scope of the Report.

Subject to contrary agreement between Hatch and the Client:

Hatch makes no warranty or representation to the Client or third parties (express or implied) in respect of the Report, particularly regarding any commercial investment decision made on the basis of the Report;

- Use of the Report by the Client and third parties shall be at their own and sole risk, and
- Extracts from the Report may only be published with permission of Hatch.

It is understood that Hatch does not warrant nor guarantee any specific outcomes or results, including project estimates or construction or operational costs, the return on investment if any, or the ability of any process, technology, equipment or facility to meet specific performance criteria, financing goals or objectives, or the accuracy, completeness or timeliness of any of the data contained herein. Hatch disclaims all responsibility and liability whatsoever to third parties for any direct, economic, special, indirect, punitive or consequential losses, claims, expenses or damages of any kind that may arise in whole or in part from the use, review of or reliance upon the Report or such data or information contained therein by any such third parties. The review, use or reliance upon the Report by any such third party shall constitute their acceptance of the terms of this Disclaimer and Limitations of Use and their agreement to waive and release Hatch and its Client from any such losses, claims, expenses or damages. This Report is not to be referred to or quoted in whole or in part, in any registration statement, prospectus, fairness opinion, public filing, loan agreement or other financing document

Readers are cautioned that this is a preliminary Report, and that all results, opinions and commentary contained herein are based on limited and incomplete data. While the work, results, opinions and commentary herein may be considered generally indicative of the nature and quality of the subject of the Report, they are by nature preliminary only and are not definitive. No representations or predictions are intended as to the results of future work, nor can there be any promises that the results, opinions and commentary in this Report will be sustained in future work. This Disclaimer and Limitations of Use constitute an integral part of this Report and must be reproduced with every copy.

San Francisco Municipal Transportation Agency
Presidio Bus Yard Planning Study
Draft Consolidated Report
May 2023

HATCH

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$800,000
Supervisorial Districts	District 04, District 07

REQUEST

Brief Project Description

Requested funds will be used for the construction phase of new traffic signals at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Prop L funds will cover a cost increase and fully fund the construction phase.

Detailed Scope, Project Benefits and Community Outreach

The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High Injury Network. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, updated curb ramps where they are needed, streetlighting, and related signal work. In addition, civil work will modify an existing median to allow for an additional left turn pocket for northbound Skyline Boulevard.

Due to higher-than-expected construction contract and construction support costs, additional funding is needed to construct the new signals at Skyline and Sloat compared to the original budget presented in the Proposition K signed grant agreement finalized earlier this year for design phase funding. The construction work will be done via change order to the Contract 65 New Traffic Signals project. The preliminary phase for this project was funded by General Fund Population Based Streets funds and the design phase was funded by Prop K. The construction phase is proposed to be funded by this Prop L request along with \$1,402,876 in state earmark fundings proposed by Assembly Budget Chair Phil Ting, through Senate Bill 178.

The higher costs compared to original cost estimates are attributed to the following unforeseen conditions: more curb ramps than expected needing to be reconstructed which were built by Caltrans in 2017 but now deemed non-compliant by the Public Works Disability Access Coordinator; more civil work than expected to modify an existing median to accommodate a second northbound left turn lane

that was determined to be needed to handle additional traffic volumes due to the detour; additional signals at the southwest corner needing to fully protect crossing bikes in order to accommodate the overlapping schedules for the Sloat and Lake Merced Quick Build projects with the Skyline/Sloat signal project; additional signals facing 39th Avenue traffic to avoid a potential sideswipe condition; and, unforeseen striping work to improve bicycling connections requested by Caltrans which will involve painting 1/4 mile of buffered bikes lanes to replace existing class 3 (sharrow) bike facilities.

Project Location

Skyline Boulevard, Sloat Boulevard, and 39th Avenue

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$800,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2023
Environmental Studies (PA&ED)	Jan-Feb-Mar	2022	Jul-Aug-Sep	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Jul-Aug-Sep	2023
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

The new traffic signals at Skyline/Sloat/39th Avenue were deemed to be Categorically Exempt by the San Francisco Planning Department on September 1, 2022.

A public hearing was held on September 23, 2022 where there was public discussion on this project. The project received the following community input: one email in support was received ahead of the public hearing, one comment in opposition during the public hearing regarding effects of an upcoming ballot measure proposing changes in the vicinity of the proposed new signals, and one comment in support during the public hearing.

On September 30, 2022, the scope of work proposed for this project was approved by the City Traffic Engineer for implementation.

The change order to add the construction work as part of the Contract 65 New Traffic Signal project was approved at the Public Works Commission meeting on October 6, 2023.

The schedule has been delayed by approximately 6 months compared to the original schedule outlined in the Proposition K grant agreement finalized earlier this year for design phase funding. In particular, the design and construction schedules have been delayed mostly due to the longer than anticipated design review process with Caltrans which is now wrapping up.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$800,000	\$0	\$800,000
State Community Project Funding for Skyline/Sloat (State Earmark)	\$0	\$1,200,000	\$0	\$1,200,000
State Community Project Funding for Sloat Quick Build (State Earmark)	\$0	\$202,876	\$0	\$202,876
Phases In Current Request Total:	\$0	\$2,202,876	\$0	\$2,202,876

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$190,000	\$190,000
PROP L	\$0	\$800,000	\$0	\$800,000
General Fund (Prop B)	\$0	\$0	\$150,000	\$150,000
State Community Project Funding for Skyline/Sloat (State Earmark)	\$0	\$1,200,000	\$0	\$1,200,000
State Community Project Funding for Sloat Quick Build (State Earmark)	\$0	\$202,876	\$0	\$202,876
Funding Plan for Entire Project Total:	\$0	\$2,202,876	\$340,000	\$2,542,876

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000		Based on similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$190,000		Based on similar projects
Construction	\$2,202,876	\$800,000	Based on similar projects
Operations	\$0		

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Total:	\$2,542,876	\$800,000	

% Complete of Design:	100.0%
As of Date:	10/26/2023
Expected Useful Life:	30 Years

San Francisco County Transportation Authority Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET - SLOAT AND SKYLINE INTERSECTION IMPROVEMENTS (Construction)

SUMMARY BY MAJOR LINE ITEM (BY AGENCY)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Curb Ramps	\$ 294,690				\$ 294,690
Task 2: Signals /Mountings	\$ 73,300				\$ 73,300
Task 3: Poles	\$ 207,900				\$ 207,900
Task 4: Pullboxes/Conduits	\$ 472,050				\$ 472,050
Task 5: Wiring	\$ 230,000				\$ 230,000
Task 6: Traffic Routing	\$ 70,000				\$ 70,000
Task 7: Misc **	\$ 249,580				\$ 249,580
Contract Subtotal	\$ 1,597,520				\$ 1,597,520
2. SFMTA-Provided Materials					
Controller Cabinet	\$ 25,000			\$ 25,000	
Accessible Ped Signals	\$ 20,000			\$ 20,000	
Ped Countdown Modules	\$ 2,400			\$ 2,400	
Vehicle Detection Cameras	\$ 30,000			\$ 30,000	
Materials Subtotal	\$ 77,400	5%		\$ 77,400	
3. Construction Management/ Support					
Construction Engineering	\$ 297,704	19%	\$ 275,604	\$ 22,100	
Signal Shop	\$ 30,000			\$ 30,000	
Paint Shop	\$ 30,000			\$ 30,000	
Sign Shop	\$ 10,000			\$ 10,000	
Labor Subtotal	\$ 367,704	23%	\$ 275,604	\$ 92,100	
4. Other Direct Costs *	\$ 500	0%			
5. Contract Contingency	\$ 159,752	10%			
TOTAL CONSTRUCTION PHASE	\$ 2,202,876		\$ 275,604	\$ 169,500	\$ 1,597,520

* City Attorney Review, ** Key tasks includes remove and salvage equipment, permit fees, potholing, and mobilization.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$800,000	Total PROP L Recommended	\$800,000

SGA Project Number:		Name:	Sloat and Skyline Intersection Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-218	\$600,000	\$200,000	\$800,000

Deliverables

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

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	63.68%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	79.73%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$800,000
--------------------------------	-----------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.


Initials of sponsor staff member verifying the above statement:

