



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, December 9, 2025, 10:00 a.m.

**LOCATION:** Legislative Chamber, Room 250, City Hall  
Watch SF Cable Channel 26 or 99  
(depending on your provider)  
Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**COMMISSIONERS:** Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey,  
Fielder, Mahmood, Mandelman, Sherrill, Walton, and Wong

**CLERK:** Amy Saeyang

### Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

1. Roll Call
2. Approve the Minutes of the November 18, 2025 Meeting – **ACTION\*** **5**
3. Community Advisory Committee Report – **INFORMATION\*** **9**
4. Allocate \$2,000,000 and Appropriate \$650,000, with Conditions, in Prop L Funds for Three Requests – **ACTION\*** **29**

Projects: Prop L: SFMTA: Cable Car Restoration (\$900,000). SFPW: Tree Planting and Establishment (\$1,100,000). SFCTA: I -280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds (\$650,000).



5. Authorize Increase in the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project – **ACTION\*** **97**
6. Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project – **ACTION\*** **105**
7. Approve the 2025 San Francisco Congestion Management Program – **ACTION\*** **121**
8. Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E-2 Parking Lot Project – **ACTION\*** **153**
9. **[Final Approval on First Appearance]** Authorize the Executive Director to Execute Right-of-Way Certification and All Other Related Project Agreements to Prepare for the Construction Phase for Segment 4 of the Yerba Buena Island Multi-Use Path and Transit Lane Project – **ACTION\*** **161**

## Other Items

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

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

### 11. Public Comment

### 12. Adjournment

### \*Additional Materials

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

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The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street.

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.



**San Francisco  
County Transportation  
Authority**

Board Meeting Notice – Agenda

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San Francisco  
County Transportation  
Authority





# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, November 18, 2025

### **1. Roll Call**

Chair Melgar called the meeting to order at 10:01 a.m.

**Present at Roll Call:** Commissioners Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (8)

**Absent at Roll Call:** Commissioners Chan and Mandelman (entered during Item 3) (2)

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

Chair Melgar began by acknowledging Speaker Emerita Pelosi's decision to conclude her public service at the end of her current congressional term and recognized her decades of national and local transportation leadership. She reported that more than 750 attendees participated in last week's Focus on the Future Conference held in San Francisco, which brought together the state's 24 Self-Help Counties that collectively invest \$6 billion annually in transportation infrastructure and transit services.

Chair Melgar shared recent Metropolitan Transportation Commission (MTC) survey results showing majority support for a potential 2026 regional transportation sales tax measure authorized under SB 63. She emphasized the need for strong regional and local partnerships to sustain transit systems; referenced broad engagement in the recent Muni Parcel Tax Roundtable; and said that the SFMTA board would discuss updated proposals at its meeting later in the day. Chair Melgar said she anticipated SFMTA staff presenting to the Transportation Authority Board on the local revenue measure at one of the December meetings.

Chair Melgar closed by thanking WalkSF, Bay Area Families for Safe Streets, Commissioners, SFMTA leadership, and community members for participating in the World Day of Remembrance and reaffirmed the Transportation Authority's commitment to advancing street-safety efforts, including ongoing monitoring of the Street Safety Act.

There was no relevant public comment.

### **3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment, Dan Stegink strongly urged the Board to ensure that funded nonprofits remain neutral on ballot measures and do not use Board, city, or county resources to advocate for or oppose those measures. He also stressed that officials should not appear in uniform at political events and that any permitted activities must allow equal participation. He urged the Board to monitor these issues to ensure that public resources continue to support a neutral stance on ballot measures.

There was no additional relevant public comment.



#### **4. Approve the Minutes of the November 04, 2025 Meeting - ACTION**

There was no relevant public comment.

Commissioner Chen moved to approve the minutes, seconded by Commissioner Mandelman.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (9)

Absent: Commissioner Chan (1)

### **Consent Agenda**

#### **5. [Final Approval] Allocate \$4,000,000, with Conditions, and Appropriate \$1,000,000 in Prop L Funds for Three Requests – ACTION\***

Projects: Prop L: SFMTA: Cable Car Barn Rehabilitation (\$2,000,000). School Traffic Calming Program FY26 (\$2,000,000). SFCTA: Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4 (\$1,000,000).

#### **6. [Final Approval] Adopt the Eco-friendly Downtown Deliveries Study Final Report – ACTION\***

#### **7. [Final Approval] Approve a Two-Year Professional Services Contract with WSP USA Inc. in an Amount Not to Exceed \$3,800,000 for Construction Management Services for the Yerba Buena Island Treasure Island Road Improvements Project – ACTION\***

#### **8. [Final Approval] Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Treasure Island Road Improvement Project/ Multi-Use Pathway Segment 4 in an Amount up to \$8,985,000; and State Funds for Planning, Programming, and Monitoring in the Amount of \$380,000 – ACTION\***

There was no public comment.

Commissioner Sauter moved to approve the Consent Agenda, seconded by Commissioner Sherrill.

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (9)

Absent: Commissioner Chan (1)

### **End of Consent Agenda**

#### **9. Draft Plan Bay Area 2050+ Overview - INFORMATION**

Dave Vautin, Director of Regional Planning at MTC-ABAG, presented the item per the staff memorandum.



Chair Melgar asked about the regional transportation-funding measure mentioned in the presentation and asked how the Draft Plan Bay Area 2050+ strategies would address future funding needs beyond the measure, including for housing.

Mr. Vautin explained that the potential 2026 regional measure would primarily fund the operation of existing systems such as Muni and BART, which he described as an essential foundation for expanding the transit network envisioned in the long-range plan. He emphasized that maintaining current service levels was a prerequisite for improving and building on the system. He added that a portion of the One Bay Area Grant (OBAG) program, which supports regional programs including land use planning, EV charger investments, and conservation initiatives, was intended to complement the regional measure by addressing transit operating gaps that the measure alone could not cover. He conveyed that the OBAG funding provided an initial investment for a wide range of strategies in the plan, and he explained that the Transportation Authority collaborated on determining the allocation of these funds. He noted that a housing measure considered for the 2024 ballot did not proceed, but opportunities for 2028 were being explored. He concluded that the plan identified significant affordable housing needs, and the regional measure would be critical in addressing funding gaps to meet those priorities.

During public comment, Dan Stegink stated Plan Bay Area was tailored for San Francisco's seven-by-seven-mile geography but emphasized it was unsuitable for San Mateo, Santa Clara, and Alameda counties. He stated he strongly urged the Board to vote yes while urging other counties to vote no because it was a poor deal for them. He stated the measure would cost residents \$4,068 per person and that plan carried a \$34.4 billion annual price tag, adding that opponents would campaign on affordability in November 2026.

Elizabeth Henry of SHIFT Bay Area and CATALYST stated her objections to moving forward with the Draft Plan Bay Area 2050+, criticizing its population growth projections as unrealistic and stating that the proposal to create a legislative committee to advocate in Sacramento for the plan appeared underhanded. She stated that claims of extensive outreach over the past several months were misleading, noting she only became aware of the draft in October and that the plan lacked a solid foundation and characterized it as unreasonable.

A commenter stated that the plan was unworkable because San Francisco's historic grid would not have supported it and that San Francisco was already overbuilt. He stated that the proposed housing changes would also fail and urged the Board to recognize San Francisco's physical constraints. He added that a major earthquake could severely damage downtown, including vulnerable high-rise towers.

## **Other Items**

### **10. Introduction of New Items - INFORMATION**

Commissioner Dorsey stated that he wanted staff to prepare an update to the Transportation Authority Board rules governing remote public comment and asked that the motion align those rules, along with associated boards like the Treasure Island Mobility Management Agency Board, with the existing rules of the Board of Supervisors. He indicated that the Transportation Authority already provided ample opportunities for in-person public comment and accepted remote public comment in written form, which was fully published for public review. Commissioner Dorsey emphasized that written



commentary was something members routinely considered and stated that the public's right to petition the government did not require the Board to host anonymous or juvenile commentary that was often abusive and undermined democratic processes. He added that he hoped the update would be ready for Board consideration and potential action at the next meeting.

There was no public comment.

**11. Public Comment**

There was no public comment.

**12. Adjournment**

The meeting was adjourned at 10:44 a.m.



# DRAFT MINUTES

## Community Advisory Committee

Wednesday, November 19, 2025

### 1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:01 p.m.

CAC members present at Roll: Sara Barz, Phoebe Ford, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Najuwanda Daniels (entered during Item 8), Zameel Imaduddin, and Venecia Margarita (entered during Item 8) (3)

### 2. Chair's Report - INFORMATION

Chair Siegal reported that the SFMTA Board had received a presentation on a potential local transit revenue measure, including two progressive parcel tax options that could generate about \$150 million annually for Muni operations. She stated that this measure, along with a potential regional measure under Senate Bill 63, would be essential to addressing the fiscal cliff facing Muni, BART, and Caltrain, and that SFMTA was continuing to gather input on tax structure, duration, and revenue levels. She added that the presentation largely mirrored what had been shared at the recent local roundtable and that staff would agendaize an SFMTA update for a December Transportation Authority Board meeting. Chair Siegal also reported that the Metropolitan Transportation Commission (MTC) was seeking a student or youth representative for its Regional Network Management Customer Advisory Group, with applications due December 5. Lastly, she stated that MTC had approved \$1.5 million in CARE Program awards, including three grants in San Francisco: \$50,000 to Leah's Pantry for a Bayview walkability and older adults plan, \$50,000 to the South of Market Community Action Network for capacity-building related to housing and transit, and \$110,000 to the Filipino-American Development Foundation for a Russ Street streetscape and monument project.

There was no public comment.

### 3. Nominations for 2026 Community Advisory Committee Chair and Vice Chair - ACTION

Chair Siegal called for nominations for Chair for calendar year 2026.

Member Levine and Member Kim nominated Chair Siegal who accepted the nomination.

There were no further nominations for Chair.

Chair Siegal called for nominations for Vice Chair.

Member Kim nominated Vice Chair Daniels who was not present to accept; however, Vice Chair Daniels subsequently accepted the nomination through email.

There were no further nominations for Vice Chair.



There was no public comment.

## Consent Agenda

4. **Approve the Minutes of the October 29, 2025 Meeting - ACTION**
5. **Approve the 2026 Community Advisory Committee Meeting Schedule – ACTION**
6. **Adopt a Motion of Support to Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E2 Parking Lot Project - ACTION**
7. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2025 - INFORMATION**

There was no public comment on the Consent Agenda.

Member Barz moved to approve the item, seconded by Member Milford-Rosales.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Ford, Levine, Kim, Milford-Rosales, Ortega, and Siegal (7)

Absent: CAC Member(s) Daniels, Imaduddin, and Margarita (3)

## End of Consent Agenda

8. **Adopt a Motion of Support to Allocate \$2,000,000 and Appropriate \$650,000, with Conditions, in Prop L Funds for Three Requests - ACTION**

Erin Slichter, Transportation Planner, presented the item per the staff memorandum.

Member Ortega asked how street trees were maintained later in life. She asked who was responsible for long-term tree maintenance, and what was done to mitigate damage to property and sidewalks caused by trees.

David Moore, project manager at the San Francisco Department of Public Works (SFPW), responded that the Urban Forest Plan of 2015 had laid out an effort to maintain San Francisco's street trees and the sidewalks around them, and that voters had approved Prop E in 2016 to direct funding to this effort. He explained that the effort had taken time to scale up; while it set a goal of maintaining all trees every 5 years, it had been nearly 8 years since the measure passed and SFPW was only just completing the first round of maintenance on all trees due to the time needed to scale up the program. He added that many trees hadn't been maintained in more than 5 years and were overgrown, and it had also taken time to coordinate work between SFPW in-house labor and contractors.

Member Ortega asked how members of the public could report concerns about trees needing maintenance in their neighborhoods.

Mr. Moore responded that these reports could be made to 311.

Member Milford-Rosales expressed concern about the safety of the proposed changes to the I-280 Southbound off-ramp, especially given the presence of transit stations and schools in the area. He stated that he had joined the CAC initially after a family was struck by a car while crossing a highway off-ramp at 4<sup>th</sup> and King streets, and noted that the City had previously made a commitment to eliminating two-lane off-ramps to address safety



concerns.

Carl Holmes, Deputy Director for Capital Projects, responded by noting that the configuration of the I-280 off-ramp was different from that at 4<sup>th</sup> and King because cars could only turn right, whereas at 5<sup>th</sup> and King cars could go straight or turn right. At the I-280 off-ramp, pedestrians could not cross Ocean Avenue perpendicularly, so the only crossing between cars and pedestrians would be at the crosswalk crossing the off-ramp parallel to Ocean Avenue. Mr. Holmes added that signaling the intersection would make it safer for pedestrians.

Member Milford-Rosales stated that he was not excited about the design but understood the reasoning behind it.

Member Kim stated that he didn't see funds being requested for repairing sidewalks damaged by street trees. He asked how many damaged sidewalks were in the backlog.

Mr. Moore, SFPW responded that sidewalks were considered damaged when they were lifted by half an inch or more, and that about 10%, or about 12,000 trees, had caused this kind of damage to sidewalks. He detailed that, to address sidewalk damage, SFPW typically shaved the sidewalk down to make it even and spent about \$4M per year on this effort. He explained that shaving sidewalks was faster and cheaper than outright replacing them. He added that SFPW was in the process of developing a report of sidewalk damage caused by trees citywide, and that this would become available in the next year and a half.

Jon Swae, program manager at SFPW, added that staff could provide the exact number of locations in the sidewalk damage backlog as a follow-up.

Member Kim stated that as a member of the Geary Boulevard Merchants Association, he had participated in a survey of sidewalk damage but had not seen much work to repair the damage that the survey documented. He added that sidewalk shaving sometimes still left the sidewalk quite uneven. He asked that SFPW prioritize repairing sidewalks in commercial areas and areas with high foot traffic and transit access.

Mr. Moore, SFPW responded that SFPW prioritized sidewalk repair in commercial areas, near schools, and in other areas that were frequented by children and the elderly. Member Kim stated that his neighborhood had a lot of damaged sidewalks and asked that SFPW provide a plan for repairing the backlog of damaged sidewalks. Mr. Moore responded that SFPW was continuing to work to scale up efforts to repair the backlog but was facing challenges in doing so with bidding and a hiring freeze that limited staff capacity.

Member Barz asked what the volume of traffic was on the I-280 off-ramp.

Yana Waldman, Capital Projects Division, replied that staff could provide the exact numbers from the traffic study, which used data from 2015 and projected through 2040, but did not have those numbers on hand at that moment.

Member Barz stated that she had not noticed high volumes of traffic on the off-ramp when she drove on it, and acknowledged that she may not have driven on it during peak times. She expressed concern about the project's design to widen the off-ramp when it didn't appear to be highly-trafficked in the first place. She asked what alternatives were considered for the design.

Ms. Waldman responded that the Balboa Park Circulation Study had considered other



designs. She explained that the selected design added a traffic signal, which would cause cars exiting the highway to back up at the light, necessitating more 'storage' space to accommodate the waiting cars. She clarified that widening the off-ramp only added storage space and didn't increase the capacity of the highway and off-ramp.

Member Barz asked about how the need to widen the off-ramp for storage had been determined. Ms. Waldman responded that the designed signal would operate on a 90-second signal and that combined with the traffic projections through 2040, it was determined that widening the off-ramp was necessary to prevent off-bound cars from queuing back into the I-280 main line.

Mr. Holmes added that a similar issue had arisen in the Northbound Geneva Off-Ramp study, and that the design was intended to increase storage and prevent cars from queuing onto the highway.

Member Ortega asked if the increased storage was required because the highway fell under Caltrans or federal jurisdiction.

Mr. Holmes responded that Caltrans did have jurisdiction over the highway, and that the increased storage was needed to prevent queuing and potential rear-end collisions on the highway.

Member Barz stated that she was not inclined to support allocating funds to the off-ramp project as it seemed outdated relative to current transportation priorities. She said that she had seen alternative ways to slow vehicles exiting highways in other cities and expressed skepticism about a 90-second signal being the best option in this scenario. She stated that the project would use a significant amount of funds in a fiscally-constrained environment to build a bike lane that she would still not feel comfortable using given the safety concerns on Ocean Avenue.

Mr. Holmes thanked Member Barz for her comment, and expressed surprise, adding added that staff had previously received positive public feedback for the project and had tried to take in all the feedback they had received.

Member Margarita expressed surprise at other members' comments about the I-280 off-ramp project noting that the project was intended to improve safety. She voiced her support for tree planting and stated that communities benefited from having trees and wildlife, such as birds, in their neighborhoods. She added that environmental justice groups were involved with tree planting.

During public comment, Ed Mason said that SFPW had done insufficient work to identify the backlog of sidewalk damage and report on trip-and-fall incidents resulting from unaddressed tree damage. He stated that Friends of the Urban Forest only planted trees, but did not maintain sidewalks. He urged a halt to planting more trees before sufficient funding was available for maintenance. He stated that a friend of his had broken his wrist because he tripped on an uneven sidewalk that had been damaged by trees.

Griffin Lee from ConnectedSF agreed with Mr. Mason's assertion that maintenance was needed before planting additional trees. He suggested that SFPW first gain public trust by properly maintaining existing trees before planting more. He further asked why Prop L sales tax funds were allocated to SFPW for tree planting. He also suggested that SFMTA consider transferring cable car operations to a private entity.

Member Levine asked for SFPW's Tree Planting and Establishment project to be severed





from Item 8.

Member Barz asked for the Transportation Authority's I -280 Southbound Ocean Ave Off-Ramp Realignment project to be severed from Item 8.

Member Ford asked for staff to clarify why sales tax funds were proposed for tree planting.

Maria Lombardo, Chief Deputy Director, responded that tree planting with SFPW as a project sponsor was a program in the voter approved Prop L Expenditure Plan.

Before the vote on the tree planting request, Vice Chair Daniels stated that her district, District 10, was suffering from the effects of toxic pollution from the Navy's presence in the district. She said that she had grown up there the toxic pollution in the air was a threat to the health of her community. She noted that many of the priority tree planting sites were in District 10 and would provide some relief from the air pollution and urged other CAC members to consider this in their vote.

Before the vote on the I-280 Southbound Ramp project, Deputy Director Holmes stated that the current peak traffic volumes on the ramp were 703 vehicles per hour in the a.m. peak and 666 vehicles per hour in the p.m. peak.

Ms. Waldman added that with these traffic volumes and the 90-second traffic signal, it was projected that 18 vehicles would be queued at a time during peak hours, necessitating more storage space. She added that further details could be sent as a follow-up.

Member Milford-Rosales moved to approve allocating \$900,000 in Prop L funds for SFMTA's Cable Car Restoration project, seconded by Member Ortega.

The motion was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Member Imaduddin (1)

Vice Chair Daniels moved to approve allocating \$1,100,000 in Prop L funds for SFPW's Tree Planting and Establishment project, seconded by Member Milford-Rosales.

The motion was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC Member Imaduddin (1)

Abstention: CAC Member Levine (1)

Member Kim moved to approve appropriating \$650,000 in Prop L funds for Transportation Authority's -280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds project, seconded by Member Margarita.

The motion was approved by the following vote:

Ayes: CAC Members Daniels, Ford, Levine, Kim, Margarita, Ortega, and Siegal (7)

Absent: CAC Member Imaduddin (1)

Abstention: CAC Member Barz and Milford-Rosales (2)



**9. Adopt a Motion of Support to Increase the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project – ACTION**

Yana Waldman, Transportation Authority Capital Projects Division, presented the item per the staff memorandum.

Member Ortega asked about the funds amended in July 2025. She asked why community outreach was not included in the original scope and why engaging the community had required an additional \$54,000, stating she did not understand the history and sought clarification.

Ms. Waldman explained that extensive community outreach had been conducted during the environmental phase. She stated that traffic analysis was part of that phase, and additional outreach had been added to the design phase due to the time elapsed and strong public interest in bike lane safety in the area, which had been discussed in prior meetings, including the June meeting.

Member Ortega asked when the environmental work was originally performed.

Ms. Waldman replied that the environmental phase work was performed between 2015 and 2019.

Member Ortega observed the environmental work had been completed before the pandemic and requested updates on its status since the pandemic.

Ms. Waldman replied that under the next agenda item, staff would provide an update on a related proposed feasibility study, and she said that staff had also conducted additional traffic analysis that incorporated refreshed numbers.

Member Ortega requested clarification on the scope of the \$300,000 contract amendment request, and the relationship of this item to the following agenda item.

Ms. Waldman clarified that the next item addressed a segment adjacent to the current project. She explained that proposed work on the adjacent segment, if deemed feasible, would allow better utilization of the portion of bike/pedestrian travel paths currently in the design phase and emphasized the need to study the adjacent segment before moving forward.

Member Ortega stated that she had initially misunderstood the project's location, thinking the next piece was on top rather than adjacent to the current project limits, which caused confusion. She asked if the \$300,000 amendment was intended to cover final bid permits for the design, incorporating all elements discussed, as the team prepared the final bid documents and asked for clarification on why this was an amendment rather than part of the original design scope, asking whether it reflected additional community feedback or other factors.

Ms. Waldman clarified that prior funding for this item had been allocated to complete 100% design plans, which were submitted in June to Caltrans and City departments for review. She clarified that the Caltrans phase following 100% design, called final design or bid documents, involved addressing comments from the 100% design package, finalizing designs, cleaning up details, preparing final specifications for advertisement, calculating bid quantities, and updating cost estimates. She stated that the project team had always



planned to return to the CAC and Board to request funds for this Caltrans phase, to prepare the project for construction.

Member Barz asked how the elements of the project fit together rather than focusing on the design of the project itself. She asked whether the amendment to the scope both advanced the project to the bid documents and funded additional outreach to refresh community engagement.

Mr. Holmes clarified that item 8 approved additional funding for the project. He stated that item 9 amended the contract with the designer to advance the design from 100% plans to bid documents. He stated that item 10 involved studying a potential multi-use path adjacent to the off-ramp, with sidewalk and off-ramp work designed to accommodate future bicyclists, reflecting collaboration with SFMTA.

Member Barz appreciated the explanation and said it fully addressed her question.

Member Margarita reminded CAC members that the CAC had previously directed staff to seek additional community input, including from bicyclists, which the project team had done, and that members were now asking why staff had sought that input.

Member Barz stated that, according to Google Maps, the off-ramp was approximately 619 feet long. She added that this measurement, may not be precise but should roughly account for current traffic volume.

Ms. Waldman stated that the shared off-ramp split from I-280, explaining that one lane led to the discussed project and another continued underneath, and clarified that the length did not apply solely to vehicles in the project's branch of the Y.

Member Barz clarified that the measurement taken represented only the length of the Y.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Member Imaduddin (1)

**10. Adopt a Motion of Support to Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project – ACTION**

Yana Waldman, Capital Projects Division, presented the item per the staff memorandum.

Vice Chair Daniels asked about the community response. She stated that while the community was excited about the project, she wanted to know if there had been any concerns regarding the potential loss of the pedestrian bridge and whether pedestrians were worried about being redirected to the multi-use pathway.

Ms. Waldman stated that during outreach, the focus was on widening the path and improving safety for bicyclists along Ocean Avenue. She explained that the removal of the



crossing referenced in the prior Ocean Avenue Mobility Action study was only a potential outcome related to relocating the wall. She stated that the feasibility study would determine whether the pedestrian bridge needed to be removed to move the wall and, if so, would assess both pedestrian and vehicular traffic impacts. She added that additional outreach would continue as part of this effort.

Member Barz responded to Vice Chair Daniels by stating that, having served on the Ocean Avenue Mobility Task Force before joining the CAC, the pedestrian bridge was widely discussed. She stated the bridge was unpopular in her neighborhood, underused, not ADA-accessible, and considered an eyesore. Member Barz added that the bridge's removal was generally viewed as a positive outcome and that the topic had been addressed in detail by the task force.

Vice Chair Daniels stated she appreciated the response but remained concerned about pedestrian safety. She stated that while the Transportation Authority focuses heavily on bicyclists, who do not contribute revenue, she wanted to ensure pedestrians are not overlooked. She added that her concern extended beyond her perspective as a driver to the safety of her niece and nephews as they walk the streets.

Member Barz asked for clarification on the multi-use path, asking for confirmation that the path would extend from Howth Street to Frida Kahlo Way.

Ms. Waldman stated that was correct.

Member Barz stated there was a small gap between the off-ramp and the bike facility crossing the highway and asked about the conditions at that location.

Ms. Waldman stated that under the previous item, the adjacent project had included a widened path initially designed as a pedestrian sidewalk, with bicycles remaining on the street due to safety concerns at the off-ramp. She explained that crossing onto the sidewalk briefly and returning to a narrow Ocean Avenue would have posed risks with buses and other vehicles. She stated that Item 10 would allow widening the path between Howth Street and Frida Kahlo Way, enabling shared use for both bicycles and pedestrians. She added that if feasible, the widened path could be used for bicycles from the off-ramp to Frida Kahlo Way, achieving the project's goal.

Member Barz asked whether the intent of using the NTIP funds for the feasibility study had been to connect the bike path from Frida Kahlo Way potentially to the southbound ramp.

Ms. Waldman stated that staff were studying the matter because it required a formal review, and that the projects were on different timelines.

Member Barz asked about the plans for bicycle traffic further east, seeking clarification on whether the route would continue eastward or would begin only at the southbound ramp.

Ms. Waldman clarified that the current work focused on assessing the feasibility of removing a large retaining wall, which had complicated efforts to widen the sidewalk. She added that this project was part of a broader effort to improve bike and pedestrian access along Ocean Avenue, as outlined in the Ocean Avenue Mobility Action Plan.

Mr. Holmes stated that the SFMTA wanted staff to show efforts beyond the off-ramp to present a more cohesive approach. He stated that, although the area was short, the study demonstrated a commitment as part of ongoing collaboration.



Member Margarita asked whether staff had a list of the community members they contacted and indicated she wanted to ensure the outreach reflected a diverse mix, including older adults and others.

Ms. Waldman responded that staff had an extensive list of participants and could provide it, explaining that she had personally attended many meetings and had spoken with numerous attendees, and that there had been a strong mix of individuals of all ages.

Member Margarita asked whether any lights were present at the location and stated that she understood Member Daniels' concern that the design appeared bike- and car-oriented rather than pedestrian-friendly. She added that the layout seemed to prioritize traffic flow for vehicles and bicycles without clearly providing signals or protections for pedestrians.

Ms. Waldman stated that because the project was still in the feasibility-study phase, the team was evaluating a multi-use path width in the range of 14-16 feet to serve both pedestrians and bicyclists, and she added that while lighting was not being designed at this stage, any future design would include lighting that meets all applicable codes.

Mr. Holmes confirmed that the feasibility study did not include traffic signal lights, but that the traffic analysis was included in the study as part of the scope of work, and that findings related to traffic signals could result from the study.

Member Margarita asked whether community input and the study's findings could result in the area requiring traffic signals.

Mr. Holmes stated that was correct.

Member Ford commented that she increasingly regretted her early votes on the Treasure Island bike lane project due to the high costs of retaining walls. She highlighted that initial mobility studies had justified a multi-use path, but expenditures had reached \$50 million, and the current retaining wall was very large. She questioned whether the wall was being rebuilt for safety or seismic reasons or primarily to satisfy bicyclist preferences, emphasizing that \$230,000 was not significant for the committee but urged consideration of whether the project justified such high per-square-foot spending in a constrained space.

Ms. Waldman replied that the feasibility could help answer that question. She explained that the retaining wall was very old and that the team would review the as-builts, its geotechnical condition, and seismic viability.

Member Milford-Rosales stated he was very excited about the potential of the project, especially as it could connect with other upcoming projects along Ocean Avenue to create a safe bike route south of Twin Peaks, which currently did not exist. He added that, like other members, he had questions about details that he did not expect this study to fully answer. He requested an update on the item before final approval so the results of the studies could be reviewed and feedback provided while it was still early in the process.

Ms. Waldman replied that one of the proposals of the work was to provide a midway report and to seek feedback.

Member Milford-Rosales stated that while biking along the Embarcadero, many bike lanes were in poor condition and sidewalks intended as multi-use paths were not suitable due



to heavy pedestrian and cyclist traffic. He highlighted the need to prevent conflicts between faster-moving cyclists and pedestrians, especially near high-traffic areas like BART stations, and urged the staff to consider solutions that would avoid creating theoretically good but practically problematic spaces.

Ms. Waldman explained that the traffic study that would accompany the feasibility study would capture all forms of movement, including pedestrians, bicycles, vehicles, and buses.

Member Ortega shared her experience working near the Embarcadero, where she frequently worried about collisions between pedestrians and cyclists despite the presence of a bike lane. She requested that the study consider not only a multimodal path but also ways to create separation between pedestrians and bicyclists, emphasizing pedestrian safety as a key concern. She noted that incorporating these options early in the study would prevent mid-project adjustments. Member Ortega stated that regarding the geological and seismic concerns of the retaining wall, if a major repair need were discovered, she would appreciate clarification on ownership and responsibility. She added that this could be addressed during the study presentation but emphasized the importance of a clear understanding when the findings would be presented later.

Member Margarita requested a list of meeting dates and contact information, explaining that community members wanted to participate but did not know where to go or whom to contact. She suggested that if the list were shared, members could distribute it to other community members as well.

Chair Siegal stated that she agreed with other members' feedback regarding accommodations for bicyclists and pedestrians. She emphasized that both groups generally do not want to share the same space, and creating conflict points would place them in opposition, but she added there is room to accommodate both safely.

There was no public comment.

Member Milford-Rosales moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Member Imaduddin (1)

# **11. Adopt a Motion of Support to Approve the 2025 San Francisco Congestion Management Program – ACTION**

Drew Cooper, Acting Co-Deputy Director of Technology, Data & Analysis, presented the item per the staff memorandum.

Member Ortega stated that while the report highlighted an increase in San Francisco residents within a five-minute walk of frequent Muni service—from 20% to 27%—she found the statistic concerning and not a point of pride. She emphasized that reliable transit should be comparable to other major cities, where subways and trains arrive frequently and predictably, reducing anxiety about delays. She stated that the study underscores transit inequities, particularly outside the downtown core, and stressed the importance of making transit easy and useful for all residents. She asked whether data could be broken down by specific weekdays, such as Tuesday versus Friday, to account for changes in



travel patterns since the pandemic.

Mr. Cooper stated that the information was not currently included in the report but that it was feasible and would likely be considered in future reporting. He added that the issue was probably reflected in a statistic measuring roadway travel time variability.

Member Ortega stated that she was curious whether lower-traffic days might have been dampening the overall averages and masking heavier traffic trends, explaining that her own 11 a.m. drive on Cesar Chavez had been bumper-to-bumper despite it not being a peak hour. Member Ortega added that she wondered if removing certain weekdays from the analysis would reveal different patterns, emphasizing that her comments were not a criticism but a request for deeper understanding of that specific aspect of the study.

Mr. Cooper clarified that with respect to the roadway performance data, the study had derived the results from Tuesday through Thursday, thereby excluding Mondays and Fridays; he added that the data still appeared to show greater variability than in previous years.

Member Barz stated that slide 18's finding—that only 27% of the population lived within a five-minute walk of five-minute-frequency Muni service during the weekday PM period—fell short of what many on the Transportation Authority Board aspired to achieve, even though the figure had improved from 20% in 2025. She added that this level of access did not feel like world-class transit and emphasized the desire to see bolder options and clearer trade-offs in upcoming plans. Member Barz then asked about the significant growth in micro-mobility trips from 2024 to 2025, stating that although these trips still represented a small portion of total trips, the increase was notable, and asked whether there were any hypotheses that could account for this surge.

Mr. Cooper stated he did not have a hypothesis.

Member Barz asked for clarification on slide 8. She asked if a green designation indicated that transit was more competitive with autos on that corridor and if yellow to red indicated it was less competitive.

Mr. Cooper stated that transit had generally been slower than automobiles but remained relatively more competitive on the green segments than on the red segments.

Member Barz asked about the Van Ness corridor and asked whether the Van Ness BRT vehicles were traveling at roughly the same speed as general traffic, according to the data.

Mr. Cooper confirmed that was correct.

Member Barz commented on conditions in District 7, observing a significant presence of yellow and orange and suggesting there was room for improvement. She stated that, with anticipated growth on the West Side of the city, if buses or trains take twice as long as cars, people will continue to choose driving. She emphasized that she was personally very keen to see these considerations reflected in future plans.

Member Kim asked about the maps and the time period of the data collected, asking whether it had been from 2025 or 2024.

Mr. Cooper stated that most of the data came from spring 2025. He added that some exceptions existed, such as collision data, which reflected a full year through 2024, the most recent available. He added that micromobility data also did not include data from the full year of 2025, but most key metrics were reported from April and May 2025.



Member Kim stated that changes had occurred on Gary Boulevard, noting that parts of the boulevard did not have transit lanes. He stated that a transit lane was installed in October 2023 and that construction had taken place in 2025, which may have affected the reliability of data. He stated that the available data likely reflects conditions from 2024.

Mr. Cooper replied that the data was from 2025.

Member Kim requested clarification on terminology in the main report and asked for an explanation of the Priority Production Area, as well as definitions of Infill Opportunity Zones.

Mr. Cooper stated that Infill Opportunity Zones are part of legislation that guides the rules for writing a Congestion Management Program (CMP), setting parameters on urban typology. He stated that in these areas, it is acceptable to prioritize alternative modes of transportation over automobiles, allowing certain roadway segments to fall below a specific level of performance.

Chun Ho Chow, Transportation Modeler, stated that in 2023 he discussed updating the Infill Opportunity Zone, which depended on transit stop availability. He explained that roadways within the zone with a very low level of service (F) did not require deficiency planning, while roadways outside the zone at level F would require such planning.

Member Kim asked if the area under discussion focused on improving transportation and recommending alternative modes instead of cars.

Mr. Chow stated that it reflected the current quality of transit service, was set based on existing service levels, and was defined by a specific radius around high-frequency stops served by transit.

Ms. Lombardo stated that the Infill Opportunity Zones reflected the state's effort to encourage growth in areas with existing high transit levels.

Member Kim stated that the map nearly covered all of San Francisco, and he was curious about West Side areas where challenges existed. He highlighted the District 4 shuttle study, noting its depiction of key locations and the concept of a walk shed. He emphasized the importance of first- and last-mile transit access, especially near bus stops, and pointed out that the Infill Opportunity Zones were widespread. He suggested that identifying specific problem areas would be necessary to improve service, but the current data does not clearly indicate them.

Member Kim commended the comprehensive report and appreciated the hard work. He asked whether there were recommendations for improving Muni service, suggesting that routes could be realigned either now or in the future. He referenced AC Transit's recent bus service realignment, noting its reported time savings and efficiency, and asked if similar recommendations could be developed from the report for SFMTA.

Mr. Cooper stated that the report did not provide planning or other recommendations, but its purpose was to monitor and report on conditions. However, he added that the information informs staff's planning exercises, which could generate recommendations.

Vice Chair Daniels asked about the TDM policies, requirements, and programs, specifically referencing programs for existing development and the on-street car-sharing pilot. She asked if more information was available. She added that while she appreciated these programs, they no longer exist, citing Gig, Zipcar, and Turo, and asked if they would





return.

Mr. Cooper stated he could not answer that question.

Member Ford asked about the methodology for understanding trips within San Francisco, including how walk-share trips are attributed, whether the data includes only commute trips or all trips, and what qualifies as a trip. She also asked how the Transportation Authority tracks active transit trips, such as walking, biking, and scooter use, particularly when they are not part of the rental fleet.

Mr. Cooper explained that travel behavior is measured through travel diary surveys. He said the data used in the report was collected in 2023 as part of a regional effort conducted by the Transportation Authority in partnership with MTC and the Santa Clara VTA. He described that participants were recruited using a stratified random address-based sampling method, were incentivized to join, and were asked to download an app that tracks trips from home to other locations. He added that the app prompted participants for trip purpose, mode of travel, and companions, producing a detailed dataset of travel behavior, typically covering seven days per participant.

Member Ford stated that she had taken the survey and then addressed the coverage issue, asking whether transit within a five-minute walk counted as access to any transit rather than service in multiple directions.

Mr. Cooper confirmed that this was purely a service-based metric measured at the stop level, tracking whether service occurred at a five-minute frequency, and he clarified that it was not sensitive to the direction or multiple routes of the service.

Mr. Chow added that the data was based on published service timetables and may not have reflected actual transit operations.

Member Ford asked whether the ratio of auto time to transit time accounted for waiting time based on the service levels of the transit system.

Mr. Cooper clarified that the ratio of auto time to transit time accounted for bus dwell time but did not include the time passengers would spend waiting for a bus.

Member Ford emphasized that much work remained to make transit a competitive option and that the Transportation Authority should continually explore ways to achieve this. She highlighted that people should choose transit not out of necessity but because it is the most effective way to get around.

Member Milford-Rosales asked about Muni service frequency, referencing a map and table showing coverage by the planned timetable. He explained that near his home, four routes operate within a five-minute walk, three with 10-minute frequencies, which should result in vehicles departing roughly every three minutes. He reported that in practice, the departures were not staggered, causing him to wait a full 10 minutes if he missed a bus. He asked whether the Transportation Authority tracks metrics on this and whether efforts were made to stagger routes like the 30 and 45, or if synchronized departures were intentional.

Mr. Cooper stated that Member Milford-Rosales was addressing two issues: a service design question and a scheduled versus delivered service question. He explained that metrics directly addressing the latter issue were not included, but the SFMTA produced dashboards on on-time performance, and the Transportation Authority links to these



dashboards. He offered to provide further guidance if needed.

Member Milford-Rosales asked whether the measurement of a specific stop reflected the frequency of a single line or accounted for multiple lines sharing the stop, and whether the reported frequency showed the actual operating interval or the staggered schedule interval when lines overlapped.

Mr. Chow replied that he believed that each line was considered separately but that he would follow up by email after he had confirmed how it was implemented.

Member Margarita discussed the significant increase in shared bike and scooter trips, highlighting a rise from 400,000 to 700,000 in one year and the resulting safety concerns for pedestrians. She remarked that while scooters and bikes are cost-effective and popular for commuting, the rapid growth warranted careful consideration. She recalled that in May 2013, Supervisors Avalos, Weiner, and Mar, along with community and government representatives, visited Mexico City to study its Ecobici Bicycle Share System and Metro Bus Rapid Transit (BRT) to learn about sustainable transportation practices. She suggested leveraging lessons from that trip to manage the local surge in scooters and bikes, noting that adding 300,000 new trips in one year posed safety risks similar to adding 300,000 cars. She stated there was a need to examine past studies from other cities to identify effective strategies for maximizing safety while accommodating growing micro-mobility use. She also emphasized the need to improve transit frequency on the 44 line, enhance pedestrian safety, and learn from past studies. She suggested promoting alternative transportation options such as Muni, scooters, and bicycles while limiting car usage on certain days to reduce risks. She highlighted the importance of managing bicycle and scooter use due to safety concerns and stressed the need to continue efforts to make San Francisco a beautiful and safe city for all.

Chair Siegal asked about the auto-transit speed ratio map, commenting that it was great data. She asked why the data appeared concentrated in certain areas and whether these were the only roads with both vehicle speed and transit speed data available.

Mr. Cooper confirmed that was correct.

Chair Siegal stated she was concerned about the lack of data for the southeast corner of the city and much of the Sunset District, adding that these areas often felt overlooked and likely had poor performance. She added that the outer areas of Districts 1, 4, and the western section of District 7 also had unfavorable numbers, making it difficult to engage those communities for additional transit funding next year. She also stated that this item was the most relevant venue to convey feedback to the Transportation Authority Board as they were developing a local funding measure for Muni, emphasizing that the Transportation Authority should advocate for stronger investment in transit service rather than asking residents to accept declining conditions or to feel that roadway infrastructure was being reduced without better transit alternatives. Chair Siegal urged the Transportation Authority to use this moment to insist on improved service, stating the current system could not rely on service that performed roughly 80% worse than car travel.

Member Margarita asked about current wait times for the 91L bus, recalling that she used to ride it frequently at night. She asked whether the wait was now around five minutes.

Mr. Cooper stated he did not know the answer offhand and asked if the question concerned the service headway.



Member Margarita then acknowledged it was 30 minutes.

Chair Siegal stated that overnight service was difficult to rely on and suggested that tracking data on it would be valuable.

During public comment, Edward Mason asked whether the program considered commuter buses and if they were considered rideshare. He wondered how the system tracked pass-through traffic and what was known about commuters' origins, destinations, and motivations. He questioned whether regional transit could better serve these travelers and whether current congestion levels would justify a congestion management fee, citing New York City's experience with reduced congestion. Mr. Mason also asked if traffic decreased on Spare the Air Days, noting from KCBS reporting that congestion appeared unchanged. He emphasized concern about commuter buses running below capacity, contributing to congestion, particularly on narrow neighborhood streets.

Griffin Lee highlighted that in 2023, only about 2.4% of trips to and from San Francisco involved bikes, despite ongoing safety improvement projects that included bike infrastructure. He distinguished between general safety improvements—such as crosswalk painting and pedestrian flash beacons—and bike infrastructure, noting that the majority of trips, roughly 50%, were made by driving. Mr. Lee cited the Baby Pathway Project, where District 10 had opposed adding bike infrastructure, while the SFMTA had sought to include it, and similarly referenced the Clarendon Quick-Build project, where bike infrastructure was approved. He suggested conducting studies to *estimate* potential cyclist usage before implementing new bike lanes.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC Members Imaduddin and Levine (2)

## **12. District 4 Community Shuttle Study Update – INFORMATION**

Jean Paul Velez, Principal Transportation Planner, presented the item per the staff memorandum.

Member Margarita stated that she remembered the former shuttle connecting Daly City BART to San Francisco State University, which had been discontinued along with the 26 Valencia. She described the difficulty students and families faced when traveling across the large campus in heavy rain while carrying backpacks, baby bags, and strollers. She said she generally supported shuttle services and believed the proposed shuttle should serve not only District 4 but the entire city.

Member Kim stated that he regarded the concept as promising, adding that if the pilot proved successful, staff should consider a routine but flexible service rather than a fixed route. He explained that District 1's multimodal study identified several "mini-districts," and he stated that District 4 similarly included areas such as Irving, Terra Bella, Judah, Stonestown, and San Francisco State University, which residents frequently traveled between. He added that connecting these mini-districts could address gaps in existing service. He conveyed excitement for District 4's progress but disappointment that District 1's study did not include a similar shuttle solution, and he hoped a successful pilot would



extend to District 1 and other districts. He emphasized that as the agency pursues next year's tax increase to support transit, it must demonstrate improvements rather than only addressing deficits, and he requested a more detailed plan early next year. He then asked whether the new service would require an additional fare or operate under existing Clipper and monthly pass pricing.

Mr. Velez replied that the standard practice had been to charge a local fare to keep the service equitable and accessible, which aligned with community recommendations. He added that during the second outreach round, some participants viewed the service as a premium option and, given funding challenges, indicated a willingness to pay slightly more. He continued that even doubling the fare would provide only a marginal contribution toward addressing the broader funding gap and said a deeper analysis would be required.

Member Kim recommended adding a small premium fee because the service was high-value and there was a need to support the transit budget. He said the service would likely be very popular, referencing proven success in Bayview, and he conveyed concern that offering it for free could lead to system misuse and ongoing repair costs. He urged consideration of ensuring the service's long-term financial sustainability.

Member Barz stated that she thought the proposal was a good idea and shared that she had positive experiences using shuttles in similar areas. Member Barz then raised two questions, asking what had been learned from the Bayview pilot or other pilots and how people would have made their trips if the shuttle had not been available.

Mr. Velez replied that, anecdotally, conversations with the SFMTA had suggested limited transit supply in the Bayview, which likely suppressed trips, and the service aimed to address that challenge. He stated that in District 4, while some trips were similarly constrained, many did not occur because residents, particularly elderly individuals, lacked car access and found transit uncompetitive. He added that another goal was to encourage mode shift, but assessing changes in mobility patterns would require a pilot to test the theory.

Member Barz asked if the hypotheses were that the proposed solution, already used elsewhere, would allow people who otherwise could not travel to take trips and that it would encourage a mode shift from single-occupancy vehicles to shuttles.

Mr. Velez stated that those were the goals.

Member Barz asked about the study's framework. She emphasized that the study was presented as an evaluation of whether a community shuttle would be beneficial and asked what it would have taken for the recommendation to focus on expanding transit rather than implementing a community shuttle, suggesting that the shuttle might not be the most appropriate solution.

Mr. Velez said the District 4 Mobility Study conducted some of the analysis and produced recommendations. He added that the ongoing West Side Network Study was also examining broader mobility questions. He suggested that the shuttle idea could be proposed and compared with other alternatives to improve mobility in the area through that process, and then folks would need to wait and see whether it became a priority or not.

Member Barz asked whether the item under discussion was a recommendation from the



District 4 Mobility Study and whether it elaborated on what that recommendation could entail, noting that evaluating alternative transit options, such as a new route or tunnel, would involve examining the west side network.

Mr. Velez confirmed that the study followed a recommendation from the District 4 Mobility Study to pilot and on-demand shuttle, and stated that he understood the West Side Network Study to be the best available vehicle at the time to assess the shuttle versus other alternatives.

Member Ford asked why the Bayview pilot ended and what challenges it faced, raising concerns about how the D4 shuttle would address similar issues. She highlighted issues with the study's design, noting it surveyed customer interest rather than actual usage, and asked how confidence in shuttle availability and the learning curve would be established, especially given wait times and return trips. She asked about the projected 300 passenger trips per week, whether riders could board the shuttle on an ad hoc basis, and how student use, such as Lowell High School students potentially requesting the shuttle for after-school trips, would be managed.

Mr. Velez stated that the Bayview Shuttle remained ongoing and had been successful, operating under a three-year grant with approximately 175 passengers per day. He explained that demand projections for District 4 were based on population density, land use context, and comparisons with similar implementations, emphasizing that these projections were hypotheses rather than exact figures. He clarified that riders would not get stranded at Stonestown if they requested service during operational hours, which ran until 10 p.m. on weekdays and 9 p.m. on weekends, with all service area origins and destinations accessible during those times. He added that the service had not yet set specific policies for student riders, including age limits, but peer studies indicated operators were capable of managing demand fluctuations.

Ms. Lombardo emphasized that the Bayview Shuttle continued operating and she indicated that long-term funding remained a significant challenge. She noted that Mr. Velez continued to gather related information and lessons learned from SFMTA. She highlighted that the Bayview shuttle had a competitive edge for certain grant sources for the pilot it served a disadvantaged community.

Chair Siegal stated that she believed the supplementary service was worthwhile and hoped it would continue serving Bayview. She asked how many trips a new route to Stonestown or more frequent service on the 18 line would generate and what the cost per passenger would be, emphasizing the high per person operating costs of the shuttle relative to fixed-route transit. She highlighted significant demand in the Sunset District for more frequent transit and urged investment in both existing and new options. She noted that combining several transit routes earlier this year, which previously operated on less than \$2.5 million annually and served 7,000 riders per day, had reduced ridership to 2,500 per day, underscoring the need to prioritize investments that deliver the most benefit per dollar. She opined that funding existed to support both types of improvements and expressed strong support for the study.

Member Margarita referred back to her earlier question regarding the west side shuttle. She highlighted that it had been eliminated due to lack of funding and asked whether there were plans to restore it.

Mr. Velez stated that he was not familiar with the service and would investigate it. He



referenced Member Kim and the Chair's comments, noting that transit operators nationwide had used similar services both to replace costly fixed routes and to build ridership before establishing fixed routes. He explained that while per-passenger costs might be higher, overall costs could be lower, making it a useful bridge solution. He added that the tool could be applied in various ways and highlighted opportunities for further assessment.

Ms. Lombardo said she believed the shuttle service referenced by Member Margarita had been run by SFSU, and Deputy Director for Planning, Rachel Hiatt confirmed that was the case.

During public comment, Edward Mason stated that since Supervisor Mar's recommendation, autonomous vehicle technology had rapidly evolved, with companies like Waymo, Zuke, Uber, and Lyft entering the market. He indicated that Waymo operates at a loss and suggested the Transportation Authority could implement a system using such companies which would bear part of the cost. He noted that technology adoption is inevitable, other regions are piloting similar initiatives, and autonomous vehicles would remain. He recommended leveraging the technology to the Transportation Authority's advantage, including subsidizing services at a lower rate than the current \$30 per trip, while ensuring companies share part of the financial responsibility.

Griffin Lee stated that while the shuttle idea sounded appealing in theory, the reality of an average \$25-\$30 per ride—compared to approximately \$4.85 per Muni passenger—made it cost-prohibitive. He added that he agreed with others on the committee that further investigation was needed to assess long-term feasibility and funding sources, emphasizing that he would not support using revenue and spoke on behalf of ConnectedSF members who shared this concern. He noted that Chair Siegal had suggested exploring alternatives, such as running another Muni route for the \$2.5 million, potentially providing more reliable and consistent service. He concluded that the high average cost per ride raised significant concerns for himself and thousands of ConnectedSF members, and that the long-term feasibility should be carefully evaluated before pursuing a study.

## **Other Items**

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

Member Barz requested an update on the Transportation Authority's congestion pricing study in San Francisco and asked if it could be revisited.

Ms. Lombardo replied that the study remained on pause, so any update would serve mainly as a refresher on prior work.

Member Barz stated that a refresher would be helpful. She also asked staff to bring back the Eco-friendly Deliveries Study discussed last month as an informational item.

Chair Siegal seconded the request for a congestion pricing study refresher.

There was no public comment.

### **14. Public Comment**

During public comment, Roland Lebrun stated that he had wanted to address the unfortunate incidents at the Transportation Authority board meeting involving an abusive



public commenter. He stated that, moving forward, he was concerned about whether exceptions would continue to allow remote public comment for individuals with senior or mobility challenges, emphasizing that it would be unfortunate if he were no longer able to address the Board of Supervisors on regional matters such as the Downtown Extension and he requested that the supervisors consider this in their resolution.

Mike Swire commended the City of San Francisco for prioritizing public transit and street safety over auto traffic and praised the Transportation Authority's stance against widening highways into the city. He urged the board to consider that neighboring San Mateo County had been planning to widen Highway 101, which would increase daily car traffic into San Francisco, reduce Caltrain and BART ridership, worsen congestion and traffic violence, further strain transit finances, and elevate air pollution and greenhouse gas emissions. Mr. Swire emphasized that these impacts would disproportionately affect lower-income neighborhoods such as the Mission, Portola, Bernal Heights, Bayview, Candlestick, and Visitation Valley. He encouraged the Transportation Authority to provide input on the proposed widening and inform the public of its potential health and safety consequences. He also requested that public comment be moved earlier on the agenda in future meetings.

Griffin Lee stated that, as part of the Inner Sunset Transportation Study, community groups including ConnectedSF, Sensible D7, SON-SF, and Sunset United Neighbors urged the project team to relocate the protected bike lane from 7th Avenue to 5th Avenue. He explained that Lincoln Way was a major thoroughfare, and westbound travelers typically used 7th Avenue to access Laguna Honda, Forest Hill, or West Portal, while 5th Avenue was less car-centric and still connected to Golden Gate Park, making it more suitable for a bike lane. He also emphasized that keeping the bike lane on 7th Avenue would remove the southbound center turn lane, preventing left turns onto Irving and exacerbating existing restrictions onto Judah, creating a significant traffic bottleneck. He urged the committee to consider these factors in updating the bike infrastructure as part of the study.

## **15. Adjournment**

The meeting was adjourned at 9:33 p.m.

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San Francisco  
County Transportation  
Authority





## Memorandum

### AGENDA ITEM 4

**DATE:** November 20, 2025  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte – Deputy Director for Policy and Programming  
**SUBJECT:** 12/9/2025 Board Meeting: Allocate \$2,000,000 and Appropriate \$650,000 in Prop L Funds for Three Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$900,000 in Prop L funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Cable Car Restoration</li> </ol> <p>Allocate \$1,100,000 in Prop L funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>2. Tree Planting and Establishment</li> </ol> <p>Appropriate \$650,000 in Prop L funds for:</p> <ol style="list-style-type: none"> <li>3. I -280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provided a brief description of the projects. Attachment 3 contains staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3



summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 5, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

### **FINANCIAL IMPACT**

The recommended action would allocate \$2,000,000 and appropriate \$650,000 in Prop L funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L FY 2025/26 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

### **CAC POSITION**

The CAC considered this item at its November 19, 2025 meeting and adopted a motion of support for the staff recommendation after a lengthy discussion.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocations Summary – FY25/26
- Attachment 5 – Allocation Request Forms (3)
- Attachment 6 – Resolution

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	6	SFMTA	Cable Car Restoration	\$ 900,000	\$ 9,520,160	90%	91%	Construction	Citywide
Prop L	20	SFPW	Tree Planting and Establishment	\$ 1,100,000	\$ 6,100,000	59%	82%	Construction	9,10,11
Prop L	21	SFCTA	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds	\$ 650,000	\$ 2,750,000	71%	38%	Design	7
<b>TOTAL</b>				<b>\$ 2,650,000</b>	<b>\$ 18,370,160</b>				

## Footnotes

<sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Muni Maintenance, Tree Planting, and Vision Zero Ramps).

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works), and SFCTA (San Francisco County Transportation Authority)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item 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 program, and Prop L should cover only 10%.

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	Cable Car Restoration	\$900,000	<p>This project is focused on maintaining the legacy and functionality of San Francisco's cable car fleet, enhancing reliability and safety for passengers and operators, and ensuring these historic vehicles remain in operation for future generations. With a total of 42 cable cars in the fleet, two cable cars at a time are rotated out of service for restoration, with each restoration taking approximately 24 months to complete. Work is performed by a team of in-house, highly skilled artisans. Key components of the restoration include full vehicle rehabilitations to address structural integrity and extend the service life of each cable car, carpentry and metalwork to restore and reinforce the car bodies, manufacturing new parts that align with the original specifications, restoration and repainting of cable cars in their original historic color schemes to preserve the visual heritage, mechanical overhauls of propulsion and braking systems to ensure the vehicles operate safely and efficiently, and preventative maintenance tasks performed outside of routine service cycles to avoid major disruptions and minimize future breakdowns. Requested funds will be used to restore four cable cars over two restoration cycles. SFMTA expects the first two cars to be fully restored and returned to service by December 2026 and the second set of two cars will be returned to service by December 2028.</p>
20	SFPW	Tree Planting and Establishment	\$1,100,000	<p>Requested funds will be used to plant and establish approximately 407 street trees in Districts 9, 10, and 11. The trees will receive weekly watering for a period of three years and then receive lifetime maintenance care with Prop E funding for mature street tree care. Districts were identified and prioritized for planting based on tree census data, low canopy coverage, and equity indicators (Equity Priority Neighborhoods and Environmental Justice Communities). See the allocation request form for a map and list of candidate planting locations. SFPW expects to complete the project by June 2026.</p> <p>In addition to the trees to be planted with Prop L funds, SFPW has budgeted \$2M in Capital Improvement Program funds and \$3M in federal Inflation Reduction Act funds toward tree planting for a total of up to 2,500 trees in FY26.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
21	SFCTA	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds	\$650,000	This project will realign the existing southbound I-280 Ocean Avenue off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users. The project area, which encompasses the off-ramp and along Ocean Avenue to Howth Street, supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations and destinations in the vicinity. SFCTA is coordinating closely with City College of San Francisco which is adjacent to the project location, Caltrans, and SFMTA on other projects in the area. Requested funds will be used to finish the design phase, which is at 95% complete, including preparing final bid documents, performing utility potholing in advance of construction, and coordinating on right-of-way issue with City College. We anticipate completing design by September 2026 and could start the ~\$18 million construction phase as soon as funding is secured.
<b>TOTAL</b>			<b>\$2,650,000</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Cable Car Restoration	\$900,000	
20	SFPW	Tree Planting and Establishment	\$1,100,000	
21	SFCTA	I-280 Southbound Ocean Ave Off- Ramp Realignment - Additional Funds	\$650,000	
TOTAL			\$ 2,650,000	

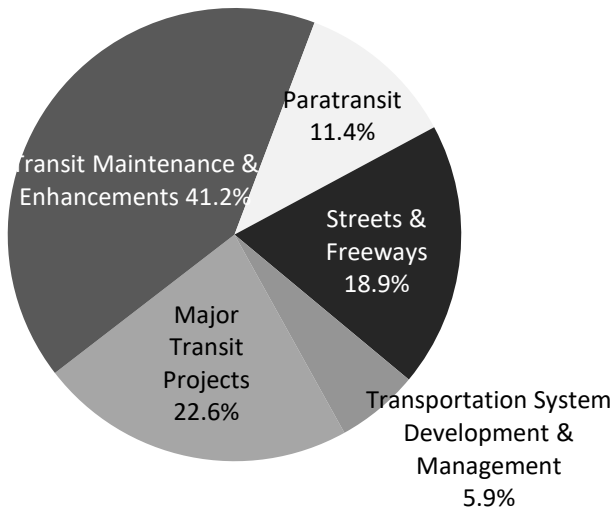
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**Prop L Summary - FY2025/26**

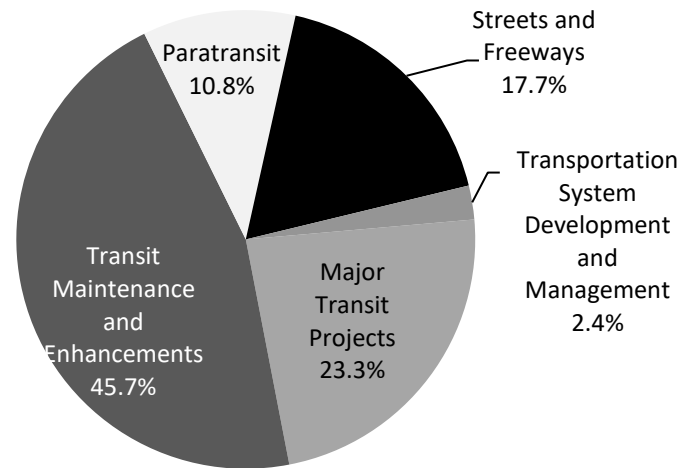
<b>PROP L SALES TAX</b>						
<b>FY 2025/26</b>	<b>Total</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>	<b>FY 2029/30</b>
Prior Allocations	\$ 28,487,363	\$ 5,976,000	\$ 13,346,000	\$ 8,965,363	\$ 200,000	\$ -
Current Request(s)	\$ 2,650,000	\$ 1,125,000	\$ 1,225,000	\$ 300,000	\$ -	\$ -
New Total Allocations	\$ 31,137,363	\$ 7,101,000	\$ 14,571,000	\$ 9,265,363	\$ 200,000	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

**Prop L Expenditure Plan**



**Prop L Investments To Date (Including Pending Allocations)**



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Cable Car Restoration
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Muni Maintenance
<b>Current PROP L Request:</b>	\$900,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

The Cable Car Restoration Project restores and refurbishes San Francisco's historic cable car fleet. This includes full vehicle overhauls, bodywork, mechanical repairs, and paintwork to preserve the iconic appearance of the cars while ensuring their safe operation. This project will perform restoration work to 4 of the 42 cable cars in the fleet. This work is vital to maintaining the legacy and functionality of this unique transportation system, enhancing reliability and safety for passengers and operators, and ensuring these historic vehicles remain in operation for future generations.

### Detailed Scope, Project Benefits and Community Outreach

The Cable Car Restoration Project is a comprehensive program focused on the preservation, restoration, and maintenance of the historic cable car fleet operated by the SFMTA. This ongoing initiative involves multiple phases of refurbishment to ensure the fleet's reliability, safety, and historical integrity. With a total of 42 cable cars in the fleet, two cable cars at a time are rotated out of service for restoration at the Woods Division at 22nd and Indiana Streets in the Dogpatch neighborhood. Each restoration takes approximately 24 months to complete; two newly-restored cable cars are returned to service every two years. The intricate work is performed by a team of highly skilled artisans, including carpenters, machinists, painters, mechanics, pattern makers, welders, and metalworkers, who bring their expertise to safeguard these iconic vehicles for future generations.

Key components of the restoration include:

- Full vehicle rehabilitations to address structural integrity and extend the service life of each cable car.
- Carpentry and metalwork to restore and reinforce the car bodies.
- Manufacturing new parts that align with the original specifications.
- Restoration and repainting of cable cars in their original historic color schemes to preserve the visual heritage.
- Mechanical overhauls of propulsion and braking systems, ensuring the vehicles operate safely and efficiently.
- Preventative maintenance tasks performed outside of routine service cycles to avoid major disruptions and minimize future breakdowns.

Requested funds will be used to restore four cable cars. Two cable cars are currently being restored and will be 20% complete by January 2026. Requested funds will be used for the remaining 80% of work on these two cars, scheduled to return to service in December 2026. The next two cable cars will be taken out of service for restoration in January 2027 and will return to service in December 2028.

This project plays a crucial role in preserving the cultural and historical significance of San Francisco's cable car system while ensuring that it continues to function as a reliable and iconic part of the city's transit network. By prioritizing heritage conservation and operational safety, the project supports both the aesthetic value and functional utility of the cable cars for current and future generations.



**Project Location**

Citywide

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$900,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Cable Car Restoration
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2028
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Two cable cars are always out of service for restoration. The restoration project does not interfere with normal cable car fleet operations or with cable car facilities projects (e.g. propulsion gearbox overhauls, Cable Car Barn rehabilitation) at other locations.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Cable Car Restoration
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$900,000	\$0	\$900,000
FTA Transit Capital Priorities	\$0	\$0	\$939,596	\$939,596
FTA Transit Capital Priorities (FY24 and FY25)	\$0	\$5,520,477	\$0	\$5,520,477
Prop B General Fund	\$0	\$0	\$234,899	\$234,899
TBD (e.g., Prop B or SFMTA operating funds)	\$1,484,066	\$0	\$0	\$1,484,066
Transportation Sustainability Fee	\$0	\$441,122	\$0	\$441,122
<b>Phases In Current Request Total:</b>	\$1,484,066	\$6,861,599	\$1,174,495	\$9,520,160

## 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	\$9,520,160	\$900,000	engineer's estimate based on prior restorations
Operations	\$0		
Total:	\$9,520,160	\$900,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	06/30/2025
<b>Expected Useful Life:</b>	30 Years

# San Francisco County Transportation Authority

## Prop L/Prop AA/Prop D TNC Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY TRADE LABOR)			
Budget Line Item	Totals	% of contract	SFMTA
1. SFMTA Staff			
Carpenter	\$ 7,159,096	75%	\$ 7,159,096
Carpenter Supervisor	\$ 217,568	2%	\$ 217,568
Welder	\$ 183,572	2%	\$ 183,572
Metal Fabricator	\$ 81,352	1%	\$ 81,352
Car and Auto Painter	\$ 256,612	3%	\$ 256,612
Maintenance Machinist	\$ 1,512,044	16%	\$ 1,512,044
Subtotal	\$ 9,410,244	99%	\$ 9,410,244
2. Project Management/ Support	\$ 109,916	1%	\$ 109,916
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 9,520,160</b>		<b>\$ 9,520,160</b>

SUMMARY BY MAJOR LINE ITEM (BY SYSTEM)			
Budget Line Item	Totals	% of contract	SFMTA
1. Systems to Be Restored			
Car Body Carpentry	\$ 7,159,096	75%	\$ 7,159,096
Carpenter Supervisor	\$ 217,568	2%	\$ 217,568
Car Body Metalwork	\$ 183,572	2%	\$ 183,572
New Parts Manufacturing	\$ 81,352	1%	\$ 81,352
Car Body Painting	\$ 256,612	3%	\$ 256,612
Preventative Maintenance and Mechanical Overhauls of Propulsion and Braking Systems	\$ 1,512,044	16%	\$ 1,512,044
Subtotal	\$ 9,410,244	99%	\$ 9,410,244
2. Project Management/ Support	\$ 109,916	1%	\$ 109,916
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 9,520,160</b>		<b>\$ 9,520,160</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Cable Car Restoration
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$900,000	<b>Total PROP L Recommended</b>	\$900,000

<b>SGA Project Number:</b>		<b>Name:</b>	Cable Car Restoration
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2029
<b>Phase:</b>	Construction	<b>Fundshare:</b>	9.5%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-206	\$300,000	\$300,000	\$300,000	\$900,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. cars returning to 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. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions.

3. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	90.55%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.55%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Cable Car Restoration
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$900,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Emmanuel Enriquez	Kathryn Studwell
<b>Title:</b>	Manager of Fleet Maintenance	Grant Administration Manager
<b>Phone:</b>	(415) 401-3621	(415) 517-7015
<b>Email:</b>	emmanuel.enriquez@sfmta.com	kathryn.studwell@sfmta.com

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Tree Planting and Establishment
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Tree Planting
<b>Current PROP L Request:</b>	\$1,100,000
<b>Supervisory Districts</b>	District 09, District 10, District 11

## REQUEST

### Brief Project Description

San Francisco Public Works will plant and establish approximately 407 street trees in Districts 9, 10, and 11. The trees will receive weekly watering for a period of three years and then receive lifetime maintenance care through StreetTreeSF's guaranteed funding program. These districts were identified and prioritized for planting based on tree census data, low canopy coverage, and equity indicators (Equity Priority Neighborhoods and Environmental Justice Communities).

### Detailed Scope, Project Benefits and Community Outreach

In FY25/26, Public Works will plant and establish 407 street trees in 15-gallon containers using Prop L Tree Planting funds. Once established, these trees will be maintained with the Prop E funding available for mature street tree care. The preliminary planting list includes neighborhoods in Districts 9, 10, and 11 with below-average tree canopy and heightened exposure to extreme heat and air pollution. These plantings will result in improved public health outcomes, enhance neighborhood livability, and promote a more equitable distribution of urban tree cover across southeast San Francisco. Each planting will involve site inspections, utility clearances, site preparation, and community outreach to ensure proper coordination and long-term success.

Public Works will partner with local nonprofit organizations to implement tree planting and establishment phases of the project. See the attached map and list of candidate planting locations. Prop L funds will not be used for planting within census tracts covered under Public Works Inflation Reduction Act (IRA) grant with the U.S. Forest Service (see attached map for reference).

In addition to the trees to be planted with Prop L funds, SFPW has budgeted \$2M in Capital Improvement Program funds and \$3M in federal Inflation Reduction Act funds toward tree planting for a total of up to 2,500 trees in FY26.

Project Location

Planting prioritized in Districts 9, 10, 11

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

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	\$1,100,000.00



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Tree Planting and Establishment
<b>Primary Sponsor:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2027

## SCHEDULE DETAILS

Public Works will work with non-profit partners including Friends of the Urban Forest and San Francisco Clean City Coalition to coordinate tree planting and watering in Districts 9, 10 and 11 as well as conduct community planting events, participate in community meetings and coordinate with District Supervisor offices to notify residents of upcoming tree planting projects.

# San Francisco County Transportation Authority

## Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Tree Planting and Establishment
<b>Primary Sponsor:</b>	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-220: Tree Planting	\$0	\$1,100,000	\$0	\$1,100,000
Capital Improvement Program	\$0	\$0	\$2,000,000	\$2,000,000
Inflation Reduction Act	\$0	\$0	\$3,000,000	\$3,000,000
<b>Phases In Current Request Total:</b>	\$0	\$1,100,000	\$5,000,000	\$6,100,000

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	\$6,100,000	\$1,100,000	Prior work
Operations	\$0		
Total:	\$6,100,000	\$1,100,000	

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

# San Francisco County Transportation Authority

## Prop L/Prop AA/TNC Tax Allocation Request Form

### MAJOR LINE ITEM BUDGET - TREE PLANTING AND ESTABLISHMENT

SUMMARY BY MAJOR LINE ITEM				
Budget Line Item	Number of Trees	Unit Cost	Total Cost	Description
SFPW Labor - Tree Planting and Establishment	407	2,573	1,047,497	Planting (new and replacement) and establish trees
Tree Planting materials and supplies	407	129	52,503	Tree, stakes, ties, mulch, watering bags, etc.
<b>TOTAL CONSTRUCTION PHASE</b>			<b>\$ 1,100,000</b>	

San Francisco County Transportation Authority  
Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Tree Planting and Establishment
<b>Primary Sponsor:</b>	Department of Public Works

SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$1,100,000	<b>Total PROP L Recommended</b>	\$1,100,000

<b>SGA Project Number:</b>		<b>Name:</b>	Tree Planting and Establishment
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-220	\$275,000	\$825,000	\$1,100,000

Deliverables
1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, number and location of trees planted and established to date, 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.

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

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Tree Planting and Establishment
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$1,100,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

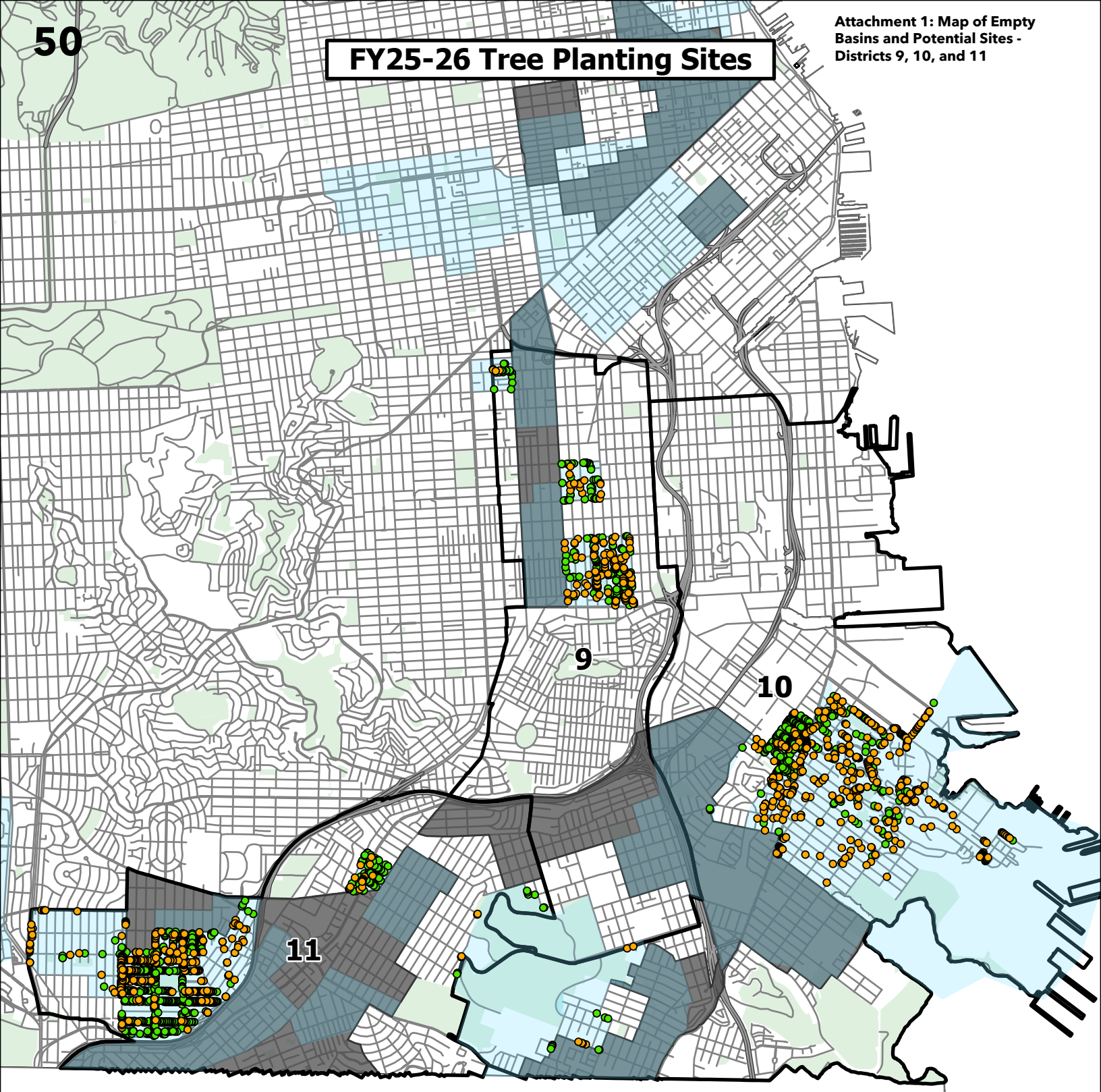
SH

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	David Moore	Victoria Chan
<b>Title:</b>	Superintendent, Bureau of Urban Forestry	Budget Manager
<b>Phone:</b>	(415) 695-2097	(415) 205-6316
<b>Email:</b>	david.moore@sfdpw.org	victoria.w.chan@sfdpw.org

# FY25-26 Tree Planting Sites

Attachment 1: Map of Empty  
Basins and Potential Sites -  
Districts 9, 10, and 11



- Empty Basins in EPCs - D9, 10, 11 Excluding Federal Grant Boundary
- Potential Sites in EPCs - D9, 10, 11 Excluding Federal Grant Boundary

Equity Priority Communities

Federal Grant Boundary

BOS Districts 9, 10, & 11

Note: Empty basins defined as Species = Planting site  
(plant) : Planting Site (plant) OR PlantType = Empty;  
Potential sites defined as Species = Potential Site

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	1000 Treat Ave	Potential Site	Yes	1
9	1001 Treat Ave	Vacant Basin	Yes	1
9	1004 Treat Ave	Potential Site	Yes	1
9	1006 Treat Ave	Potential Site	Yes	1
9	1007 Shotwell St	Potential Site	Yes	1
9	1009 Treat Ave	Potential Site	Yes	1
9	1040 Treat Ave	Potential Site	Yes	1
9	1046 Treat Ave	Potential Site	Yes	1
9	1057 Treat Ave	Vacant Basin	Yes	1
9	1060 Treat Ave	Potential Site	Yes	1
9	1074 Treat Ave	Potential Site	Yes	1
9	1098 Treat Ave	Potential Site	Yes	2
9	1100 Alabama St	Potential Site	Yes	1
9	1100 Shotwell St	Vacant Basin	Yes	1
9	1100 Treat Ave	Potential Site	Yes	1
9	1108 Alabama St	Potential Site	Yes	1
9	1109 Alabama St	Vacant Basin	Yes	1
9	1115 Treat Ave	Potential Site	Yes	1
9	1117 Treat Ave	Potential Site	Yes	1
9	1121 Treat Ave	Potential Site	Yes	1
9	1127 Treat Ave	Potential Site	Yes	1
9	1131 Treat Ave	Potential Site	Yes	1
9	1145 Shotwell St	Vacant Basin	Yes	1
9	1148 Alabama St	Potential Site	Yes	1
9	1154 Alabama St	Potential Site	Yes	1
9	1161 Treat Ave	Potential Site	Yes	1
9	1164 Florida St	Potential Site	Yes	1
9	1170 Florida St	Potential Site	Yes	1
9	1179 Florida St	Potential Site	Yes	1
9	1184 Treat Ave	Vacant Basin	Yes	1
9	1190 Alabama St	Vacant Basin	Yes	2
9	1192 Treat Ave	Vacant Basin	Yes	2
9	1199 Treat Ave	Potential Site	Yes	1
9	1200 Alabama St	Potential Site	Yes	1
9	1200 Florida St	Vacant Basin	Yes	2
9	1201 Treat Ave	Vacant Basin	Yes	8
9	1219 South Van Ness Ave	Vacant Basin	Yes	1
9	1226 Treat Ave	Potential Site	Yes	1
9	1227 Florida St	Vacant Basin	Yes	1
9	1237 Alabama St	Vacant Basin	Yes	2
9	1238 Alabama St	Potential Site	Yes	1
9	1242 Alabama St	Vacant Basin	Yes	1
9	1244 Treat Ave	Vacant Basin	Yes	1
9	1245 South Van Ness Ave	Vacant Basin	Yes	1
9	1250 Alabama St	Potential Site	Yes	4
9	1255 Alabama St	Vacant Basin	Yes	5
9	1255 Florida St	Potential Site	Yes	3

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	1256 Treat Ave	Vacant Basin	Yes	1
9	1272 Alabama St	Potential Site	Yes	1
9	1274 Treat Ave	Potential Site	Yes	1
9	1275 Florida St	Vacant Basin	Yes	1
9	1281 Florida St	Vacant Basin	Yes	1
9	1281 South Van Ness Ave	Potential Site	Yes	1
9	1282 Alabama St	Potential Site	Yes	2
9	1283 Florida St	Vacant Basin	Yes	1
9	1299 Florida St	Potential Site	Yes	2
9	1302 Florida St	Potential Site	Yes	1
9	1304 Florida St	Potential Site	Yes	1
9	1315 South Van Ness Ave	Potential Site	Yes	1
9	1319 SOUTH VAN NESS AVE	Potential Site	Yes	1
9	1322 Florida St	Vacant Basin	Yes	1
9	1323 Florida St	Vacant Basin	Yes	1
9	1325 Florida St	Potential Site	Yes	1
9	1329 Alabama St	Potential Site	Yes	1
9	1331 Alabama St	Potential Site	Yes	1
9	1332 Florida St	Vacant Basin	Yes	1
9	1333 Florida St	Potential Site	Yes	1
9	1349 South Van Ness Ave	Potential Site	Yes	1
9	1350 FLORIDA ST	Vacant Basin	Yes	1
9	1366 Florida St	Potential Site	Yes	1
9	1371 South Van Ness Ave	Potential Site	Yes	1
9	1381 Alabama St	Potential Site	Yes	2
9	1383 Florida St	Potential Site	Yes	1
9	1386 Treat Way	Vacant Basin	Yes	1
9	1398 Florida St	Potential Site	Yes	1
9	1399 Florida St	Potential Site	Yes	2
9	1401 Florida St	Vacant Basin	Yes	1
9	1404 Florida St	Potential Site	Yes	1
9	1423 Alabama St	Potential Site	Yes	2
9	1425 Florida St	Vacant Basin	Yes	1
9	1426 Florida St	Vacant Basin	Yes	1
9	1441 Florida St	Vacant Basin	Yes	1
9	1442 Alabama St	Potential Site	Yes	1
9	1450 Alabama St	Vacant Basin	Yes	1
9	1451 Florida St	Vacant Basin	Yes	1
9	1454 Alabama St	Vacant Basin	Yes	1
9	1497 South Van Ness Ave	Vacant Basin	Yes	1
9	1515 South Van Ness Ave	Vacant Basin	Yes	2
9	1700 15th St	Potential Site	Yes	1
9	199 GUERRERO ST	Potential Site	Yes	1
9	199 GUERRERO ST	Vacant Basin	Yes	1
9	2 Brosnan St	Potential Site	Yes	3
9	2404 Folsom St	Vacant Basin	Yes	1
9	2404 Harrison St	Potential Site	Yes	1