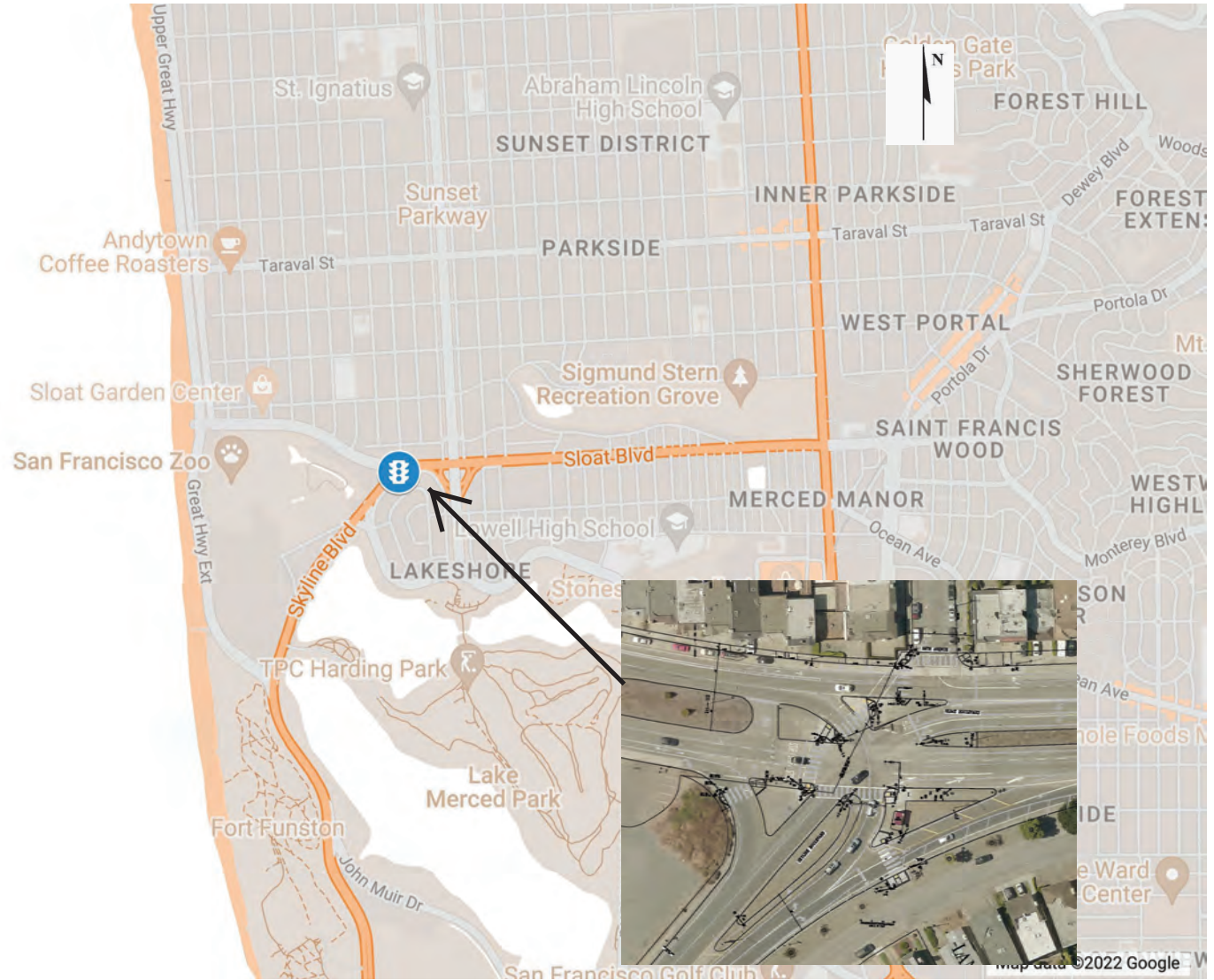
ML

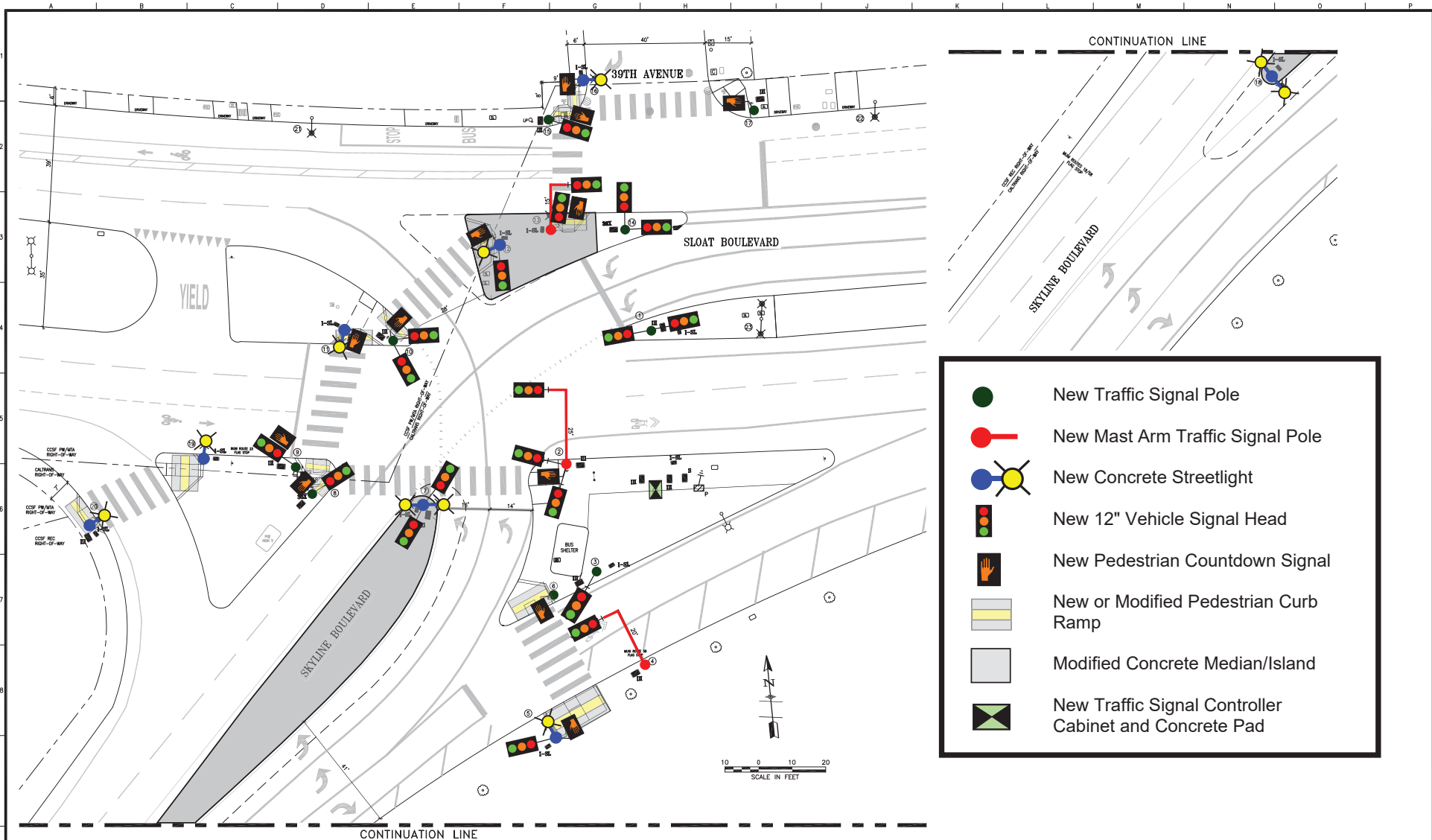
CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Map 1 - Sloat and Skyline Intersection Improvements

 Skyline, Sloat, & 39th Avenue





	New Traffic Signal Pole
	New Mast Arm Traffic Signal Pole
	New Concrete Streetlight
	New 12" Vehicle Signal Head
	New Pedestrian Countdown Signal
	New or Modified Pedestrian Curb Ramp
	Modified Concrete Median/Island
	New Traffic Signal Controller Cabinet and Concrete Pad

NO.	DATE	DESCRIPTION	BY	APP.
1	11/30/22	16.31	CSkerr	

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Acting Section Mgr:	CHIAO
Acting Deputy Bureau Mgr:	LESLEY WONG
Acting Bureau Mgr:	JOBAL DHAPA

DESIGNED:	DATE:
CS/GL	11/2022
DRAWN:	DATE:
CS/GL	11/2022
CHECKED:	DATE:
GD/DG	11/2022



SCALE:
AS SHOWN
SHEET OF SHEETS
XX OF XX

CONTRACT 65
NEW TRAFFIC SIGNALS
 39TH AVE, SKYLINE BLVD AND SLOAT BLVD
TRAFFIC SIGNAL PLAN

CONTRACT NO.	0000006423
DRAWING NO.	E-8.0
FILE NO.	120,080
REV. NO.	0



To: Chi Iao, Engineer
San Francisco Public Works (SFPW) – Electrical Section

Through: Bryant Woo, Senior Engineer
San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects

From: Corbin Skerrit, Associate Engineer
San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects

Date: 8/14/2023

Subject: Contract 65: New Traffic Signals [Rebid] (ID: 1000025167)
Proposed Change Order adding new signal at 39th Avenue, Skyline
Boulevard, and Sloat Boulevard

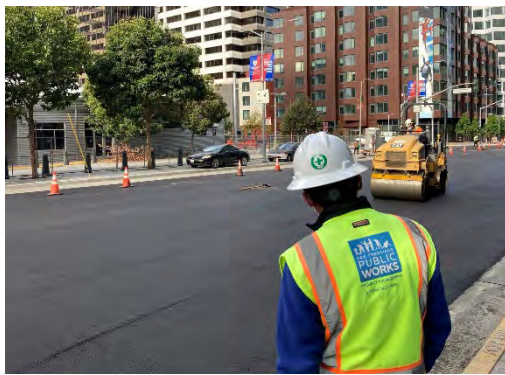
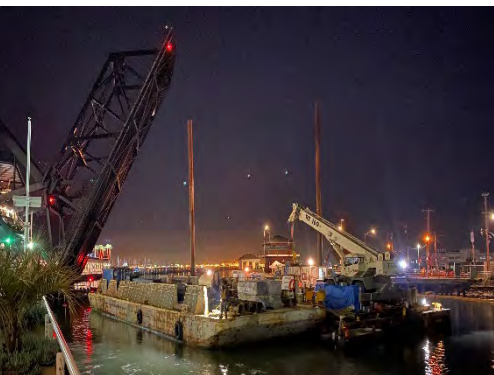
This memorandum is to request a proposed change order to Contract 65: New Traffic Signals [Rebid] to install a new traffic signal, curb ramps, and median modifications at 39th Avenue, Skyline Boulevard, and Sloat Boulevard.

This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands. The goal switchover date for the new signal is mid-2024 to align with the other project improvements in the area.

The signal construction will be funded by Section 19.56 subdivision (g)(1)(P) of the 2022 Budget Act which appropriated funds from the State's General Fund to the SFMTA. Legislation of the new signal was reviewed at an engineering public hearing on September 23, 2022, and signed via SFMTA Streets Division Directive Order No. 6586 on September 30, 2022. Environmental clearance for this new signal was received from the Planning Department as Case No. 2022-007290ENV prepared September 1, 2022. As this intersection has shared right-of-way with Caltrans, a Caltrans Design Engineering Evaluation Report (DEER) was submitted January 2023 and pending Caltrans approval. The SFMTA is assuming ongoing maintenance and operation of the signal, as such, the signal is in accordance with the City of San Francisco design standards.

All pertinent standards and specifications as contracted in Contract 65: New Traffic Signals [Rebid] are assumed applicable to this proposed change order. The following attachment details additions to accommodate the added project design.

Attachment: 39th Avenue, Skyline Boulevard, and Sloat Boulevard 100% Project Specs & Estimates

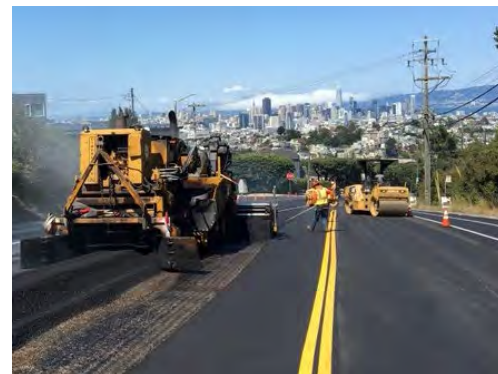


October 6, 2023

Contract 65: New Traffic Signals

Grant Ly

Project Engineer, Electrical Section, Infrastructure Design & Construction



Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

To approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by \$1,877,312.50

Original Amount:

\$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of new traffic signals at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.