District	Address	Planting Site Type	In EPC?	Tree Site Count
9	2406 Harrison St	Vacant Basin	Yes	1
9	2408 Folsom St	Vacant Basin	Yes	1
9	2410 Folsom St	Vacant Basin	Yes	1
9	2430 Folsom St	Vacant Basin	Yes	1
9	2463 Folsom St	Vacant Basin	Yes	1
9	2476 Harrison St	Vacant Basin	Yes	1
9	2510 BRYANT ST	Vacant Basin	Yes	1
9	2520 BRYANT ST	Vacant Basin	Yes	1
9	2536 Bryant St	Vacant Basin	Yes	1
9	2570 Bryant St	Vacant Basin	Yes	1
9	2598 Bryant St	Potential Site	Yes	2
9	2710 HARRISON ST	Vacant Basin	Yes	1
9	2712 Harrison St	Potential Site	Yes	1
9	2718 Bryant St	Vacant Basin	Yes	1
9	2730 Bryant St	Potential Site	Yes	1
9	2730 Bryant St	Vacant Basin	Yes	2
9	2774 Bryant St	Potential Site	Yes	1
9	2789 Harrison St	Vacant Basin	Yes	1
9	2790 HARRISON ST	Vacant Basin	Yes	1
9	2803 Harrison St	Potential Site	Yes	1
9	2805 Harrison St	Potential Site	Yes	1
9	2807 Harrison St	Vacant Basin	Yes	1
9	2828 Harrison St	Vacant Basin	Yes	1
9	2832 Harrison St	Vacant Basin	Yes	1
9	2840 Harrison St	Vacant Basin	Yes	1
9	2848 Bryant St	Vacant Basin	Yes	1
9	2850 Bryant St	Vacant Basin	Yes	2
9	2851 23rd St	Potential Site	Yes	1
9	2863 23rd St	Potential Site	Yes	1
9	2864 Bryant St	Potential Site	Yes	1
9	2868 Harrison St	Vacant Basin	Yes	1
9	2872 Harrison St	Potential Site	Yes	1
9	2884 BRYANT ST	Vacant Basin	Yes	1
9	2886 Harrison St	Potential Site	Yes	1
9	2889 24TH ST	Vacant Basin	Yes	1
9	2895 25th St	Vacant Basin	Yes	1
9	2904 21st St	Vacant Basin	Yes	1
9	2908 21st St	Potential Site	Yes	1
9	2926 21st St	Potential Site	Yes	1
9	2929 23rd St	Vacant Basin	Yes	1
9	2934 21st St	Potential Site	Yes	1
9	2936 21st St	Potential Site	Yes	1
9	2948 Folsom St	Vacant Basin	Yes	1
9	295 Guerrero St	Potential Site	Yes	1
9	2950 24th St	Vacant Basin	Yes	1
9	2950 25th St	Potential Site	Yes	1
9	2951 25th St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	2951 FOLSOM ST	Vacant Basin	Yes	1
9	2953 25th St	Vacant Basin	Yes	1
9	2961 26th St	Potential Site	Yes	2
9	2962 24th St	Potential Site	Yes	1
9	2962 24th St	Vacant Basin	Yes	1
9	2966 26th St	Potential Site	Yes	1
9	2967 26th St	Vacant Basin	Yes	1
9	2968 Cesar Chavez St	Potential Site	Yes	1
9	2970 25th St	Potential Site	Yes	1
9	2971 26th St	Potential Site	Yes	1
9	2973 26th St	Potential Site	Yes	1
9	2981 25th St	Potential Site	Yes	2
9	2981 26th St	Vacant Basin	Yes	1
9	2981 Harrison St	Potential Site	Yes	1
9	2983 Harrison St	Potential Site	Yes	1
9	2987 24th St	Potential Site	Yes	1
9	2990 21st St	Potential Site	Yes	1
9	2997 Harrison St	Vacant Basin	Yes	1
9	3000 25th St	Vacant Basin	Yes	2
9	3005 23rd St	Potential Site	Yes	1
9	3012 25th St	Potential Site	Yes	1
9	3016 26th St	Potential Site	Yes	1
9	3019 23rd St	Potential Site	Yes	1
9	302 Valencia St	Potential Site	Yes	1
9	3025 23rd St	Potential Site	Yes	1
9	3036 26th St	Potential Site	Yes	2
9	304 Valencia St	Potential Site	Yes	1
9	3043 Harrison St	Potential Site	Yes	1
9	3050 24TH ST	Vacant Basin	Yes	1
9	3050 26th St	Potential Site	Yes	2
9	3050 Cesar Chavez St	Vacant Basin	Yes	1
9	3051 26th St	Potential Site	Yes	2
9	3052 25th St	Potential Site	Yes	1
9	3055 23rd St	Potential Site	Yes	1
9	3062 25th St	Potential Site	Yes	1
9	3067 25th St	Potential Site	Yes	1
9	3069 23rd St	Potential Site	Yes	1
9	3069 25th St	Potential Site	Yes	2
9	3075 26th St	Potential Site	Yes	1
9	3088 21st St	Potential Site	Yes	3
9	3092 21st St	Potential Site	Yes	2
9	3098 25th St	Vacant Basin	Yes	1
9	3099 23rd St	Potential Site	Yes	1
9	3099 26th St	Potential Site	Yes	3
9	3100 25th St	Vacant Basin	Yes	1
9	3107 24TH ST	Vacant Basin	Yes	1
9	3120 25th St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	3126 25th St	Potential Site	Yes	1
9	3138 24th St	Vacant Basin	Yes	1
9	3145 23rd St	Vacant Basin	Yes	1
9	3149 26th St	Vacant Basin	Yes	1
9	3161 19th St	Potential Site	Yes	2
9	3161 24th St	Potential Site	Yes	1
9	3163 19th St	Potential Site	Yes	1
9	3165 24th St	Potential Site	Yes	1
9	3168 26th St	Potential Site	Yes	1
9	3186 25th St	Vacant Basin	Yes	1
9	3187 19th St	Potential Site	Yes	1
9	3189 19th St	Potential Site	Yes	1
9	3200 26th St	Vacant Basin	Yes	1
9	3211 20th St	Potential Site	Yes	1
9	3236 19th St	Potential Site	Yes	2
9	3250 20th St	Potential Site	Yes	3
9	3255 25th St	Potential Site	Yes	3
9	3260 26th St	Vacant Basin	Yes	1
9	3261 19th St	Potential Site	Yes	3
9	3273 26th St	Potential Site	Yes	7
9	3273 Virgil St	Potential Site	Yes	1
9	3279 19th St	Potential Site	Yes	2
9	3285 25th St	Potential Site	Yes	1
9	3290 20th St	Vacant Basin	Yes	1
9	330 Valencia St	Potential Site	Yes	1
9	3331 20th St	Vacant Basin	Yes	1
9	3381 20th St	Potential Site	Yes	1
9	3421 25th St	Potential Site	Yes	1
9	370 Valencia St	Potential Site	Yes	1
9	400 14th St	Potential Site	Yes	1
9	401 14th St	Potential Site	Yes	2
9	428 14th St	Potential Site	Yes	1
9	446 14th St	Potential Site	Yes	1
9	449 14th St	Potential Site	Yes	1
9	454 14th St	Potential Site	Yes	1
9	461 14th St	Potential Site	Yes	1
9	466 14th St	Vacant Basin	Yes	1
9	480 14th St	Vacant Basin	Yes	1
9	483 14th St	Potential Site	Yes	1
9	502 Shotwell St	Potential Site	Yes	1
9	555 Shotwell St	Vacant Basin	Yes	1
9	564 Shotwell St	Vacant Basin	Yes	1
9	571 Shotwell St	Potential Site	Yes	1
9	600 Treat Ave	Potential Site	Yes	3
9	601 Treat Ave	Potential Site	Yes	1
9	602 Shotwell St	Vacant Basin	Yes	1
9	625 Shotwell St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	640 Shotwell St	Vacant Basin	Yes	1
9	651 Treat Ave	Potential Site	Yes	1
9	670 Shotwell St	Potential Site	Yes	1
9	672 Shotwell St	Potential Site	Yes	1
9	726 Treat Ave	Potential Site	Yes	1
9	733 Treat Ave	Potential Site	Yes	1
9	745 Treat Ave	Potential Site	Yes	2
9	754 Treat Ave	Potential Site	Yes	1
9	785 Treat Ave	Potential Site	Yes	2
9	798 Treat Ave	Potential Site	Yes	1
9	799 Treat Ave	Potential Site	Yes	2
9	923 Shotwell St	Vacant Basin	Yes	2
9	934 Shotwell St	Potential Site	Yes	1
9	977 Shotwell St	Potential Site	Yes	1
9	987 Shotwell St	Potential Site	Yes	1
10	1 Ardath Ct	Vacant Basin	Yes	1
10	1 Flora St	Vacant Basin	Yes	11
10	1 Lane St	Vacant Basin	Yes	1
10	1 Middle Point Rd	Vacant Basin	Yes	8
10	1 Vesta St	Potential Site	Yes	3
10	1 Westbrook Ct	Potential Site	Yes	1
10	10 Cashmere St	Vacant Basin	Yes	1
10	10 Garlington Ct	Potential Site	Yes	1
10	100 CARGO WAY	Potential Site	Yes	1
10	100 Harbor Rd	Vacant Basin	Yes	2
10	1000 Innes Ave	Vacant Basin	Yes	4
10	1000 Newhall St	Potential Site	Yes	1
10	1000 Oakdale Ave	Vacant Basin	Yes	2
10	1001 Innes Ave	Vacant Basin	Yes	4
10	1001 Phelps St	Potential Site	Yes	2
10	101 Harbor Rd	Vacant Basin	Yes	4
10	101 JENNINGS ST	Potential Site	Yes	2
10	101 JENNINGS ST	Vacant Basin	Yes	10
10	1013 Oakdale Ave	Potential Site	Yes	3
10	1013 Oakdale Ave	Vacant Basin	Yes	1
10	1016 Sunnydale Ave	Potential Site	Yes	2
10	1017 Phelps St	Potential Site	Yes	1
10	102 Whitney Young Cir	Vacant Basin	Yes	1
10	1021 Newhall St	Vacant Basin	Yes	5
10	1025 Phelps St	Potential Site	Yes	1
10	1030 OAKDALE AVE	Vacant Basin	Yes	1
10	1032 Oakdale Ave	Vacant Basin	Yes	1
10	1040 Palou Ave	Potential Site	Yes	1
10	1040 Palou Ave	Vacant Basin	Yes	1
10	1050 INGALLS ST	Vacant Basin	Yes	1
10	1051 Ingalls St	Potential Site	Yes	2
10	1051 Ingalls St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1051 Phelps St	Potential Site	Yes	2
10	1086 INNES AVE	Vacant Basin	Yes	2
10	11 BELL CT	Vacant Basin	Yes	1
10	11 Lillian St	Potential Site	Yes	1
10	1100 Newhall St	Vacant Basin	Yes	1
10	1118 Newhall St	Potential Site	Yes	1
10	1124 Newhall St	Potential Site	Yes	1
10	1125 Newhall St	Vacant Basin	Yes	1
10	1135 Evans Ave	Vacant Basin	Yes	9
10	1135 Phelps St	Potential Site	Yes	2
10	1145 Phelps St	Potential Site	Yes	1
10	1150 Evans Ave	Vacant Basin	Yes	3
10	1151 Fairfax Ave	Vacant Basin	Yes	1
10	1151 Newhall St	Vacant Basin	Yes	1
10	1176 Ingalls St	Vacant Basin	Yes	2
10	1189 La Salle Ave	Potential Site	Yes	1
10	119 Whitney Young Cir	Potential Site	Yes	1
10	1195 La Salle Ave	Vacant Basin	Yes	1
10	1196 La Salle Ave	Potential Site	Yes	1
10	1198 La Salle Ave	Vacant Basin	Yes	1
10	1199 EVANS AVE	Potential Site	Yes	1
10	1199 EVANS AVE	Vacant Basin	Yes	1
10	12 Ironwood Way	Vacant Basin	Yes	1
10	1200 Ingalls St	Potential Site	Yes	3
10	1200 Ingalls St	Vacant Basin	Yes	1
10	1200 Newhall St	Potential Site	Yes	1
10	1200 Shafter Ave	Vacant Basin	Yes	1
10	1201 Ingalls St	Vacant Basin	Yes	1
10	1201 Phelps St	Potential Site	Yes	2
10	1202 Sunnydale Ave	Vacant Basin	Yes	1
10	121 Jennings St	Potential Site	Yes	1
10	1212 Newhall St	Potential Site	Yes	1
10	1214 Newhall St	Potential Site	Yes	1
10	1215 Fairfax Ave	Vacant Basin	Yes	3
10	1221 Newhall St	Vacant Basin	Yes	1
10	1224 Oakdale Ave	Potential Site	Yes	1
10	123 Whitney Young Cir	Vacant Basin	Yes	1
10	1230 Sunnydale Ave	Vacant Basin	Yes	3
10	1231 Quesada Ave	Vacant Basin	Yes	1
10	1235 QUESADA AVE	Vacant Basin	Yes	1
10	1241 Ingalls St	Vacant Basin	Yes	1
10	1246 Palou Ave	Potential Site	Yes	1
10	1250 Sunnydale Ave	Vacant Basin	Yes	1
10	1251 Newhall St	Potential Site	Yes	2
10	1251 Phelps St	Potential Site	Yes	2
10	1268 Palou Ave	Potential Site	Yes	1
10	1270 Revere Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1275 Fairfax Ave	Potential Site	Yes	2
10	1275 Fairfax Ave	Vacant Basin	Yes	6
10	1280 Ingalls St	Potential Site	Yes	1
10	1280 Ingalls St	Vacant Basin	Yes	1
10	1290 PALOU AVE	Vacant Basin	Yes	1
10	1299 Hudson Ave	Vacant Basin	Yes	1
10	1300 Lane St	Vacant Basin	Yes	4
10	1300 Newcomb Ave	Vacant Basin	Yes	1
10	1300 Newhall St	Potential Site	Yes	5
10	1301 Fairfax Ave	Vacant Basin	Yes	2
10	1301 Newcomb Ave	Vacant Basin	Yes	3
10	1301 Newhall St	Potential Site	Yes	2
10	1301 Phelps St	Potential Site	Yes	2
10	1303 Underwood Ave	Vacant Basin	Yes	1
10	1322 Hudson Ave	Potential Site	Yes	2
10	1322 Hudson Ave	Vacant Basin	Yes	2
10	1322 Palou Ave	Potential Site	Yes	1
10	1325 Newhall St	Potential Site	Yes	4
10	1325 Phelps St	Potential Site	Yes	1
10	1328 Hudson Ave	Vacant Basin	Yes	1
10	1330 Revere Ave	Vacant Basin	Yes	1
10	1333 Hudson Ave	Potential Site	Yes	1
10	1335 Hudson Ave	Potential Site	Yes	2
10	1339 Hudson Ave	Vacant Basin	Yes	2
10	1341 Hudson Ave	Vacant Basin	Yes	9
10	1342 Hudson Ave	Potential Site	Yes	1
10	1345 Shafter Ave	Vacant Basin	Yes	1
10	1349 Phelps St	Potential Site	Yes	1
10	1350 Newhall St	Potential Site	Yes	2
10	1351 Hudson Ave	Potential Site	Yes	1
10	1352 Newcomb Ave	Vacant Basin	Yes	1
10	1353 Oakdale Ave	Potential Site	Yes	1
10	1355 Fairfax Ave	Potential Site	Yes	9
10	1375 FAIRFAX AVE	Potential Site	Yes	3
10	1375 FAIRFAX AVE	Vacant Basin	Yes	1
10	1375 Oakdale Ave	Potential Site	Yes	1
10	1382 Oakdale Ave	Vacant Basin	Yes	1
10	1388 Oakdale Ave	Vacant Basin	Yes	1
10	1395 Fairfax Ave	Vacant Basin	Yes	2
10	1395 Oakdale Ave	Potential Site	Yes	2
10	1396 Hawes St	Vacant Basin	Yes	2
10	1398 Hawes St	Potential Site	Yes	1
10	1398 Hudson Ave	Potential Site	Yes	1
10	1400 LA SALLE AVE	Vacant Basin	Yes	3
10	1400 Newcomb Ave	Vacant Basin	Yes	1
10	1400 Newhall St	Potential Site	Yes	1
10	1400 Phelps St	Potential Site	Yes	3

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1401 Newhall St	Potential Site	Yes	3
10	1401 Phelps St	Potential Site	Yes	2
10	1409 Hudson Ave	Potential Site	Yes	1
10	1410 QUESADA AVE	Vacant Basin	Yes	1
10	1415 Hawes St	Vacant Basin	Yes	1
10	1423 OAKDALE AVE	Vacant Basin	Yes	1
10	1427 Innes Ave	Vacant Basin	Yes	7
10	1435 Griffith St	Vacant Basin	Yes	1
10	1440 Newhall St	Potential Site	Yes	3
10	1442 Galvez Ave	Vacant Basin	Yes	1
10	1443 Phelps St	Potential Site	Yes	2
10	1444 Galvez Ave	Vacant Basin	Yes	4
10	1445 FAIRFAX AVE	Vacant Basin	Yes	1
10	1447 Keith St	Potential Site	Yes	2
10	1451 Newhall St	Potential Site	Yes	3
10	1463 VAN DYKE AVE	Vacant Basin	Yes	1
10	1470 HUDSON AVE	Vacant Basin	Yes	2
10	1470 Phelps St	Potential Site	Yes	1
10	1475 FAIRFAX AVE	Vacant Basin	Yes	1
10	1499 Mendell St	Vacant Basin	Yes	5
10	1500 Galvez Ave	Potential Site	Yes	2
10	1500 Galvez Ave	Vacant Basin	Yes	1
10	1500 LA SALLE AVE	Vacant Basin	Yes	1
10	1500 OAKDALE AVE	Vacant Basin	Yes	1
10	1501 Newhall St	Potential Site	Yes	3
10	1508 Jerrold Ave	Potential Site	Yes	1
10	1508 Oakdale Ave	Vacant Basin	Yes	1
10	1514 Oakdale Ave	Vacant Basin	Yes	1
10	1515 GALVEZ AVE	Vacant Basin	Yes	3
10	1516 Jerrold Ave	Potential Site	Yes	1
10	1524 Jerrold Ave	Potential Site	Yes	1
10	1525 Newhall St	Potential Site	Yes	1
10	1530 Hudson Ave	Potential Site	Yes	1
10	1533 Newhall St	Potential Site	Yes	1
10	1541 Hudson Ave	Potential Site	Yes	1
10	1541 Newhall St	Potential Site	Yes	1
10	1543 Innes Ave	Potential Site	Yes	1
10	1546 Hudson Ave	Potential Site	Yes	1
10	1546 Quint St	Potential Site	Yes	1
10	1547 Hudson Ave	Potential Site	Yes	1
10	1548 La Salle Ave	Potential Site	Yes	1
10	1555 GALVEZ AVE	Vacant Basin	Yes	1
10	1555 Innes Ave	Potential Site	Yes	1
10	1556 Hudson Ave	Potential Site	Yes	1
10	1560 Hudson Ave	Potential Site	Yes	1
10	1563 Jerrold Ave	Vacant Basin	Yes	1
10	1570 Innes Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1574 Jerrold Ave	Potential Site	Yes	1
10	1579 Hudson Ave	Potential Site	Yes	1
10	1580 Hudson Ave	Potential Site	Yes	1
10	1581 Innes Ave	Potential Site	Yes	2
10	1583 SHAFTER AVE	Vacant Basin	Yes	1
10	1590 Shafter Ave	Vacant Basin	Yes	2
10	1593 Hudson Ave	Vacant Basin	Yes	1
10	1598 Lane St	Vacant Basin	Yes	1
10	1599 Van Dyke Ave	Vacant Basin	Yes	3
10	16 Beatrice Ln	Potential Site	Yes	2
10	1600 La Salle Ave	Potential Site	Yes	2
10	1600 McKinnon Ave	Vacant Basin	Yes	1
10	1600 PALOU AVE	Vacant Basin	Yes	1
10	1601 Newhall St	Potential Site	Yes	1
10	1601 Newhall St	Vacant Basin	Yes	1
10	1601 Palou Ave	Potential Site	Yes	1
10	1605 Jerrold Ave	Potential Site	Yes	1
10	1610 Kirkwood Ave	Potential Site	Yes	1
10	1613 OAKDALE AVE	Vacant Basin	Yes	2
10	1615 QUESADA AVE	Vacant Basin	Yes	1
10	1616 La Salle Ave	Potential Site	Yes	1
10	1618 OAKDALE AVE	Vacant Basin	Yes	2
10	1618 QUESADA AVE	Vacant Basin	Yes	1
10	1619 Jerrold Ave	Potential Site	Yes	1
10	1620 Kirkwood Ave	Potential Site	Yes	1
10	1620 La Salle Ave	Potential Site	Yes	1
10	1625 INGALLS ST	Vacant Basin	Yes	1
10	1628 Kirkwood Ave	Potential Site	Yes	1
10	1628 Oakdale Ave	Vacant Basin	Yes	1
10	1628 Palou Ave	Potential Site	Yes	1
10	1629 Oakdale Ave	Potential Site	Yes	1
10	1631 Kirkwood Ave	Potential Site	Yes	1
10	1631 Palou Ave	Potential Site	Yes	1
10	1633 Oakdale Ave	Potential Site	Yes	1
10	1634 Kirkwood Ave	Potential Site	Yes	2
10	1634 Palou Ave	Potential Site	Yes	1
10	1635 Jerrold Ave	Potential Site	Yes	1
10	1635 McKinnon Ave	Potential Site	Yes	2
10	1639 Jerrold Ave	Potential Site	Yes	1
10	1640 McKinnon Ave	Potential Site	Yes	3
10	1641 La Salle Ave	Potential Site	Yes	1
10	1641 McKinnon Ave	Potential Site	Yes	1
10	1643 Kirkwood Ave	Potential Site	Yes	1
10	1644 Oakdale Ave	Potential Site	Yes	1
10	1645 McKinnon Ave	Potential Site	Yes	1
10	1646 Kirkwood Ave	Potential Site	Yes	1
10	1647 Kirkwood Ave	Potential Site	Yes	1



District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1649 McKinnon Ave	Potential Site	Yes	1
10	1649 NEWHALL ST	Vacant Basin	Yes	1
10	1650 La Salle Ave	Potential Site	Yes	3
10	1651 Kirkwood Ave	Potential Site	Yes	1
10	1651 McKinnon Ave	Potential Site	Yes	1
10	1651 Wallace Ave	Vacant Basin	Yes	6
10	1652 Palou Ave	Potential Site	Yes	1
10	1653 Oakdale Ave	Potential Site	Yes	1
10	1654 Kirkwood Ave	Potential Site	Yes	2
10	1656 Palou Ave	Potential Site	Yes	1
10	1659 Kirkwood Ave	Potential Site	Yes	1
10	1660 La Salle Ave	Vacant Basin	Yes	1
10	1661 Palou Ave	Potential Site	Yes	1
10	1663 Kirkwood Ave	Potential Site	Yes	1
10	1666 Kirkwood Ave	Potential Site	Yes	1
10	1667 Jerrold Ave	Potential Site	Yes	1
10	1670 Palou Ave	Potential Site	Yes	1
10	1675 Kirkwood Ave	Potential Site	Yes	1
10	1675 Palou Ave	Potential Site	Yes	1
10	1679 Kirkwood Ave	Potential Site	Yes	1
10	1680 Oakdale Ave	Potential Site	Yes	1
10	1683 Kirkwood Ave	Potential Site	Yes	1
10	1684 McKinnon Ave	Potential Site	Yes	1
10	1685 Oakdale Ave	Potential Site	Yes	1
10	1686 Kirkwood Ave	Potential Site	Yes	1
10	1687 Kirkwood Ave	Potential Site	Yes	1
10	1690 Kirkwood Ave	Potential Site	Yes	1
10	1690 Palou Ave	Potential Site	Yes	1
10	1698 La Salle Ave	Potential Site	Yes	4
10	1698 Yosemite Ave	Vacant Basin	Yes	3
10	1699 Kirkwood Ave	Potential Site	Yes	2
10	1699 Oakdale Ave	Potential Site	Yes	1
10	1700 Ingalls St	Vacant Basin	Yes	1
10	1700 QUESADA AVE	Vacant Basin	Yes	2
10	1700 Revere Ave	Potential Site	Yes	1
10	1700 Revere Ave	Vacant Basin	Yes	1
10	1701 Keith St	Vacant Basin	Yes	3
10	1701 McKinnon Ave	Potential Site	Yes	1
10	1702 La Salle Ave	Potential Site	Yes	1
10	1704 La Salle Ave	Potential Site	Yes	1
10	1707 La Salle Ave	Potential Site	Yes	1
10	1709 McKinnon Ave	Potential Site	Yes	1
10	1710 Newcomb Ave	Vacant Basin	Yes	1
10	1710 Oakdale Ave	Potential Site	Yes	1
10	1711 McKinnon Ave	Potential Site	Yes	1
10	1713 McKinnon Ave	Potential Site	Yes	1
10	1715 Oakdale Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1716 McKinnon Ave	Potential Site	Yes	2
10	1717 McKinnon Ave	Potential Site	Yes	1
10	1719 McKinnon Ave	Potential Site	Yes	1
10	1719 Revere Ave	Vacant Basin	Yes	1
10	1723 McKinnon Ave	Potential Site	Yes	1
10	1724 McKinnon Ave	Potential Site	Yes	1
10	1725 McKinnon Ave	Potential Site	Yes	1
10	1726 NEWCOMB AVE	Vacant Basin	Yes	1
10	1727 McKinnon Ave	Potential Site	Yes	1
10	1729 Oakdale Ave	Potential Site	Yes	1
10	1730 McKinnon Ave	Potential Site	Yes	1
10	1730 Oakdale Ave	Potential Site	Yes	2
10	1731 La Salle Ave	Vacant Basin	Yes	1
10	1731 Oakdale Ave	Potential Site	Yes	1
10	1732 La Salle Ave	Potential Site	Yes	1
10	1734 NEWCOMB AVE	Vacant Basin	Yes	1
10	1734 PALOU AVE	Vacant Basin	Yes	1
10	1735 McKinnon Ave	Potential Site	Yes	1
10	1737 Oakdale Ave	Potential Site	Yes	1
10	1742 La Salle Ave	Vacant Basin	Yes	1
10	1743 Revere Ave	Potential Site	Yes	1
10	1746 McKinnon Ave	Potential Site	Yes	1
10	1746 Revere Ave	Potential Site	Yes	1
10	1747 Newcomb Ave	Vacant Basin	Yes	1
10	1750 La Salle Ave	Potential Site	Yes	1
10	1750 McKinnon Ave	Potential Site	Yes	1
10	1751 La Salle Ave	Potential Site	Yes	1
10	1753 Revere Ave	Potential Site	Yes	1
10	1754 Revere Ave	Vacant Basin	Yes	1
10	1756 McKinnon Ave	Potential Site	Yes	1
10	1756 NEWCOMB AVE	Vacant Basin	Yes	1
10	1760 Revere Ave	Potential Site	Yes	1
10	1762 Oakdale Ave	Potential Site	Yes	1
10	1766 McKinnon Ave	Potential Site	Yes	1
10	1770 Oakdale Ave	Potential Site	Yes	1
10	1771 La Salle Ave	Potential Site	Yes	1
10	1772 La Salle Ave	Potential Site	Yes	1
10	1773 McKinnon Ave	Potential Site	Yes	1
10	1774 McKinnon Ave	Potential Site	Yes	1
10	1774 Revere Ave	Potential Site	Yes	1
10	1775 McKinnon Ave	Potential Site	Yes	1
10	1775 Newcomb Ave	Vacant Basin	Yes	1
10	1777 REVERE AVE	Vacant Basin	Yes	1
10	1779 McKinnon Ave	Potential Site	Yes	2
10	1780 Oakdale Ave	Potential Site	Yes	2
10	1782 La Salle Ave	Potential Site	Yes	1
10	1782 REVERE AVE	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1783 Newcomb Ave	Vacant Basin	Yes	1
10	1788 Revere Ave	Vacant Basin	Yes	1
10	1790 La Salle Ave	Potential Site	Yes	1
10	1790 Oakdale Ave	Potential Site	Yes	1
10	1791 La Salle Ave	Potential Site	Yes	1
10	1791 Revere Ave	Vacant Basin	Yes	1
10	1795 Oakdale Ave	Potential Site	Yes	1
10	1799 McKinnon Ave	Potential Site	Yes	1
10	18 Ceres St	Vacant Basin	Yes	1
10	1801 Ingalls St	Vacant Basin	Yes	2
10	1801 Newhall St	Potential Site	Yes	1
10	1820 PALOU AVE	Vacant Basin	Yes	2
10	1845 OAKDALE AVE	Vacant Basin	Yes	1
10	1863 OAKDALE AVE	Vacant Basin	Yes	1
10	1898 Ingalls St	Vacant Basin	Yes	1
10	1898 Lane St	Vacant Basin	Yes	2
10	1920 Ingalls St	Vacant Basin	Yes	3
10	1925 Ingalls St	Vacant Basin	Yes	1
10	2 Garlington Ct	Vacant Basin	Yes	1
10	2 Lucy St	Vacant Basin	Yes	1
10	2 Progress St	Vacant Basin	Yes	1
10	20 Commer Ct	Potential Site	Yes	1
10	200 Cashmere St	Vacant Basin	Yes	1
10	200 Harbor Rd	Potential Site	Yes	1
10	200 Harbor Rd	Vacant Basin	Yes	3
10	200 Jerrold Ave	Vacant Basin	Yes	2
10	200 MIDDLE POINT RD	Vacant Basin	Yes	5
10	2000 Jennings St	Vacant Basin	Yes	1
10	2001 Lane St	Vacant Basin	Yes	1
10	201 CASHMERE ST	Vacant Basin	Yes	1
10	201 Harbor Rd	Potential Site	Yes	1
10	21 Commer Ct	Vacant Basin	Yes	1
10	215 Middle Point Rd	Potential Site	Yes	1
10	218 Cashmere St	Potential Site	Yes	1
10	2220 INGALLS ST	Vacant Basin	Yes	1
10	25 Bay View St	Vacant Basin	Yes	2
10	251 Middle Point Rd	Potential Site	Yes	1
10	251 Middle Point Rd	Vacant Basin	Yes	1
10	254 Hahn St	Potential Site	Yes	2
10	266 Hahn St	Potential Site	Yes	1
10	27 COMMER CT	Vacant Basin	Yes	1
10	27 LATONA ST	Vacant Basin	Yes	1
10	27 Reddy St	Vacant Basin	Yes	1
10	274 Hahn St	Potential Site	Yes	1
10	299 Cashmere St	Potential Site	Yes	1
10	299 Cashmere St	Vacant Basin	Yes	9
10	300 Catalina St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	301 Cashmere St	Vacant Basin	Yes	9
10	301 Friedell St	Vacant Basin	Yes	5
10	31 Thornton Ave	Vacant Basin	Yes	1
10	35 HUDSON AVE	Vacant Basin	Yes	1
10	351 Leland Ave	Potential Site	Yes	1
10	369 Leland Ave	Potential Site	Yes	1
10	4 Jakey Ct	Vacant Basin	Yes	1
10	40 Bay View St	Vacant Basin	Yes	1
10	400 Leland Ave	Potential Site	Yes	1
10	401 Galvez Ave	Potential Site	Yes	1
10	401 Galvez Ave	Vacant Basin	Yes	7
10	404 Hawes St	Vacant Basin	Yes	1
10	41 GARLINGTON CT	Vacant Basin	Yes	1
10	4101 03rd St	Vacant Basin	Yes	1
10	4300 03rd St	Vacant Basin	Yes	2
10	4301 03RD ST	Vacant Basin	Yes	1
10	4500 03rd St	Vacant Basin	Yes	11
10	4517 03RD ST	Vacant Basin	Yes	1
10	46 Latona St	Vacant Basin	Yes	1
10	4600 03rd St	Vacant Basin	Yes	4
10	4636 03RD ST	Vacant Basin	Yes	1
10	4700 03rd St	Vacant Basin	Yes	3
10	4702 03rd St	Vacant Basin	Yes	1
10	4704 03RD ST	Vacant Basin	Yes	1
10	4706 03rd St	Vacant Basin	Yes	1
10	4800 03RD ST	Potential Site	Yes	1
10	4900 03rd St	Vacant Basin	Yes	2
10	5 Cashmere St	Vacant Basin	Yes	1
10	50 Dedman Ct	Vacant Basin	Yes	1
10	50 Matthew Ct	Vacant Basin	Yes	1
10	50 POMONA ST	Vacant Basin	Yes	2
10	50 Whitney Young Cir	Potential Site	Yes	1
10	5000 03rd St	Vacant Basin	Yes	5
10	501 Newhall St	Potential Site	Yes	1
10	5024 03rd St	Potential Site	Yes	1
10	5048 03RD ST	Vacant Basin	Yes	1
10	5100 03rd St	Vacant Basin	Yes	2
10	5176 03RD ST	Vacant Basin	Yes	1
10	52 Ceres St	Potential Site	Yes	1
10	5210 03RD ST	Vacant Basin	Yes	1
10	5290 03rd St	Potential Site	Yes	2
10	58 WILLIAMS AVE	Vacant Basin	Yes	1
10	590 Keith St	Potential Site	Yes	1
10	595 NEWHALL ST	Vacant Basin	Yes	1
10	599 Keith St	Vacant Basin	Yes	2
10	60 REUEL CT	Vacant Basin	Yes	1
10	600 Donahue St	Vacant Basin	Yes	7

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	601 Innes Ave	Vacant Basin	Yes	3
10	603 Keith St	Potential Site	Yes	1
10	604 Keith St	Potential Site	Yes	3
10	604 Keith St	Vacant Basin	Yes	1
10	621 Mendell St	Potential Site	Yes	1
10	639 Keith St	Potential Site	Yes	1
10	64 FLORA ST	Vacant Basin	Yes	1
10	65 HUDSON AVE	Vacant Basin	Yes	11
10	65 Whitney Young Cir	Vacant Basin	Yes	1
10	655 Keith St	Potential Site	Yes	1
10	7 CARPENTER CT	Vacant Basin	Yes	1
10	702 Newhall St	Potential Site	Yes	1
10	715 Mansell St	Vacant Basin	Yes	1
10	715 Newhall St	Potential Site	Yes	1
10	72 BERTHA LN	Vacant Basin	Yes	1
10	745 Newhall St	Potential Site	Yes	1
10	75 Beatrice Ln	Potential Site	Yes	1
10	78 Whitney Young Cir	Vacant Basin	Yes	1
10	795 Mansell St	Vacant Basin	Yes	1
10	8 Carpenter Ct	Vacant Basin	Yes	1
10	8 Navy Rd	Vacant Basin	Yes	1
10	80 WHITNEY YOUNG CIR	Vacant Basin	Yes	1
10	82 Whitney Young Cir	Vacant Basin	Yes	1
10	820 INNES AVE	Vacant Basin	Yes	1
10	860 INNES AVE	Vacant Basin	Yes	1
10	870 INNES AVE	Vacant Basin	Yes	1
10	880 INNES AVE	Vacant Basin	Yes	1
10	90 Kiska Rd	Vacant Basin	Yes	3
10	901 Phelps St	Potential Site	Yes	1
10	901 Phelps St	Vacant Basin	Yes	1
10	911 INNES AVE	Vacant Basin	Yes	2
10	950 Newhall St	Potential Site	Yes	3
10	951 INNES AVE	Vacant Basin	Yes	1
10	951 Phelps St	Potential Site	Yes	1
10	96 HUDSON AVE	Vacant Basin	Yes	1
10	998 Mendell St	Vacant Basin	Yes	1
11	1 Farallones St	Potential Site	Yes	1
11	1 Prague St	Vacant Basin	Yes	1
11	10 Brighton Ave	Potential Site	Yes	1
11	10 Farallones St	Potential Site	Yes	1
11	10 Granada Ave	Vacant Basin	Yes	1
11	10 Montana St	Vacant Basin	Yes	2
11	10 Thrift St	Potential Site	Yes	1
11	1000 Junipero Serra Blvd	Vacant Basin	Yes	8
11	101 Dublin St	Vacant Basin	Yes	3
11	101 Farallones St	Potential Site	Yes	1
11	1025 Junipero Serra Blvd	Vacant Basin	Yes	2

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	104 Farallones St	Potential Site	Yes	2
11	105 Sadowa St	Potential Site	Yes	2
11	106 Farallones St	Potential Site	Yes	1
11	106 Sadowa St	Potential Site	Yes	1
11	109 Caine Ave	Vacant Basin	Yes	2
11	109 Plymouth Ave	Potential Site	Yes	1
11	11 Farallones St	Potential Site	Yes	1
11	110 Farallones St	Potential Site	Yes	1
11	110 San Juan Ave	Potential Site	Yes	1
11	111 Farallones St	Potential Site	Yes	1
11	112 Farallones St	Potential Site	Yes	1
11	112 Montana St	Potential Site	Yes	1
11	112 Sagamore St	Potential Site	Yes	1
11	112 Thrift St	Vacant Basin	Yes	1
11	114 Montana St	Potential Site	Yes	1
11	115 Farallones St	Potential Site	Yes	1
11	115 Grafton Ave	Vacant Basin	Yes	1
11	115 San Juan Ave	Potential Site	Yes	1
11	115 Santa Rosa Ave	Potential Site	Yes	1
11	1165 HOLLOWAY AVE	Vacant Basin	Yes	1
11	117 Farallones St	Potential Site	Yes	1
11	118 Montana St	Potential Site	Yes	1
11	118 Sagamore St	Potential Site	Yes	1
11	119 Plymouth Ave	Potential Site	Yes	1
11	12 Harrington St	Potential Site	Yes	1
11	12 Lobos St	Vacant Basin	Yes	1
11	12 Minerva St	Vacant Basin	Yes	1
11	120 Capitol Ave	Potential Site	Yes	1
11	120 Farallones St	Potential Site	Yes	1
11	120 Montana St	Potential Site	Yes	1
11	120 Orizaba Ave	Vacant Basin	Yes	1
11	120 Sadowa St	Potential Site	Yes	1
11	120 San Juan Ave	Potential Site	Yes	1
11	1201 Junipero Serra Blvd	Vacant Basin	Yes	2
11	121 Farallones St	Potential Site	Yes	1
11	122 Farallones St	Potential Site	Yes	1
11	122 Thrift St	Potential Site	Yes	1
11	123 Farallones St	Potential Site	Yes	1
11	123 Sadowa St	Potential Site	Yes	1
11	124 Capitol Ave	Potential Site	Yes	1
11	125 Ashton Ave	Vacant Basin	Yes	1
11	125 Capitol Ave	Potential Site	Yes	3
11	125 Farallones St	Potential Site	Yes	1
11	126 Montana St	Potential Site	Yes	1
11	126 Orizaba Ave	Potential Site	Yes	1
11	126 Sagamore St	Potential Site	Yes	1
11	127 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	127 Farallones St	Potential Site	Yes	1
11	127 Sadowa St	Potential Site	Yes	1
11	128 Farallones St	Potential Site	Yes	1
11	129 Ashton Ave	Vacant Basin	Yes	1
11	13 Thrift St	Vacant Basin	Yes	1
11	131 Farallones St	Potential Site	Yes	1
11	131 Sadowa St	Potential Site	Yes	1
11	132 Farallones St	Potential Site	Yes	1
11	132 Orizaba Ave	Vacant Basin	Yes	1
11	132 Sadowa St	Potential Site	Yes	1
11	132 Sagamore St	Potential Site	Yes	1
11	132 Thrift St	Vacant Basin	Yes	1
11	133 Sadowa St	Potential Site	Yes	1
11	133 Santa Rosa Ave	Potential Site	Yes	1
11	134 Capitol Ave	Potential Site	Yes	1
11	134 Farallones St	Potential Site	Yes	1
11	1345 Holloway Ave	Vacant Basin	Yes	2
11	135 Farallones St	Potential Site	Yes	1
11	1355 Holloway Ave	Vacant Basin	Yes	1
11	136 Sagamore St	Potential Site	Yes	1
11	137 Ashton Ave	Potential Site	Yes	1
11	137 Ashton Ave	Vacant Basin	Yes	1
11	137 Farallones St	Potential Site	Yes	1
11	137 Lobos St	Vacant Basin	Yes	1
11	137 Santa Rosa Ave	Potential Site	Yes	1
11	137 Thrift St	Potential Site	Yes	1
11	1375 Holloway Ave	Vacant Basin	Yes	1
11	138 Farallones St	Potential Site	Yes	1
11	139 Farallones St	Potential Site	Yes	1
11	139 Lobos St	Vacant Basin	Yes	1
11	14 Farallones St	Potential Site	Yes	1
11	140 Sadowa St	Potential Site	Yes	1
11	141 Ashton Ave	Potential Site	Yes	1
11	141 Capitol Ave	Potential Site	Yes	1
11	141 Sadowa St	Potential Site	Yes	1
11	143 Capitol Ave	Potential Site	Yes	3
11	143 Farallones St	Potential Site	Yes	1
11	144 Orizaba Ave	Vacant Basin	Yes	1
11	144 Sadowa St	Potential Site	Yes	1
11	144 Thrift St	Vacant Basin	Yes	1
11	145 Thrift St	Potential Site	Yes	1
11	148 Farallones St	Potential Site	Yes	1
11	148 Sagamore St	Potential Site	Yes	1
11	149 Lobos St	Vacant Basin	Yes	1
11	15 Capitol Ave	Potential Site	Yes	3
11	15 Farallones St	Potential Site	Yes	1
11	15 Faxon Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	15 Granada Ave	Potential Site	Yes	1
11	15 Santa Rosa Ave	Potential Site	Yes	1
11	150 Farallones St	Potential Site	Yes	1
11	150 Lobos St	Potential Site	Yes	9
11	150 Sadowa St	Potential Site	Yes	1
11	151 Sadowa St	Potential Site	Yes	1
11	152 Farallones St	Potential Site	Yes	1
11	152 Montana St	Potential Site	Yes	1
11	152 Sagamore St	Potential Site	Yes	1
11	154 Montana St	Potential Site	Yes	1
11	154 Thrift St	Vacant Basin	Yes	1
11	155 Farallones St	Potential Site	Yes	1
11	156 Sadowa St	Potential Site	Yes	1
11	156 Sagamore St	Potential Site	Yes	1
11	158 Farallones St	Potential Site	Yes	1
11	158 Thrift St	Potential Site	Yes	1
11	1598 Wayland St	Potential Site	Yes	2
11	16 Capitol Ave	Potential Site	Yes	1
11	16 Lobos St	Vacant Basin	Yes	1
11	160 Sagamore St	Potential Site	Yes	1
11	1604 Alemany Blvd	Vacant Basin	Yes	3
11	161 Farallones St	Potential Site	Yes	1
11	161 Sadowa St	Potential Site	Yes	1
11	161 Sagamore St	Potential Site	Yes	1
11	1614 Alemany Blvd	Potential Site	Yes	1
11	1616 Bacon St	Potential Site	Yes	1
11	1617 Alemany Blvd	Potential Site	Yes	1
11	164 Farallones St	Potential Site	Yes	1
11	164 Sadowa St	Potential Site	Yes	1
11	1642 Alemany Blvd	Potential Site	Yes	1
11	165 Farallones St	Potential Site	Yes	1
11	165 Sadowa St	Potential Site	Yes	1
11	165 Sagamore St	Potential Site	Yes	1
11	166 Montana St	Potential Site	Yes	1
11	1682 Alemany Blvd	Potential Site	Yes	1
11	17 San Juan Ave	Potential Site	Yes	1
11	170 Montana St	Potential Site	Yes	1
11	1700 ALEMANY BLVD	Vacant Basin	Yes	4
11	171 Sadowa St	Potential Site	Yes	1
11	171 Sagamore St	Potential Site	Yes	1
11	1718 Alemany Blvd	Vacant Basin	Yes	2
11	172 Farallones St	Potential Site	Yes	1
11	172 Sadowa St	Potential Site	Yes	1
11	174 Farallones St	Potential Site	Yes	1
11	1744 Alemany Blvd	Potential Site	Yes	1
11	175 Sadowa St	Potential Site	Yes	1
11	176 Sadowa St	Potential Site	Yes	1



District	Address	Planting Site Type	In EPC?	Tree Site Count
11	1777 Alemany Blvd	Vacant Basin	Yes	1
11	178 Montana St	Potential Site	Yes	2
11	18 Farallones St	Potential Site	Yes	1
11	180 Sadowa St	Potential Site	Yes	1
11	181 Howth St	Vacant Basin	Yes	1
11	182 Farallones St	Potential Site	Yes	1
11	185 Thrift St	Potential Site	Yes	1
11	186 Montana St	Potential Site	Yes	1
11	188 Montana St	Potential Site	Yes	1
11	188 Sadowa St	Potential Site	Yes	2
11	19 Brighton Ave	Potential Site	Yes	1
11	19 Farallones St	Potential Site	Yes	1
11	19 Harrington St	Potential Site	Yes	1
11	19 Lee Ave	Potential Site	Yes	1
11	190 Sagamore St	Potential Site	Yes	2
11	190 Thrift St	Potential Site	Yes	1
11	191 Broad St	Potential Site	Yes	1
11	191 Sadowa St	Potential Site	Yes	1
11	193 Caine Ave	Potential Site	Yes	1
11	194 Thrift St	Potential Site	Yes	1
11	195 Sadowa St	Potential Site	Yes	1
11	198 Thrift St	Potential Site	Yes	1
11	199 Montana St	Potential Site	Yes	9
11	199 Ridge Ln	Vacant Basin	Yes	3
11	199 Sadowa St	Potential Site	Yes	1
11	2 Faxon Ave	Potential Site	Yes	4
11	2 Miramar Ave	Vacant Basin	Yes	1
11	2 Sadowa St	Potential Site	Yes	1
11	20 Lobos St	Vacant Basin	Yes	2
11	20 Norton St	Potential Site	Yes	1
11	20 Plymouth Ave	Vacant Basin	Yes	1
11	20 Sadowa St	Potential Site	Yes	1
11	200 Capitol Ave	Vacant Basin	Yes	1
11	200 Lobos St	Potential Site	Yes	2
11	200 Montana St	Potential Site	Yes	1
11	200 Plymouth Ave	Potential Site	Yes	1
11	200 Sargent St	Vacant Basin	Yes	1
11	200 Thrift St	Vacant Basin	Yes	3
11	203 Plymouth Ave	Vacant Basin	Yes	1
11	203 Sadowa St	Potential Site	Yes	1
11	205 Sagamore St	Potential Site	Yes	1
11	206 Minerva St	Potential Site	Yes	1
11	206 Plymouth Ave	Potential Site	Yes	1
11	206 Sadowa St	Potential Site	Yes	1
11	207 Capitol Ave	Potential Site	Yes	1
11	207 Minerva St	Potential Site	Yes	1
11	208 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	208 Minerva St	Vacant Basin	Yes	1
11	208 Thrift St	Vacant Basin	Yes	1
11	209 Minerva St	Vacant Basin	Yes	1
11	209 Montana St	Potential Site	Yes	1
11	209 Plymouth Ave	Potential Site	Yes	1
11	209 Sadowa St	Potential Site	Yes	1
11	209 Sagamore St	Potential Site	Yes	1
11	21 Farallones St	Potential Site	Yes	1
11	21 Faxon Ave	Potential Site	Yes	1
11	21 Granada Ave	Potential Site	Yes	1
11	210 Lobos St	Potential Site	Yes	1
11	210 Plymouth Ave	Potential Site	Yes	1
11	210 Thrift St	Potential Site	Yes	1
11	211 Sadowa St	Potential Site	Yes	1
11	211 Sagamore St	Potential Site	Yes	1
11	212 Montana St	Potential Site	Yes	1
11	212 Orizaba Ave	Potential Site	Yes	1
11	212 SHIELDS ST	Potential Site	Yes	1
11	212 Thrift St	Potential Site	Yes	1
11	214 Bright St	Vacant Basin	Yes	1
11	214 Capitol Ave	Potential Site	Yes	1
11	214 Minerva St	Potential Site	Yes	1
11	214 Montana St	Potential Site	Yes	1
11	215 Capitol Ave	Potential Site	Yes	1
11	215 Sadowa St	Potential Site	Yes	1
11	216 Lobos St	Potential Site	Yes	1
11	216 Montana St	Potential Site	Yes	2
11	216 Sadowa St	Potential Site	Yes	1
11	217 Farallones St	Potential Site	Yes	1
11	217 Minerva St	Potential Site	Yes	1
11	217 Plymouth Ave	Potential Site	Yes	1
11	217 Sadowa St	Potential Site	Yes	1
11	217 Sagamore St	Potential Site	Yes	1
11	218 Plymouth Ave	Potential Site	Yes	1
11	219 Sadowa St	Potential Site	Yes	1
11	219 Thrift St	Potential Site	Yes	2
11	22 Brighton Ave	Potential Site	Yes	1
11	22 Farallones St	Potential Site	Yes	1
11	22 Lobos St	Vacant Basin	Yes	1
11	22 Montana St	Vacant Basin	Yes	2
11	220 Minerva St	Potential Site	Yes	1
11	220 Orizaba Ave	Potential Site	Yes	1
11	220 Sagamore St	Potential Site	Yes	1
11	221 Montana St	Potential Site	Yes	1
11	221 Thrift St	Potential Site	Yes	1
11	222 Montana St	Potential Site	Yes	1
11	222 Thrift St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	223 Farallones St	Potential Site	Yes	1
11	223 Thrift St	Vacant Basin	Yes	1
11	224 Farallones St	Potential Site	Yes	1
11	224 Montana St	Potential Site	Yes	1
11	224 Orizaba Ave	Potential Site	Yes	1
11	225 Montana St	Potential Site	Yes	1
11	225 Sadowa St	Potential Site	Yes	1
11	226 Capitol Ave	Potential Site	Yes	1
11	226 Lobos St	Potential Site	Yes	1
11	227 Montana St	Potential Site	Yes	1
11	227 Sadowa St	Potential Site	Yes	2
11	228 Lobos St	Potential Site	Yes	1
11	228 Minerva St	Vacant Basin	Yes	1
11	228 Thrift St	Vacant Basin	Yes	1
11	23 Miramar Ave	Potential Site	Yes	1
11	230 Lobos St	Potential Site	Yes	1
11	230 Montana St	Potential Site	Yes	1
11	230 Orizaba Ave	Potential Site	Yes	1
11	231 Minerva St	Potential Site	Yes	1
11	231 Montana St	Potential Site	Yes	1
11	231 Thrift St	Potential Site	Yes	1
11	232 Minerva St	Potential Site	Yes	1
11	232 Sadowa St	Potential Site	Yes	1
11	233 Minerva St	Potential Site	Yes	1
11	234 Lobos St	Potential Site	Yes	1
11	234 MINERVA ST	Vacant Basin	Yes	1
11	234 Montana St	Potential Site	Yes	1
11	234 Thrift St	Vacant Basin	Yes	1
11	235 Bright St	Vacant Basin	Yes	1
11	235 Farallones St	Potential Site	Yes	1
11	235 Montana St	Potential Site	Yes	1
11	236 Farallones St	Potential Site	Yes	2
11	236 Sadowa St	Potential Site	Yes	1
11	237 Thrift St	Potential Site	Yes	1
11	238 Sadowa St	Potential Site	Yes	1
11	238 Thrift St	Potential Site	Yes	1
11	239 Montana St	Potential Site	Yes	1
11	239 Sagamore St	Potential Site	Yes	1
11	239 Thrift St	Potential Site	Yes	1
11	24 Farallones St	Potential Site	Yes	1
11	24 Lobos St	Vacant Basin	Yes	2
11	24 Montana St	Potential Site	Yes	1
11	240 Farallones St	Potential Site	Yes	1
11	240 Lobos St	Potential Site	Yes	2
11	240 Montana St	Potential Site	Yes	1
11	240 Orizaba Ave	Potential Site	Yes	1
11	240 Thrift St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	241 Montana St	Potential Site	Yes	1
11	241 Thrift St	Potential Site	Yes	1
11	243 Farallones St	Vacant Basin	Yes	1
11	244 Farallones St	Vacant Basin	Yes	1
11	244 Sadowa St	Potential Site	Yes	1
11	245 Lobos St	Potential Site	Yes	2
11	246 Minerva St	Potential Site	Yes	1
11	246 Montana St	Potential Site	Yes	1
11	246 Thrift St	Vacant Basin	Yes	1
11	247 Farallones St	Potential Site	Yes	1
11	247 Minerva St	Vacant Basin	Yes	1
11	247 Montana St	Potential Site	Yes	1
11	247 Plymouth Ave	Potential Site	Yes	2
11	248 Farallones St	Potential Site	Yes	1
11	249 Minerva St	Vacant Basin	Yes	1
11	249 Sadowa St	Vacant Basin	Yes	1
11	25 Farallones St	Potential Site	Yes	1
11	250 Farallones St	Vacant Basin	Yes	1
11	250 Minerva St	Potential Site	Yes	1
11	250 Montana St	Vacant Basin	Yes	1
11	250 Thrift St	Potential Site	Yes	1
11	251 Minerva St	Vacant Basin	Yes	1
11	254 Thrift St	Vacant Basin	Yes	1
11	255 Lobos St	Potential Site	Yes	1
11	255 Minerva St	Vacant Basin	Yes	1
11	255 Montana St	Potential Site	Yes	1
11	256 Sadowa St	Potential Site	Yes	1
11	257 Minerva St	Vacant Basin	Yes	1
11	257 Montana St	Potential Site	Yes	1
11	258 Sadowa St	Potential Site	Yes	1
11	259 Farallones St	Potential Site	Yes	1
11	259 Montana St	Potential Site	Yes	1
11	26 Farallones St	Vacant Basin	Yes	1
11	26 Faxon Ave	Potential Site	Yes	1
11	26 Sadowa St	Potential Site	Yes	1
11	260 Montana St	Vacant Basin	Yes	1
11	260 Sagamore St	Potential Site	Yes	6
11	260 Thrift St	Vacant Basin	Yes	1
11	2608 San Jose Ave	Vacant Basin	Yes	1
11	261 Farallones St	Potential Site	Yes	1
11	261 Minerva St	Vacant Basin	Yes	1
11	261 Montana St	Potential Site	Yes	1
11	261 Sadowa St	Potential Site	Yes	1
11	262 Minerva St	Vacant Basin	Yes	1
11	2624 San Jose Ave	Potential Site	Yes	1
11	263 Lobos St	Vacant Basin	Yes	1
11	264 Lobos St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	264 Montana St	Vacant Basin	Yes	1
11	264 Sadowa St	Potential Site	Yes	1
11	264 Thrift St	Vacant Basin	Yes	1
11	265 Farallones St	Potential Site	Yes	1
11	265 Lobos St	Vacant Basin	Yes	1
11	265 Sadowa St	Potential Site	Yes	1
11	265 Thrift St	Potential Site	Yes	1
11	266 Farallones St	Potential Site	Yes	2
11	266 Lobos St	Potential Site	Yes	1
11	266 Montana St	Potential Site	Yes	1
11	266 Thrift St	Vacant Basin	Yes	1
11	267 Farallones St	Potential Site	Yes	1
11	269 Farallones St	Potential Site	Yes	1
11	269 Lobos St	Vacant Basin	Yes	1
11	269 Montana St	Potential Site	Yes	1
11	269 Thrift St	Potential Site	Yes	1
11	2699 San Jose Ave	Vacant Basin	Yes	2
11	27 Brighton Ave	Potential Site	Yes	1
11	27 Granada Ave	Vacant Basin	Yes	1
11	27 Howth St	Potential Site	Yes	1
11	270 Farallones St	Potential Site	Yes	1
11	270 Minerva St	Potential Site	Yes	1
11	270 Montana St	Vacant Basin	Yes	1
11	270 Sadowa St	Potential Site	Yes	1
11	271 Farallones St	Potential Site	Yes	1
11	271 Lobos St	Potential Site	Yes	1
11	271 Montana St	Potential Site	Yes	1
11	272 Farallones St	Potential Site	Yes	1
11	272 Minerva St	Potential Site	Yes	1
11	272 Sadowa St	Vacant Basin	Yes	1
11	272 Thrift St	Vacant Basin	Yes	1
11	273 Lobos St	Potential Site	Yes	1
11	273 Sadowa St	Potential Site	Yes	1
11	273 Sagamore St	Potential Site	Yes	1
11	274 Farallones St	Potential Site	Yes	1
11	274 Minerva St	Potential Site	Yes	1
11	274 Montana St	Potential Site	Yes	1
11	274 Sagamore St	Potential Site	Yes	1
11	274 Tara St	Vacant Basin	Yes	1
11	274 Thrift St	Vacant Basin	Yes	1
11	275 Lobos St	Potential Site	Yes	1
11	275 Minerva St	Vacant Basin	Yes	1
11	275 Montana St	Potential Site	Yes	1
11	277 Sadowa St	Potential Site	Yes	1
11	278 Farallones St	Potential Site	Yes	1
11	278 Lobos St	Potential Site	Yes	1
11	278 Minerva St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	278 Montana St	Potential Site	Yes	1
11	278 Thrift St	Vacant Basin	Yes	1
11	279 Lobos St	Potential Site	Yes	1
11	279 Minerva St	Potential Site	Yes	1
11	279 Montana St	Potential Site	Yes	1
11	279 Sadowa St	Potential Site	Yes	1
11	2799 San Jose Ave	Vacant Basin	Yes	5
11	28 Lobos St	Vacant Basin	Yes	2
11	28 Montana St	Vacant Basin	Yes	1
11	280 Lobos St	Potential Site	Yes	1
11	281 Montana St	Potential Site	Yes	1
11	281 Ralston St	Potential Site	Yes	4
11	282 Capitol Ave	Potential Site	Yes	1
11	282 Minerva St	Potential Site	Yes	1
11	282 Montana St	Potential Site	Yes	1
11	282 Sagamore St	Potential Site	Yes	1
11	283 Minerva St	Vacant Basin	Yes	1
11	283 Sadowa St	Potential Site	Yes	1
11	283 Tara St	Vacant Basin	Yes	1
11	284 Thrift St	Vacant Basin	Yes	1
11	285 Montana St	Potential Site	Yes	1
11	286 Farallones St	Potential Site	Yes	1
11	286 Sadowa St	Potential Site	Yes	1
11	286 Sagamore St	Potential Site	Yes	1
11	286 Thrift St	Potential Site	Yes	1
11	289 Farallones St	Potential Site	Yes	1
11	29 San Juan Ave	Potential Site	Yes	1
11	290 Thrift St	Potential Site	Yes	1
11	292 Minerva St	Vacant Basin	Yes	4
11	293 Sagamore St	Potential Site	Yes	1
11	294 Lobos St	Potential Site	Yes	1
11	294 Sadowa St	Potential Site	Yes	1
11	295 Farallones St	Potential Site	Yes	2
11	2950 San Jose Ave	Vacant Basin	Yes	1
11	296 Lobos St	Potential Site	Yes	1
11	296 Montana St	Vacant Basin	Yes	3
11	298 Thrift St	Vacant Basin	Yes	2
11	30 Brighton Ave	Potential Site	Yes	1
11	30 Farallones St	Potential Site	Yes	1
11	30 Lobos St	Vacant Basin	Yes	2
11	300 Howth St	Vacant Basin	Yes	2
11	300 Orizaba Ave	Potential Site	Yes	1
11	304 Orizaba Ave	Potential Site	Yes	2
11	304 Orizaba Ave	Vacant Basin	Yes	1
11	305 Orizaba Ave	Potential Site	Yes	1
11	31 Granada Ave	Vacant Basin	Yes	1
11	31 Norton St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	310 Orizaba Ave	Potential Site	Yes	1
11	312 Tara St	Vacant Basin	Yes	1
11	316 Orizaba Ave	Potential Site	Yes	1
11	319 Orizaba Ave	Potential Site	Yes	1
11	32 Farallones St	Potential Site	Yes	1
11	32 Lobos St	Vacant Basin	Yes	1
11	32 Montana St	Vacant Basin	Yes	1
11	322 Tara St	Vacant Basin	Yes	1
11	325 Capitol Ave	Potential Site	Yes	1
11	327 Capitol Ave	Potential Site	Yes	3
11	327 Orizaba Ave	Potential Site	Yes	1
11	33 Lobos St	Potential Site	Yes	1
11	33 Norton St	Potential Site	Yes	2
11	33 THRIFT ST	Vacant Basin	Yes	1
11	331 Capitol Ave	Vacant Basin	Yes	2
11	331 Orizaba Ave	Vacant Basin	Yes	1
11	334 Orizaba Ave	Potential Site	Yes	1
11	337 Capitol Ave	Potential Site	Yes	1
11	339 Plymouth Ave	Potential Site	Yes	1
11	34 Farallones St	Potential Site	Yes	1
11	343 Orizaba Ave	Vacant Basin	Yes	1
11	347 Orizaba Ave	Potential Site	Yes	1
11	35 Lobos St	Potential Site	Yes	1
11	350 Orizaba Ave	Potential Site	Yes	1
11	351 Orizaba Ave	Vacant Basin	Yes	1
11	354 Orizaba Ave	Potential Site	Yes	1
11	359 Orizaba Ave	Vacant Basin	Yes	1
11	36 Farallones St	Vacant Basin	Yes	1
11	36 Lobos St	Vacant Basin	Yes	1
11	36 Montana St	Vacant Basin	Yes	1
11	361 Grafton Ave	Potential Site	Yes	1
11	363 Orizaba Ave	Potential Site	Yes	1
11	366 Capitol Ave	Potential Site	Yes	2
11	367 Orizaba Ave	Vacant Basin	Yes	1
11	37 Farallones St	Potential Site	Yes	1
11	371 Orizaba Ave	Potential Site	Yes	1
11	372 Capitol Ave	Potential Site	Yes	1
11	374 Capitol Ave	Potential Site	Yes	1
11	375 Orizaba Ave	Vacant Basin	Yes	1
11	377 Capitol Ave	Vacant Basin	Yes	1
11	378 Capitol Ave	Potential Site	Yes	1
11	38 Brighton Ave	Potential Site	Yes	1
11	38 Faxon Ave	Potential Site	Yes	1
11	38 Lobos St	Vacant Basin	Yes	1
11	389 Orizaba Ave	Vacant Basin	Yes	1
11	39 Lee Ave	Potential Site	Yes	1
11	39 Santa Rosa Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	4 Farallones St	Potential Site	Yes	1
11	4 Lobos St	Vacant Basin	Yes	1
11	4 Minerva St	Vacant Basin	Yes	1
11	40 Farallones St	Potential Site	Yes	1
11	40 Faxon Ave	Potential Site	Yes	1
11	40 Harrington St	Potential Site	Yes	1
11	40 Lobos St	Vacant Basin	Yes	1
11	40 Montana St	Vacant Basin	Yes	1
11	404 Plymouth Ave	Potential Site	Yes	1
11	406 Orizaba Ave	Potential Site	Yes	1
11	41 Lobos St	Potential Site	Yes	1
11	410 Orizaba Ave	Vacant Basin	Yes	1
11	413 Arch St	Vacant Basin	Yes	1
11	414 Capitol Ave	Potential Site	Yes	1
11	418 Orizaba Ave	Vacant Basin	Yes	1
11	419 Orizaba Ave	Potential Site	Yes	1
11	42 Brighton Ave	Potential Site	Yes	1
11	42 Farallones St	Potential Site	Yes	1
11	420 Shields St	Potential Site	Yes	1
11	422 Orizaba Ave	Potential Site	Yes	1
11	422 Orizaba Ave	Vacant Basin	Yes	1
11	423 Orizaba Ave	Vacant Basin	Yes	1
11	424 Plymouth Ave	Potential Site	Yes	1
11	426 Orizaba Ave	Potential Site	Yes	1
11	429 Grafton Ave	Potential Site	Yes	1
11	43 Harrington St	Potential Site	Yes	1
11	431 Capitol Ave	Potential Site	Yes	1
11	431 Capitol Ave	Vacant Basin	Yes	1
11	433 Grafton Ave	Potential Site	Yes	1
11	434 Capitol Ave	Potential Site	Yes	1
11	439 Orizaba Ave	Vacant Basin	Yes	1
11	44 Farallones St	Potential Site	Yes	1
11	44 Lobos St	Vacant Basin	Yes	1
11	442 Orizaba Ave	Vacant Basin	Yes	1
11	443 Orizaba Ave	Vacant Basin	Yes	1
11	447 Head St	Potential Site	Yes	1
11	447 Orizaba Ave	Vacant Basin	Yes	1
11	45 Broad St	Potential Site	Yes	1
11	45 Farallones St	Potential Site	Yes	3
11	45 Howth St	Potential Site	Yes	1
11	45 Lobos St	Potential Site	Yes	1
11	45 Sadowa St	Potential Site	Yes	1
11	451 Harvard St	Potential Site	Yes	1
11	451 Orizaba Ave	Vacant Basin	Yes	1
11	46 Farallones St	Vacant Basin	Yes	1
11	463 Harvard St	Potential Site	Yes	1
11	463 Orizaba Ave	Vacant Basin	Yes	1



District	Address	Planting Site Type	In EPC?	Tree Site Count
11	466 Bright St	Potential Site	Yes	1
11	47 Brighton Ave	Potential Site	Yes	1
11	47 Granada Ave	Potential Site	Yes	1
11	47 Lee Ave	Potential Site	Yes	1
11	475 Orizaba Ave	Vacant Basin	Yes	1
11	477 Harvard St	Potential Site	Yes	1
11	479 Orizaba Ave	Vacant Basin	Yes	1
11	48 Farallones St	Potential Site	Yes	1
11	48 Lobos St	Vacant Basin	Yes	2
11	48 Sadowa St	Potential Site	Yes	1
11	482 La Grande Ave	Potential Site	Yes	1
11	482 Orizaba Ave	Vacant Basin	Yes	1
11	484 Orizaba Ave	Vacant Basin	Yes	1
11	486 Orizaba Ave	Vacant Basin	Yes	1
11	488 Orizaba Ave	Vacant Basin	Yes	1
11	489 Orizaba Ave	Vacant Basin	Yes	5
11	49 Harrington St	Potential Site	Yes	1
11	490 La Grande Ave	Potential Site	Yes	1
11	5 Prague St	Potential Site	Yes	1
11	50 Brighton Ave	Potential Site	Yes	1
11	503 Capitol Ave	Potential Site	Yes	1
11	51 Geneva Ave	Potential Site	Yes	2
11	51 Lee Ave	Potential Site	Yes	1
11	51 Thrift St	Vacant Basin	Yes	1
11	510 Orizaba Ave	Potential Site	Yes	1
11	515 Capitol Ave	Potential Site	Yes	1
11	515 Grafton Ave	Vacant Basin	Yes	2
11	516 Lakeview Ave	Potential Site	Yes	1
11	52 Lobos St	Vacant Basin	Yes	5
11	521 Capitol Ave	Potential Site	Yes	1
11	523 Orizaba Ave	Potential Site	Yes	1
11	524 Lakeview Ave	Potential Site	Yes	1
11	527 Capitol Ave	Potential Site	Yes	1
11	527 Orizaba Ave	Potential Site	Yes	1
11	53 Broad St	Potential Site	Yes	1
11	53 Harrington St	Potential Site	Yes	1
11	531 Orizaba Ave	Potential Site	Yes	1
11	535 Orizaba Ave	Potential Site	Yes	1
11	537 Grafton Ave	Potential Site	Yes	1
11	54 Lee Ave	Vacant Basin	Yes	1
11	54 Sadowa St	Potential Site	Yes	1
11	54 Sadowa St	Vacant Basin	Yes	3
11	543 Lakeview Ave	Vacant Basin	Yes	1
11	544 Lakeview Ave	Potential Site	Yes	4
11	545 Capitol Ave	Potential Site	Yes	2
11	55 Farallones St	Potential Site	Yes	9
11	551 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	555 Plymouth Ave	Potential Site	Yes	7
11	556 Capitol Ave	Potential Site	Yes	8
11	572 Lakeview Ave	Potential Site	Yes	1
11	58 Granada Ave	Potential Site	Yes	1
11	58 Harrington St	Potential Site	Yes	1
11	58 Lee Ave	Vacant Basin	Yes	1
11	58 Lobos St	Vacant Basin	Yes	4
11	59 Granada Ave	Potential Site	Yes	1
11	59 Howth St	Potential Site	Yes	1
11	59 Lee Ave	Potential Site	Yes	2
11	59 Norton St	Potential Site	Yes	1
11	591 Orizaba Ave	Vacant Basin	Yes	1
11	6 Brighton Ave	Potential Site	Yes	1
11	6 Broad St	Potential Site	Yes	1
11	6 Farallones St	Potential Site	Yes	1
11	6 LEE AVE	Vacant Basin	Yes	1
11	60 Farallones St	Potential Site	Yes	3
11	60 Montana St	Potential Site	Yes	1
11	601 Lakeview Ave	Potential Site	Yes	1
11	604 Lakeview Ave	Potential Site	Yes	1
11	608 Lakeview Ave	Potential Site	Yes	1
11	608 Niagara Ave	Vacant Basin	Yes	1
11	61 Lobos St	Potential Site	Yes	1
11	61 Majestic Ave	Vacant Basin	Yes	2
11	612 Lakeview Ave	Potential Site	Yes	1
11	615 Lakeview Ave	Potential Site	Yes	1
11	615 SHIELDS ST	Vacant Basin	Yes	1
11	616 Lakeview Ave	Potential Site	Yes	1
11	619 Capitol Ave	Potential Site	Yes	1
11	62 Brighton Ave	Potential Site	Yes	1
11	62 Harrington St	Potential Site	Yes	1
11	62 Lobos St	Vacant Basin	Yes	4
11	621 LAKEVIEW AVE	Vacant Basin	Yes	1
11	624 Lakeview Ave	Potential Site	Yes	1
11	625 Capitol Ave	Potential Site	Yes	1
11	627 Capitol Ave	Potential Site	Yes	1
11	628 Lakeview Ave	Potential Site	Yes	1
11	635 Capitol Ave	Potential Site	Yes	1
11	64 Norton St	Potential Site	Yes	1
11	64 San Juan Ave	Potential Site	Yes	1
11	640 Lakeview Ave	Potential Site	Yes	1
11	643 Lakeview Ave	Potential Site	Yes	1
11	645 Capitol Ave	Potential Site	Yes	1
11	645 Niagara Ave	Vacant Basin	Yes	2
11	646 Lakeview Ave	Vacant Basin	Yes	1
11	647 Capitol Ave	Potential Site	Yes	2
11	65 NORTON ST	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	65 San Juan Ave	Potential Site	Yes	1
11	650 Lakeview Ave	Potential Site	Yes	1
11	651 Lakeview Ave	Vacant Basin	Yes	1
11	66 Farallones St	Potential Site	Yes	2
11	66 Lobos St	Vacant Basin	Yes	1
11	66 San Juan Ave	Potential Site	Yes	1
11	660 Lakeview Ave	Potential Site	Yes	1
11	67 Harrington St	Potential Site	Yes	1
11	694 Lakeview Ave	Potential Site	Yes	3
11	697 Lakeview Ave	Potential Site	Yes	3
11	70 Brighton Ave	Potential Site	Yes	1
11	70 Farallones St	Potential Site	Yes	1
11	70 Granada Ave	Potential Site	Yes	1
11	70 Norton St	Potential Site	Yes	1
11	70 Ocean Ave	Potential Site	Yes	2
11	700 Capitol Ave	Potential Site	Yes	4
11	700 Mount Vernon Ave	Vacant Basin	Yes	1
11	700 Niagara Ave	Vacant Basin	Yes	1
11	701 Lakeview Ave	Potential Site	Yes	1
11	71 Brighton Ave	Potential Site	Yes	1
11	71 Farallones St	Potential Site	Yes	1
11	71 Granada Ave	Vacant Basin	Yes	1
11	71 Lee Ave	Potential Site	Yes	1
11	715 Cayuga Ave	Potential Site	Yes	1
11	717 Cayuga Ave	Potential Site	Yes	1
11	72 Farallones St	Potential Site	Yes	1
11	72 Lobos St	Potential Site	Yes	2
11	720 Niagara Ave	Vacant Basin	Yes	1
11	721 Plymouth Ave	Potential Site	Yes	1
11	725 Lakeview Ave	Potential Site	Yes	1
11	726 Plymouth Ave	Potential Site	Yes	1
11	727 Plymouth Ave	Potential Site	Yes	1
11	73 Norton St	Potential Site	Yes	1
11	73 Ridge Ln	Vacant Basin	Yes	1
11	733 Capitol Ave	Potential Site	Yes	2
11	738 Plymouth Ave	Vacant Basin	Yes	1
11	739 Cayuga Ave	Potential Site	Yes	1
11	74 Farallones St	Potential Site	Yes	1
11	74 Lobos St	Potential Site	Yes	2
11	744 Capitol Ave	Potential Site	Yes	2
11	744 Niagara Ave	Vacant Basin	Yes	1
11	744 Plymouth Ave	Vacant Basin	Yes	1
11	745 Cayuga Ave	Potential Site	Yes	1
11	745 Niagara Ave	Vacant Basin	Yes	1
11	745 Plymouth Ave	Potential Site	Yes	1
11	749 Cayuga Ave	Potential Site	Yes	1
11	749 Lakeview Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	749 Niagara Ave	Vacant Basin	Yes	1
11	75 Farallones St	Potential Site	Yes	2
11	75 Harrington St	Potential Site	Yes	1
11	750 Plymouth Ave	Vacant Basin	Yes	1
11	754 Capitol Ave	Vacant Basin	Yes	2
11	756 Plymouth Ave	Vacant Basin	Yes	1
11	759 Cayuga Ave	Vacant Basin	Yes	1
11	759 Lakeview Ave	Vacant Basin	Yes	2
11	76 Miramar Ave	Potential Site	Yes	1
11	76 San Juan Ave	Potential Site	Yes	1
11	77 Santa Rosa Ave	Potential Site	Yes	1
11	78 Brighton Ave	Potential Site	Yes	1
11	78 Granada Ave	Potential Site	Yes	1
11	789 Lakeview Ave	Potential Site	Yes	1
11	79 Farallones St	Potential Site	Yes	1
11	79 Harrington St	Potential Site	Yes	1
11	791 Lakeview Ave	Potential Site	Yes	1
11	8 Lobos St	Vacant Basin	Yes	2
11	8 SHIELDS ST	Potential Site	Yes	1
11	80 Farallones St	Potential Site	Yes	1
11	80 Lobos St	Vacant Basin	Yes	1
11	800 Plymouth Ave	Potential Site	Yes	1
11	808 CAPITOL AVE	Vacant Basin	Yes	1
11	808 Plymouth Ave	Vacant Basin	Yes	1
11	809 Capitol Ave	Potential Site	Yes	1
11	809 Plymouth Ave	Potential Site	Yes	1
11	81 Broad St	Potential Site	Yes	1
11	81 Farallones St	Potential Site	Yes	1
11	81 Lobos St	Potential Site	Yes	1
11	81 Santa Rosa Ave	Potential Site	Yes	1
11	817 Cayuga Ave	Vacant Basin	Yes	1
11	819 Plymouth Ave	Potential Site	Yes	1
11	82 Farallones St	Potential Site	Yes	1
11	82 Lobos St	Vacant Basin	Yes	1
11	82 Norton St	Potential Site	Yes	1
11	821 Capitol Ave	Potential Site	Yes	1
11	825 Plymouth Ave	Potential Site	Yes	1
11	827 Capitol Ave	Potential Site	Yes	1
11	83 Broad St	Potential Site	Yes	2
11	83 Granada Ave	Vacant Basin	Yes	1
11	83 Harrington St	Potential Site	Yes	1
11	83 Lobos St	Vacant Basin	Yes	1
11	83 San Juan Ave	Potential Site	Yes	1
11	830 Plymouth Ave	Vacant Basin	Yes	1
11	838 Capitol Ave	Vacant Basin	Yes	1
11	839 Capitol Ave	Vacant Basin	Yes	1
11	84 Harrington St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	84 Montana St	Vacant Basin	Yes	3
11	84 Ocean Ave	Potential Site	Yes	1
11	840 Plymouth Ave	Potential Site	Yes	2
11	85 FARALLONES ST	Potential Site	Yes	1
11	85 Harold Ave	Potential Site	Yes	5
11	85 Lobos St	Vacant Basin	Yes	1
11	85 Santa Rosa Ave	Potential Site	Yes	1
11	851 Cayuga Ave	Potential Site	Yes	1
11	851 Plymouth Ave	Potential Site	Yes	1
11	86 Brighton Ave	Potential Site	Yes	1
11	86 Farallones St	Potential Site	Yes	1
11	86 Lobos St	Vacant Basin	Yes	2
11	86 Ocean Ave	Potential Site	Yes	1
11	87 Farallones St	Potential Site	Yes	1
11	871 Cayuga Ave	Vacant Basin	Yes	1
11	879 Cayuga Ave	Vacant Basin	Yes	1
11	88 Farallones St	Potential Site	Yes	1
11	88 Miramar Ave	Potential Site	Yes	2
11	887 Cayuga Ave	Potential Site	Yes	1
11	89 Brighton Ave	Potential Site	Yes	1
11	89 Granada Ave	Vacant Basin	Yes	1
11	89 Lobos St	Potential Site	Yes	1
11	89 Norton St	Potential Site	Yes	1
11	9 Farallones St	Potential Site	Yes	1
11	90 Lobos St	Vacant Basin	Yes	1
11	900 Plymouth Ave	Potential Site	Yes	1
11	901 Plymouth Ave	Vacant Basin	Yes	1
11	903 Grafton Ave	Potential Site	Yes	2
11	91 Santa Rosa Ave	Potential Site	Yes	1
11	918 Plymouth Ave	Potential Site	Yes	1
11	922 Plymouth Ave	Potential Site	Yes	1
11	926 Capitol Ave	Vacant Basin	Yes	1
11	926 Plymouth Ave	Potential Site	Yes	1
11	927 Plymouth Ave	Potential Site	Yes	1
11	93 Brighton Ave	Potential Site	Yes	1
11	93 Farallones St	Potential Site	Yes	1
11	93 Harrington St	Potential Site	Yes	1
11	93 Norton St	Potential Site	Yes	1
11	930 Capitol Ave	Vacant Basin	Yes	1
11	930 Plymouth Ave	Potential Site	Yes	1
11	931 Plymouth Ave	Potential Site	Yes	1
11	934 Plymouth Ave	Potential Site	Yes	1
11	938 Capitol Ave	Potential Site	Yes	1
11	94 Farallones St	Potential Site	Yes	3
11	947 Plymouth Ave	Vacant Basin	Yes	1
11	95 Farallones St	Potential Site	Yes	1
11	950 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	951 Junipero Serra Blvd	Vacant Basin	Yes	1
11	951 Plymouth Ave	Potential Site	Yes	1
11	954 Plymouth Ave	Potential Site	Yes	1
11	955 Plymouth Ave	Potential Site	Yes	1
11	958 Plymouth Ave	Potential Site	Yes	1
11	959 Plymouth Ave	Potential Site	Yes	1
11	96 Broad St	Potential Site	Yes	1
11	96 Thrift St	Potential Site	Yes	1
11	962 Capitol Ave	Vacant Basin	Yes	2
11	962 Plymouth Ave	Potential Site	Yes	1
11	963 Plymouth Ave	Potential Site	Yes	1
11	966 Plymouth Ave	Potential Site	Yes	1
11	97 Lobos St	Potential Site	Yes	2
11	978 Capitol Ave	Vacant Basin	Yes	2
11	979 Plymouth Ave	Potential Site	Yes	1
11	98 Granada Ave	Potential Site	Yes	2
11	98 Granada Ave	Vacant Basin	Yes	1
11	984 Capitol Ave	Vacant Basin	Yes	1
11	989 Plymouth Ave	Potential Site	Yes	2
11	990 Plymouth Ave	Potential Site	Yes	1
11	990 Plymouth Ave	Vacant Basin	Yes	2
11	991 Capitol Ave	Vacant Basin	Yes	1
11	994 Capitol Ave	Potential Site	Yes	1
11	997 Capitol Ave	Vacant Basin	Yes	1
Grand Total				2005

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Vision Zero Ramps
<b>Current PROP L Request:</b>	\$650,000
<b>Supervisory District</b>	District 07

## REQUEST

### Brief Project Description

Realign the existing southbound I-280 Ocean Avenue off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users. This project is a partnership between SFCTA, Caltrans, SFMTA, and City College of SF. The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations and destinations in the vicinity of the Balboa Park neighborhood. Additional sales tax funds will be used to complete the design phase and produce construction bid documents.