Contract 65: New Traffic Signals

Various Locations

7 original locations

Funding Source:

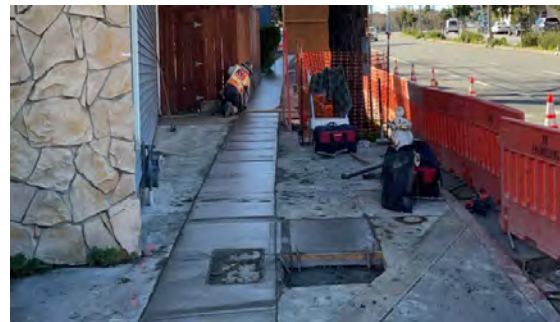
SFMTA Streets Funds -
General Obligation Bonds

More info:

<https://sfpublicworks.org/Signals65>

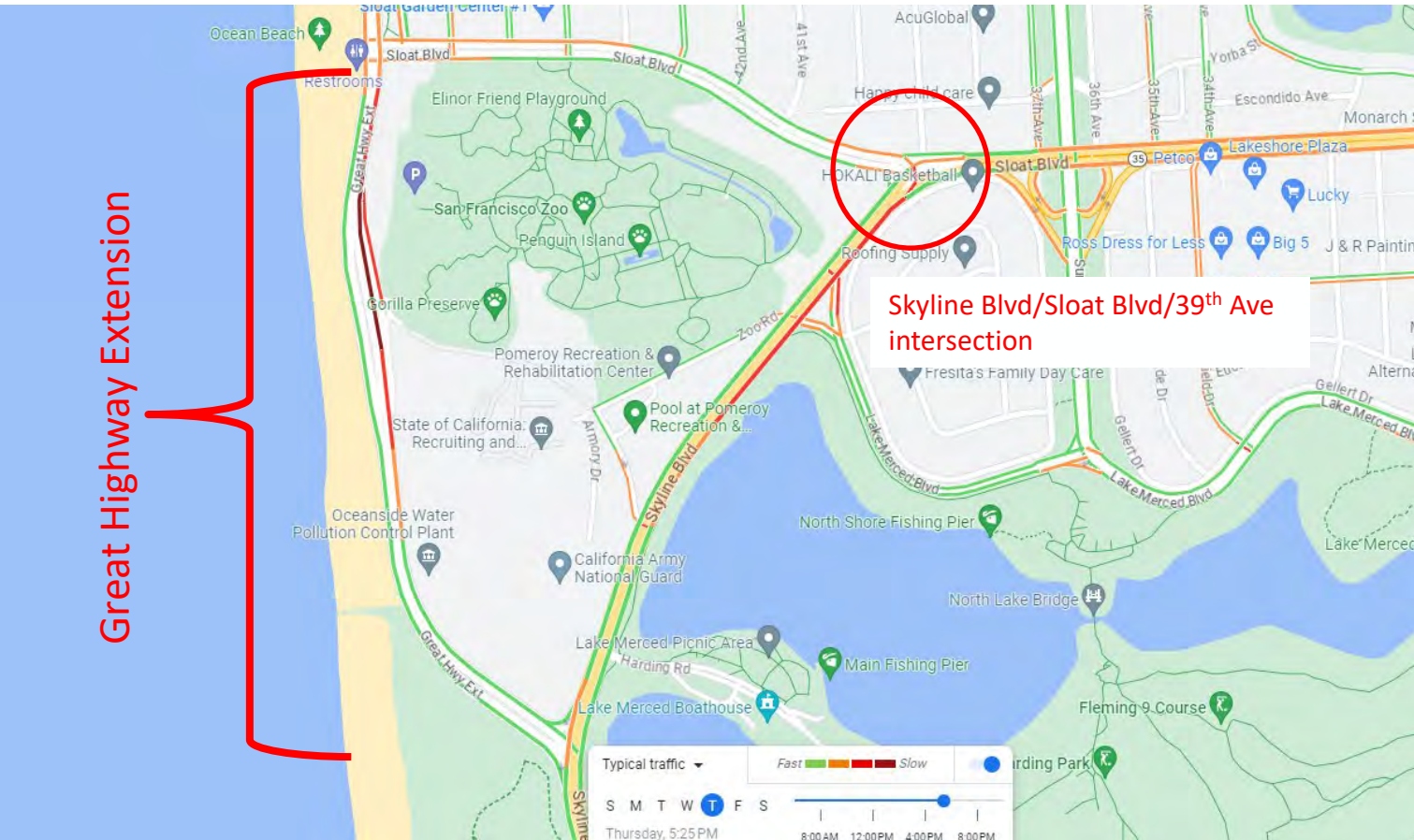


Project Improvements



- New traffic signals
- Streetlighting upgrades
- Flashing beacons
- Curb ramp and accessibility improvements

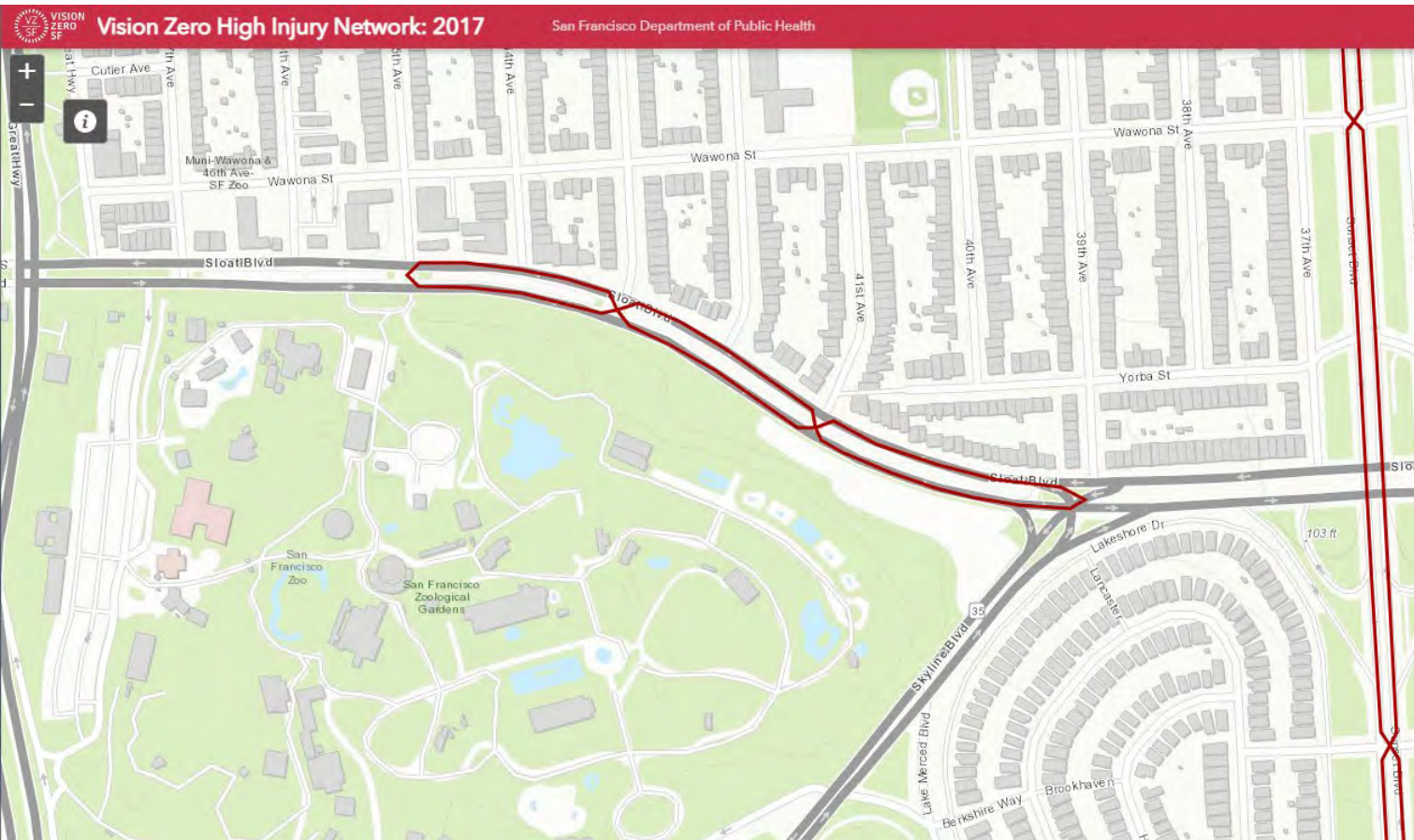
Reason for Modifications



Great Highway Extension Closure

Increased traffic due to closure of Great Highway Extension between Skyline Blvd. and Sloat Blvd. in 2023.

Reason for Modifications



Vision Zero High Injury Network

Pedestrian safety improvements on Sloat Blvd.

The 2022 Vision Zero High Injury Network – created by the San Francisco Department of Public Health (SFDPH) using a combination of severe and fatal injury data – identifies street segments that have a high number of fatalities and severe injuries and helps inform where interventions could save lives and reduce injury severity.

Reason for Modifications



Transit Efficiency Improvements

Muni transit service improvements for the 18 46th Ave, 58 Lake Merced and 23 Monterey bus routes.

Current Project Status

Construction started:
October 2022

Original contract duration:
425 calendar days

Original contract cost:
\$3,754,623.00

Contract cost contingency:
\$375,463.00

Approximate completion to date:
73%

Time extension:
**425 calendar days or
Fourteen (14) months**

Reason:
**Client-requested addition
of (1) new location**

Projected final completion:
December 2024

Projected Contract Cost Limit:
\$6,007,400.00

Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

Approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by \$1,877,312.50

Original Amount:

\$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of a new traffic signal at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.



QUESTIONS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Quick Builds
Current TNC TAX Request:	\$6,000,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. The second is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools.

Detailed Scope, Project Benefits and Community Outreach

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

Since the program was formalized in 2019, the SFMTA has completed 32 corridor projects and at least 15 more are in the planning and design phases.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on the High Injury Network. This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers pre-planning report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. The second is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools.

50-Mile Project

The SFMTA's goal now is to also implement quick-build core toolkit treatments on the 50 miles of the High Injury Network where work remains. By the end of 2024, each of the remaining 50 High Injury Network miles will receive core safety treatments. A subset of these miles will also be screened for location-specific quick-build treatments. See attached list of locations where quick-build treatments will be installed with requested funds.

The allocation request supports the implementation of the 50-mile project as described below.

Toolkit Core Treatments

Quick-Build Toolkit Project team is seeking funding for the entire 50-mile project to include staff labor and materials for planning, design, legislation, and implementation. Approximate cost estimates are for the following:

- Continental crosswalks
- Advanced limit lines
- Daylighting
- Leading pedestrian intervals
- Pedestrian signal retiming for longer walk times

Toolkit Location Specific Treatments

- Signal lens upgrades
- Painted safety zones
- Turn calming

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build Program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build Program to bring traffic safety improvements to high-risk areas throughout the city. Projects include work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through Quarterly Progress Updates to the Transportation Authority.

Frida Kahlo Corridor Project (expanded scope funding request)

In 2021, the Transportation Authority allocated \$40,000 for design and \$266,000 for construction for the Frida Kahlo Way quick-build project. Since the 2021 allocation, this project has expanded from its original scope. Instead of focusing on improvements to the intersection of Frida Kahlo/Ocean/Geneva, the team has transformed the project into a more substantial corridor-style Frida Kahlo Way Quick-Build Project.

The Frida Kahlo Way project team is currently preparing for project approvals and is seeking funding to implement and complete construction of quick-build improvements along Frida Kahlo Way and Judson Avenue. The project will connect the Sunnyside and Ingleside neighborhoods, Ocean Avenue commercial corridor, City College, and planned residential development on the Balboa Reservoir. The project will add a two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue, upgrade pedestrian crossings, make changes to improve transit access and reliability, and modify curb management to improve access to schools in the area. The project supports implementing goals and priorities identified in the Transportation Authority's recently completed District 7 Ocean Avenue Mobility Action Plan. SFMTA is requesting an additional \$600,000 to fully fund the project.

Community Outreach:

The Quick-Build Toolkit will implement proven safety measures at the intersection-level and will inform the public of the project and its progress via blog posts, social media, quarterly updates to the website map tracker at www.sfmta.com/vision-zero-quick-build-projects, and requested quarterly public meetings. The public can access information about the Frida Kahlo project at www.sfmta.com/projects/frida-kahlo-way-quick-build-project.