### Detailed Scope, Project Benefits and Community Outreach

#### Background

The I-280 Southbound Ocean Ave Off-Ramp Improvement project will realign the off-ramp intersection to a signalized intersection with crosswalks and curb ramps to improve multi-modal safety. The current configuration of the SB I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto westbound Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins westbound Ocean Avenue. When vehicles on westbound Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College of San Francisco (CCSF), they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway. Ocean Avenue is the primary east-west bicycle route in the area, with a mix of Class II bicycle lanes and Class III bicycle routes in each direction.

The project will improve the existing single lane exit into a two lane exit with a retaining wall. The project also requires changing the off-ramp from a single lane exit to two-lanes exit but does not add new vehicle capacity. The realignment of the off-ramp to a signalized intersection with a traffic signal will cause the future off-ramp to form a queue back to the I-280 mainline freeway. Improving the off-ramp to 2 lanes will allow additional storage for cars waiting for future traffic signal cycles. This project was approved by MTC's Air Quality Conformity Task Force.

The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as City College, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. The current ramp configuration requires pedestrians traveling along the northern side of Ocean Avenue to cross the southbound I-280 off-ramp at an uncontrolled crosswalk where vehicles exit the freeway at high speeds.

In June 2021, the Transportation Authority programmed \$1,050,000 in SB 1 Local Partnership Program (LPP) funds and allocated \$1,050,000 in Prop K funds for the design phase of the project. The SB 1 LPP funds, and the required

dollar-for-dollar match, were fully expended by June 30, 2025, per timely use of funds requirements of the SB 1 grant.

The scope for the LPP and Prop K grants included development of the following:

- 100% Plans, Specification, Construction Cost Estimate
- Traffic Management Plan
- Storm Water Pollution Prevention Plan
- Right-of-Way Easement
- Caltrans Encroachment Permit
- Geotechnical Report

The project received NEPA Categorical Exclusion in January 2021 and CEQA Categorical Exemption in July 2020. The project team developed geometric drawings and profiles, performed an aerial survey, received MTC Air Quality approval, completed numerous technical reports, and received Caltrans design exceptions. 100% design plans were completed in June 2025. The plans were sent to Caltrans, SFPW, and SFMTA for review. The project team also conducted outreach to various neighborhood community groups to inform them of future construction and to gather feedback on the project.

### **Cost Increase**

This project experienced challenges during the environmental phase. The project team required additional environmental investigation due to a landfill next to the off-ramp and methane within the landfill which may be released during construction. The team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. Also, the project was delayed due to a prolonged schedule for the pre-award audit by Caltrans. Additional Prop L funds will provide funding for the scope of work described below and the associated cost increase in the design phase.

### **Scope of Work for this Request**

Requested Prop L funds would provide funding for the following work to complete the design phase and produce bid documents:

- Project Management through the completion of the design phase, inclusive of project coordination, Engineers Construction Cost Estimate and Baseline Construction Schedule for Bid Advertisement, and Construction Funding Plan
- Final Bid Documents inclusive of approved design drawing and specification documents for construction advertisement
- Utility coordination and potholing to finalize design documents
- ROW Transfer Process between SFPW and City College
- Updated Cost Estimate and Funding Strategy
- City Department design review and permit approval process

The project team anticipate completing the final design and bid documents by Summer 2026.

### **Project Coordination**

The project team is coordinating with SFMTA on improvements to Ocean Avenue. SFMTA plans to install bike lanes on Ocean Avenue and make improvements to the Ocean and Geneva Avenues intersection. SFMTA will also be involved in traffic signal timing for westbound traffic when the project realigns the off-ramp to a signalized intersection. Additional coordination with SFMTA will be necessary due to the K-line on Ocean Avenue. The project team is also working closely with SFPW on the street improvements and SFPUC on streetlighting and stormwater issues.

SFCTA is also conducting a separately funded feasibility study to relocate the retaining wall on the north side of Ocean Ave for a Class I multi-use path between the southbound off-ramp and the intersections of Ocean Ave with Frieda Kahlo Way/Geneva Ave.Â

This project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study conducted two rounds of outreach and received support from the community to improve traffic circulation. Additional information can be found at <https://www.sfcta.org/projects/balboa-park>.



**Project Location**

I-280 Southbound Ocean Avenue Off-Ramp and Ocean Avenue Intersection

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Design Engineering (PS&E)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$650,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2012	Jan-Feb-Mar	2021
Environmental Studies (PA&ED)	Jan-Feb-Mar	2016	Jan-Feb-Mar	2021
Right of Way	Jul-Aug-Sep	2023	Jul-Aug-Sep	2026
Design Engineering (PS&E)	Jul-Aug-Sep	2023	Jul-Aug-Sep	2026
Advertise Construction	Apr-May-Jun	2028		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2028		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2030

## SCHEDULE DETAILS

SB 1 Local Partnership Program (LPP) funds, along with required matching funds, were fully expended by June 30, 2025 which was the timely use of funds expenditure deadline for the SB1 grant.

This schedule also assumes that the project will start construction in Summer 2028 and finish construction in late 2030. Although the design is expected to be completed by Summer 2026, there is a 2 year gap between design and construction to allow time to secure full funding and right of way access. If full construction funding is secured earlier then construction can start in Summer 2027 and save 1 year of escalation cost.

The project team is coordinating closely with City College of San Francisco which is adjacent to the project location. The team is providing updates when necessary. The team was involved in outreach to neighborhood groups during preliminary engineering and conducted outreach to neighborhood groups in the area between May 9, 2025 to July 29, 2025. Community outreach included correspondence with 62 community organizations, presentations to 13 organizations, and an in-person Town Hall on June 11 at 6:00-7:00 PM at City College of San Francisco that was open to the public.

The project team is also SFCTA's Ocean Avenue Multi-Use Path Feasibility Study, funding for which is a separate

request on this meeting agenda, and coordinating with SFMTA on nearby projects, as described in the Scope.

The project team is working closely with Caltrans to complete the design phase since the project is mainly in Caltrans right-of-way. Caltrans approved the Project Approval and Environmental Document (PA&ED) phase and is now providing oversight of this phase. Upon completion of construction, Caltrans will take ownership of the facility.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-221: Vision Zero Ramps	\$0	\$650,000	\$0	\$650,000
<b>Phases In Current Request Total:</b>	\$0	\$650,000	\$0	\$650,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$650,000	\$0	\$650,000
Prop K	\$0	\$0	\$1,800,000	\$1,800,000
SB1 Local Partnership Program	\$0	\$0	\$1,050,000	\$1,050,000
TBD (e.g. Highway Safety Improvement Program, SHOPP, federal Safe Streets 4 All, federal earmarks, Local Partnership Program, One Bay Area Grant, etc.)	\$18,245,000	\$0	\$0	\$18,245,000
<b>Funding Plan for Entire Project Total:</b>	\$18,245,000	\$650,000	\$2,850,000	\$21,745,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$750,000		Actual cost
Right of Way	\$0		
Design Engineering	\$2,750,000	\$650,000	Actual cost + Cost to complete
Construction	\$18,245,000		Engineer's estimate at 95% design
Operations	\$0		
Total:	\$21,745,000	\$650,000	

<b>% Complete of Design:</b>	95.0%
<b>As of Date:</b>	06/30/2025
<b>Expected Useful Life:</b>	50 Years

## Final Design - Budget for Remaining Tasks

Task	Activity	Cost	Consultant Cost	Staff Cost
1	Project Management	\$59,778	\$38,903	\$20,875
2	Final Bid Documents	\$248,020	\$201,250	\$46,770
3	Utility Coordination and Potholing	\$124,215	\$108,000	\$16,215
4	Additional Right of Way Process	\$121,250	\$79,000	\$42,250
5	Cost Estimate and Funding Strategy	\$56,740	\$23,100	\$33,640
6	City Department Design Review	\$39,997	\$0	\$39,997
	<b>Total</b>	<b>\$650,000</b>	<b>\$450,253</b>	<b>\$199,747</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$650,000	<b>Total PROP L Recommended</b>	\$650,000

<b>SGA Project Number:</b>		<b>Name:</b>	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	09/30/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-221	\$550,000	\$100,000	\$650,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g. Final Bid Documents).
3. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction.

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	97.01%

San Francisco County Transportation Authority  
Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$650,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

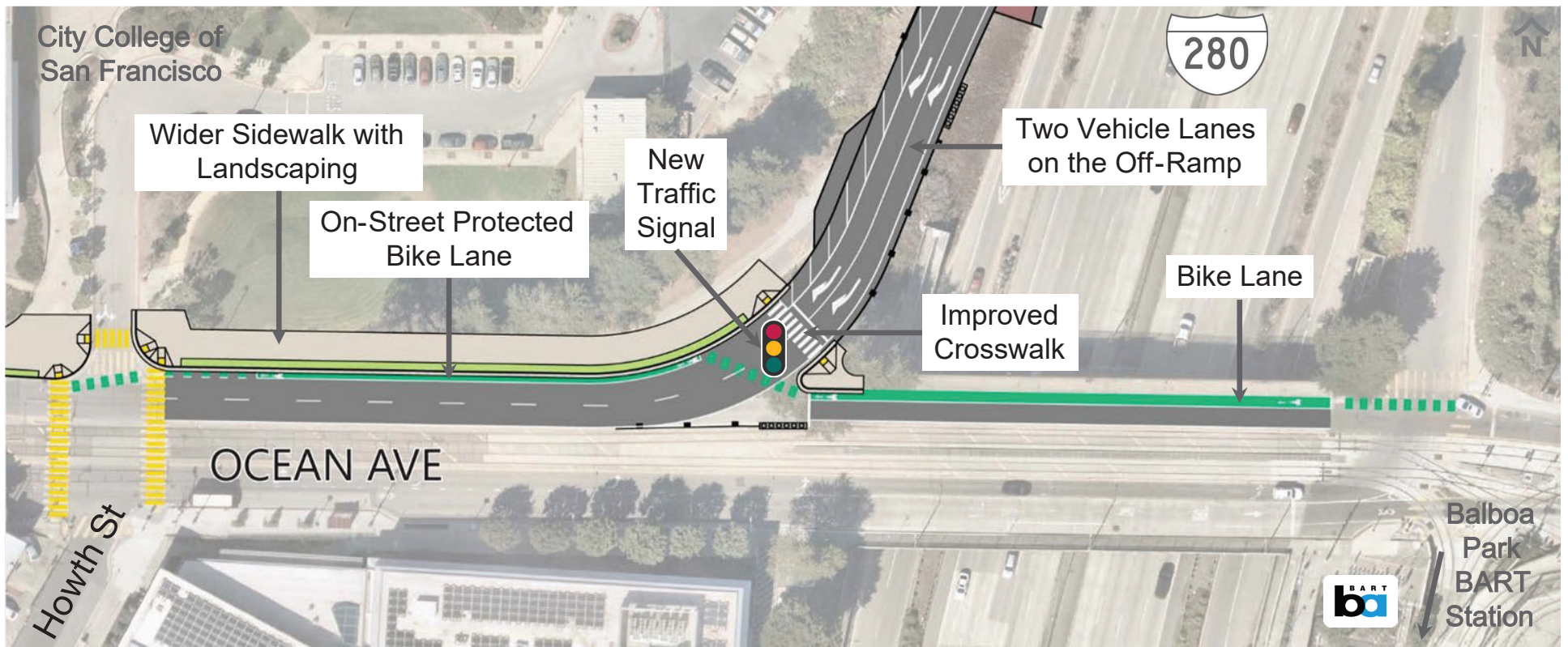
Initials of sponsor staff member verifying the above statement:
MT

CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Yana Waldman	Anna LaForte
<b>Title:</b>	Assistant Deputy Director	Deputy Director for Policy & Programming
<b>Phone:</b>	(415) 522-4813	(415) 522-4805
<b>Email:</b>	yana.waldman@sfcta.org	anna.laforte@sfcta.org



# Project Map



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RESOLUTION ALLOCATING \$2,000,000 AND APPROPRIATING \$650,000 IN PROP L FUNDS FOR THREE REQUESTS

WHEREAS, The Transportation Authority received 3 requests for a total of \$2,650,000 in Prop L transportation sales 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, Tree Planting, and Vision Zero Ramps; 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 \$2,000,000 and appropriating \$650,000 in Prop L funds for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L 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 2025/26 budget to cover the proposed actions; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$2,000,000 and appropriates \$650,000 in Prop L funds for three 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, and the relevant 5YPPs; 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.

**Attachments:**

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2025/26
5. Prop L Allocation Request Forms (3)

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San Francisco  
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## Memorandum

### AGENDA ITEM 5

**DATE:** November 20, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/09/2025 Board Meeting: Authorize Increase in the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project

#### RECOMMENDATION ☐ Information ☒ Action

- Increase the amount of professional services contract with Mark Thomas & Company by \$300,000, to a total amount not to exceed \$2,204,250 for the design phase for the I-280 Ocean Avenue Off-Ramp Project (Project).
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions.

#### SUMMARY

The Transportation Authority has an existing professional services contract with Mark Thomas & Company for design and engineering for the Project, which will realign the existing southbound off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users. The project area supports a high volume of pedestrian traffic due to its proximity to the Balboa Park BART and Muni stations, City College of San Francisco (City College), and destinations in the vicinity of the Balboa Park neighborhood.

In May 2022, through Resolution 22-53, the Board awarded a two-year professional services contract in the amount of \$1,850,000 to Mark Thomas & Company to provide design and engineering services and Caltrans right-of-way approval for the Project. We completed design plans up to 95% in June

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☒ Contract/Agreement
- ☐ Other: \_\_\_\_\_



<p>2025 and sent them to Caltrans, San Francisco Public Works (SFPW) and SFMTA for review. Concurrent with a Prop L request for additional funds (under a separate agenda item), we are now seeking to increase the amount of the Mark Thomas &amp; Company contract by \$300,000 to complete the design phase and ready the project for construction by preparing bid documents for advertising. This includes responding to Caltrans and City agency comments to finalize design plans, preparing final bid documents, performing utility potholing in advance of construction and coordinating on right-of-way issues with City College.</p>	
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## **BACKGROUND**

The I-280 Ocean Ave Off-Ramp Improvement project will realign the I-280 southbound Ocean Avenue off-ramp to a signalized, T-intersection with crosswalks and curb ramps to improve multi-modal safety. The current configuration of the southbound off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto westbound Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins westbound Ocean Avenue. When vehicles on westbound Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College, they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway. Ocean Avenue is the primary east-west bicycle route in the area, with a mix of Class II bicycle lanes and Class III bicycle routes in each direction.

The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as City College, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. The current ramp configuration requires pedestrians traveling along the northern side of Ocean Avenue to cross the southbound I-280 off-ramp at an uncontrolled crosswalk where vehicles exit the freeway at high speeds with limited sight distance of pedestrians crossing the off-ramp.



## **DISCUSSION**

**Contract Update.** In May 2022, the Board awarded a two-year professional services contract in the amount of \$1,850,000 to Mark Thomas & Company to provide design and engineering services and Caltrans right-of-way approval for the Project. The start of design was delayed until September 2023 due to the need for additional environmental investigation of an abandoned landfill next to the off-ramp and methane within the landfill which may be released during construction. The project team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. The team also redesigned the geometric layout and retaining wall structural system to avoid the landfill as much as possible.

During the design phase, the project team also conducted a survey of the site and discovered that portions of the existing sidewalk along Ocean Avenue and portions of the westbound travel lane are within City College right-of-way. Caltrans later requested that the project team coordinate with City College on right-of-way before Caltrans issue the encroachment permit necessary to finish the design phase.

The Transportation Authority amended the Mark Thomas & Company contract in June 2025 for an additional \$54,250, to a total amount not to exceed \$1,904,250, for community outreach to address construction impact, traffic congestion, and bicycle improvements. The project team presented the public outreach process to the Board in June 2025.

The project team is also coordinating with SFMTA on improvements to Ocean Avenue. SFMTA plans to install bike lanes on Ocean Avenue along with improvements and will also be involved in traffic signal timing for westbound traffic when the project realigns the off-ramp to a signalized intersection. Additional coordination with SFMTA will be necessary due to the K-line on Ocean Avenue. The project team is also working closely with SFPW on street improvements and with San Francisco Public Utilities Commission (SFPUC) on streetlighting and stormwater issues.

If the requested contract amendment and concurrent funding request are approved, the project team anticipates completing the design phase and bid documents, as well as coordinating with City College on right-of-way in order to obtain a Caltrans encroachment permit by Fall 2026. Construction could begin as soon as funding is secured. The estimated construction cost based on 95% design is about \$18 million.



To date, Mark Thomas & Company has exceeded its 15% Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal and maintained a 11.6% DBE/SBE participation through June 30, 2025, from multiple sub-consultants including Parikh Consultants Inc. (DBE) and Civic Edge Consulting (DBE).

The proposed amended scope of work is provided in Attachment 2.

**Funding.** The design phase of the Project was initially funded by \$1,050,000 in Senate Bill 1 (SB 1) Local Partnership Program (LPP) funds and \$1,050,000 in Prop K funds. The scope for this phase included development of the plans, specifications, and construction cost estimate and various technical documents. The LPP funds, and the required dollar-for-dollar Prop K match, were fully expended by June 30, 2025, per timely use of funds requirements of the LPP grant. The project team completed design plans in June 2025 and sent them to Caltrans, SFPW, and SFMTA for review. As noted above, concurrent with a Prop L request for additional funds, which is a separate item on this agenda, we are seeking to increase the amount of the Mark Thomas & Company contract by \$300,000 to complete the design phase and final bid documents, to perform utility potholing in advance of construction, and coordinate on right-of-way issue with City College.

## **FINANCIAL IMPACT**

The proposed contract amendment will be funded by a concurrent Prop L appropriation request and will increase the contract budget by \$300,000 for a total amount not to exceed \$2,204,250. We will include this year's activities in the Fiscal Year 2025/26 mid-year budget amendment and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

## **CAC POSITION**

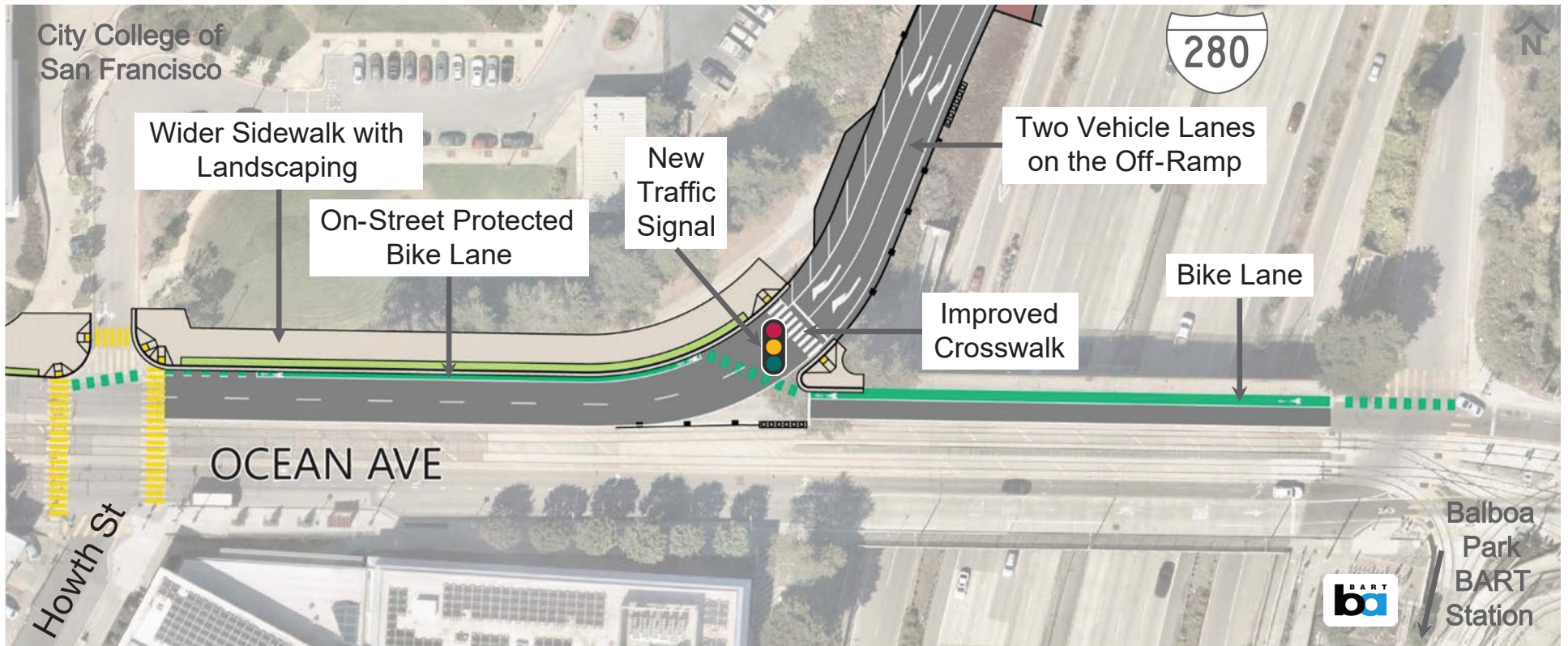
The Community Advisory Committee considered this item at its November 19, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Ocean Ave Project Map
- Attachment 2 – Scope of Services
- Attachment 3 – Resolution



# Project Map



San Francisco  
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## **Attachment 2**

### **Scope of Services**

Consultant shall complete the following work to complete the design phase and bid documents:

- Project Management - Inclusive of project coordination and Baseline Construction Schedule for Bid Advertisement
- Final Bid Documents - Inclusive of Approved design drawing and Specification documents for construction advertisement
- Utility coordination and potholing to finalize design documents
- ROW Transfer Process between SFDPW and City College
- Construction Cost Estimate and Funding Strategy
- City Department design review and permit approval process

This project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study conducted two rounds of outreach and received support from the community to improve traffic circulation. Additional information can be found at <https://www.sfcta.org/projects/balboa-park>.

This project is planned to start construction in Summer 2028 and finish construction in late 2030. Although the design is expected to be completed by Summer 2026, there is a 2-year gap between design and construction to allow time to secure full funding and right of way access. If full construction funding is secured earlier then construction could start in Summer 2027 and save 1 year of escalation cost.

The project team is coordinating closely with City College of San Francisco which is adjacent to the project location and providing progress updates quarterly. The project team is also working closely with Caltrans to complete the PS&E phase approvals for areas within Caltrans right-of-way. Caltrans approved the project approval and environmental document (PA&ED) phase and is now providing oversight of the design phase. Upon completion of construction, Caltrans will take ownership of the facility. Portions of the project within City Right of Way will be approved by DPW and MTA.



BD120925

RESOLUTION NO. 26-XX

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RESOLUTION AUTHORIZING AN INCREASE IN THE AMOUNT OF PROFESSIONAL SERVICES CONTRACT WITH MARK THOMAS & COMPANY BY \$300,000, TO A TOTAL AMOUNT NOT TO EXCEED \$2,204,250; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS, FOR THE DESIGN PHASE FOR THE I-280 OCEAN AVENUE OFF-RAMP PROJECT

WHEREAS, The Transportation Authority has an existing professional services contract with Mark Thomas & Company for design and engineering for the I-280 Ocean Avenue Off-Ramp Project (Project), which will realign the existing southbound off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users; and

WHEREAS, The project area supports a high volume of pedestrian traffic due to of its proximity to the Balboa Park BART and Muni stations, City College of San Francisco (City College), and destinations in the vicinity of the Balboa Park neighborhood; and

WHEREAS, In May 2022, through approval of Resolution 22-53, the Board awarded a two-year professional services contract in the amount of \$1,850,000 to Mark Thomas & Company to provide design and engineering services and Caltrans right-of-way approval for the Project; and

WHEREAS, The Transportation Authority amended the Mark Thomas & Company contract in June 2025 for an additional \$54,250, to a total amount not to exceed \$1,904,250, for community outreach to address construction impacts, traffic congestion, and bicycle improvements; and

WHEREAS, The Transportation Authority completed design plans in June 2025 and sent them to the California Department of Transportation, San Francisco Public Works, and the San Francisco Municipal Transportation Agency for review; and

WHEREAS, Concurrent with a Prop L request for additional funds,



Transportation Authority staff recommends increasing the amount of the contract budget with Mark Thomas & Company by \$300,000, for a total amount not to exceed \$2,204,250, to complete the design phase of the Project, which includes finalizing design plans, preparing final bid documents, performing utility potholing in advance of construction, and coordinating on right-of-way issues with City College; and

WHEREAS, The scope of work described here will be included in the Fiscal Year 2025/26 mid-year budget amendment, and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, The proposed contract amendment will be funded by Prop L funds; and

WHEREAS, At its November 19, 2025, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes an increase in the amount of professional services contract with Mark Thomas & Company by \$300,000, to a total amount not to exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



## Memorandum

### AGENDA ITEM 6

**DATE:** November 20, 2025

**TO:** Transportation Authority Board

**FROM:** Carl Holmes – Deputy Director for Capital Projects  
Anna LaForte – Deputy Director for Policy and Programming

**SUBJECT:** 12/09/2025 Board Meeting: Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project

#### RECOMMENDATION ☐ Information ☒ Action

Amend the Prop K Standard Grant Agreement (SGA) for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to allow \$237,000 held in reserve for implementation of the Ocean Ave Mobility Action Plan to be used for the Ocean Ave Multi-Use Path Feasibility Study (Project).

Release \$237,000 on reserve.

Appropriate \$237,000 in Prop K funds, with conditions, for the Project.

#### SUMMARY

In March 2023, the Board allocated \$237,000 in District 7 Neighborhood Program funds to the San Francisco Municipal Transportation Agency (SFMTA) for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] project. This funding was for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Transportation Authority's Ocean Ave Mobility Action Plan (Action Plan). Because of the relatively small scale and straightforward nature of the recommended improvements, SFMTA was able

- ☒ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: \_\_\_\_\_



<p>to implement the scope through a separately funded quick-build project. With SFMTA's support, we are seeking Board release of the \$237,000 on reserve to study the technical feasibility and cost of implementing a Class I multi-use path along Ocean Avenue between the I-280 southbound off-ramp intersection at Howth Street and the Frida Kahlo/Ocean/Geneva intersection, which is one of the larger, longer-term recommendations of the Action Plan. The Transportation Authority will lead the study in coordination with key stakeholders including the SFMTA and the City College of San Francisco. We expect to present the final report to the Board for adoption by December 2026.</p>	
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## **BACKGROUND**

In March 2023 through approval of Resolution 23-37, the Board allocated \$237,000 in Prop K sales tax Neighborhood Program funds to the SFMTA for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Action Plan. These funds were held in reserve pending completion of the Action Plan and submittal of an allocation request form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.

In June 2023 through Resolution 23-54, the Board approved the Action Plan. The Action Plan identifies five project concept recommendations: three smaller, near- and mid-term projects including pedestrian safety and speed management improvements on Ocean Avenue and bike connectivity via Holloway - and two larger, longer-term projects, the K Ingleside Muni Forward and a shared pedestrian and bike path with removal of the pedestrian bridge.

## **DISCUSSION**

Because of the relatively small scale and straightforward nature of the near- and mid-term recommended improvements in the Action Plan, SFMTA was able to implement those recommendations as part of the Frida Kahlo Way Quick-Build and Muni Forward projects (funded by previously allocated sales tax and TNC tax funds) and did not need to draw upon the aforementioned \$237,000 reserve set aside for implementation of Action Plan recommendations. With SFMTA's support, we are requesting an amendment of the Prop K SGA to use the reserved funds for further



planning and engineering analysis of the feasibility of a multi-use path on Ocean Avenue, which is also a recommendation of the Action Plan.

The proposed Project will evaluate extending pedestrian and bike path improvements along Ocean Avenue from the southbound off-ramp intersection at Howth Street to the Frida Kahlo/Ocean/Geneva intersection. This study will build upon the work conducted as part of the Transportation Authority's I-280 Southbound Ocean Ave Off-Ramp Project which will install a Class II bike lane that can accommodate a future Class I multi-use path between Howth Street and the Ocean Avenue Bridge.

The proposed feasibility study is to determine the technical feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue across the City College of San Francisco frontage. The retaining wall would need to be relocated to provide room along Ocean Avenue to accommodate a 12- to 16-foot Class I multi-use path along the north side of Ocean Avenue that will enhance pedestrian and bicyclist safety.

This study will analyze available as-built retaining wall plans to determine the existing wall's structural system and review the existing Ocean Avenue pedestrian overcrossing (POC) which provides non-ADA compliant grade-separated access to the median running K Ingleside line on Ocean Avenue. The initial efforts of the feasibility study will investigate how the existing wall could be replaced and if the POC could remain while the wall is replaced or if the POC must be demolished. In addition, the study will investigate utility lines along Ocean Avenue to assess the difficulty of relocating these lines if necessary. A traffic study will also look at ways to improve traffic circulation along Ocean Avenue with updated traffic counts.

Attachment 1 includes a summary of the recommended release of funds from the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] reserve and corresponding proposed SGA amendment to the Standard Grant Agreement for the Plan, as requested by Transportation Authority staff. Attachment 2 includes an updated allocation request form with detailed information on the scope, schedule, budget, funding, deliverables, and special conditions.

**CAC Feedback.** While the CAC ultimately supported the staff recommendation, there was a lengthy discussion of the item. Staff appreciated the CAC input, noting that some feedback was more applicable to a future phase of work beyond the subject feasibility study. For instance, some CAC comments conveyed an interest in traffic signals and other pedestrian safety features in the corridor. Other CAC comments urged staff to look into ways to develop a multi-use path that segregated



(higher speed) bikes from pedestrians, expressing concern about safety given speed differentials. Staff noted that these were design details for a future phase, but the subject feasibility study and accompanying traffic study may inform relevant recommendations for future work.

Another CAC comment expressed concern about the high price tag to fit in a bike facility in such a constrained space, especially given the current fiscal environment. Staff acknowledged the feedback and also referenced prior community input expressing an interest in adding an east-west bike connection, noting the feasibility study was a step to further evaluate the possibility of a MUP.

The CAC also asked staff to return to the CAC to provide and progress update on the feasibility study and seek additional input. Staff confirmed that was the intention as specified in the allocation request form.

### **FINANCIAL IMPACT**

The recommended action would release \$237,000 in previously allocated Prop K funds for implementation of the Action Plan recommendations and enable them to be spent on further planning and engineering analysis. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedule contained in the attached allocation request form.

Sufficient funds will be included in the Transportation Authority's FY 2025/26 budget amendment, anticipated in Spring 2026. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution in those fiscal years.

### **CAC POSITION**

The CAC had a lengthy discussion on this item at its November 19, 2025 meeting with feedback summarized in the Discussion Section above. The CAC unanimously approved a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Proposed SGA Amendment for District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
- Attachment 2 - Allocation Request Form
- Attachment 3 - Resolution



**Attachment 1**  
**Proposed Standard Grant Agreement (SGA) Amendment - District 7 Ocean Ave Safety Bike Access [NTIP Capital]**

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	139-907167	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment) (SFCTA)	<p>In March 2023, the Board allocated \$237,000 in District 7 Neighborhood Program (NTP) funds to the SFMTA to support implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the SFCTA's Ocean Avenue Mobility Action Plan (Action Plan). The SFMTA has implemented the recommended near- and mid-term improvements as a part of the Frida Kahlo Way Quick-Build project, and the Prop K NTP funds are no longer required for that scope.</p> <p>With SFMTA's support, SFCTA staff requests to use the \$237,000 NTP reserve to advance another recommendation in the Action Plan to explore a shared bicycle and pedestrian path along Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection. The proposed Ocean Ave Multi-Use Path Feasibility Study will determine the technical feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue in front of City College of San Francisco to allow for construction of a Class I multi-use pathway. This study will investigate how the existing wall could be replaced, and assess if the pedestrian overcrossing could remain while the wall is replaced or if it must be demolished. The study will also consider construction of the new wall behind the existing wall while maintaining structural integrity. In addition, a traffic study will look at ways to improve traffic circulation along Ocean Avenue with updated traffic counts.</p> <p>See proposed amended allocation request form on following pages for additional details. Chair Melgar is supportive of this amendment that would redirect District 7 NTP funds.</p>	<p>1. Our recommendation is contingent upon deobligation of \$237,000 allocated to the SFMTA under SGA 139-907167.</p> <p>2. The Transportation Authority shall present a project update to the Community Advisory Committee to share progress and seek feedback prior to seeking approval of the final report.</p> <p>3. Upon completion, anticipated December 2026, the Transportation Authority shall present the final report to the Board for approval.</p>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	
<b>Current PROP K Request:</b>	\$237,000
<b>Supervisory District</b>	District 07

## REQUEST

### Brief Project Description

This project will study and determine the technical feasibility of creating Class 1 multi-use path improvements along Ocean Avenue between the I-280 southbound off-ramp intersection at Howth Street and the Frida Kahlo/Ocean/Geneva intersection, which may require the relocation of a retaining wall to the north of Ocean Avenue. The project will also determine if a pedestrian overcrossing can remain if the wall is relocated, as well as the traffic circulation with a new street configuration.

### Detailed Scope, Project Benefits and Community Outreach

#### Background

The Ocean Avenue Mobility Action Plan recommended near- and mid-term improvements along and adjacent to Ocean Ave between approximately Ashton Street and San Jose Avenue that were prioritized by the community task force convened for the Plan and further reviewed/refined by the SFMTA. These recommendations included:

- Pedestrian safety improvements (Ocean Ave)
- New and updated traffic signal heads, striping and signage (Ocean Ave)
- Left-turn traffic-calming and arterial speed management (Ocean Ave)
- Improved bicycle connectivity (to Ocean Ave business district and citywide bikeway network)

In March 2023, the Transportation Authority Board allocated \$237,000 in District 7 Prop K NTIP funds to the SFMTA to support the implementation/construction of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the SFCTA's Ocean Avenue Mobility Action Plan [NTIP Planning] process. Because of the relatively small scale and straightforward nature of the recommended improvements, SFMTA was able to implement the recommendations as part of the Frida Kahlo Way Quick-Build project, which was funded by previously allocated sales tax and TNC tax funds. This amendment would allow the SFCTA to use the Prop K funds for further planning and engineering analysis of the feasibility of a multi-use path on Ocean Avenue, which is also a recommendation of the Ocean Avenue Mobility Action Plan.