Program Management and Administration:

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal partners, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves tracking the project progress, status, and timeline, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

Project Location

Frida Kahlo Way and Judson Avenue and Various Locations Citywide - see scope for details

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted on multiple corridors. Improvements are expected to move quickly from design to construction, as they do not require major street re-construction and will be implemented by city crews and/or on-call contractors.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$6,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

SFMTA will provide updates on design and construction implementation schedules for individual corridors and toolkit project on a quarterly basis to the Transportation Authority and the Community Advisory Committee.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-601: Quick Builds	\$0	\$6,000,000	\$0	\$6,000,000
Phases In Current Request Total:	\$0	\$6,000,000	\$0	\$6,000,000

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$700,000	\$700,000	Prior experience with SFMTA labor
Construction	\$5,300,000	\$5,300,000	Prior experience with SFMTA labor
Operations	\$0		
Total:	\$6,000,000	\$6,000,000	

% Complete of Design:	0.0%
As of Date:	10/12/2023
Expected Useful Life:	10 Years

SFMTA - Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$8.96
2	4" Broken White or Yellow	Lin Ft	\$2.55
3	4" Solid White or Yellow	Lin Ft	\$4.49
4	6" Broken White	Lin Ft	\$3.69
5	6" Solid White	Lin Ft	\$5.61
6	8" Broken White or Yellow	Lin Ft	\$5.05
7	8" Solid White or Yellow	Lin Ft	\$6.57
8	24" Solid White or Yellow	Lin Ft	\$9.14
9	Double Yellow	Lin Ft	\$8.79
10	Two Way Left Turn Lanes (ea line)	Lin Ft	\$5.84
11	Raised Pavement Markers (White or Yellow)	Each	\$20.55
12	Per Block Fees	Each	\$1,421.06
13	Parking Stalls (Angle Stalls or "T"s)	Each	\$49.41
14	Bus Zones	Lin Ft	\$10.88
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$536.73
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$359.52
17	Color Curb Painting	Lin Ft	\$14.31
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$434.50
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$86.90
20	4' turn restriction black & yellow raised bumps	Each	\$434.50
21	Green Sharrow Backing - thermoplastic	Sq Ft	\$22.43
22	Green Bike Lane - thermoplastic	Sq Ft	\$22.43
23	Bike box	Sq Ft	\$22.43
24	Khaki paint for Painted Safety Zones	Sq Ft	\$22.43
25	Flexible delineator posts	Each	\$150.00
26	Methacrylate pavement legends	Sq Ft	\$17.04

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	Bike Rack	Each	\$ 370.00
9	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
10	Extinguishable NTOR	Each	\$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00



Quick-Build Tasks by Project (TNC Tax Funding Requested)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	Frida Kahlo Quick-Build (Frida Kahlo Way and Judson Ave)	7	Pedestrian safety improvements, protected bikeway, transit stop changes, curb management changes	\$ 600,000
2	Quick-Build Toolkit: Core Improvements	Various	Continental crosswalks, daylighting, advanced limit lines, leading pedestrian intervals, pedestrian signal retiming for longer walk times	\$ 3,400,000
3	Quick-Build Toolkit: Location-Specific Improvements	Various	Painted safety zones, turn calming treatments, signal lens upgrades, and more	\$ 2,000,000
Total				\$ 6,000,000



Quick-Build Tasks by Phase

#	Vision Zero Quick-Build Task	Funds Requested		
		Design	Construction	Total
1	Frida Kahlo Quick-Build (Frida Kahlo Way and Judson Ave)		\$ 600,000	\$ 600,000
2	Quick-Build Toolkit: Core Improvements	\$ 310,000	\$ 3,000,000	\$ 3,310,000
3	Quick-Build Toolkit: Location-Specific Improvements	\$ 160,000	\$ 1,700,000	\$ 1,860,000
4	Project Evaluations	\$ 50,000		\$ 50,000
5	Outreach & Communications Support	\$ 100,000	\$ -	\$ 100,000
6	Program Management & Administration	\$ 80,000	\$ -	\$ 80,000
		\$ 700,000	\$ 5,300,000	\$ 6,000,000
		Total DES	Total CON	Total



Quick-Build Toolkit by Treatment (TNC Tax Funding Requested)

			Funds Requested		
#	Vision Zero Quick-Build Toolkit - Core Treatment	Estimated Intersections*	Labor	Materials	Total
1	Continental Crosswalks	230 - 280	\$ 422,400	\$ 105,600	\$ 528,000
2	Daylighting	290 - 340	\$ 742,400	\$ 185,600	\$ 928,000
3	Advanced Limit Lines	500 - 550	\$ 283,200	\$ 70,800	\$ 354,000
4	Longer Walk Time (Walk Speed 3.0)	40 - 60	\$ 208,000	\$ 52,000	\$ 260,000
5	Pedestrian Head Starts (LPI)	310 - 360	\$ 996,000	\$ 249,000	\$ 1,245,000
6	Walk Speed + LPI simultaneously	30 - 45	\$ 68,000	\$ 17,000	\$ 85,000
#	Vision Zero Quick-Build Toolkit - Location Specific	Estimated Intersections*			
7	Painted Safety Zones, Turn Calming, Signal Lens Upgrades	20 - 70	\$ 1,600,000	\$ 400,000	\$ 2,000,000
*Estimated intersections are the range of High Injury Network intersections that will be evaluated by SFMTA engineers for final treatment determination.			\$ 4,320,000	\$ 1,080,000	\$ 5,400,000
			Total Labor	Total Materials	Total

Note: This table does not include the \$600,000 requested for Quick-Build Frida Kahlo

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total TNC TAX Requested:	\$6,000,000	Total TNC TAX Recommended	\$6,000,000

SGA Project Number:		Name:	Vision Zero Quick-Build Program Implementation FY24
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-601	\$350,000	\$350,000	\$700,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.

2. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$11,945,740 million in TNC Tax funds to the Vision Zero Quick-Build Program and has allocated \$2,451,857 to FY23 quick-build projects to date. This recommendation would allocate an additional \$6,000,000, leaving a programmed, but unallocated balance of \$3,493,883.

SGA Project Number:		Name:	Vision Zero Quick-Build Program Implementation FY24
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-601	\$2,650,000	\$2,650,000	\$5,300,000

Deliverables

1. Quarterly progress reports shall include project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.
2. For every quarter during which project construction activities are happening, provide 2-3 photos of existing conditions, work being performed and work completed.
3. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$11,945,740 million in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$2,451,857 to FY23 quick-build projects. This recommendation would allocate a total of \$6,000,000 in funds programmed but unallocated to date.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$6,000,000
---------------------------------	-------------