#### Scope of Ocean Avenue Multi-Use Path Feasibility Study:

This study is to determine the feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue between Howth Street and Frida Kahlo Way across the City College of San Francisco frontage. The retaining wall would need to be relocated to widen Ocean Avenue to construct a 12- to 16-foot-wide Class I multi-use pathway along the north side of Ocean Avenue.

This study will analyze available as-built retaining wall plans to determine the existing design system and review the existing Ocean Avenue pedestrian overcrossing which provides non-ADA compliant grade-separated access to the median running Ocean Avenue Muni Street Car. The initial efforts of the feasibility study will investigate how the

existing wall could be replaced and if the pedestrian overcrossing could remain while the wall is replaced or it must be demolished. The study will also need to consider how to construct the new wall behind the existing wall while maintaining structural integrity.

**Tasks:**

1. Project Management inclusive of team meetings, inter-agency coordination, and planning level cost estimation of proposed retaining wall relocation.
2. Retaining Wall Investigation to understand work required to relocate existing structure on the north side of Ocean Ave to enable room for new Class I path along City College Campus.
3. Pedestrian Crossing Investigation to determine viability of bridge structure without adjacent retaining wall.
4. Utility Investigation and coordination
5. Traffic Analysis along Ocean Avenue inclusive of pedestrian crossing, bike crossing and recent SFMTA transit projects

**Deliverables:**

1. Structural Condition of Retaining Wall and Pedestrian Overcrossing bridge
2. Feasibility Study including potential relocation of retaining wall and demolition of pedestrian overcrossing bridge
3. Utility and Right-of-Way investigation
4. Planning Level Cost Estimate
5. Updated Synchro Traffic Model with new traffic counts

The Ocean Avenue Mobility Action Plan, which was developed in collaboration between the Transportation Authority and SFMTA, recommended a new shared pedestrian and bike path along Ocean Avenue. The plan conducted three rounds of outreach and convened a 14 member task force of community stakeholders. Additional information can be found at: <https://www.sfcta.org/projects/ocean-avenue-mobility-action-plan>

The Transportation Authority's Neighborhood Program (NTP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs. Commissioner Melgar has expressed support for this amendment.

**Project Location**

Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

This study will be coordinated with the I-280 Ocean Avenue Off-Ramp Project. The Ocean Ave Off-Ramp Project will improve Ocean Avenue between the off-ramp intersection and Howth Street. The feasibility study will analyze relocating the retaining wall on the north side of Ocean Avenue to allow for a continuous Class I path from the off-ramp intersection at Howth Street to the FOG intersection. The schedule for the tasks are:

Retaining Wall Investigation: Winter 2026 - Fall 2026

Pedestrian Overcrossing Investigation: Winter 2026 - Fall 2026

Utility Coordination: Winter 2026 - Fall 2026

Traffic Analysis: Winter 2026 - Fall 2026

Feasibility Study: December 2026

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
<b>Phases In Current Request Total:</b>	\$0	\$0	\$0	\$0

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$237,000	\$237,000	Engineer's Estimate based on similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$237,000	\$237,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	10/01/2025
<b>Expected Useful Life:</b>	50 Years

# San Francisco County Transportation Authority

## Allocation Request Form

### MAJOR LINE ITEM BUDGET

#### BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Retaining Wall Investigation	Task 3 - Pedestrian Crossing Investigation	Task 4 - Utility & ROW Coordination	Task 5 - Planning Level Cost Estimate	Task 6 - Traffic Analysis & Signal Memo	Total
SFCTA	\$ 19,650	\$ 13,940	\$ 10,003	\$ 6,970	\$ 6,970	\$ 19,707	\$ 77,240
Consultant	\$ 23,235	\$ 26,400	\$ 18,900	\$ 10,150	\$ 17,650	\$ 63,425	\$ 159,760
<b>Total</b>	<b>\$ 42,885</b>	<b>\$ 40,340</b>	<b>\$ 28,903</b>	<b>\$ 17,120</b>	<b>\$ 24,620</b>	<b>\$ 83,132</b>	<b>\$ 237,000</b>

#### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost		FTE	Total
Deputy Director	35	\$ 123.00	\$ 2.42	\$ 293.30		0.02	\$ 10,266
Highway Program Manager	124	\$ 110.19	\$ 2.42	\$ 266.35		0.06	\$ 32,921
Principal Engineer	150	\$ 93.92	\$ 2.42	\$ 227.01		0.07	\$ 34,052
<b>Total</b>	<b>309</b>					<b>0.15</b>	<b>\$ 77,240</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$237,000	<b>Total PROP K Recommended</b>	\$237,000

<b>SGA Project Number:</b>		<b>Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP K EP-139	\$120,000	\$117,000	\$237,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

3. Upon completion (anticipated December 2026), SFCTA shall provide final Feasibility Study, including results of engineering and traffic studies, recommendations, cost estimates, and a funding and implementation plan. SFCTA shall present the final report to the Board for approval.

### Special Conditions

1. Recommendation is contingent upon deobligation of \$237,000 allocated to the SFMTA under SGA 139-907167.

2. SFCTA shall present an interim project update to the Community Advisory Committee to share progress and seek feedback prior to seeking adoption of the final report.

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

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$237,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Yana Waldman	Mike Pickford
<b>Title:</b>	Assistant Deputy Director	Principal Transportation Planner
<b>Phone:</b>	(415) 522-4813	(415) 522-4822
<b>Email:</b>	yana.waldman@sfcta.org	mike.pickford@sfcta.org





# Ocean Avenue Bike Feasibility Study

Preliminary – Subject to Change





RESOLUTION AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE DISTRICT 7 OCEAN AVE SAFETY & BIKE ACCESS [NTIP CAPITAL] TO ALLOW \$237,000 IN FUNDS HELD IN RESERVE FOR IMPLEMENTATION OF THE OCEAN AVE MOBILITY ACTION PLAN TO BE USED FOR THE OCEAN AVE MULTI-USE PATH FEASIBILITY STUDY (PROJECT); RELEASE \$237,000 ON RESERVE; AND APPROPRIATE \$237,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THE PROJECT

WHEREAS, In March 2023, through approval of Resolution 23-37, the Transportation Authority allocated \$237,000 to the San Francisco Municipal Transportation Agency (SFMTA) in Prop K District 7 Neighborhood Program funds held in reserve for implementation of near- and mid-term recommendations from the Ocean Avenue Mobility Access Plan (Action Plan); and

WHEREAS, The SFMTA implemented the recommended near- and mid-term improvements as a part of the Frida Kahlo Way Quick-Build project, and the Prop K NTIP funds are no longer required for that scope; and

WHEREAS, Transportation Authority staff, with the support of SFMTA staff, is recommending amendment of the Prop K Standard Grant Agreement (SGA) for the Plan (SGA 139-907167) to release \$237,000 from the reserve for further planning and engineering analysis of the technical feasibility of a multi-use path on Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection through the Ocean Ave Multi-Use Path Feasibility Study (Project), which is also a recommendation of the Action Plan as summarized in Attachment 1; and

WHEREAS, The attached revised allocation request form (Attachment 2) for the Project updates the scope, schedule, budget and funding plan to reflect the proposed SGA amendment and also includes updated deliverables, timely use of funds requirements, 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 2025/26 budget to cover the proposed actions; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee was briefed on the subject SGA amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Project, releases \$237,000 in funds held in reserve to advance another recommendation in the Action Plan to implement further planning and engineering analysis of the technical feasibility of a multi-use path on Ocean Avenue through the Project, and appropriates \$237,000 in Prop K funds, with conditions, for the Project, as detailed in Attachment 2; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; 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 Attachment 2; 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 project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized.

**Attachments:**

- Attachment 1 - Proposed SGA Amendment for District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
- Attachment 2 - Allocation Request Form

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San Francisco  
County Transportation  
Authority



## Memorandum

### AGENDA ITEM 7

**DATE:** November 20, 2025

**TO:** Transportation Authority Board

**FROM:** Drew Cooper – Acting Co-Deputy Director for Technology, Data & Analysis

**SUBJECT:** 12/9/2025 Board Meeting: Approve the 2025 San Francisco Congestion Management Program

#### **RECOMMENDATION** ☐ Information ☒ Action

Approve the 2025 San Francisco Congestion Management Program (CMP).

#### **SUMMARY**

As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law.

Transportation system performance has begun to stabilize since the COVID-era changes. Arterial and freeway speeds decreased by 4-6% between 2024 and 2025. Transit speeds and transit travel time reliability stayed constant between 2023 and 2025. Roadway travel time reliability became better on arterials, but reliability on freeways at peak hours worsened significantly, which may reflect overall increasing peak period congestion near pre-Covid levels, while also having more day-of-week variation in peak period congestion typical of the post-Covid era.

Transit ridership is recovering, with Muni, BART, and Caltrain at 72%, 44%, and 54% of 2019 (pre-COVID pandemic) ridership respectively as of April/May 2025, and ridership has continued to grow since then. Muni continues to serve more

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☒ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: \_\_\_\_\_



than 95% of San Francisco residents within a 5-minute walk of their residence. Moreover, the share of the population within a 5-minute walk of a Muni route with a 5-minute headway increased to 29% for the AM peak and to 27% in 2025 for the PM peak, though this is still lower than the pre-COVID population share within a 5-minute walk of a Muni route with a 5-minute headway. Average monthly micromobility trips have also increased 110% from 2023 to 2025 in data available through September.

The number of property-damage only collisions, non-severe injury collisions, and severe injury collisions in San Francisco has remained mostly stable since 2020. However, the number of fatal traffic collisions in 2024 at 42 (of which 23 and 3 involved pedestrians and bikes, respectively) is the highest observed since 2011 (other than 2022 which has the same number of fatal collisions).

## **BACKGROUND**

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the city to receive state fuel tax subventions and for the city's transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa, 2002) granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. SB 743 (Steiner, 2013) modified the criteria for local jurisdictions to designate IOZs. In September 2024, the Board of Supervisors designated an



updated IOZ for San Francisco, covering most of San Francisco based on transit frequency and land use criteria.

**CMP Elements.** The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal Capital Improvement Program (CIP).

The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

## **DISCUSSION**

The 2025 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2023. Key updates are summarized in the sections below.

### **Roadway Performance.**

- **Fall 2023 Data Anomaly:** Due to an anomaly in the traffic speed data in Fall 2023, this CMP presents analysis that compares 2025 vehicular traffic data to 2024 rather than data from the previous 2023 cycle, as would be typical.
- **Roadway Speeds:** In general, roadway speeds are lower during the PM peak than in the AM peak, conforming to long-time historical trends. Average speeds on the CMP network arterials have decreased since 2024 for both the AM (-4%) and PM (-6%) peaks. Average speeds on CMP network freeways also decreased in both the AM and PM peak (-4%).
- **Roadway Travel Time Reliability:** The Buffer Time Index (BTI) is a measure of the unreliability of travel time and is calculated as the percent of average additional travel time that the travelers need to budget so that they have a 95% chance of arriving on time. Between 2024 and 2025 reliability remained flat on arterials, with the BTI remaining at 22% in the AM peak and decreasing from 21% to 20% in the PM peak (a slight improvement in reliability). In contrast, freeway travel time reliability worsened significantly over the same period from 44% to 57% in the AM peak and from 37% to 61% in the PM peak, indicating a rising need to manage freeway demand.



### Transit Performance.

- **Transit Speeds (Muni bus):** The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency (SFMTA) from on-vehicle Automatic Passenger Counters. Average transit travel speeds on the CMP network for both the AM and PM peaks stayed constant between 2023 and 2025, a positive outcome, given the rise in vehicle traffic and multi-modal activity over this period. Transit speeds in 2025 are still higher than that during pre-COVID.
- **Transit Speed Reliability (Muni bus):** Muni bus transit speed information is also used to calculate the coefficient of variation (CV) of speed as a measure of transit speed reliability. The coefficient of variation (CV) is calculated by dividing the standard deviation of the speed by the average speed. The CV is expressed as a percentage of the mean speed. A lower percentage indicates more reliable transit speeds. Transit reliability has stabilized (i.e. variability stayed the same) since 2023, staying at the same levels (21%) observed in 2019 and 2023 for both the AM and PM peaks.
- **Transit Coverage (Muni):** The transit coverage metric reports the percent of San Francisco's total population and total jobs that are within a 5-minute walk of Muni transit service. Since 2023, more than 95% of San Francisco residents live within a 5-minute walk of Muni service. Moreover, the share of the population within a 5-minute walk of a Muni route with a 5-minute headway increased from 27% in 2023 to 29% in 2025 for the AM peak and from 20% in 2023 to 27% in 2025 for the PM peak, though this is still lower than the pre-COVID population share within a 5-minute walk of a Muni route with a 5-minute headway. Transit coverage in terms of jobs for both the AM and PM periods show trends similar to those observed in population transit coverage.
- **Automobile-to-Transit (Muni bus) Speed Ratio:** In 2025, the auto-to-transit speed ratio was 1.8 in both the AM and PM peak periods, indicating that vehicular traffic was a little less than twice as fast as bus speeds.

### Mode share.

Driving (alone, sharing a ride, or using a TNC) is the most prevalent mode to both get around within San Francisco (43.9%) and to travel to/from San Francisco (76.3%). For travel within San Francisco, walking is the next most prevalent mode (41.0%). There is also a significant transit share for both travel markets (11.8% for trips within San Francisco, and 21.9% for trips to/from San Francisco).





### Other CMP Elements.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the City's efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements, and the City's policy initiative to plan for mode shift long-term as documented in SFTP2050.
- **Land Use Impacts Analysis Program:** This chapter documents updates to the Regional Growth Framework, including updated Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Transit Oriented Communities (TOCs) in San Francisco. The Metropolitan Transportation Commission (MTC) recently adopted these new and revised designations as part of the Plan Bay Area 2050+ process. This new regional Sustainable Communities Strategy is expected to be adopted in early 2026. San Francisco is working with MTC to focus future development within PDAs and TOCs in the Bay Area and identify funding for transportation projects that support these areas.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2025 CMP reflects program updates since adoption of the 2023 CMP. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.
- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2023, and model enhancements are discussed in the 2025 CMP.

**Next Steps.** After approval from the Transportation Authority Board, the 2025 CMP report will be submitted to MTC for a review of consistency.

### FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2025/26 budget.



## **CAC POSITION**

The CAC considered this item at its November 19, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Draft 2025 CMP Executive Summary
- Attachment 2 - Resolution
- Enclosure 1 - Draft 2025 San Francisco CMP

CONGESTION MANAGEMENT PROGRAM NOVEMBER 2025

# Executive Summary



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## Introduction

Every two years, the San Francisco County Transportation Authority (SFCTA) as the designated county Congestion Management Agency (CMA) for San Francisco prepares the San Francisco Congestion Management Program (CMP). This program is conducted biennially in accordance with state law to monitor congestion, inform policy and long-range planning efforts, and adopt strategies for mitigating traffic congestion that falls below certain thresholds as warranted.

The CMP combines the traffic Level of Service (LOS) and multimodal performance elements required under state CMP legislation, reflecting the legislation's requirement that LOS be included as one of several multimodal performance measures, and that automobile-focused metrics alone, such as LOS, result in a limited view of transportation issues. For this reason, SFCTA's approach is guided by San Francisco's long-standing Transit First policy and emphasis on accessibility for the movement of people and goods by transit, bicycling, walking, and shared modes, while maintaining motor vehicle circulation.

State CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, to effectively manage congestion, improve air quality, and facilitate sustainable development. The purpose of the 2025 San Francisco Congestion Management Program is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco to the public and the Metropolitan Transportation Commission (MTC);
- Describe San Francisco's congestion management strategies and efforts; and
- Outline the congestion management work program for the two upcoming fiscal years.

## State of San Francisco's Transportation System

Transportation system performance has begun to stabilize since the COVID-era changes. Arterial and freeway speeds decreased by 4 - 6% between 2024 and 2025. Transit speeds and transit travel time reliability stayed constant between 2023 and 2025. Roadway travel time reliability became better on arterials, but reliability on freeways at peak hours worsened significantly, which may reflect overall increasing peak period

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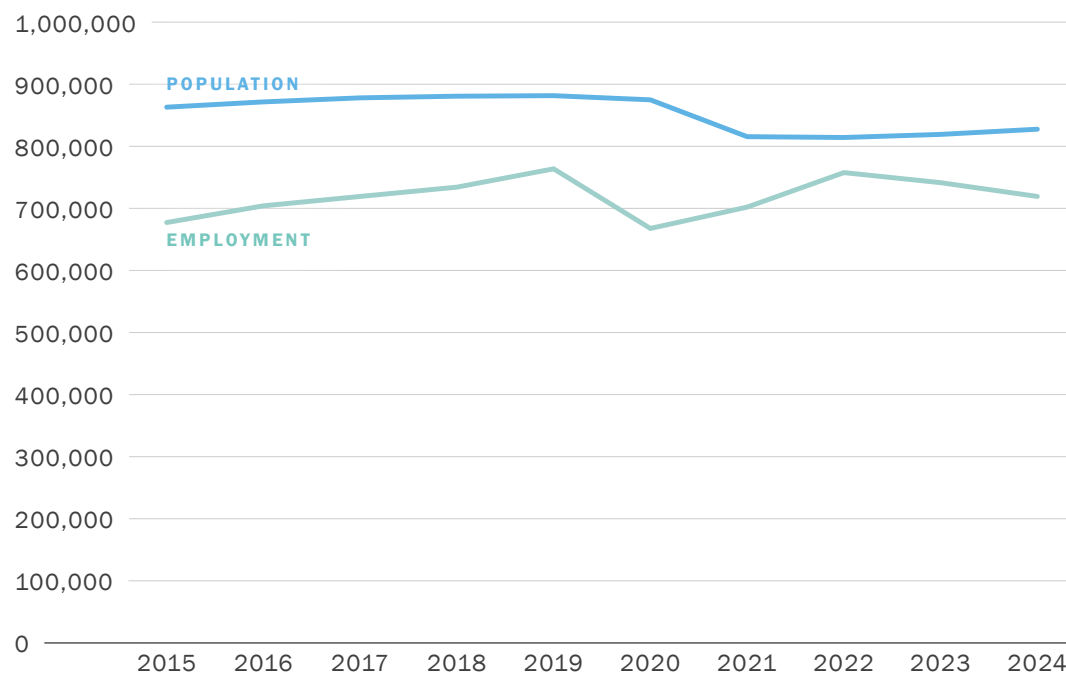
congestion near pre-Covid levels, while also having more day-of-week variation in peak period congestion typical of the post-Covid era. Traffic counts on Tuesdays through Thursdays at mid-block locations continued to increase between 2023 and 2025 (+5%), reaching 92% of pre-COVID pandemic (2019) levels. This may indicate that arterial congestion is nearing pre-pandemic levels. The Transportation Authority tracks the ratio of travel speeds by private vehicle vs transit as a primary system performance indicator, reflecting San Francisco's long-standing Transit First Policy.

Transit ridership is recovering, with Muni, BART, and Caltrain at 72%, 44%, and 54% of 2019 (pre-COVID pandemic) ridership respectively as of Apr/May 2025, and ridership has continued to grow since then. Muni continues to serve more than 95% of San Francisco residents within a five-minute walk of their residence. Moreover, the share of the population within a five-minute walk of a Muni route with a five-minute headway increased to 29% for the AM Peak and to 27% in 2025 for the PM Peak, though this is still lower than the pre-COVID population share within a five-minute walk of a Muni route with a five-minute headway. Multimodal counts conducted at intersections observed sharply rising bicycle counts in the AM Peak (+42%) and PM Peak (+36%) along with more flat pedestrian counts in the AM Peak (+0%) and a modest increase in the PM Peak (+8%). Average monthly micromobility trips have also increased 110% from 2023 to 2025 in data available through September.

The number of property-damage only (PDO) collisions, non-severe injury collisions, and severe injury collisions in San Francisco has remained mostly stable since 2020. However, the number of fatal traffic collisions in 2024 at 42 (of which 23 and 3 involved pedestrians and bikes, respectively) is the highest observed since 2011 (other than 2022 which has the same number of fatal collisions).

As reported in the Transportation Authority's Downtown Travel Study (March 2025), while San Francisco continues to be an employment and population hub in the Bay Area, significant changes have occurred in both San Francisco population and employment since the COVID pandemic. San Francisco's population declined from a peak in 2019 of 882,000 to 814,000 in 2022 due to the COVID pandemic, but its population has been steadily recovering since, reaching 828,000 by 2024. Employment in San Francisco peaked right before the COVID pandemic in 2019 at 764,000, and dropped due to the COVID pandemic between 2019 and 2020. Employment numbers increased to 758,000 in 2022, though there has been a decrease since then to 719,000 in 2024. The COVID pandemic produced profound changes in commuting patterns that affect the transportation system performance metrics reported in this document. In 2019, only 7% of employed San Francisco residents reported regularly working from home, but during the peak of the COVID pandemic in 2021, this share increased to 46%, before declining in 2023 to 24% of employed residents working from home.<sup>1</sup>

<sup>1</sup> ACS One-Year Supplemental Estimates, Table K200801

**Figure 0-1. San Francisco Population and Employment**

**Note:** Population and employment estimates are as of July 1 of each year

Population Source: US Census Population and Housing Unit;

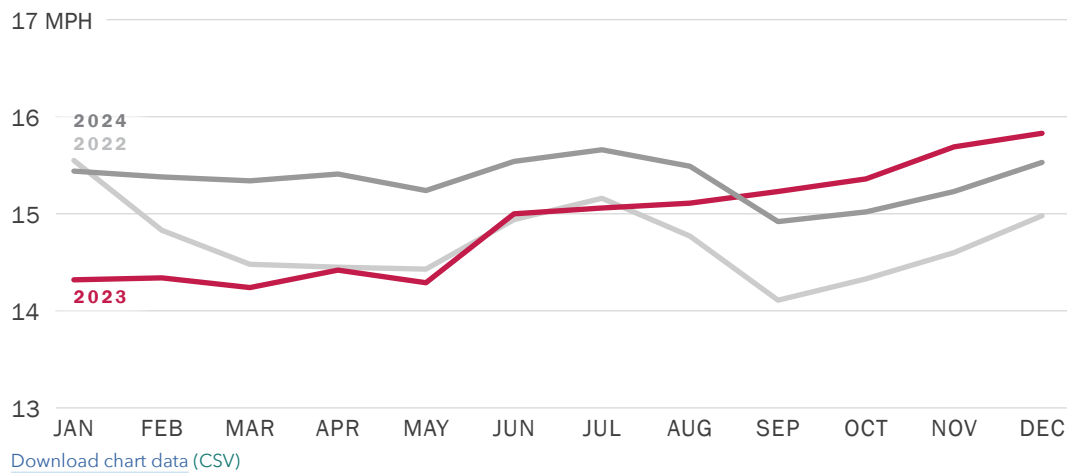
Employment Source: California Employment Development Department Current Employment Statistics

[Download chart data \(CSV\)](#)

## ROADWAY MONITORING RESULTS

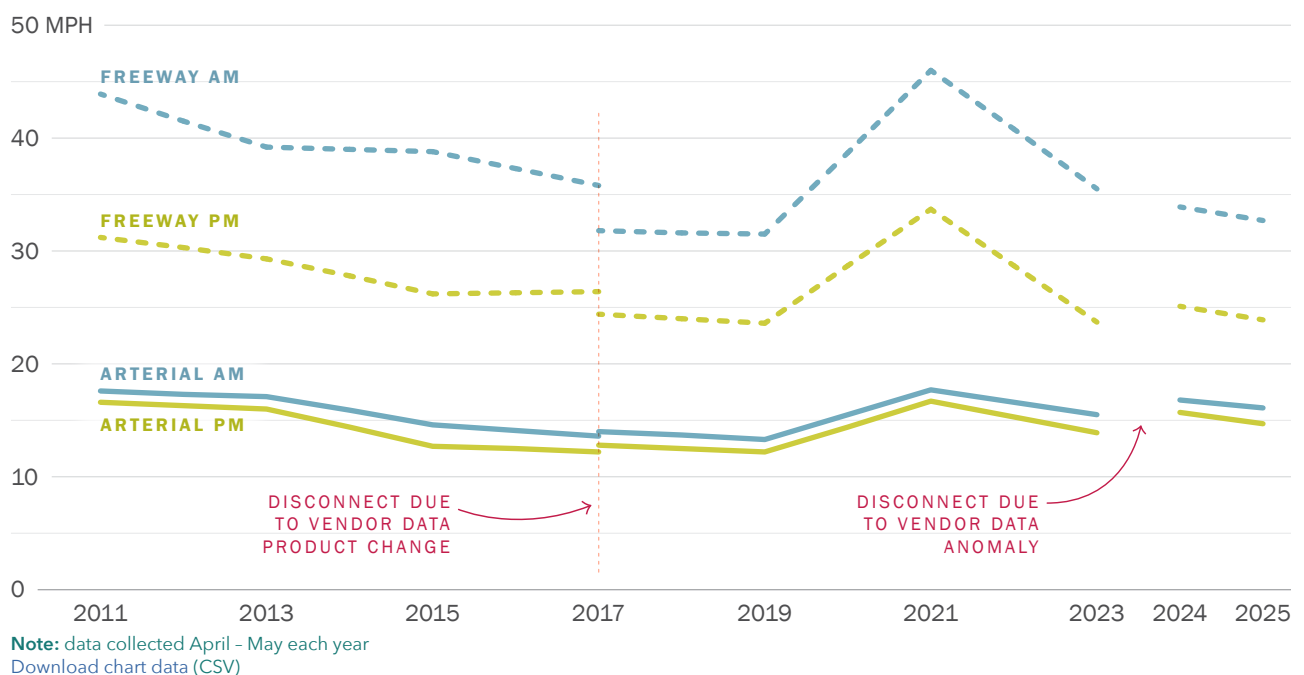
### Fall 2023 Data Anomaly and Change to Methodology

Traffic speeds vary seasonally, with lower speeds in the spring and fall, and higher speeds in the summer and winter during holidays and school closures. The CMP accounts for this seasonality by monitoring speeds in the same months, April and May, of each year. Speeds during 2020 and 2021 followed unique patterns due to the Covid 19 pandemic, but typical seasonality was evident again in 2022. From 2022 to 2025 so far, each year has exhibited normal seasonal trends. However, in August and September of 2023, when speeds typically decline from summer highs, INRIX data showed speeds continuing to increase. Staff could not identify any events that would explain a significant two-month long deviation in typical seasonal speed trends and believe there is an error in the underlying data or change in data processing methods, although INRIX has not confirmed this. After this unexplained increase in speeds data resumed typical seasonal patterns, although at elevated speeds. This resulted in higher peak period traffic speeds in 2025 than in 2023, which is an unintuitive trend that is not supported by contemporaneous arterial traffic counts in 2023 and 2025. As a result, the following analysis compares 2025 data to 2024 rather than data from the previous 2023 cycle, as would be typical.

**Figure 0-2. INRIX Arterial Speeds by Month, 8 – 9 a.m.**

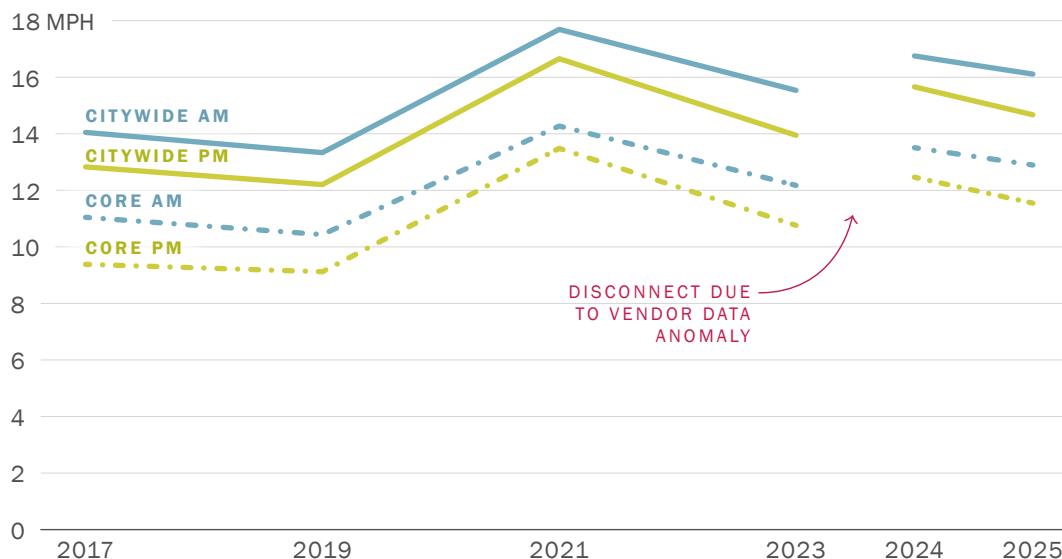
### Roadway Speeds

In general, roadway speeds are lower during the PM Peak than in the AM Peak, conforming to long-time historical trends. Roadway speeds increased in 2021 during the COVID pandemic, then decreased between 2021 and 2023 as people began to return to pre-COVID pandemic activity levels. The trend in speeds from 2023 to 2024 is unknown due to the anomaly described above. From 2024 to 2025 Freeway AM Peak speeds decreased by 4% and PM Peak speeds decreased 6%. Arterial speeds decreased by 4% in both the AM Peak and PM Peak between 2024 and 2025 (Figure 0-3).

**Figure 0-3. CMP Network Average Travel Speed**

Arterial roadway speeds in the downtown core are historically lower than citywide average arterial speeds. Between 2024 and 2025, arterial speeds in the downtown core declined by 6% in the AM Peak and 7% in the PM Peak, a faster rate of decline than citywide arterial speeds (Figure 4-3)

**Figure 0-4. CMP Arterial Average Speeds Citywide and in the Downtown Core<sup>1</sup>**



**Note:** data collected April - May each year  
[Download chart data \(CSV\)](#)

## ROADWAY LEVEL OF SERVICE (LOS)

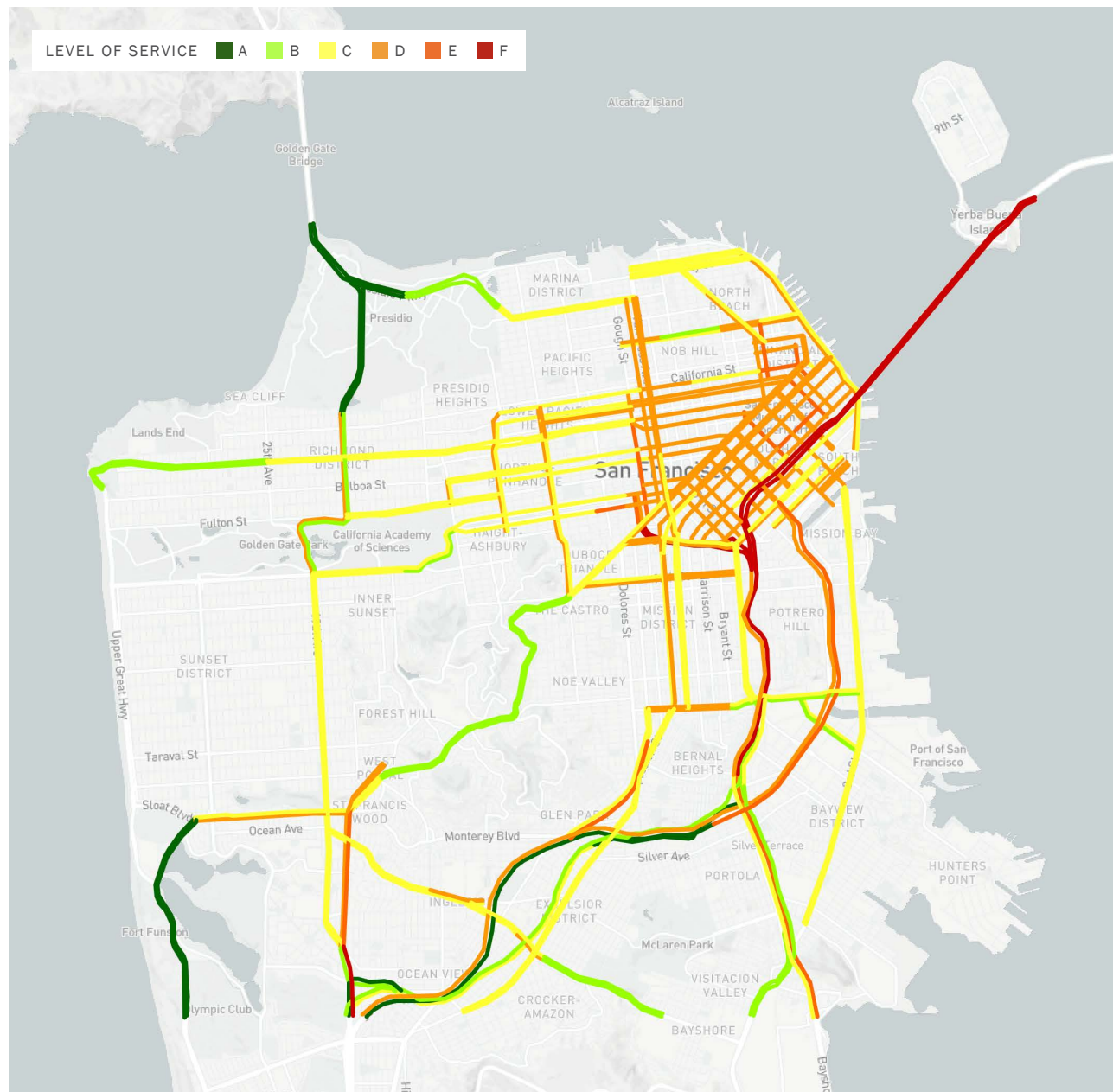
The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with "A" describing free flow, and "F" describing bumper-to-bumper conditions.

Figure 0-5 shows PM Peak LOS in 2025. Freeways approaching and traversing the downtown core are congested, with LOS ranging from D and F. The southern leg of US-101 and I-280, further from the downtown core, are less congested, with LOS ranging from A to D. Arterials in downtown are nearly uniformly LOS D, while arterials outside of the core perform better and have more variability, ranging from A to D. The AM Peak shows similar trends. As noted in the Downtown Travel Study, this profile of traffic congestion lies within a context of a fluid downtown recovery. An interactive version of this map that allows users to view historical trends for the City overall, as well as for all the individual CMP segments, can be found at [cmp.sfcta.org](http://cmp.sfcta.org).

<sup>1</sup> Downtown Core in this figure is defined to include streets east of Franklin/Gough Streets, and north of the Central Freeway and Mission Creek. It also includes the streets immediately surrounding the Octavia Boulevard entrance/exit of the Central Freeway



Figure 0-5. 2025 PM Peak Roadway Level-of-Service



## ROADWAY TRAVEL TIME RELIABILITY

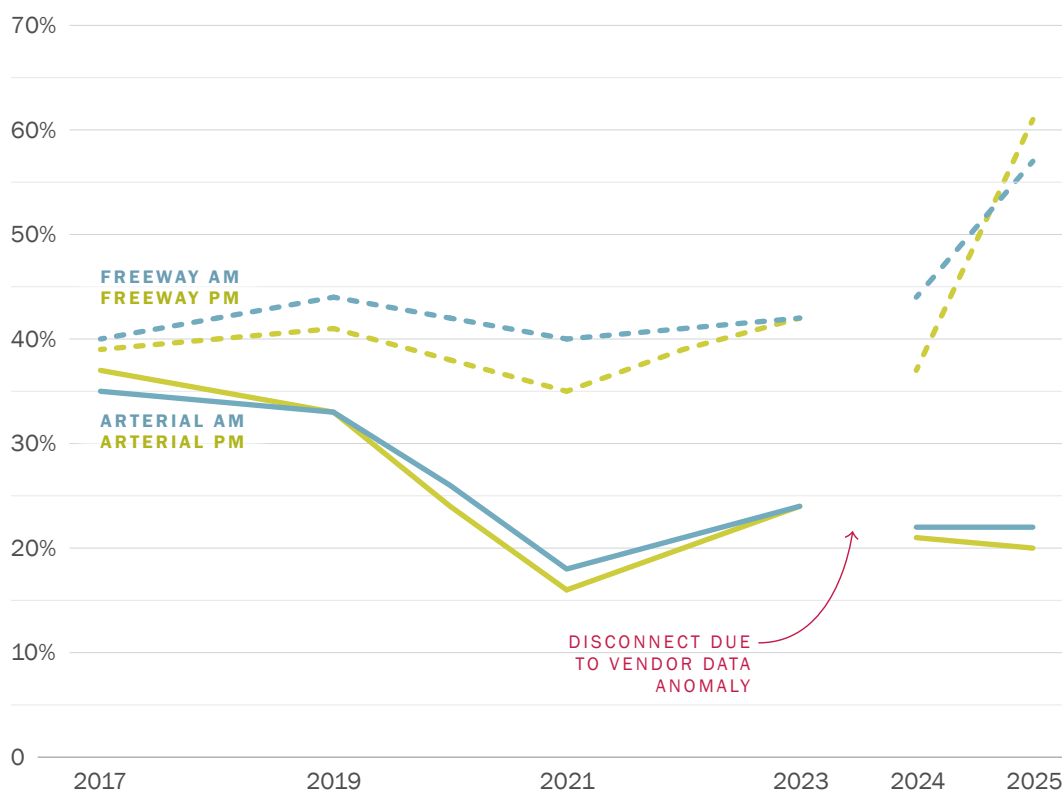
While the average travel speeds and LOS provide useful insights into congestion, they do not capture a critical aspect of peoples' perception of congestion, which is the reliability of travel times. For example, a traveler is likely to perceive the congestion on a roadway where the travel is always 15 minutes differently that they perceive the congestion on a roadway where half the time the travel time is 5 minutes and the other half the time the travel time is 25 minutes. The unreliability of the travel time on this

second roadway is onerous because it forces travelers to change their schedule so as to ensure that they aren't late to their destinations.

The Buffer Time Index (BTI) is a measure of the unreliability of vehicular travel time, and is calculated as the percent of average additional travel time that the travelers need to budget so that they have a 95% chance of arriving on time. In other words, it is the extra time needed if one does not want to be late more than once a month, and a lower value of BTI indicates higher reliability (see below for a parallel measure for transit travel). For example, a BTI of 20% for a 10 minute trip requires a traveler to budget an extra 2 minutes to not be late more than once a month.

Between 2024 and 2025 reliability remained flat on CMP network arterials, with the BTI remaining at 22% in the AM Peak and decreasing 21% to 20% in the PM Peak (a slight improvement in reliability). In contrast, freeway travel time reliability worsened significantly over the same period from 44% to 57% in the AM Peak and from 37% to 61% in the PM Peak (Figure O-6), indicating a rising need to manage freeway demand (see San Francisco Freeway Management Study, underway).