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	1 HAYES ST	STANYAN ST
	1 FULTON ST	STANYAN ST
	1 WOOD ST	ANZA ST
	1 SPRUCE ST	ANZA ST
	1 ANZA ST	COOK ST
	1 ANZA ST	COLLINS ST
	1 BLAKE ST	ANZA ST
	1 OFARRELL ST	ANZA ST \ MASONIC AVE
	1 02ND AVE	BALBOA ST
	1 03RD AVE	BALBOA ST
	1 04TH AVE	BALBOA ST
	1 05TH AVE	BALBOA ST
	1 07TH AVE	BALBOA ST
	1 06TH AVE	BALBOA ST
	1 BALBOA ST	08TH AVE
	1 09TH AVE	BALBOA ST
	1 10TH AVE	BALBOA ST
	1 19TH AVE	CALIFORNIA ST
	1 20TH AVE	CALIFORNIA ST
	1 CALIFORNIA ST	21ST AVE
	1 22ND AVE	CALIFORNIA ST
	1 23RD AVE	CALIFORNIA ST
	1 CALIFORNIA ST	24TH AVE
	1 CALIFORNIA ST	25TH AVE
	1 CALIFORNIA ST	26TH AVE
	1 CALIFORNIA ST	27TH AVE
	1 FULTON ST	34TH AVE
	1 35TH AVE	FULTON ST
	1 37TH AVE	FULTON ST
	1 FULTON ST	38TH AVE
	1 39TH AVE	FULTON ST
	1 FULTON ST	40TH AVE
	1 FULTON ST	41ST AVE
	1 42ND AVE	FULTON ST
	1 FULTON ST	44TH AVE
	1 36TH AVE	FULTON ST
	1 FULTON ST	43RD AVE \ CHAIN OF LAKES DR
	1 FULTON ST	FUNSTON AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
1	FULTON ST	12TH AVE
1	14TH AVE	FULTON ST
1	15TH AVE	FULTON ST
1	16TH AVE	FULTON ST
1	PARK PRESIDIO BY	FULTON ST \ PARK PRESIDIO BLVD
1	FULTON ST	02ND AVE
1	FULTON ST	03RD AVE
1	FULTON ST	WILLARD ST
1	PARSONS ST	FULTON ST
1	FULTON ST	STANYAN ST
1	PARK PRESIDIO BL	ANZA ST
1	BALBOA ST	PARK PRESIDIO BLVD
2	GOUGH ST	POST ST
2	POST ST	FRANKLIN ST \ PETER YORKE WAY
2	LOMBARD ST	RICHARDSON AVE
2	BEACH ST	POLK ST
2	LARKIN ST	BEACH ST
2	OCTAVIA ST	BAY ST
2	BAY ST	GOUGH ST
2	BAY ST	FRANKLIN ST
2	NORTH VIEW CT	BAY ST
2	POLK ST	BAY ST
2	BAY ST	LARKIN ST
2	HYDE ST	BAY ST
2	GOUGH ST	BUSH ST
2	FRANKLIN ST	BUSH ST
2	WALNUT ST	CALIFORNIA ST
2	SCOTT ST	CALIFORNIA ST
2	PRESIDIO AVE	CALIFORNIA ST
2	CALIFORNIA ST	LYON ST
2	BRODERICK ST	CALIFORNIA ST
2	BAKER ST	CALIFORNIA ST
2	CALIFORNIA ST	DIVISADERO ST
2	CALIFORNIA ST	OCTAVIA ST
2	CALIFORNIA ST	GOUGH ST
2	CALIFORNIA ST	FRANKLIN ST
2	VAN NESS AVE	CALIFORNIA ST
2	DIVISADERO ST	SUTTER ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	2 PINE ST	DIVISADERO ST
	2 DIVISADERO ST	BUSH ST
	2 EDDY ST	FRANKLIN ST
	2 EDDY ST	GOUGH ST
	2 FRANKLIN ST	OLIVE ST
	2 FRANKLIN ST	MYRTLE ST
	2 LARCH ST	FRANKLIN ST
	2 FRANKLIN ST	WILLOW ST
	2 TURK ST	FRANKLIN ST
	2 OFARRELL ST	FRANKLIN ST \ STARR KING WAY
	2 GOLDEN GATE AV	FRANKLIN ST
	2 ELM ST	FRANKLIN ST
	2 EDDY ST	FRANKLIN ST
	2 ELLIS ST	FRANKLIN ST
	2 FRANKLIN ST	DANIEL BURNHAM CT
	2 WASHINGTON ST	FRANKLIN ST
	2 SUTTER ST	FRANKLIN ST
	2 SACRAMENTO ST	FRANKLIN ST
	2 FRANKLIN ST	PINE ST
	2 PACIFIC AVE	FRANKLIN ST
	2 JACKSON ST	FRANKLIN ST
	2 FRANKLIN ST	BUSH ST
	2 FRANKLIN ST	FERN ST
	2 AUSTIN ST	FRANKLIN ST
	2 CALIFORNIA ST	FRANKLIN ST
	2 CLAY ST	FRANKLIN ST
	2 POST ST	FRANKLIN ST \ PETER YORKE WAY
	2 ELLIS ST	GOUGH ST
	2 EDDY ST	GOUGH ST
	2 GREENWICH ST	STEINER ST
	2 SCOTT ST	GREENWICH ST
	2 GREENWICH ST	PIERCE ST
	2 GREENWICH ST	FILLMORE ST
	2 GREENWICH ST	DIVISADERO ST
	2 BRODERICK ST	GREENWICH ST
	2 BAKER ST	LOMBARD ST
	2 LOMBARD ST	RICHARDSON AVE
	2 BRODERICK ST	LOMBARD ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	2 BRODERICK ST	PINE ST
	2 PINE ST	DIVISADERO ST
	2 BAKER ST	RICHARDSON AVE
	2 RICHARDSON AVE	GORGAS AVE \ HWY 101 SOUTHBOUND
	2 RICHARDSON AVE	HWY 101 NORTHBOUND \ LYON ST
	2 CHESTNUT ST	RICHARDSON AVE
	2 RICHARDSON AVE	FRANCISCO ST
	2 TURK ST	FRANKLIN ST
	2 FRANKLIN ST	LOMBARD ST
	2 VAN NESS AVE	LOMBARD ST
	2 SACRAMENTO ST	FRANKLIN ST
	3 OFARRELL ST	CYRIL MAGNIN ST
	3 OFARRELL ST	SECURITY PACIFIC PL
	3 STOCKTON ST	OFARRELL ST
	3 MEACHAM PL	POST ST
	3 POST ST	HYDE ST
	3 LARKIN ST	POST ST
	3 HYDE ST	BEACH ST
	3 BEACH ST	TAYLOR ST
	3 BEACH ST	STOCKTON ST
	3 BEACH ST	POWELL ST
	3 BEACH ST	MASON ST
	3 LEAVENWORTH ST	BEACH ST
	3 BEACH ST	JONES ST
	3 THE EMBARCADE	BEACH ST \ GRANT AVE
	3 VER MEHR PL	KEARNY ST
	3 MAIDEN LN	KEARNY ST
	3 GEARY ST	KEARNY ST
	3 POST ST	KEARNY ST
	3 KEARNY ST	HARDIE PL
	3 PINE ST	KEARNY ST
	3 BUSH ST	KEARNY ST
	3 KEARNY ST	CALIFORNIA ST
	3 BAY ST	LEAVENWORTH ST
	3 BAY ST	TAYLOR ST
	3 BAY ST	MIDWAY ST
	3 BAY ST	STOCKTON ST
	3 BAY ST	POWELL ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
3	MASON ST	BAY ST
3	KEARNY ST	BAY ST
3	BAY ST	JONES ST
3	BROADWAY	HIMMELMANN PL
3	TAYLOR ST	BROADWAY
3	LEAVENWORTH ST	BROADWAY
3	JONES ST	BROADWAY
3	BROADWAY	MASON ST
3	BROADWAY	HYDE ST
3	BROADWAY	LARKIN ST \ ROBERT C LEVY TUNL
3	BROADWAY	DIRK DIRKSEN PL
3	ROMOLO ST	BROADWAY
3	OSGOOD PL	BROADWAY
3	BROADWAY	MONTGOMERY ST
3	BROADWAY	KEARNY ST
3	BROADWAY	BARTOL ST
3	BUSH ST	TAYLOR ST
3	BUSH ST	MASON ST
3	LARKIN ST	CALIFORNIA ST
3	POLK ST	CALIFORNIA ST
3	CALIFORNIA ST	SPRING ST
3	SABIN PL	CALIFORNIA ST
3	CALIFORNIA ST	QUINCY ST
3	STOCKTON ST	CALIFORNIA ST
3	CALIFORNIA ST	MONTGOMERY ST
3	LEIDESDORFF ST	CALIFORNIA ST
3	KEARNY ST	CALIFORNIA ST
3	CALIFORNIA ST	GRANT AVE
3	COLUMBUS AVE	KEARNY ST
3	JACKSON ST	COLUMBUS AVE
3	ILS LN	COLUMBUS AVE \ GIBB ST
3	COLUMBUS AVE	MONTGOMERY ST \ WASHINGTON ST
3	STOCKTON ST	GEARY ST
3	GEARY ST	KEARNY ST
3	GEARY ST	GRANT AVE
3	CEDAR ST	LARKIN ST
3	HEMLOCK ST	LARKIN ST
3	LARKIN ST	POST ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
3	LARKIN ST	FERN ST
3	FRANK NORRIS ST	LARKIN ST
3	PINE ST	LARKIN ST
3	LARKIN ST	BUSH ST
3	LARKIN ST	CALIFORNIA ST
3	POST ST	MASON ST
3	PINE ST	MASON ST
3	BUSH ST	MASON ST
3	MASON ST	WATER ST
3	MASON ST	VANDEWATER ST
3	MASON ST	NORTH POINT ST
3	MASON ST	FRANCISCO ST
3	MASON ST	BAY ST
3	MASON ST	LOMBARD ST
3	CHESTNUT ST	MASON ST
3	PINE ST	MONTGOMERY ST
3	CALIFORNIA ST	MONTGOMERY ST
3	BUSH ST	MONTGOMERY ST
3	NORTH POINT ST	TAYLOR ST
3	POWELL ST	NORTH POINT ST
3	NORTH POINT ST	JONES ST
3	MASON ST	NORTH POINT ST
3	PFEIFFER ST	STOCKTON ST
3	STOCKTON ST	CHESTNUT ST
3	STOCKTON ST	FRANCISCO ST
3	BAY ST	STOCKTON ST
3	NORTH POINT ST	STOCKTON ST
3	BEACH ST	STOCKTON ST
3	GREEN ST	THE EMBARCADERO
3	SANSOME ST	CHESTNUT ST \ THE EMBARCADERO
3	BATTERY ST	LOMBARD ST \ THE EMBARCADERO
3	ELLIS ST	POWELL ST
3	CYRIL MAGNIN ST	ELLIS ST
3	MARKET ST	04TH ST \ ELLIS ST \ STOCKTON ST
3	POLK ST	LOMBARD ST
3	SACRAMENTO ST	POLK ST
3	SACRAMENTO ST	LARKIN ST
3	VAN NESS AVE	SACRAMENTO ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
4	28TH AVE	LINCOLN WAY
4	27TH AVE	LINCOLN WAY
4	29TH AVE	LINCOLN WAY
4	LINCOLN WAY	30TH AVE
4	31ST AVE	LINCOLN WAY
4	32ND AVE	LINCOLN WAY
4	23RD AVE	LINCOLN WAY
4	LINCOLN WAY	24TH AVE
4	26TH AVE	LINCOLN WAY
4	25TH AVE	LINCOLN WAY
4	19TH AVE	IRVING ST
4	19TH AVE	JUDAH ST
4	20TH AVE	JUDAH ST
4	21ST AVE	JUDAH ST
4	22ND AVE	JUDAH ST
4	JUDAH ST	23RD AVE
4	JUDAH ST	24TH AVE
4	19TH AVE	JUDAH ST
4	SUNSET BLVD OFF SLOAT BLVD	
4	SLOAT BLVD	SUNSET BLVD ON RAMP
4	SUNSET BLVD ON SLOAT BLVD	
4	SLOAT BLVD	35TH AVE
4	SLOAT BLVD	36TH AVE
4	37TH AVE	SLOAT BLVD
4	LAKESHORE PLZ	SLOAT BLVD
4	34TH AVE	CLEARFIELD DR \ SLOAT BLVD
4	23RD AVE	TARAVAL ST
4	20TH AVE	TARAVAL ST
4	21ST AVE	TARAVAL ST
4	22ND AVE	TARAVAL ST
4	TARAVAL ST	24TH AVE
4	25TH AVE	TARAVAL ST
5	MCALLISTER ST	FRANKLIN ST
5	MCALLISTER ST	GOUGH ST
5	LARKIN ST	MCALLISTER ST
5	CHARLES J BRENH	MCALLISTER ST
5	JONES ST	MCALLISTER ST
5	PAGE ST	STANYAN ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	OAK ACCESS RD	OAK ST \ STANYAN ST
5	LARKIN ST	FULTON ST
5	LARKIN ST	MCALLISTER ST
5	LARKIN ST	GROVE ST
5	LARKIN ST	WILLOW ST
5	OLIVE ST	LARKIN ST
5	EDDY ST	LARKIN ST
5	LARKIN ST	ELLIS ST
5	OCTAVIA ST	GROVE ST
5	GROVE ST	FRANKLIN ST
5	GROVE ST	GOUGH ST
5	WEBSTER ST	IVY ST
5	WEBSTER ST	HAYES ST
5	GROVE ST	WEBSTER ST
5	FULTON ST	WEBSTER ST
5	WEBSTER ST	OFARRELL ST
5	EDDY ST	WEBSTER ST
5	ELLIS ST	WEBSTER ST
5	BUSH ST	WEBSTER ST
5	WEBSTER ST	POST ST
5	WEBSTER ST	SUTTER ST
5	WEBSTER ST	WILMOT ST
5	PINE ST	WEBSTER ST
5	BUSH ST	WEBSTER ST
5	LAGUNA ST	BIRCH ST
5	FULTON ST	LAGUNA ST
5	LAGUNA ST	EARL GAGE JR ST
5	CLEARY CT	GALILEE LN \ LAGUNA ST
5	GOLDEN GATE AV	LAGUNA ST
5	LAGUNA ST	TURK ST
5	LAGUNA ST	EDDY ST
5	ELLIS ST	LAGUNA ST
5	HEMLOCK ST	LAGUNA ST
5	LAGUNA ST	SUTTER ST
5	LAGUNA ST	POST ST
5	BUSH ST	LAGUNA ST
5	BUSH ST	STEINER ST
5	BUSH ST	SCOTT ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	PIERCE ST	BUSH ST
5	BUSH ST	OCTAVIA ST
5	BUSH ST	LAGUNA ST
5	FILLMORE ST	BUSH ST
5	BUCHANAN ST	BUSH ST
5	BUSH ST	WEBSTER ST
5	CASTRO ST	DIVISADERO ST \ WALLER ST
5	TURK ST	DIVISADERO ST
5	DIVISADERO ST	OFARRELL ST
5	DIVISADERO ST	MCALLISTER ST
5	DIVISADERO ST	HAYES ST
5	DIVISADERO ST	GROVE ST
5	DIVISADERO ST	GOLDEN GATE AVE
5	DIVISADERO ST	FULTON ST
5	ELLIS ST	DIVISADERO ST
5	EDDY ST	DIVISADERO ST
5	GARDEN ST	DIVISADERO ST
5	DIVISADERO ST	POST ST
5	BUCHANAN ST	EDDY ST
5	LAGUNA ST	EDDY ST
5	EDDY ST	WEBSTER ST
5	HAYES ST	FILLMORE ST
5	GROVE ST	FILLMORE ST
5	FULTON ST	FILLMORE ST
5	FILLMORE ST	OFARRELL ST
5	FILLMORE ST	ELLIS ST
5	TURK ST	FILLMORE ST
5	FILLMORE ST	GOLDEN GATE AVE
5	FILLMORE ST	EDDY ST
5	FRANKLIN ST	FULTON ST
5	FRANKLIN ST	REDWOOD ST
5	MCALLISTER ST	FRANKLIN ST
5	PIERCE ST	FULTON ST
5	FULTON ST	STEINER ST
5	FULTON ST	SCOTT ST
5	FULTON ST	LAGUNA ST
5	FULTON ST	BRODERICK ST
5	FULTON ST	FILLMORE ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	DIVISADERO ST	FULTON ST
5	FULTON ST	WEBSTER ST
5	FILLMORE ST	GEARY BLVD
5	GEARY BLVD	AVERY ST
5	LILY ST	GOUGH ST
5	GOUGH ST	ASH ST
5	ELM ST	GOUGH ST
5	GOUGH ST	TURK ST
5	MCALLISTER ST	GOUGH ST
5	IVY ST	GOUGH ST
5	HAYES ST	GOUGH ST
5	GROVE ST	GOUGH ST
5	FELL ST	GOUGH ST
5	GOUGH ST	FULTON ST
5	GOLDEN GATE AV	GOUGH ST
5	GOUGH ST	LINDEN ST
5	HICKORY ST	GOUGH ST
5	KEZAR DR	UNNAMED #139
5	KEZAR DR	ARGUELLO BLVD
5	MARTIN LUTHER K	KEZAR DR
5	KEZAR DR	WALLER ST
5	JOHN F KENNEDY	KEZAR DR
5	MASONIC AVE	HAIGHT ST
5	OAK ST	MASONIC AVE
5	FELL ST	MASONIC AVE
5	MASONIC AVE	PAGE ST
5	STEINER ST	OAK ST
5	PIERCE ST	OAK ST
5	LAGUNA ST	PAGE ST
5	FILLMORE ST	PAGE ST
5	PAGE ST	WEBSTER ST
5	BUCHANAN ST	PAGE ST
5	PINE ST	STEINER ST
5	SCOTT ST	PINE ST
5	PINE ST	PIERCE ST
5	TURK ST	FILLMORE ST
5	STEINER ST	TURK ST
5	PIERCE ST	TURK ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	5 TURK ST	SCOTT ST
	5 TURK ST	WEBSTER ST
	5 GOUGH ST	TURK ST
	5 LARKIN ST	ELLIS ST
	5 ELLIS ST	LEAVENWORTH ST
	5 HYDE ST	ELLIS ST
	6 RODGERS ST	FOLSOM ST
	6 FOLSOM ST	RAUSCH ST
	6 HALLAM ST	FOLSOM ST
	6 FOLSOM ST	RAUSCH ST
	6 HALLAM ST	FOLSOM ST
	6 LANGTON ST	FOLSOM ST
	6 LARKIN ST	HAYES ST
	6 01ST ST	GUY PL
	6 01ST ST	LANSING ST
	6 01ST ST	STEVENSON ST
	6 01ST ST	JESSIE ST
	6 01ST ST	01ST ST
	6 01ST ST	MISSION ST
	6 BRYANT ST	OAK GROVE ST
	6 MORRIS ST	BRYANT ST
	6 ZOE ST	BRYANT ST
	6 RITCH ST	BRYANT ST
	6 HARRISON ST	I-80 W ON RAMP/07TH ST
	6 CHESLEY ST	HARRISON ST
	6 HARRISON ST	BERWICK PL
	6 HARRISON ST	LANGTON ST
	6 08TH ST	HARRISON ST
	6 HARRISON ST	COLUMBIA SQUARE ST
	6 HARRISON ST	SHERMAN ST
	6 HARRIET ST	HARRISON ST
	6 HARRISON ST	VASSAR PL
	6 HAWTHORNE ST	HARRISON ST
	6 HARRISON ST	SPEAR ST
	6 MAIN ST	HARRISON ST
	6 JESSIE ST	10TH ST
	6 10TH ST	JESSIE ST
	6 11TH ST	BURNS PL

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	11TH ST	NATOMA ST
6	11TH ST	MINNA ST
6	11TH ST	KISSLING ST
6	11TH ST	HOWARD ST
6	10TH ST	SHERIDAN ST
6	10TH ST	NATOMA ST
6	10TH ST	MINNA ST
6	10TH ST	HOWARD ST
6	10TH ST	HARRISON ST
6	10TH ST	BRYANT ST \ HWY 101 S ON RAMP
6	DIVISION ST	10TH ST \ BRANNAN ST \ POTRERO AVE
6	10TH ST	FOLSOM ST
6	15TH ST	VERMONT ST
6	15TH ST	UTAH ST
6	15TH ST	SAN BRUNO AVE
6	15TH ST	RHODE ISLAND ST
6	KANSAS ST	15TH ST \ HENRY ADAMS ST
6	03RD ST	MISSION BAY BLVD
6	NELSON RISING LI	03RD ST
6	CAMPUS WAY	03RD ST
6	03RD ST	WARRIORS WAY
6	03RD ST	CHANNEL ST
6	03RD ST	CHINA BASIN ST
6	03RD ST	MARIPOSA ST
6	16TH ST	03RD ST
6	03RD ST	MISSION ROCK ST
6	04TH ST	LONG BRIDGE ST
6	04TH ST	MISSION ROCK ST
6	04TH ST	CHINA BASIN ST
6	04TH ST	MISSION BAY BLVD
6	04TH ST	MISSION CREEK
6	04TH ST	CHANNEL ST
6	04TH ST	BERRY ST
6	04TH ST	KING ST
6	04TH ST	SHIPLEY ST
6	04TH ST	CLARA ST
6	08TH ST	HARRISON ST
6	BRYANT ST	08TH ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	09TH ST	TEHAMA ST
6	09TH ST	SHERIDAN ST
6	09TH ST	RINGOLD ST
6	09TH ST	NATOMA ST
6	09TH ST	MINNA ST
6	09TH ST	MCLEA CT
6	09TH ST	CLEMENTINA ST
6	09TH ST	HARRISON ST
6	09TH ST	BRYANT ST \ HWY 101 N OFF RAMP
6	09TH ST	MISSION ST
6	DIVISION ST	09TH ST
6	09TH ST	FOLSOM ST
6	09TH ST	BRANNAN ST
6	09TH ST	HOWARD ST
6	DIVISION ST	DE HARO ST
6	DIVISION ST	RHODE ISLAND ST
6	KING ST	DIVISION ST
6	08TH ST	DIVISION ST
6	GOUGH ST	PAGE ST
6	HAIGHT ST	GOUGH ST
6	ROSE ST	GOUGH ST
6	HOWARD ST	WASHBURN ST
6	LAFAYETTE ST	HOWARD ST
6	HOWARD ST	DORE ST
6	HOWARD ST	GRACE ST
6	11TH ST	HOWARD ST
6	12TH ST	HOWARD ST
6	SOUTH VAN NESS	HOWARD ST
6	10TH ST	HOWARD ST
6	04TH ST	KING ST
6	05TH ST	I-280 N OFF RAMP \ I-280 S ON RAMP \ KING ST
6	ECKER ST	MISSION ST
6	01ST ST	MISSION ST
6	SOUTH VAN NESS	PLUM ST
6	SOUTH VAN NESS	HOWARD ST
6	12TH ST	SOUTH VAN NESS AVE
6	VERMONT ST	ALAMEDA ST
6	15TH ST	VERMONT ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	FOLSOM ST	FREMONT ST
6	I-80 W OFF RAMP	FREMONT ST \ HARRISON ST
6	I-80 W OFF RAMP	FREMONT ST \ HARRISON ST
6	09TH ST	LARKIN ST \ MARKET ST
6	09TH ST	JESSIE ST
7	CLARENDON AVE	OLYMPIA WAY
7	CLARENDON AVE	GALEWOOD CIR
7	LAGUNA HONDA	CLARENDON AVE
7	19TH AVE	VICENTE ST
7	19TH AVE	ULLOA ST
7	WAWONA ST	19TH AVE
7	19TH AVE	PACHECO ST
7	19TH AVE	ORTEGA ST
7	HOLLOWAY AVE	TAPIA DR
7	CARDENAS AVE	HOLLOWAY AVE
7	HOLLOWAY AVE	VARELA AVE
7	HOLLOWAY AVE	ARELLANO AVE
7	FONT BLVD	HOLLOWAY AVE \ TAPIA DR
7	18TH AVE	JUDAH ST
7	JUNIPERO SERRA	PALMETTO AVE
7	09TH AVE	LAWTON ST
7	LAWTON ST	10TH AVE
7	11TH AVE	LAWTON ST
7	LAWTON ST	12TH AVE
7	LAWTON ST	FUNSTON AVE
7	EDNA ST	MONTEREY BLVD
7	MONTEREY BLVD	EDNA ST
7	BADEN ST	MONTEREY BLVD
7	CONGO ST	MONTEREY BLVD
7	VICTORIA ST	OCEAN AVE
7	SAN BENITO WAY	OCEAN AVE
7	PINEHURST WAY	OCEAN AVE
7	OCEAN AVE	MANOR DR
7	CEDRO AVE	OCEAN AVE
7	OCEAN AVE	APTOS AVE
7	OCEAN AVE	ASHTON AVE
7	OCEAN AVE	KEYSTONE WAY
7	OCEAN AVE	FAIRFIELD WAY