**Figure O-6. CMP Network Average Travel Time Reliability, as Shown by Buffer Time Index (BTI)**

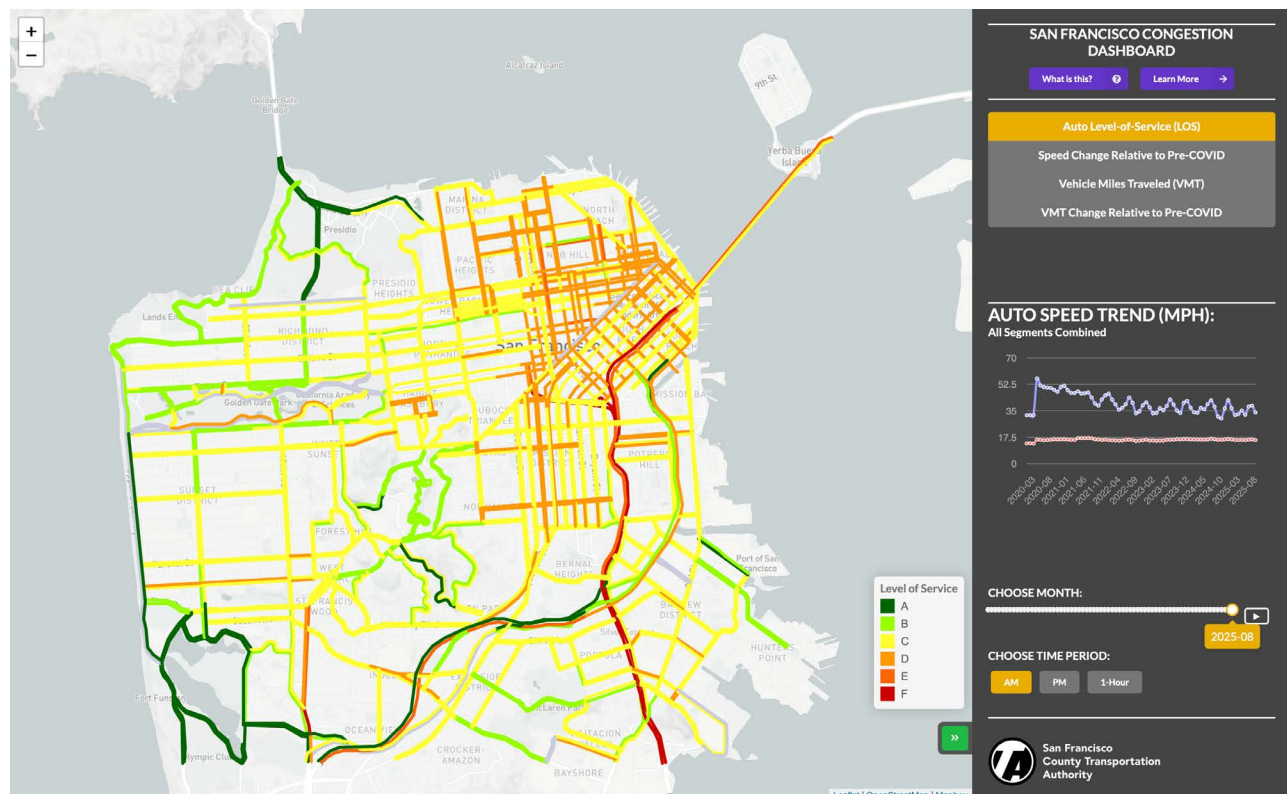


**Note:** data collected April - May each year  
[Download chart data \(CSV\)](#)

## SAN FRANCISCO CONGESTION DASHBOARD

The Transportation Authority maintains the San Francisco Congestion Dashboard ([congestion.sfcta.org](https://congestion.sfcta.org)), shown in Figure 0-7. This tool reports many of the same roadway performance metrics as reported the CMP congestion visualization, but with a much greater frequency (monthly instead of biennially), for a larger set of roadway segments, and at an hourly level as well as for the AM Peak and PM Peak periods starting in January 2020.

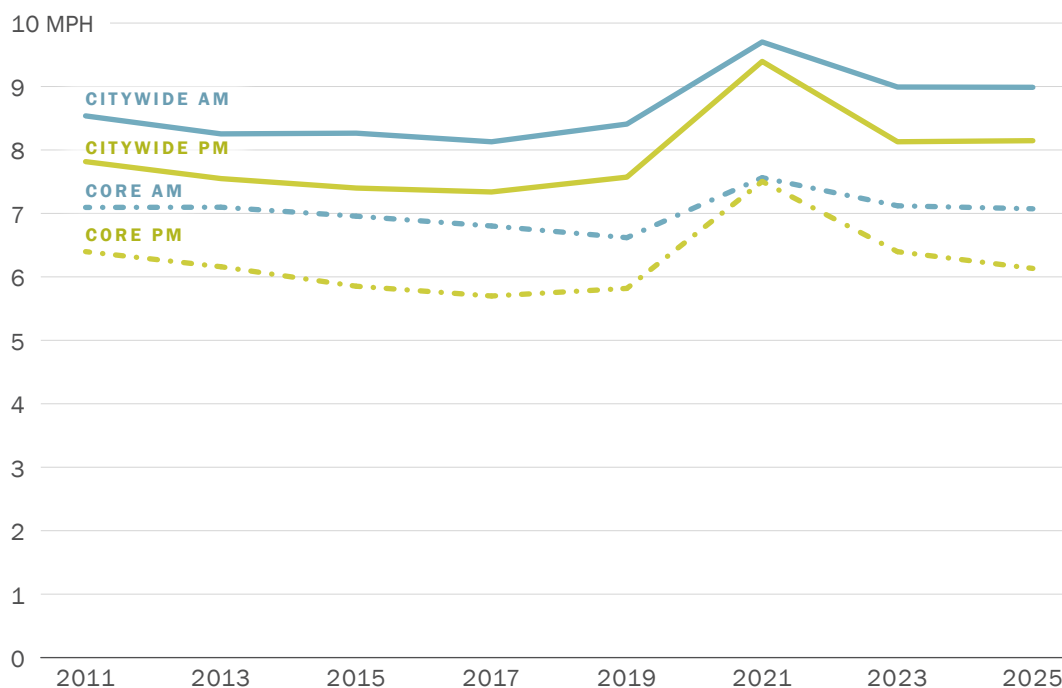
**Figure 0-7. San Francisco Congestion Dashboard**



## Transit Monitoring Results

### TRANSIT SPEEDS (MUNI BUS)

Average transit travel speeds on the CMP network for both the AM Peak and PM Peak stayed constant between 2023 and 2025, a positive outcome, given the rise in vehicle traffic and multimodal activity over this period. Transit speeds in 2025 are still higher than that during pre-COVID (Figure 0-8).

**Figure 0-8. CMP Network Average Transit Speeds<sup>1</sup>**

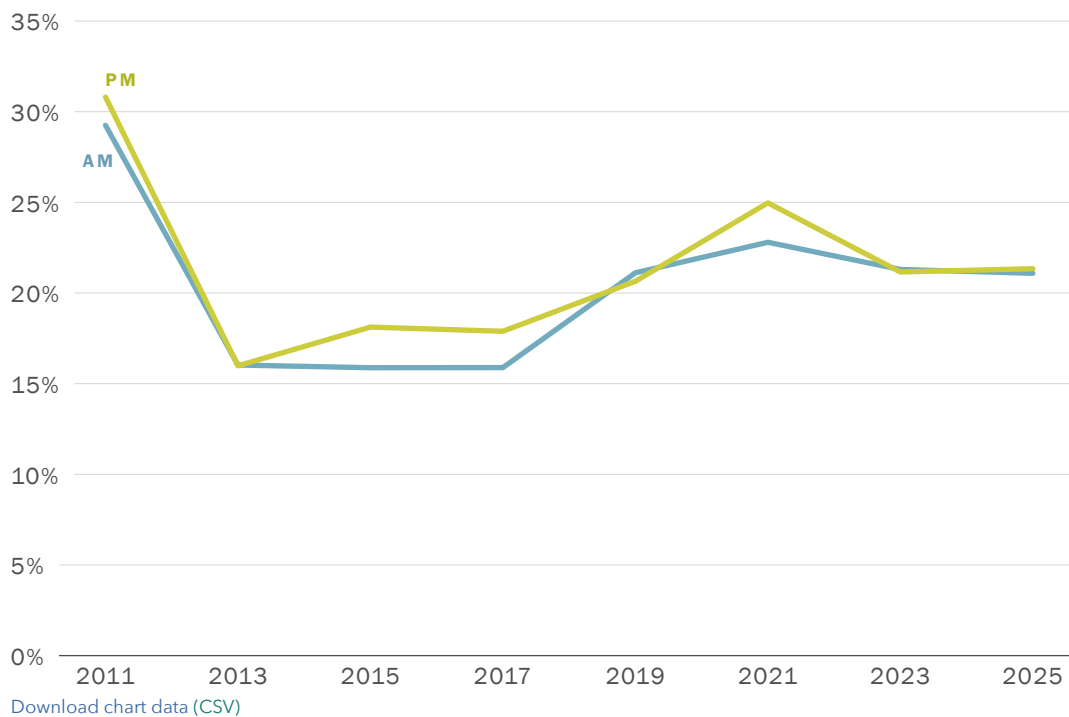
[Download chart data \(CSV\)](#)

### Transit Speed Reliability (Muni bus)

Transit (Muni bus) speed information is also used to calculate the coefficient of variation (CV) of speed as a measure of transit speed reliability. The coefficient of variation is calculated by dividing the standard deviation of the speed by the average speed, thereby normalizing the results to compare relative variability between faster and slower segments. The CV is expressed as a percentage of the mean speed. A lower percentage indicates more reliable transit speeds.

Transit reliability has stabilized (i.e. variability stayed the same) since 2023, staying at the same levels (21%) observed in 2019 and 2023 for both the AM Peak and PM Peak (Figure 0-9). With the average transit speeds in 2025 at 9.0 MPH (AM Peak) and 8.1 MPH (PM Peak), a CV of 21% means that approximately 70% of the time, a 3 mile transit trip would take between 15.8 and 24.2 minutes for the AM Peak, and between 17.6 and 26.9 minutes for the PM Peak. As with transit travel times, this is a positive trend and may reflect benefits from a variety of transit priority investments and traffic management strategies that were implemented during this time.

<sup>1</sup> Downtown Core in this figure is defined to include streets east of Franklin/Gough Streets, and north of the Central Freeway and Mission Creek. It also includes the streets immediately surrounding the Octavia Boulevard entrance/exit of the Central Freeway

**Figure 0-9. CMP Network Transit Travel Time Variability**

### Auto-Transit Speed Ratio

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni bus data is available. A ratio of 2 would indicate that, for a particular segment, auto speeds are twice as fast as transit speeds. The ratio had been improving between 2013 and 2019, worsened during the COVID pandemic and has been hovering around 1.7 – 1.8 since 2021. In 2025, the auto-to-transit speed ratio was 1.8 in the AM Peak and PM Peak periods. Due to the Fall 2023 data anomaly, the auto-to-transit speed ratio for 2025 cannot be directly compared to 2023.

### MULTIMODAL COUNTS

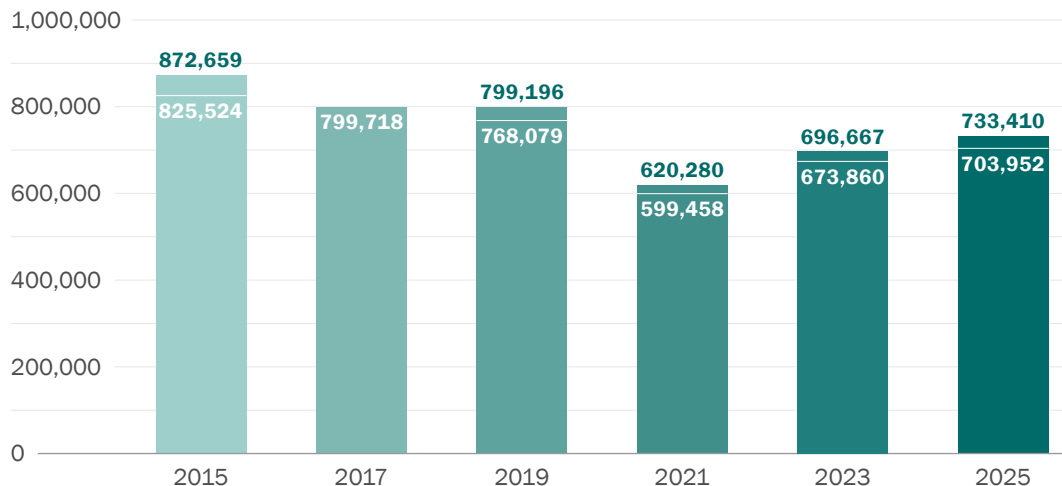
The City and County of San Francisco has placed a high priority on supporting walking and cycling/rolling modes (including bicycling, bike share and shuttles) to facilitate active and affordable means of travel. Multimodal counts have been collected at 29 mid-block locations (vehicle only) (Figure O-10 and Figure O-11) and 14 intersections (vehicle, bicycle (Figure O-12), and pedestrian (Figure O-13) since 2015.

### Vehicle Volumes

Mid-block mid-week average daily traffic continued to increase between 2023 and 2025 (+4%), reaching 92% of pre-COVID pandemic (2019) levels (Figure O-10). The 2025 AM Peak and PM Peak mid-block mid-week vehicle counts stand at 88% and 92% of 2019 (pre-COVID

pandemic) levels, respectively. The trendlines may also suggest that the ongoing vehicular traffic decrease observed from 2015 to 2019 is continuing past the COVID pandemic.<sup>1</sup>

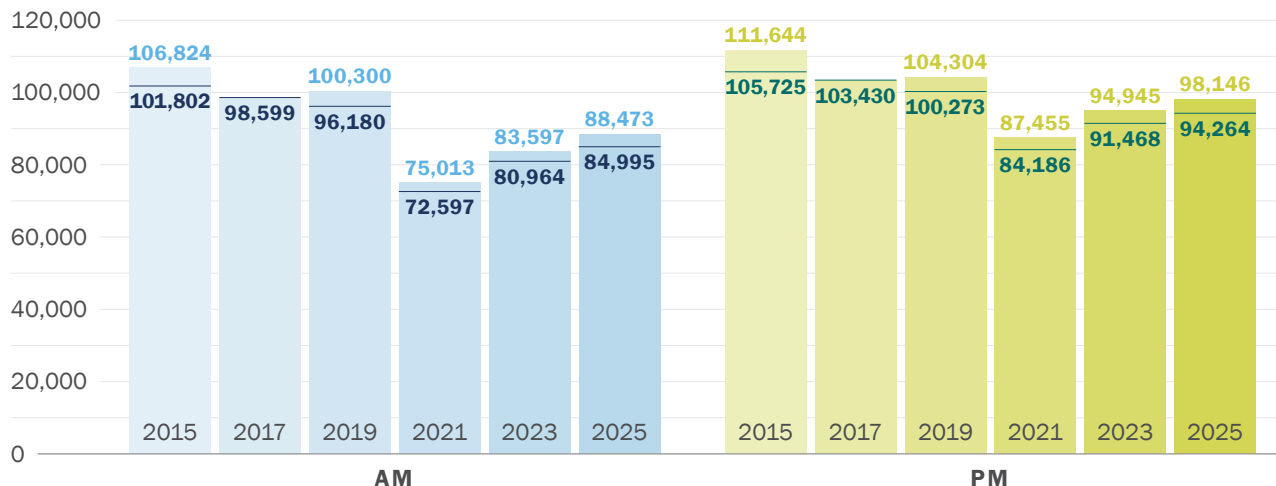
**Figure 0-10. Mid-Block Mid-week (Tue/Wed/Thu) Average Daily Traffic (ADT)**



**Note:** Data collected April - May biennially at the same locations, counts shown for the bars are summed over all 29 locations and directions, whereas the white line within each bar only shows counts summed over 28 locations and directions (excluding counts from Van Ness between California and Pine, where no data were collected in 2017).

[Download chart data \(CSV\)](#)

**Figure 0-11. Mid-Block Mid-week (Tue/Wed/Thu) Average AM/PM Peak Traffic Counts**



**Note:** Data collected April - May biennially at the same locations, counts shown for the columns are summed over all 29 locations and directions, whereas the line within each column only shows counts summed over 28 locations and directions (excluding counts from Van Ness between California and Pine, where no data were collected in 2017).

[Download chart data \(CSV\)](#)

<sup>1</sup> A data error in 2023 midblock traffic counts was discovered that resulted in lower AM Peak period counts. This error is corrected in the 2025 CMP.

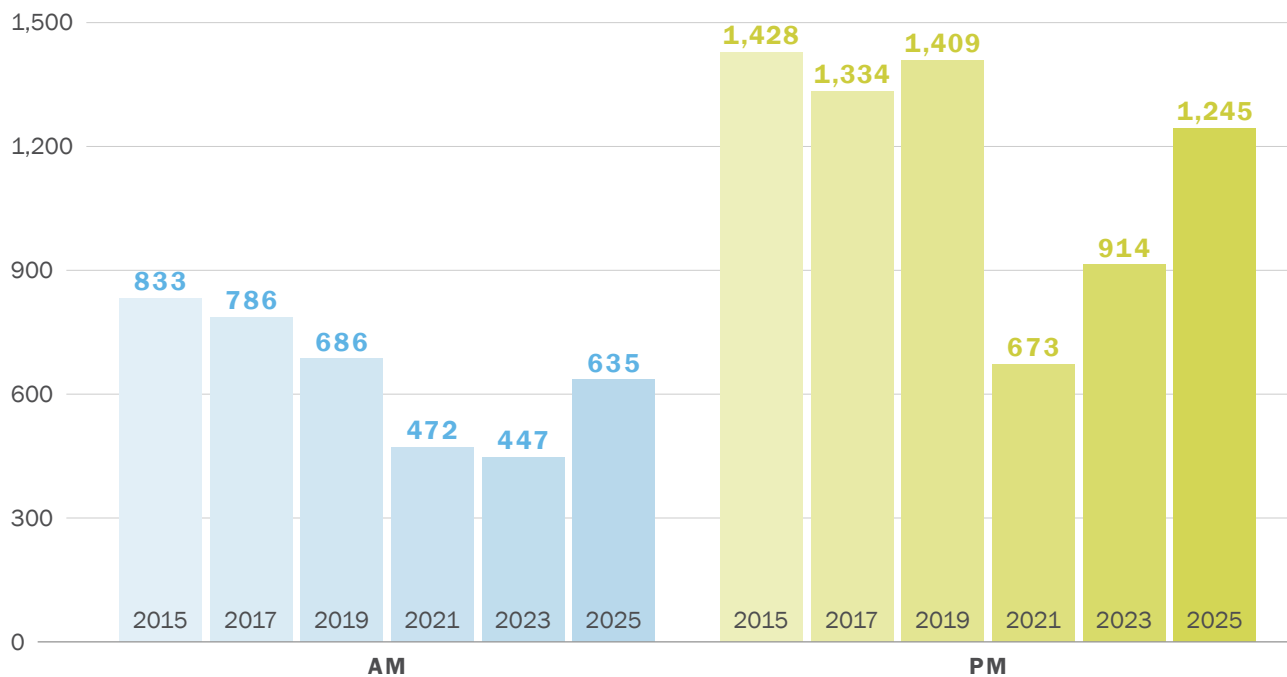
### Bicycle and Pedestrian Volumes

Figure O-12 and Figure O-13 respectively show bicycle and pedestrian counts collected by SFCTA between 2015 and 2025 throughout the city. In contrast to vehicle counts, bicycle and pedestrian intersection counts show a stronger recovery in the PM Peak than the AM Peak. Bicycle counts showed a particularly strong increase between 2023 and 2025 of +42% for the AM Peak and +36% for the PM Peak. Pedestrian counts saw more modest changes between 2023 and 2025, with AM Peak counts basically unchanged (+0%), and PM Peak counts increasing +8%.

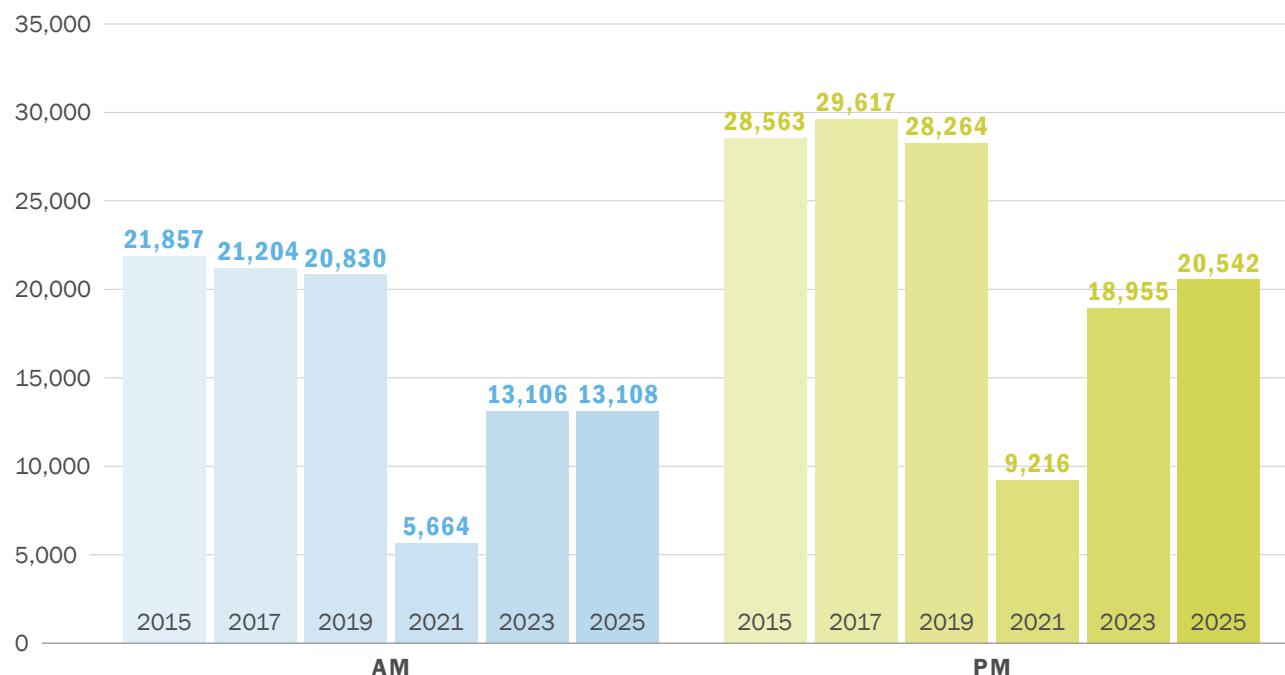
#### AM Peak vs PM Peak Travel

Taken together, travel in the PM Peak (4:30 – 6:30 p.m.) seems to show a slight mode shift from automobiles to bicycles and walking. This shift away from automobiles is not observed in the AM Peak (7:00 – 9:00 a.m.) however.

**Figure O-12. Intersection Single-Day Bicycle Counts**



**Note:** Data collected April – May biennially at the same locations, counts shown are summed over all locations.  
[Download chart data \(CSV\)](#)

**Figure 0-13. Intersection Pedestrian Counts**

**Note:** Data collected April - May biennially at the same locations, counts shown are summed over all locations.  
[Download chart data \(CSV\)](#)

## TRAFFIC SAFETY

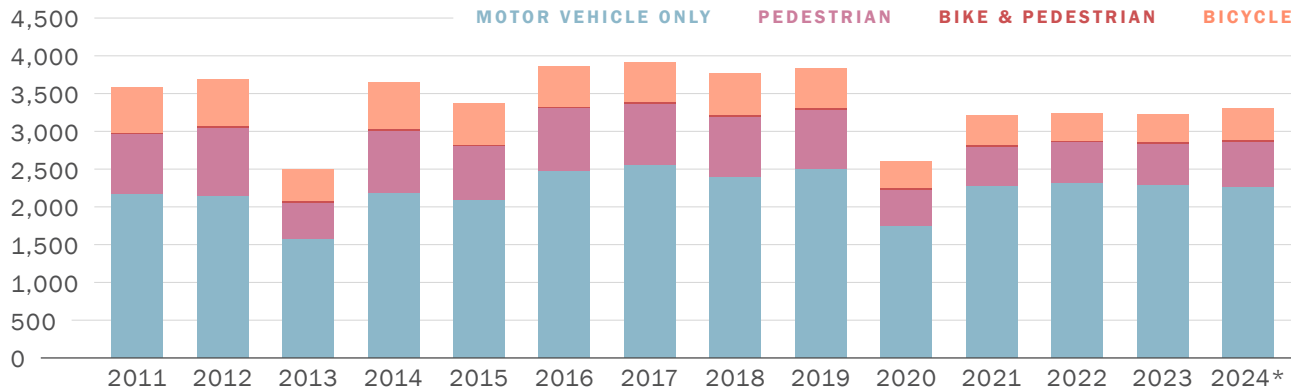
Safety for road users, including those walking or biking, are key measures of transportation performance, and a critical policy priority for San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The San Francisco Street Safety Act (July 2025) re-affirmed San Francisco's commitment to traffic safety and identified specific activities across city agencies to advance the city's goals.

The number of injury collisions (involving people walking or biking) dropped significantly in 2020, probably due to the substantial reduction in vehicle and non-motorized volumes in 2020 due to the COVID pandemic. Speeding remains a top collision factor and concern during this time, among the "Focus on the 5" priorities for SFMTA counter-measure and San Francisco Police Department traffic enforcement efforts. The number of property-damage only (PDO) collisions, non-severe injury collisions, and severe injury collisions have increased from 2020 lows, but remain mostly stable below pre-pandemic highs as of 2024 (Figure 0-14). The total number of fatal collisions in 2024 at 42 (of which 23 and 3 involved people walking and biking, respectively), however, is the highest observed since 2011 (other than 2022 which has the same number of fatal collisions) (Figure 0-15). Total fatalities also increased to their highest level observed since 2011, reaching 48



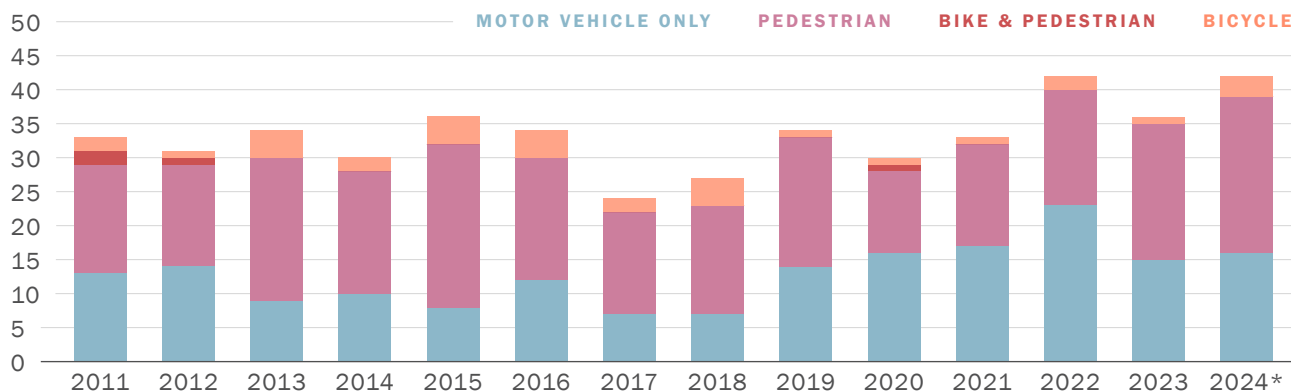
(Figure 0-16). These totals are higher than those reported through San Francisco's Vision Zero program, which exclude fatalities that occur on freeways.

**Figure 0-14. Injury Collisions by Party Type Involved in San Francisco**



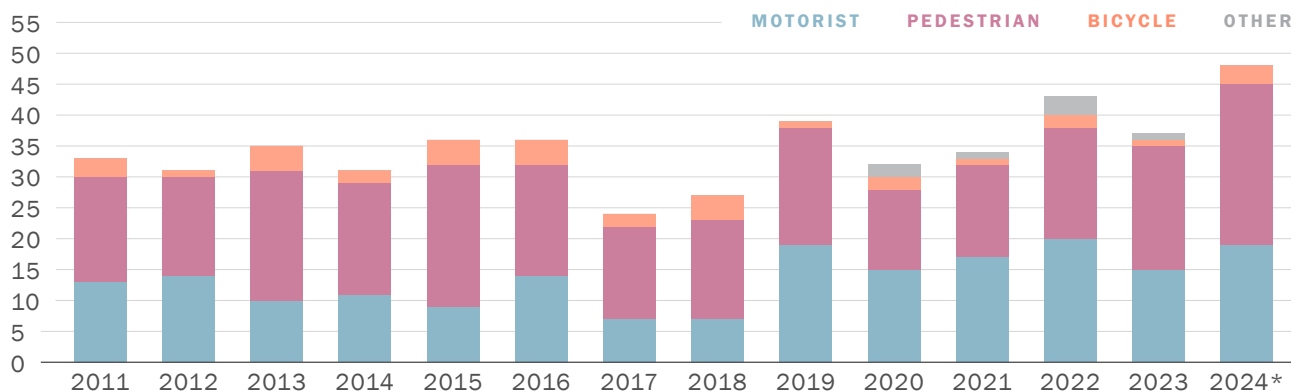
\* provisional data.  
[Download chart data \(CSV\)](#)

**Figure 0-15. Fatal Collisions by Party Type Involved in San Francisco**



\* provisional data.  
[Download chart data \(CSV\)](#)

**Figure 0-16. Collision Fatalities by Party Type in San Francisco**

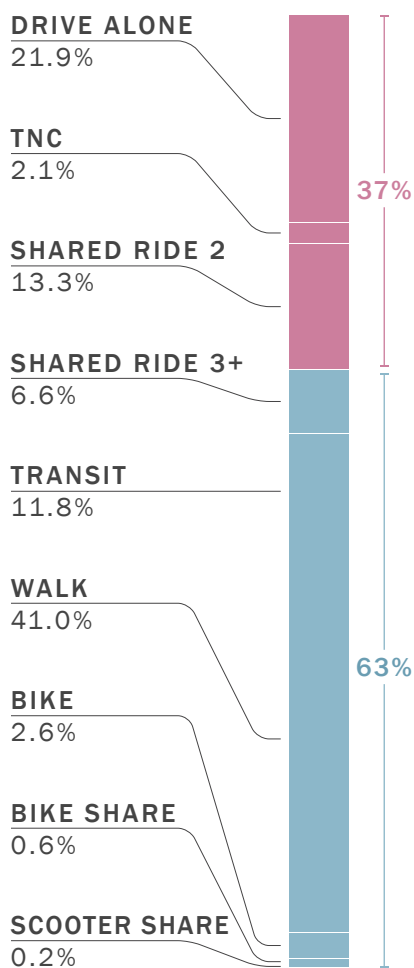


\* provisional data.  
[Download chart data \(CSV\)](#)

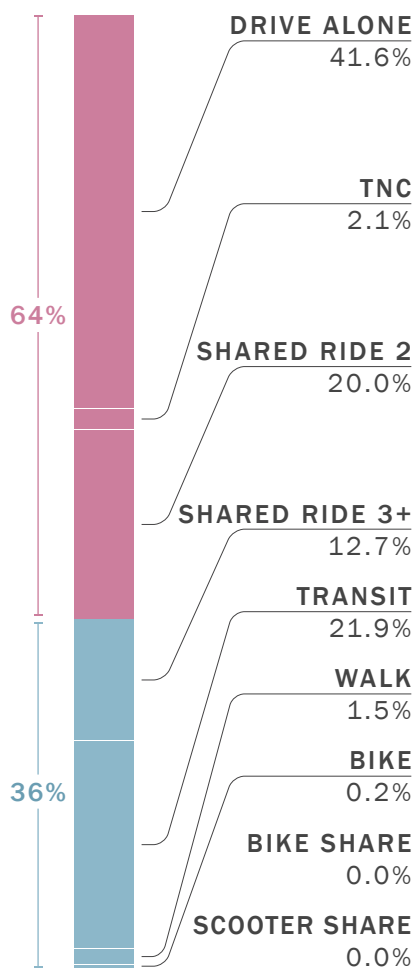
## Mode Share

Mode share describes the mix of modes, such as transit, biking, walking, and driving used to travel to, from, and within San Francisco. Figure O-17, Figure O-18, and Figure O-19 summarize the share of trips by mode for trips in San Francisco broken down into three different travel markets: all trips to/from/within San Francisco, regional trips to/from San Francisco (trips where one of the trip ends is in San Francisco and the other is not), and trips within San Francisco (trips that both start and end in San Francisco). Driving (alone, sharing a ride, or using a TNC) is the most prevalent mode to both get around within San Francisco (43.9%) and to travel to/from San Francisco (76.3%). For travel within San Francisco, walking is the next most prevalent mode (41.0%). There is also a significant transit share for both travel markets (11.8% for trips within San Francisco, and 21.9% for trips to/from San Francisco).

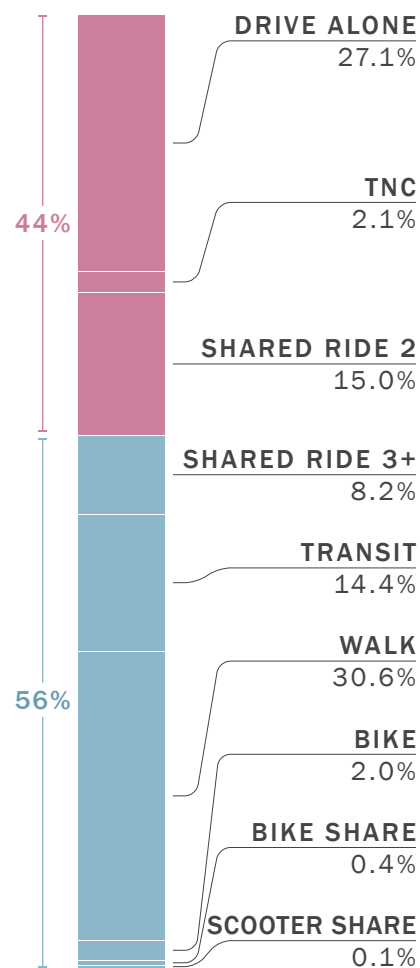
**Figure O-17. Mode Split for Person Trips Within San Francisco**



**Figure O-18. Mode Split for Regional Person Trips To/From San Francisco**



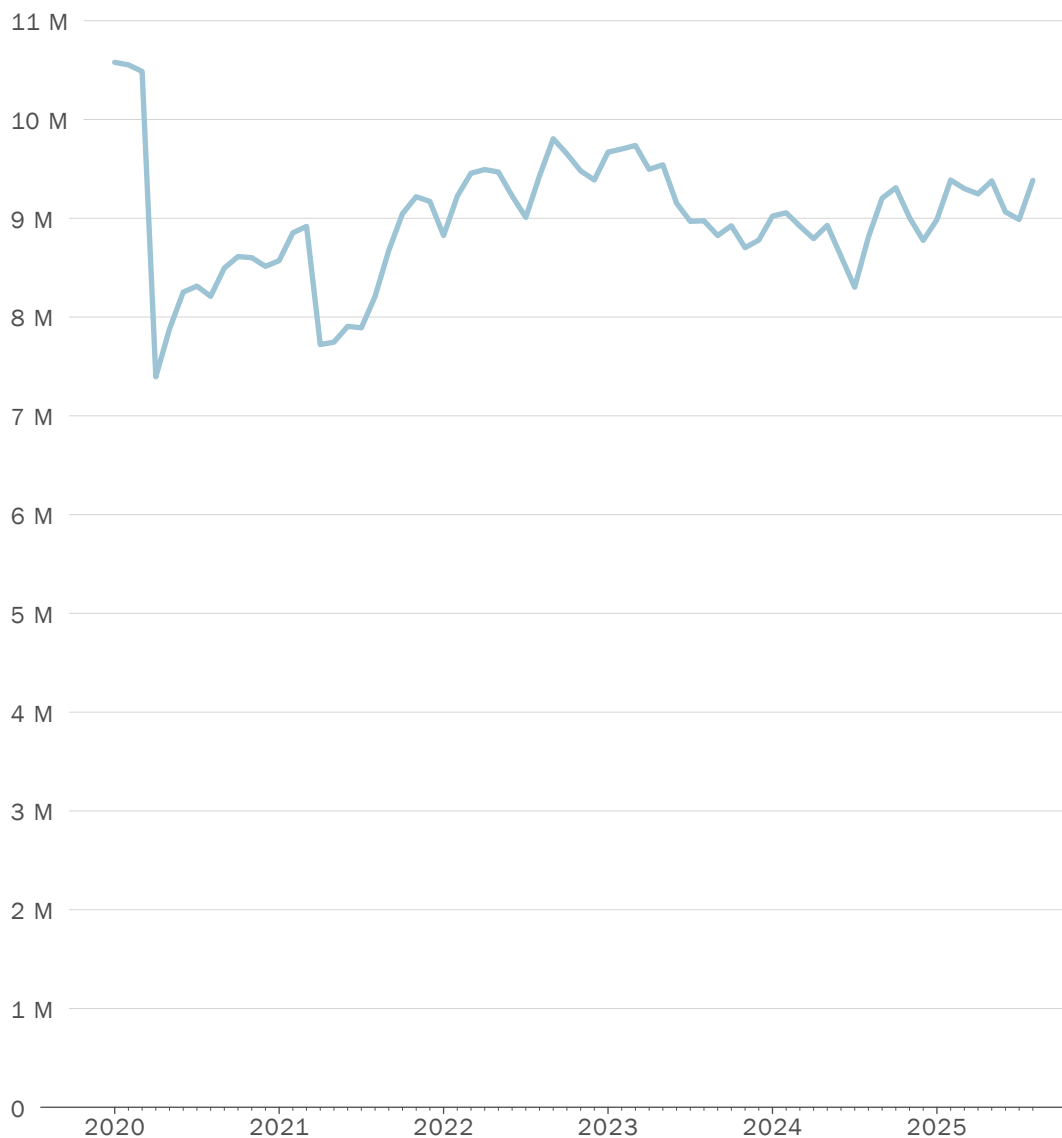
**Figure O-19. Combined mode split for Person Trips To/From/Within San Francisco**



## Vehicle Miles Traveled (VMT)

In 2016, the San Francisco Planning Commission adopted new guidelines for evaluating the transportation impacts of new projects. Critically, environmental impact determinations locally and statewide are now based on vehicle miles traveled (VMT) rather than additional automobile delay as measured by level-of-service (LOS). VMT decreased by 20 – 30% in the first 1.5 years of the COVID pandemic. As of 2025, VMT is hovering at around 10% below pre-COVID levels (Figure O-20).