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	7 LAKEWOOD AVE	OCEAN AVE
	7 WESTGATE DR	CERRITOS AVE \ OCEAN AVE
	7 14TH AVE	TARAVAL ST
	7 15TH AVE	TARAVAL ST
	7 16TH AVE	TARAVAL ST
	7 17TH AVE	TARAVAL ST
	7 18TH AVE	TARAVAL ST
	8 CHURCH ST	HANCOCK ST
	8 DORLAND ST	CHURCH ST
	8 18TH ST	CHURCH ST
	8 14TH ST	ROSEMONT PL
	8 14TH ST	LANDERS ST
	8 14TH ST	DOLORES ST
	8 14TH ST	GUERRERO ST
	8 18TH ST	OAKWOOD ST
	8 18TH ST	GUERRERO ST
	8 18TH ST	DOLORES ST
	8 GUERRERO ST	DUBOCE AVE
	8 17TH ST	PROSPER ST
	8 17TH ST	POND ST
	8 17TH ST	HARTFORD ST
	8 17TH ST	NOE ST
	8 17TH ST	ABBEY ST
	8 17TH ST	DOLORES ST
	8 SEVERN ST	23RD ST
	8 MERSEY ST	23RD ST
	8 23RD ST	AMES ST
	8 23RD ST	QUANE ST
	8 23RD ST	NELLIE ST
	8 FAIR OAKS ST	23RD ST
	8 23RD ST	CHURCH ST
	8 23RD ST	CHATTANOOGA ST
	8 GUERRERO ST	23RD ST
	8 DOLORES ST	23RD ST
	8 24TH ST	QUANE ST
	8 24TH ST	MERSEY ST
	8 VICKSBURG ST	24TH ST
	8 24TH ST	SANCHEZ ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	8 24TH ST	SAN JOSE AVE
	8 24TH ST	POPLAR ST
	8 NOE ST	24TH ST
	8 FAIR OAKS ST	24TH ST
	8 CHURCH ST	24TH ST
	8 24TH ST	CHATTANOOGA ST
	8 24TH ST	GUERRERO ST
	8 DOLORES ST	24TH ST
	8 CASTRO ST	STATES ST
	8 CASTRO ST	HENRY ST
	8 15TH ST	CASTRO ST
	8 BEAVER ST	CASTRO ST
	8 16TH ST	CASTRO ST
	8 14TH ST	DIVISADERO ST
	8 DUBOCE AVE	DIVISADERO ST
	8 DOLORES ST	DOLORES TER
	8 DOLORES ST	DORLAND ST
	8 DOLORES ST	CUMBERLAND ST
	8 DOLORES ST	LIBERTY ST
	8 17TH ST	DOLORES ST
	8 18TH ST	DOLORES ST
	8 19TH ST	DOLORES ST
	8 20TH ST	DOLORES ST
	8 DUNCAN ST	GUERRERO ST
	8 GUERRERO ST	27TH ST
	8 24TH ST	GUERRERO ST
	8 25TH ST	GUERRERO ST
	8 GUERRERO ST	26TH ST
	8 18TH ST	GUERRERO ST
	8 GUERRERO ST	BROSNAN ST
	8 CLINTON PARK	GUERRERO ST
	8 GUERRERO ST	DUBOCE AVE
	8 15TH ST	GUERRERO ST
	8 14TH ST	GUERRERO ST
	8 MARKET ST	STORRIE ST
	8 MERRITT ST	MARKET ST
	8 DANVERS ST	MARKET ST
	8 MARKET ST	COLLINGWOOD ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
8	MARKET ST	DOUGLASS ST
8	EUREKA ST	MARKET ST
8	HATTIE ST	MARKET ST
8	DIAMOND ST	MARKET ST
8	MASONIC AVE	WALLER ST
8	FREDERICK ST	MASONIC AVE
8	SAN JOSE AVE	VALLEY ST
8	DAY ST	SAN JOSE AVE
8	KINGSTON ST	SAN JOSE AVE
8	SAN JOSE AVE	BROOK ST
8	SAN JOSE AVE	DOLORES ST
8	29TH ST	SAN JOSE AVE
8	SAN JOSE AVE	30TH ST
9	14TH ST	WOODWARD ST
9	14TH ST	JULIAN AVE
9	14TH ST	STEVENSON ST
9	14TH ST	NATOMA ST
9	14TH ST	MINNA ST
9	18TH ST	LINDA ST
9	18TH ST	LAPIDGE ST
9	18TH ST	DEARBORN ST
9	SAN CARLOS ST	18TH ST
9	18TH ST	LEXINGTON ST
9	DUBOCE AVE	PEARL ST
9	ELGIN PARK	DUBOCE AVE
9	17TH ST	DEARBORN ST
9	17TH ST	ALBION ST
9	17TH ST	GUERRERO ST
9	TREAT AVE	19TH ST
9	19TH ST	SHOTWELL ST
9	19TH ST	FOLSOM ST
9	SOUTH VAN NESS	19TH ST
9	19TH ST	CAPP ST
9	19TH ST	MISSION ST
9	20TH ST	TREAT AVE
9	20TH ST	SHOTWELL ST
9	20TH ST	FOLSOM ST
9	20TH ST	SAN CARLOS ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	9 20TH ST	CAPP ST
	9 20TH ST	SOUTH VAN NESS AVE
	9 20TH ST	MISSION ST
	9 22ND ST	TREAT AVE
	9 22ND ST	SHOTWELL ST
	9 22ND ST	FOLSOM ST
	9 24TH ST	OSAGE ALY
	9 24TH ST	ORANGE ALY
	9 24TH ST	BARTLETT ST
	9 24TH ST	LILAC ST
	9 24TH ST	CYPRESS ST
	9 24TH ST	CAPP ST
	9 24TH ST	LUCKY ST
	9 24TH ST	BALMY ST
	9 TREAT AVE	24TH ST
	9 SHOTWELL ST	24TH ST
	9 HARRISON ST	24TH ST
	9 24TH ST	FOLSOM ST
	9 ALABAMA ST	24TH ST
	9 CORTLAND AVE	WOOL ST
	9 CORTLAND AVE	WINFIELD ST
	9 CORTLAND AVE	ELSIE ST
	9 ELSIE ST	CORTLAND AVE
	9 CORTLAND AVE	BONVIEW ST
	9 PROSPECT AVE	CORTLAND AVE
	9 MOULTRIE ST	CORTLAND AVE
	9 GATES ST	CORTLAND AVE
	9 CORTLAND AVE	ELLSWORTH ST
	9 BOCANA ST	CORTLAND AVE
	9 BENNINGTON ST	CORTLAND AVE
	9 ANDOVER ST	CORTLAND AVE
	9 CORTLAND AVE	ANDERSON ST
	9 FOLSOM ST	PRECITA AVE
	9 FOLSOM ST	BESSIE ST \ PRECITA AVE
	9 KAMILLE CT	FOLSOM ST
	9 24TH ST	FOLSOM ST
	9 FOLSOM ST	25TH ST
	9 FOLSOM ST	26TH ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
9	FOLSOM ST	18TH ST
9	19TH ST	FOLSOM ST
9	20TH ST	FOLSOM ST
9	FOLSOM ST	21ST ST
9	22ND ST	FOLSOM ST
9	FOLSOM ST	ERIE ST
9	14TH ST	FOLSOM ST
9	15TH ST	FOLSOM ST
9	CAMP ST	GUERRERO ST
9	DORLAND ST	GUERRERO ST
9	GUERRERO ST	CUMBERLAND ST
9	17TH ST	GUERRERO ST
9	19TH ST	GUERRERO ST
9	20TH ST	GUERRERO ST
9	HOLYOKE ST	MANSELL ST
9	HAMILTON ST	MANSELL ST
9	MANSELL ST	SOMERSET ST
9	MANSELL ST	SALINAS AVE \ SAN BRUNO AVE
9	GIRARD ST	MANSELL ST
9	MANSELL ST	BRUSSELS ST
9	MANSELL ST	GOETTINGEN ST
9	MISSION ST	PARK ST
9	MISSION ST	RICHLAND AVE
9	MISSION ST	SAINT MARYS AVE
9	BOSWORTH ST	MISSION ST \ MURRAY ST
9	LEESE ST	HIGHLAND AVE \ MISSION ST
9	MISSION ST	COLLEGE TER
9	MISSION ST	COLLEGE AVE \ CRESCENT AVE
9	SAN BRUNO AVE	PAUL AVE
9	SAN BRUNO AVE	PAUL AVE
9	MANSELL ST	SALINAS AVE \ SAN BRUNO AVE
9	SAN JOSE AVE	27TH ST
9	SAN JOSE AVE	DUNCAN ST
9	SAN JOSE AVE	28TH ST \ GUERRERO ST
9	SILVER AVE	SOMERSET ST
9	MERRILL ST	SILVER AVE
9	GOETTINGEN ST	SILVER AVE
9	BRUSSELS ST	SILVER AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
	9 BARNEVELD AVE	SILVER AVE
	9 SILVER AVE	GIRARD ST
	9 BOYLSTON ST	HOLYOKE ST \ SILVER AVE
	10 16TH ST	HUBBELL ST
	10 16TH ST	CONNECTICUT ST
	10 16TH ST	ARKANSAS ST
	10 16TH ST	MISSOURI ST
	10 WISCONSIN ST	16TH ST
	10 16TH ST	DE HARO ST
	10 16TH ST	CAROLINA ST
	10 CRAIG LN	22ND ST
	10 22ND ST	MICHIGAN ST
	10 TENNESSEE ST	22ND ST
	10 22ND ST	MINNESOTA ST
	10 22ND ST	ILLINOIS ST
	10 22ND ST	03RD ST
	10 MISSISSIPPI ST	25TH ST
	10 25TH ST	MISSOURI ST
	10 DAKOTA ST	25TH ST \ TEXAS ST
	10 PENNSYLVANIA A	25TH ST
	10 IOWA ST	25TH ST
	10 25TH ST	CONNECTICUT ST
	10 TENNESSEE ST	25TH ST
	10 25TH ST	MINNESOTA ST
	10 03RD ST	25TH ST
	10 DONNER AVE	03RD ST
	10 03RD ST	SALINAS AVE
	10 03RD ST	BAY SHORE BLVD \ HWY 101 N OFF RAMP \ MEADE AVE
	10 03RD ST	BANCROFT AVE
	10 03RD ST	EGBERT AVE
	10 03RD ST	HOLLISTER AVE
	10 03RD ST	INGERSON AVE
	10 YOSEMITE AVE	03RD ST
	10 03RD ST	ARMSTRONG AVE
	10 03RD ST	CARROLL AVE
	10 03RD ST	KEY AVE
	10 03RD ST	LANE ST \ WALLACE AVE
	10 03RD ST	FITZGERALD AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10 03RD ST	GILMAN AVE \ PAUL AVE	
10 03RD ST	HWY 101 S ON RAMP \ JAMESTOWN AVE	
10 03RD ST	LE CONTE AVE	
10 BAYVIEW PARK RC	BAY SHORE BLVD \ HESTER AVE \ HWY 101 S OFF RAMP	
10 03RD ST	THOMAS AVE	
10 03RD ST	UNDERWOOD AVE	
10 03RD ST	FAIRFAX AVE	
10 03RD ST	SHAFTER AVE	
10 SAM JORDANS W/	03RD ST \ GALVEZ AVE	
10 HUDSON AVE	03RD ST	
10 03RD ST	INNES AVE	
10 03RD ST	KIRKWOOD AVE	
10 03RD ST	LA SALLE AVE	
10 MCKINNON AVE	03RD ST	
10 NEWCOMB AVE	03RD ST	
10 03RD ST	OAKDALE AVE	
10 03RD ST	JERROLD AVE \ NEWHALL ST	
10 03RD ST	MENDELL ST \ PALOU AVE	
10 03RD ST	QUESADA AVE	
10 REVERE AVE	03RD ST \ BAY VIEW ST	
10 03RD ST	MARIN ST	
10 03RD ST	DAVIDSON AVE	
10 03RD ST	26TH ST	
10 CESAR CHAVEZ ST	03RD ST	
10 03RD ST	BURKE AVE	
10 03RD ST	CUSTER AVE	
10 03RD ST	ARTHUR AVE \ CARGO WAY	
10 ARMSTRONG AVE	LANE ST	
10 KEITH ST	ARMSTRONG AVE	
10 JENNINGS ST	ARMSTRONG AVE	
10 03RD ST	ARMSTRONG AVE	
10 BAY SHORE BLVD	QUINT ST	
10 PHELPS ST	BAY SHORE BLVD	
10 BAY SHORE BLVD	FITZGERALD AVE	
10 DONNER AVE	BAY SHORE BLVD	
10 WHEAT ST	BAY SHORE BLVD	
10 PAUL AVE	BAY SHORE BLVD	
10 EGBERT AVE	BACON ST \ BAY SHORE BLVD	