**Figure O-20. Daily Vehicle Miles Traveled in San Francisco**

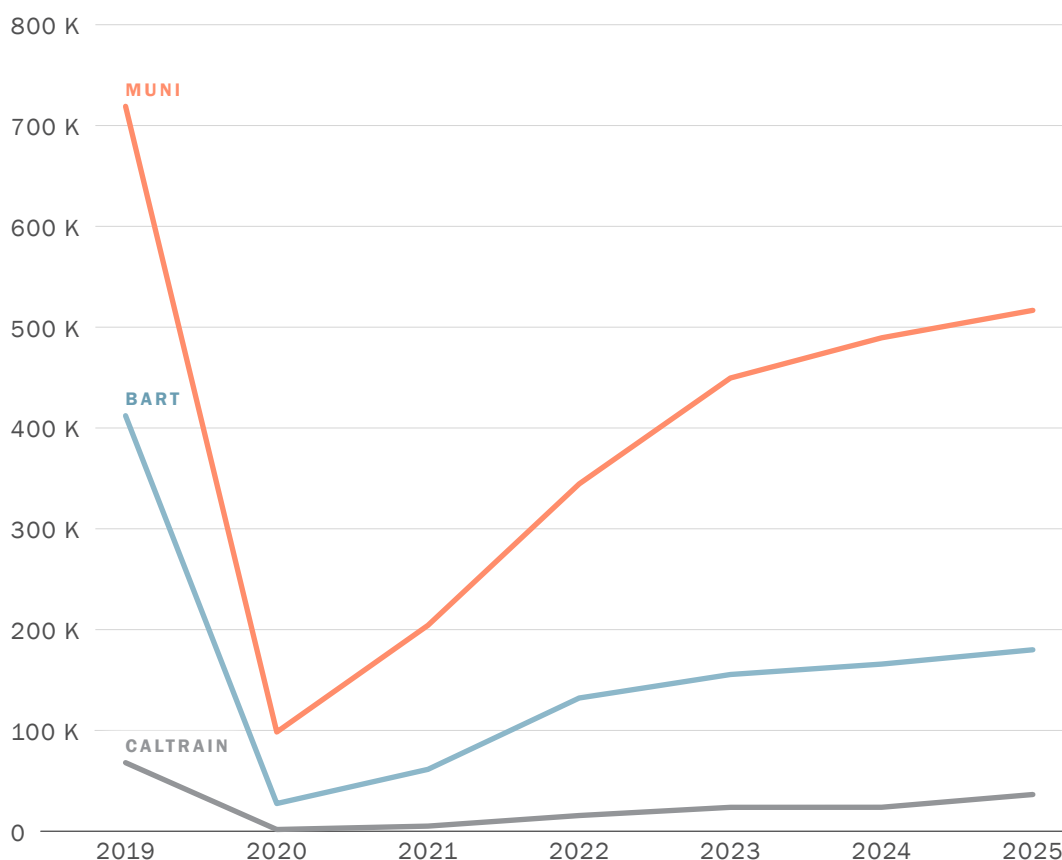


Source: The Transportation Authority, based on INRIX automobile speed data  
[Download chart data \(CSV\)](#)

## Transit Ridership

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and commuter bus lines help move people into, out of, and around the city efficiently. Figure O-21 shows recent ridership trends for the three largest transit systems serving San Francisco. Muni carries the greatest number of trips in San Francisco, with over 500,000 trips on a typical April – May weekday in 2025. Ridership on all three operators declined significantly with the spread of COVID in 2020. Since then, ridership has been gradually increasing every year, but in Apr – May 2025 ridership is still lower than pre-COVID pandemic levels, with Muni, BART, and Caltrain at 72%, 44%, and 54% of 2019 (pre-COVID pandemic) ridership respectively. As of October 2025 (for Muni and Caltrain) and June 2025 (for BART), ridership has further recovered to 82%, 48%, and 62% of pre-pandemic ridership for Muni, BART, and Caltrain, respectively.

**Figure O-21. Average Weekday Daily Transit Boardings by Operator (April – May of each year)**



Source: SFMTA/BART/Caltrain

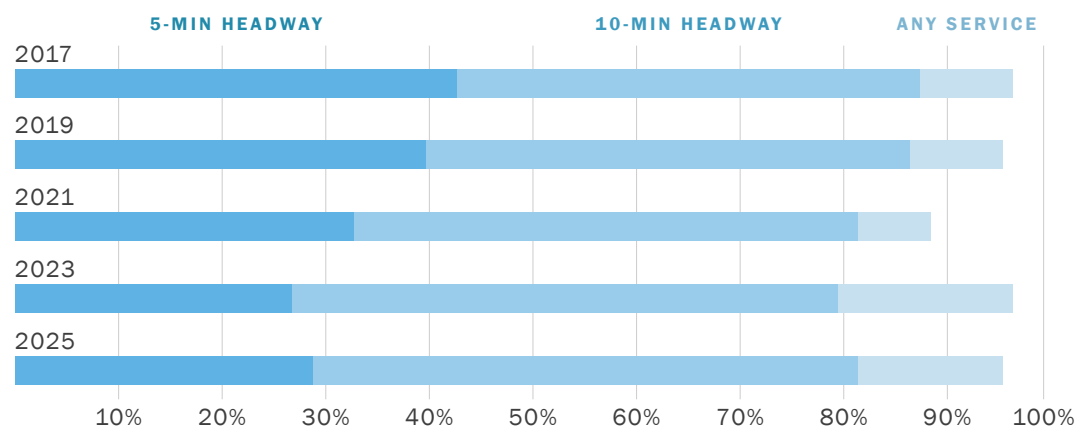
**Note:** data collected April – May each year except for Caltrain it is February

[Download chart data \(CSV\)](#)

## Transit Coverage

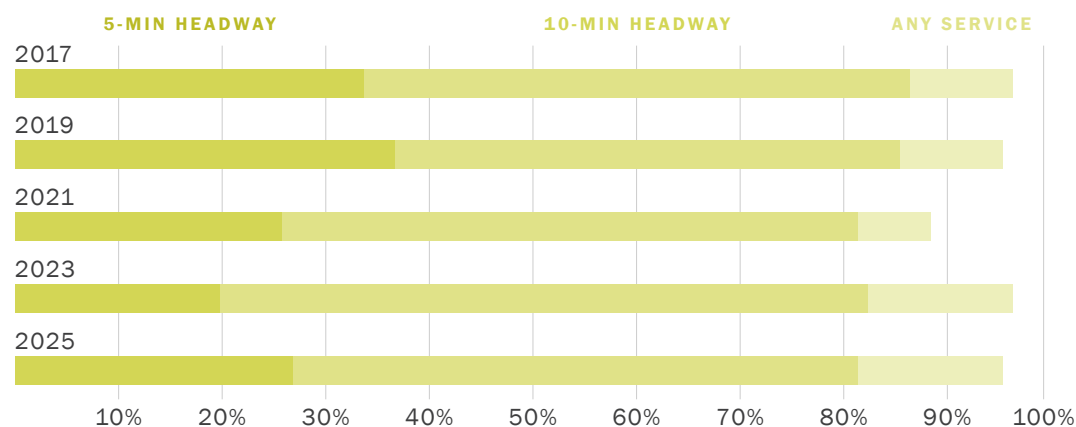
The transit coverage metric reports the percent of San Francisco's total population and total jobs that are within a five-minute walk of Muni transit service. Since 2023, more than 95% of San Francisco residents live within a five-minute walk of Muni service. Moreover, the share of the population within a five-minute walk of a Muni route with a five-minute headway increased from 27% in 2023 to 29% in 2025 for the AM Peak and from 20% in 2023 to 27% in 2025 for the PM Peak, though this is still lower than the pre-COVID population share within a five-minute walk of a Muni route with a five-minute headway (Figure O-22 and Figure O-23). Transit coverage in terms of jobs for both the AM Peak and PM Peak periods show trends similar to those observed in population transit coverage.

**Figure O-22. Population Transit Coverage by Service Frequency, Weekday AM Peak, 2017 - 2025**



[Download chart data \(CSV\)](#)

**Figure O-23. Population Transit Coverage by Service Frequency, Weekday PM Peak, 2017 - 2025**



[Download chart data \(CSV\)](#)

## What are we doing to manage congestion?

The Transportation Authority is analyzing current conditions and conducting long-range planning to manage congestion. The Downtown Travel Study analyzed post-COVID residential travel trends (March 2025) and the countywide transportation plan update is occurring through the San Francisco Transportation Plan 2050+ study process. Planning, funding, project delivery and policy research efforts are described further below:

### TRAVEL DEMAND MANAGEMENT (TDM)

The San Francisco Transportation Plan 2050 (SFTP2050) recommends TDM to maximize our countywide infrastructure investment priorities and to reduce congestion by shifting more trips from driving alone to walking, bicycling/rolling, transit, or carpooling. TDM may include policies, low-cost capital improvements, regulations (e.g., requirements on new development), and programs (e.g., information/outreach) designed to facilitate the use of sustainable transportation options.

San Francisco has identified a travel demand management (TDM) policy framework, strategy, and programs to systematically shift how, when, and where people travel, as documented in the 2017 San Francisco TDM Strategy. The Transportation Authority, in partnership with SFMTA and other local and regional agencies involved in TDM, is revising the 2017 TDM Strategy for the post-COVID era. This revision will build off of the Travel Demand Management (TDM) Market Analysis project that SFCTA is currently leading.

As the Treasure Island Mobility Management Agency, the Transportation Authority is leading a comprehensive mobility management program that encompasses new transit service and robust transportation demand management programs. Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area 2050 identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development.

### PLANNING PROJECTS

From 2016 – 2022, Connect SF was a multiagency collaborative process to build an effective, safe, equitable, and sustainable transportation system for San Francisco's future. ConnectSF developed a long-range vision for 2065 that serves as the underpinning of Plan Bay Area 2050+ and SFTP 2050+. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- San Francisco Transportation Plan, currently undergoing a minor update expected 2026 (SFTP+)
- San Francisco Freeway Management Study (Phase 1 anticipated Summer 2026)

- Treasure Island Mobility Management Program
- Inner Sunset Transportation Study
- D2 Safety Study
- D4 Microtransit Study and Business Plan
- Bayview Caltrain Station Location Study
- Westside Network Study
- Brotherhood Way Safety and Circulation Plan
- Geary/19th Subway and Regional Connections Study

## FUNDING AND DELIVERING PROJECTS

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs – mainly capital infrastructure, through grant programs such as the Proposition L transportation sales tax, Proposition AA vehicle registration fee, Prop D Traffic Congestion Mitigation Tax (TNC Tax), Transportation Fund for Clean Air, and One Bay Area Grants (OBAG) programs, as well as coordinating with other local and regional agencies to apply for State and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority funds:

- Muni New and Renovated Vehicles
- The Portal / Caltrain Downtown Extension to Salesforce Transit Center
- Peninsula Corridor Electrification Project
- BART and Muni core capacity
- Vision Zero / Safety Projects

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Bay Skyway/Yerba Buena Island Multi-Use Pathway (lead)
- I-280 Southbound Ocean Avenue Off-Ramp Realignment (lead)
- Hillcrest Road Improvement Project (lead)
- West Side Bridges Retrofit (lead)

## AUTONOMOUS VEHICLES

While the CMP's focus is primarily on monitoring multimodal system performance and managing current congestion, the City must also plan for future system performance

and congestion. San Francisco is a dense urban environment, and a critical challenge is how we manage our limited public right-of-way in order to maximize the movement of people and goods. While technologies such as web conferencing enabled increased levels of working from home which may help reduce peak period congestion, other emerging technologies and mobility services may lead to increased congestion.

Over the past few years, the California Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC) have approved numerous permits for autonomous vehicles (AVs) to operate on San Francisco roadways, culminating in an August 2023 decision by the CPUC to allow two AV companies (Waymo and Cruise) to offer fare-based ride hailing services at all times of day across the entire City, with no limits on fleet size, not unlike the ride hailing services provided by Transportation Network Companies (TNCs) such as Uber and Lyft. Prior work by the Transportation Authority documented that ride hailing was responsible for approximately 50% of the increase in congestion between 2010 and 2016. As AVs scale up and become more widely deployed, it is reasonable to expect that AV ridehail services may similarly be generating vehicle miles traveled on San Francisco's roadways and contributing to congestion in San Francisco.

The Transportation Authority, in coordination with other San Francisco agencies, have identified the need for the CPUC to move towards a performance-based incremental permitting of AVs. Such performance-based regulation, as well as the Transportation Authority's responsibility to monitor transportation system performance and the potential impact of TNCs and AVs on congestion and other performance metrics such as safety, requires that agencies such as the CPUC and the Transportation Authority have access to useful, timely, reliable, and unredacted data. Unfortunately, at present, the data reported to the DMV and CPUC under a variety of testing, pilot, deployment, drivered and driverless permits is too incomplete, inconsistent, and redacted to provide policy-makers with the knowledge they need to make informed decisions. Without reliable data, it is challenging to facilitate safe, equitable, and sustainable integration of AVs into the City's transportation ecosystem.

## What are we doing to improve safety?

The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The goal is to eliminate traffic fatalities and to create a culture that prioritizes traffic safety. In July 2025, the San Francisco Board of Supervisors passed the San Francisco Street Safety Act, re-affirming the city's commitments and describing a shared work program toward achievement of city goals. The Transportation Authority and the Controller's Office were charged with monitoring these actions and assessing progress on an annual basis.

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A significant portion of San Francisco's arterial CMP network overlaps with its Vision Zero High Injury Network.<sup>1</sup> In 2025, the Board of Supervisors adopted the San Francisco Street Safety Act, directing a multiagency coordinated approach to ending severe and fatal traffic crashes.<sup>2</sup> The act directs agencies to pursue strategies to identify and implement infrastructure improvements, improve traffic enforcement, pursue electronic enforcement technologies like red light and speed cameras, establish procedures to implement solutions more efficiently, and prioritize solutions where they are needed most.

The Transportation Authority advances safety by:

- Integrating safety into planning work
- Prioritizing safety for funding programs, particularly for vulnerable and disadvantaged communities
- Advocating for policies and legislation that advance San Francisco's safety goals
  - » Advocated for legislation enabling use of speed cameras
  - » Provided input on AV legislation and regulatory policies at state and federal level
- Recommend and implementing proven solutions
  - » Yerba Buena Island Ramps program
  - » Vision Zero ramps Phase 1, 2 and 3 (forthcoming)

<sup>1</sup> <https://visionzerosf.org/maps-data>

<sup>2</sup> <https://sfbos.org/sites/default/files/ro437-25.pdf>



RESOLUTION APPROVING THE 2025 SAN FRANCISCO CONGESTION  
MANAGEMENT PROGRAM (CMP) AND ISSUING AN OFFICIAL FINDING THAT THE  
CITY AND COUNTY OF SAN FRANCISCO IS IN CONFORMANCE WITH THE CMP

WHEREAS, As the Congestion Management Agency for San Francisco, the  
Transportation Authority is required by state law to update the CMP on a biennial basis; and

WHEREAS, The legislative intent of state congestion management law is to tie  
transportation project funding decisions to measurable improvements in mobility and access,  
while taking into account the impacts of land use decisions on local and regional  
transportation systems; and

WHEREAS, The CMP has several required elements, including a designated  
congestion management roadway network, biennial monitoring of automobile level of service  
on this network, a multimodal performance element, a uniform transportation analysis  
database, travel demand management provisions, a land use impacts analysis program, and a  
multimodal capital improvement program; and

WHEREAS, The 2025 CMP update reflects developments pertaining to the  
Transportation Authority's Congestion Management Agency activities since 2023, including  
system performance data collection and analysis, transportation policy changes and initiatives  
at the regional and state levels, and progress of the Transportation Authority's planning and  
project oversight efforts; and

WHEREAS, The 2025 CMP was prepared to comply with all pertinent requirements of  
State law, including relevant amendments, and, by agreement with the Metropolitan  
Transportation Commission (MTC), to comply with implementation of portions of Federal  
surface transportation law; and

WHEREAS, Adoption of the 2025 CMP is essential to achieve compliance with state  
congestion management mandates, as well as to ensure the City's continued eligibility for  
various state and federal transportation funding sources; and

WHEREAS, The 2025 CMP needs to be submitted to the MTC for adoption; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee  
was briefed on the 2025 CMP and unanimously adopted a motion of support for its approval;  
now, therefore, be it



RESOLVED, That the Transportation Authority hereby approves the 2025 San Francisco CMP; and be it further

RESOLVED, That the Transportation Authority hereby finds that the City and County of San Francisco is in conformance with the requirements of the CMP, pursuant to California Government Code Section 65088 et seq.; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to the MTC for approval and to all other relevant agencies and interested parties.

Enclosure:

1. 2025 CMP

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## Memorandum

### AGENDA ITEM 8

**DATE:** November 20, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/09/25 Board Meeting: Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E-2 Parking Lot Project

#### RECOMMENDATION ☐ Information ☒ Action

- Authorize an additional construction allotment of \$1,000,000, for a revised additional construction allotment not to exceed \$1,896,564, for the Pier E-2 Parking Lot Project (Project)
- Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions
- Authorize the Executive Director to execute all other related supporting and supplemental agreements

#### SUMMARY

The Transportation Authority is leading and administering construction work for the Project on behalf of the Bay Area Toll Authority (BATA). The Project will improve public parking and restroom facilities for the existing Pier E-2 park, built to commemorate the historic east span of the Bay Bridge. In December 2024, through Resolution 25-27, the Board awarded a base construction contract to Thompson Builders Corporation in an amount not to exceed \$8,965,637, with an additional construction allotment of \$896,564, for the Project and the Torpedo Building Retrofit Project. In September 2025, we secured an additional \$1,000,000 from BATA for the Project. Additional funds will cover removal of unforeseen buried concrete left in place from previous Naval operations on the site and will allow the construction of a new proposed multi-use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park, located at the former Pier E-2. We anticipate completing construction by Spring 2026.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☒ Contract/Agreement
- ☐ Other: \_\_\_\_\_



## **BACKGROUND**

In March 2018, the Caltrans Toll Bridge Program Oversight Committee approved retaining four of the six remaining marine pier foundations of the San Francisco Oakland Bay Bridge that will serve as public access. On the San Francisco side, Pier E-2 serves as an observation platform where one can imagine the prior east span alignment while viewing the new, current eastern span. The development of Pier E-2 into a public access site adds to existing amenities including access to the bicycle and pedestrian path (Bay Bridge Trail), Bridge Yard Building in Oakland, and the Torpedo Building. Newly constructed roads on Yerba Buena Island (YBI) will provide public access to Pier E-2. Limited vehicle parking, bicycle parking, and signage were added to the site as Phase 1 of the Pier E-2 improvement project.

Phase 2 of the project will expand the parking lot; add a restroom; finalize the landscaping, drainage and signage at the site; upgrade the entrance gates; and provide utilities to serve both the parking lot improvements and the future improvements planned for the Torpedo Building. At the completion of the Phase 2 Pier E-2 improvements, the Vista Point will be completed and opened to the public for enhanced access to the San Francisco Bay and other amenities described above. The Transportation Authority, on behalf of BATA, is contracting and managing the construction.

## **DISCUSSION**

**Additional Construction Allotment.** In December 2024, through Resolution 25-27, the Transportation Authority awarded a base construction contract to Thompson Builders Corporation in an amount not to exceed \$8,965,637 and authorized an additional construction allotment of \$896,564, for the Project and the Torpedo Building Retrofit Project. Funding above the base construction contract with Thompson Builders Corporation is included in the Construction Phase budget as additional construction allotment. The construction allotment is utilized through executing construction contract change orders with Thompson Builders Corporation, entering into agreements, permits, or certifications with other agencies/entities, including but not limited to Caltrans, Treasure Island Development Authority, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works, to provide final funding, perform utility tie-in's, purchase agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work.

In September 2025, we secured an additional \$1,000,000 from BATA's Toll Bridge Rehabilitation Program for the Project, approved by the BATA Oversight Committee at its September 10, 2025 meeting. We are proposing to increase the additional construction allotment by \$1,000,000, to a revised amount not to exceed \$1,896,564. This additional amount will be used to fund out-of-scope work needed to address unforeseen buried concrete left over from prior Naval operations and to construct a newly-proposed multi-use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park.



**Budget.** The overall Project Construction Capital Budget of \$10,862,201 is shown in the following table:

**Project Construction Capital Budget**

<b>Budget Item</b>	<b>Budget Amount</b>
Base Construction Contract	\$ 8,965,637
Additional Construction Allotment	\$ 1,896,564
<b>Total Construction Capital Budget</b>	<b>\$ 10,862,201</b>

**Schedule.** The Project schedule is projected as follows:

- Awarded and Executed Construction Contract - December 2024
- Construction Started - March 2025
- Construction Completion - Spring 2026
- Project Closeout - Summer 2026

## **FINANCIAL IMPACT**

The construction contract and additional construction allotment will be funded by local funding sources, including BATA Bridge Rehabilitation Funds, discussed above. We will include the additional funding and construction contract activities in the Fiscal Year 2025/26 mid-year budget amendment. Funding will be included in future budgets if required.

## **CAC POSITION**

The CAC considered this item at its November 19, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Maps
- Attachment 2 - Resolution

# 156 Construction Projects

## ATTACHMENT 1

completed
Design phase
Construction

YBI MUP Segment 4:  
Treasure Island Road  
Improvements  
(2026 - 2028)\*

\*Anticipated schedules subject  
to funding availability

**Macalla Rd  
improvement  
(TICD)**

Interim config	Opened 2023
Final config	2028

**West Side  
Bridges Project  
(SFCTA)  
(2023 - 2026)**

**Hillcrest Road  
Improvement Project  
(SFCTA)  
(2024 - 2026)**

**YBI MUP Segment 3: West  
Side Bridges Contract  
Change Order  
(2025-2026)**

**Forest Road  
Detour (TICD)  
Opened 2023-  
2027**

**YBI WB Ramps  
Opened October  
2016**

**Pier E2 & Torpedo  
Building (SFCTA)  
(2024 - 2026)**

**I-80 EB Off-  
Ramp/Southgate Road  
Realignment (SFCTA)  
Opened 2023**

**YBI Vista Point  
Opened May  
2017**

**YBI MUP Segment 1**

Interim config	2025- 2026
Final config	Pending funds

**YBI MUP Segment 2:  
Hillcrest Contract  
Change Order  
(2025-2026)**



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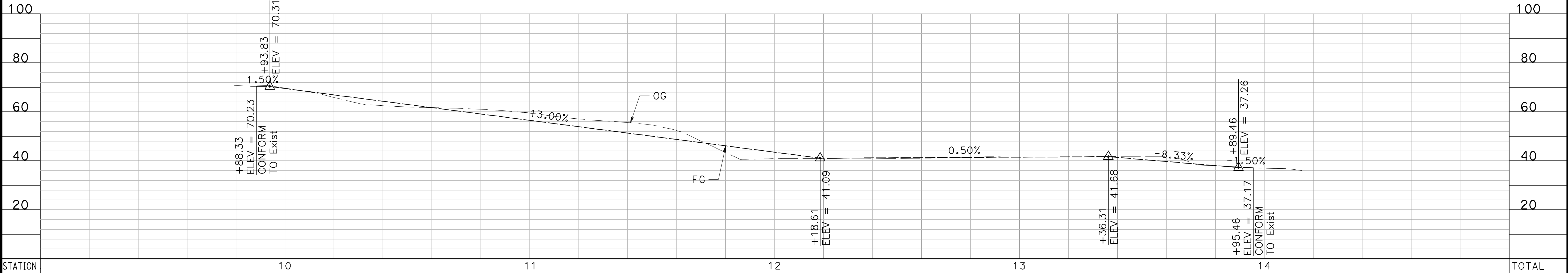
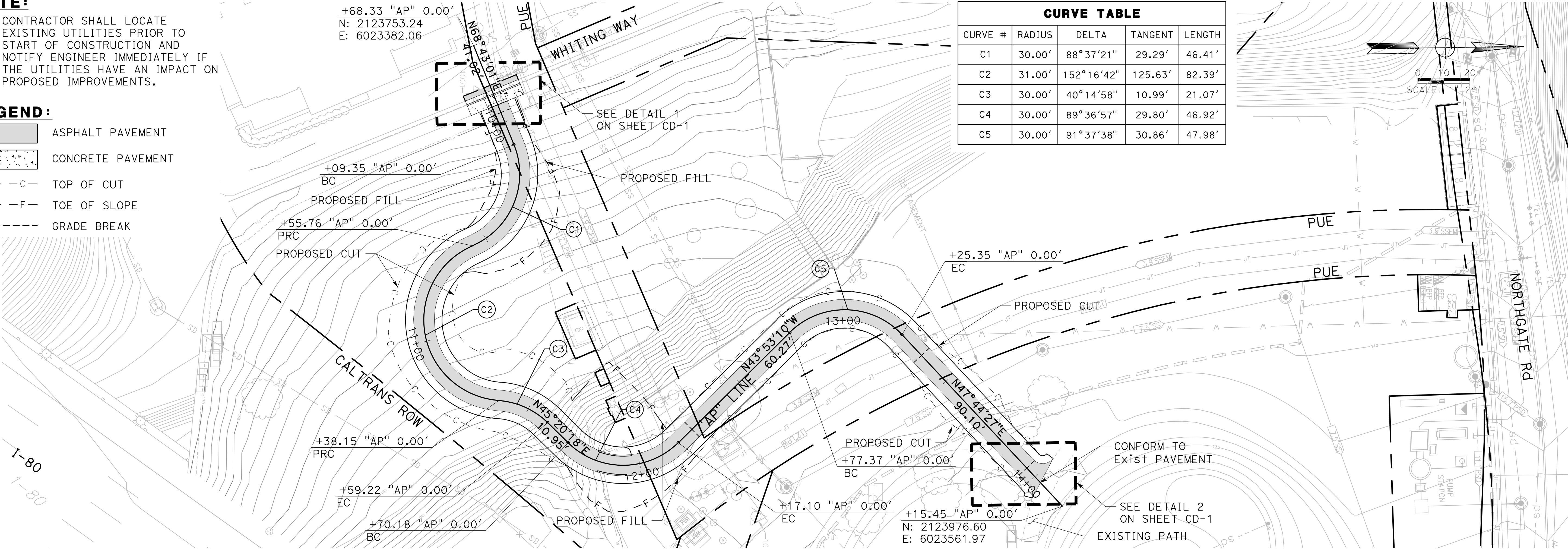
NOTE:

- 1. CONTRACTOR SHALL LOCATE EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND NOTIFY ENGINEER IMMEDIATELY IF THE UTILITIES HAVE AN IMPACT ON PROPOSED IMPROVEMENTS.

LEGEND:

- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- TOP OF CUT
- TOE OF SLOPE
- GRADE BREAK

CURVE TABLE				
CURVE #	RADIUS	DELTA	TANGENT	LENGTH
C1	30.00'	88°37'21"	29.29'	46.41'
C2	31.00'	152°16'42"	125.63'	82.39'
C3	30.00'	40°14'58"	10.99'	21.07'
C4	30.00'	89°36'57"	29.80'	46.92'
C5	30.00'	91°37'38"	30.86'	47.98'



REVISIONS				REVISIONS							100% SUBMITTAL	YERBA BUENA ISLAND ACCESS PATH LAYOUT L-1		SHEET 6 —OF— 11
NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY							

Designed By: JD  
Drawn By: JD  
Checked By: SL  
Drawing No.: —  
Date: 11/14/2025





RESOLUTION AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$1,000,000, FOR A REVISED ADDITIONAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$1,896,564; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS, FOR THE PIER E-2 PARKING LOT PROJECT

WHEREAS, The Transportation Authority is leading and administering construction work for the Pier E-2 Parking Lot Project (Project) on behalf of the Bay Area Toll Authority (BATA), which will improve public parking and restroom facilities for the existing Pier E-2 park, built to commemorate the historic east span of the Bay Bridge; and

WHEREAS, In December 2024, through approval of Resolution 25-27, the Board awarded a base construction contract to Thompson Builders Corporation, with an additional construction allotment of \$896,564 to fund both the Project and another concurrent project (Torpedo Building Retrofit); and

WHEREAS, In September 2025, the Transportation Authority secured an additional \$1,000,000 from BATA's Toll Bridge Rehabilitation Program for the Project; and

WHEREAS, The additional funding will allow the construction of a new proposed multi-use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park, located at the former Pier E-2, as well as cover the removal of unforeseen buried concrete left in place from previous Naval operations on the site; and

WHEREAS, Transportation Authority staff proposes to increase the additional construction allotment by \$1,000,000, to a revised amount not to exceed \$1,896,564 for the Project; and



WHEREAS, The scope of work described here will be included in the Fiscal Year 2025/26 mid-year budget amendment, and sufficient funds will be included in future fiscal year budgets as needed to cover the cost of the additional construction activities; and

WHEREAS, The construction contract and additional construction allotment, totaling \$10,862,201, will be funded by local funding sources, including BATA Bridge Rehabilitation Funds, discussed above; and

WHEREAS, At its November 19, 2025, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$1,000,000, for a revised additional construction allotment not to exceed \$1,896,564, for the Pier E-2 Parking Lot Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

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San Francisco  
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## Memorandum

### AGENDA ITEM 9

**DATE:** December 3, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/9/2025 Board Meeting: Authorize the Executive Director to Execute Right-of-Way Certification and All Other Related Project Agreements to Prepare for the Construction Phase for Segment 4 of the Yerba Buena Island Multi-Use Path and Transit Lane Project

#### RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to execute the following agreements and documents to prepare for the construction phase for Segment 4 of the Yerba Buena Island (YBI) Multi-Use Path (MUP) and Transit Lane project:
  1. Right of Way Certification
  2. And all other related project agreements
- Authorize the Executive Director to negotiate and modify the agreement and non-material terms and conditions

#### SUMMARY

We are working jointly with the Treasure Island Development Authority (TIDA) and Bay Area Toll Authority (BATA) on the design and construction of YBI MUP, which will be delivered in four segments. Construction of YBI MUP Segment 4 – also known as the Treasure Island Road Improvements Project (TIRI), is scheduled to begin construction in July 2026 while Treasure Island Road remains closed to minimize cost and the impact of the road closure to the public. The land on which construction will occur is entirely within the ownership of TIDA, which has been secured for the Project construction. To advance this construction schedule, we need to obtain Caltrans approval of the right-of-way certification in December 2025 to support allocation by the California Transportation

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☒ Contract/Agreement
- ☐ Other: \_\_\_\_\_



<p>Commission (CTC) of \$4.944 million in State Interregional Transportation Improvement Program (ITIP) funds and \$1.774 million in Local Partnership Program formula (LPP-F) funds for construction of the project in January 2026. Approval of the right-of-way certification is a prerequisite for CTC allocation of the aforementioned funds. It is also required for the Transportation Authority to obligate \$2.267 million in federal Housing Incentive Pool (HIP) funds, which is planned for early 2026 following CTC approval of the aforementioned project funds. Caltrans requires the implementing agency to adopt a resolution and name the individual authorized to sign the right-of-way certification on behalf of the agency. We are seeking final approval on first appearance at Board given the time sensitivity described above.</p>	
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## **BACKGROUND**

YBI MUP and Transit Lane is a critical active transportation project designed to connect the Bay Bridge East Span Bicycle/Pedestrian Path to Treasure Island along Hillcrest Road and Treasure Island Road. The project will deliver approximately 1.2 miles of Class I multi-use pathway, fully ADA-accessible and separated from vehicle traffic, supporting safe and sustainable mobility for residents and visitors. The project includes a dedicated transit lane leading to the Bay Bridge West Span, delivering transit trips to San Francisco.

YBI MUP will be delivered in the following four segments due to the funding availability and cost efficiencies, which are also shown in Attachment 1:

- YBI MUP Segment 1: Pending construction funding (in design phase)
- YBI MUP Segment 2: Hillcrest Road Improvements Project (under construction)
- YBI MUP Segment 3: West Side Bridges Project (under construction)
- YBI MUP Segment 4: TIRI (in design phase)

This memo is focused on YBI MUP Segment 4 or TIRI, which is scheduled to begin construction in July 2026.



## **DISCUSSION**

There are various agreement documents that need to be executed in order to prepare the TIRI for construction. Each agreement is briefly discussed below.

**Right-of-Way Certification:** This right-of-way certification confirms that we have made all necessary arrangements to secure the right-of-way for construction of the TIRI. Note that the entire project will be constructed within TIDA-owned property, so there is no need for any right-of-way acquisition. Caltrans' certification of right-of-way is required for projects funded by federal sources and must be obtained prior to CTC allocation of federal and state funds administered by the CTC.

To maintain the construction schedule detailed below, we are seeking allocation of \$6.718 million by the CTC in January 2026 and obligation of these funds as well as \$2.267 million in federal HIP funds immediately after CTC approvals. To enable CTC allocation of funds, Caltrans must approve the project's right-of-way certification in December 2025. Caltrans requires the implementing agency to adopt a resolution and name the individual authorized to sign the right-of-way certification on behalf of the agency. Hence, staff recommend granting final approval upon the first reading of this item.

**Additional Project Agreements:** In November 2025, we executed a Memorandum of Agreement (MOA) with TIDA to grant the Transportation Authority the right to enter TIDA's property to perform construction services for the TIRI Project.

In order to prepare the project for construction phase, we may need to enter into other agreements with other agencies/entities, including but not limited to Caltrans, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works.

**Funding.** The TIRI construction phase cost is estimated at \$38 million and it is fully funded. Similar to the West Side Bridges Project, we will be advancing sales tax funds to pay for project costs incurred in the construction phase until we receive federal, state and regional reimbursements. Under the MOA with TIDA, interest will accrue on all outstanding unreimbursed project costs until we receive reimbursements from the various funding sources listed on the construction phase funding table below, which will be covered by TIDA.



### **TIRI - Construction Phase Funding**

<b>SOURCE</b>	<b>AMOUNT</b>	<b>Requires Caltrans Right-of Way Certification</b>
State Interregional Transportation Improvement Program (ITIP)	\$4,944,000	Yes - required for CTC allocation of funds
Local Partnership Program - Formula Funds (SFCTA)	\$1,774,000	Yes - required for CTC allocation of funds
Housing Incentive Pool	\$2,267,000	Yes - required to obligate federal funds from Caltrans
Regional Measure 3	\$16,250,000	
TIDA secured Infill Infrastructure Grant (IIG) funds	\$7,500,000	
TIDA secured TICD funds	\$3,300,000	
Prop L (SFCTA)	\$1,000,000	
Prop K (SFCTA) savings pending transfer from other YBI projects	\$965,000	
<b>Total Construction Funding</b>	<b>\$38,000,000</b>	

**Schedule.** The planned project schedule for TIRI is shown below.

<b>Milestone</b>	<b>Anticipated Date</b>
100% PS&E Date (Design)	December 2025
Right of Way Certification	December 2025
Award Construction Contract	June 2026
Start Construction	July 2026
End Construction	October 2027
Closeout Date	June 2028





## **FINANCIAL IMPACT**

Approval of the recommended action would facilitate compliance with Caltrans requirements and enable CTC allocation of \$4.944 million in ITIP funds and \$1.774 million in LPP-F funds and Caltrans obligation of \$2.267 million in HIP funds for construction of the TIRI. Following allocation and obligation of the aforementioned funds, we will incorporate the first year of anticipated revenues for the TIRI into the FY 2025/26 mid-year budget amendment. Sufficient funds will be included in future year's budgets to incorporate the remaining construction phase funding.

## **CAC POSITION**

We were unaware of this item in time to make the November CAC meeting. Due to the urgency as stated above, we are seeking board approval of the item on its first appearance at the December 9 Board meeting.

## **SUPPLEMENTAL MATERIALS**

Attachment 1- YBI MUP Implementation Map

Attachment 2- Resolution

# 166 YBI Construction Projects

ATTACHMENT 1

completed
Design phase
Construction

<b>Macalla Rd improvement (TICD)</b>	
Interim config	Opened 2023
Final config	2028

**Forest Road Detour (TICD)**  
Opened 2023-2027

**YBI MUP Segment 4: Treasure Island Road Improvements (2026 - 2028)**

**West Side Bridges Project (SFCTA) (2023 - 2026)**

**Hillcrest Road Improvement Project (SFCTA) (2024 - 2026)**

**YBI MUP Segment 1 ( construction funding pending)**

**YBI MUP Segment 3: West Side Bridges Contract Change Order (2025-2026)**

**YBI MUP Segment 2: Hillcrest Contract Change Order (2025-2026)**



San Francisco  
County Transportation  
Authority



BD120925

RESOLUTION NO. 26-XX

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE RIGHT-OF -  
WAY CERTIFICATION AND ALL OTHER AGREEMENTS TO PREPARE FOR THE  
CONSTRUCTION PHASE FOR THE YERBA BUENA ISLAND MULTI-USE PATH AND  
TRANSIT LANE PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO  
NEGOTIATE AND MODIFY NON-MATERIAL AGREEMENT TERMS AND  
CONDITIONS

WHEREAS, The Yerba Buena Island Multi-Use Path (YBI MUP) and Transit Lane  
project is a critical active transportation project designed to connect the Bay Bridge  
East Span Bicycle/Pedestrian Path to Treasure Island, delivering approximately 1.2  
miles of Class I multi-use pathway fully separated from vehicle traffic; and

WHEREAS, The Transportation Authority is jointly working with the Treasure  
Island Development Authority (TIDA) and Bay Area Toll Authority (BATA) on the  
design and construction of the YBI MUP; and

WHEREAS, The YBI MUP will be delivered in four segments, with Segment 4,  
also known as Treasure Island Road Improvements Project (TIRI) currently in the  
design phase and scheduled to begin construction in July 2026; and

WHEREAS, The project's construction phase is fully funded at \$38 million, with  
contributions from Regional Measure 3, Interregional Transportation Improvement  
Program (ITIP), Housing Incentive Pool (HIP), Local Partnership Program Formulaic  
(LPP-F), Proposition L, and other local/state sources; and

WHEREAS, In order to maintain the planned TIRI construction schedule, the  
California Transportation Commission (CTC) is scheduled to allocate \$4.944 million  
in ITIP funds and \$1.774 million in LPP-F funds for construction of the TIRI in January  
2026, which requires Caltrans' approval of the Transportation Authority's right-of-way  
certification in December 2025; and

WHEREAS, Approval of the right-of-way certification is also required for the  
Transportation Authority to obligate \$2.267 million in federal Housing Incentive Pool



funds, which is planned for early 2026 following CTC allocation of the aforementioned project funds; and

WHEREAS, Additional agreements with agencies including Caltrans, San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works may be necessary to advance project delivery; now, therefore, be it

RESOLVED, That the Transportation Authority authorizes the Executive Director to execute right-of-way certification, and all other agreements to prepare for the construction phase for YBI MUP Segment 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate and modify non-material agreement terms and conditions as necessary to facilitate timely project delivery; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean agreement terms and conditions other than provisions related to the overall agreement amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.