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	CARROLL AVE	BAY SHORE BLVD \ THORNTON AVE
10	HWY 101 S ON RA	BAY SHORE BLVD \ CRANE ST \ SALINAS AVE
10	GRIFFITH ST	CARROLL AVE
10	CARROLL AVE	INGALLS ST
10	HAWES ST	CARROLL AVE
10	ARELIIOUS WALKER	CARROLL AVE
10	CESAR CHAVEZ ST	MISSISSIPPI ST
10	CESAR CHAVEZ ST	MISSOURI ST
10	CESAR CHAVEZ ST	CONNECTICUT ST
10	I-280 N OFF RAM	CESAR CHAVEZ ST \ PENNSYLVANIA AVE
10	MINNESOTA ST	CESAR CHAVEZ ST
10	CESAR CHAVEZ ST	TENNESSEE ST
10	MICHIGAN ST	CESAR CHAVEZ ST
10	ILLINOIS ST	CESAR CHAVEZ ST
10	CESAR CHAVEZ ST	03RD ST
10	EVANS AVE	NEWHALL ST
10	MENDELL ST	EVANS AVE
10	GILMAN AVE	JENNINGS ST
10	INGALLS ST	GILMAN AVE
10	HAWES ST	GILMAN AVE
10	03RD ST	GILMAN AVE \ PAUL AVE
10	INGALLS ST	YOSEMITE AVE
10	INGALLS ST	WALLACE AVE
10	VAN DYKE AVE	INGALLS ST
10	UNDERWOOD AVE	INGALLS ST
10	INGALLS ST	THOMAS AVE
10	INGALLS ST	SHAFTER AVE
10	INGALLS ST	REVERE AVE
10	LANE ST	SHAFTER AVE
10	REVERE AVE	LANE ST
10	QUESADA AVE	LANE ST
10	LANE ST	PALOU AVE
10	LANE ST	OAKDALE AVE
10	NEWCOMB AVE	LANE ST
10	LANE ST	MCKINNON AVE
10	MIDDLE POINT RD	HARE ST
10	INNES AVE	INGALLS ST \ MIDDLE POINT RD
10	MIDDLE POINT RD	CATALINA ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	MIDDLE POINT RD	ACACIA AVE
10	FAIRFAX AVE	MIDDLE POINT RD
10	OAKDALE AVE	TOLAND ST
10	BARNEVELD AVE	OAKDALE AVE
10	OAKDALE AVE	PATTERSON ST
10	LOOMIS ST	OAKDALE AVE
10	OAKDALE AVE	INDUSTRIAL ST \ SELBY ST
10	JENNINGS ST	PALOU AVE
10	PALOU AVE	KEITH ST
10	PALOU AVE	DUNSHEE ST
10	SELBY ST	PALOU AVE
10	PALOU AVE	RANKIN ST
10	PALOU AVE	PHELPS ST
10	PALOU AVE	QUINT ST \ SILVER AVE
10	PAUL AVE	WHEAT ST
10	PAUL AVE	CARR ST
10	GOULD ST	PAUL AVE
10	PAUL AVE	EXETER ST
10	CRANE ST	PAUL AVE
10	PAUL AVE	BAY SHORE BLVD
10	03RD ST	GILMAN AVE \ PAUL AVE
10	HUDSON AVE	PHELPS ST
10	PHELPS ST	INNES AVE
10	KIRKWOOD AVE	PHELPS ST
10	LA SALLE AVE	PHELPS ST
10	MCKINNON AVE	PHELPS ST
10	PHELPS ST	NEWCOMB AVE
10	JERROLD AVE	PHELPS ST
10	OAKDALE AVE	PHELPS ST
10	PALOU AVE	PHELPS ST
10	20TH ST	POTRERO AVE
10	POTRERO AVE	19TH ST
10	SAN BRUNO AVE	OLMSTEAD ST
10	ORDWAY ST	SAN BRUNO AVE
10	CHARTER OAK AV	SILVER AVE
10	SILVER AVE	ELMIRA ST
10	LEDYARD ST	SILVER AVE
10	GARRISON AVE	SUNNYDALE AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	SUNNYDALE AVE	SANTOS ST
10	SUNNYDALE AVE	SAWYER ST
10	MRS. JACKSON W,	HAHN ST \ SUNNYDALE AVE
10	SUNNYDALE AVE	SCHWERIN ST
10	SUNNYDALE AVE	REY ST
10	VISITACION AVE	SCHWERIN ST
10	REY ST	VISITACION AVE
10	BRITTON ST	VISITACION AVE
10	VISITACION AVE	LOEHR ST
10	SAWYER ST	VISITACION AVE
10	MRS. JACKSON W,	HAHN ST \ VISITACION AVE
10	PARQUE DR	GENEVA AVE
10	CARRIZAL ST	GENEVA AVE
10	GENEVA AVE	CIELITO DR
10	GENEVA AVE	ESQUINA DR
10	CARTER ST	GENEVA AVE \ WALBRIDGE ST
10	RAYMOND AVE	BAY SHORE BLVD
10	BAY SHORE BLVD	BLANKEN AVE
10	BAY SHORE BLVD	LOIS LN
10	HESTER AVE	BAY SHORE BLVD
10	BAY SHORE BLVD	TUNNEL AVE
10	LELAND AVE	BAY SHORE BLVD
10	BAY SHORE BLVD	VISITACION AVE
10	SUNNYDALE AVE	BAY SHORE BLVD
10	ARLETA AVE	BAY SHORE BLVD \ SAN BRUNO AVE
10	BAYVIEW PARK RC	BAY SHORE BLVD \ HESTER AVE \ HWY 101 S OFF RAMP
11	ALEMANY BLVD	LAURA ST
11	CAYUGA AVE	ALEMANY BLVD
11	ALEMANY BLVD	DE WOLF ST
11	ALEMANY BLVD	SICKLES AVE
11	OTTAWA AVE	ALEMANY BLVD
11	NAGLEE AVE	ALEMANY BLVD
11	MOUNT VERNON	ALEMANY BLVD
11	ALEMANY BLVD	LAWRENCE AVE
11	FOOTE AVE	ALEMANY BLVD
11	FARRAGUT AVE	ALEMANY BLVD
11	ALEMANY BLVD	SENECA AVE
11	GENEVA AVE	STONERIDGE LN

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	BROOKDALE AVE	GENEVA AVE
11	LINDA VISTA STPS	GENEVA AVE
11	BAYWOOD CT	GENEVA AVE
11	LOUISBURG ST	GENEVA AVE
11	GENEVA AVE	GLORIA CT
11	GENEVA AVE	BANNOCK ST
11	GENEVA AVE	I-280 N OFF RAMP \ I-280 N ON RAMP
11	HOWTH ST	GENEVA AVE
11	CAYUGA AVE	GENEVA AVE
11	DELANO AVE	GENEVA AVE
11	SAN JOSE AVE	GENEVA AVE
11	I-280 S OFF RAMP	GENEVA AVE \ I-280 S ON RAMP \ TARA ST
11	ALEMANY BLVD	GENEVA AVE
11	FONT BLVD	JUNIPERO SERRA BLVD
11	OTTAWA AVE	MISSION ST
11	MISSION ST	NIAGARA AVE
11	MISSION ST	ALLISON ST
11	CONCORD ST	MISSION ST
11	FLORENTINE AVE	MISSION ST
11	FOOTE AVE	MISSION ST
11	MISSION ST	LOWELL ST
11	FARRAGUT AVE	MISSION ST
11	LAURA ST	MISSION ST
11	MISSION ST	LAWRENCE AVE
11	WHIPPLE AVE	MISSION ST \ WHIPPLE ST
11	MISSION ST	ACTON ST \ SICKLES AVE
11	WHITTIER ST	MISSION ST \ MORSE ST
11	I-280 N ON RAMP	OCEAN AVE
11	HOWTH ST	OCEAN AVE
11	SAN JOSE AVE	OCEAN AVE
11	DELANO AVE	OCEAN AVE
11	OCEAN AVE	PLYMOUTH AVE
11	BRIGHTON AVE	OCEAN AVE
11	GRANADA AVE	OCEAN AVE
11	CAPITOL AVE	OCEAN AVE
11	OCEAN AVE	FAXON AVE
11	LEE AVE	OCEAN AVE
11	OCEAN AVE	DORADO TER \ JULES AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	OCEAN AVE	MIRAMAR AVE
11	PERSIA AVE	SUNNYDALE AVE
11	VIENNA ST	PERSIA AVE
11	PRAGUE ST	PERSIA AVE
11	ATHENS ST	PERSIA AVE
11	PERSIA AVE	MOSCOW ST
11	PERSIA AVE	MUNICH ST
11	PERSIA AVE	DUBLIN ST
11	ORIZABA AVE	RANDOLPH ST
11	RANDOLPH ST	VICTORIA ST
11	RANDOLPH ST	VERNON ST
11	RANDOLPH ST	RAMSELL ST
11	BRIGHT ST	RANDOLPH ST
11	HEAD ST	RANDOLPH ST
11	RANDOLPH ST	ARCH ST
11	SAN JOSE AVE	SAGAMORE ST
11	SAN JOSE AVE	LAWRENCE AVE \ SADOWA ST
11	DE LONG ST	LIEBIG ST \ SAN JOSE AVE
11	RICE ST	SAN JOSE AVE
11	GOETHE ST	SAN JOSE AVE
11	FARRAGUT AVE	BROAD ST \ SAN JOSE AVE
11	ALEMANY BLVD	I-280 N ON RAMP \ REGENT ST \ SAN JOSE AVE
11	SHAWNEE AVE	SAN JOSE AVE
11	SAN JOSE AVE	SENECA AVE
11	SAN JOSE AVE	SANTA YNEZ AVE
11	SAN JOSE AVE	SANTA YSABEL AVE
11	SAN JOSE AVE	SAN JUAN AVE
11	BADEN ST	SAN JOSE AVE
11	PILGRIM AVE	SAN JOSE AVE
11	SAN JOSE AVE	COLONIAL WAY
11	SAN JOSE AVE	NANTUCKET AVE
11	PAULDING ST	SAN JOSE AVE
11	HAVELOCK ST	SAN JOSE AVE
11	ONEIDA AVE	SAN JOSE AVE
11	SAN JOSE AVE	SANTA ROSA AVE
11	CAPISTRANO AVE	SAN JOSE AVE
11	COTTER ST	SAN JOSE AVE
11	SAN JOSE AVE	NIAGARA AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	SAN JOSE AVE	THERESA ST
11	SAN JOSE AVE	OCEAN AVE
11	SAN JOSE AVE	GENEVA AVE
11	SILVER AVE	LISBON ST
11	SILVER AVE	CRAUT ST
11	MADRID ST	SILVER AVE
11	BROOKDALE AVE	GENEVA AVE