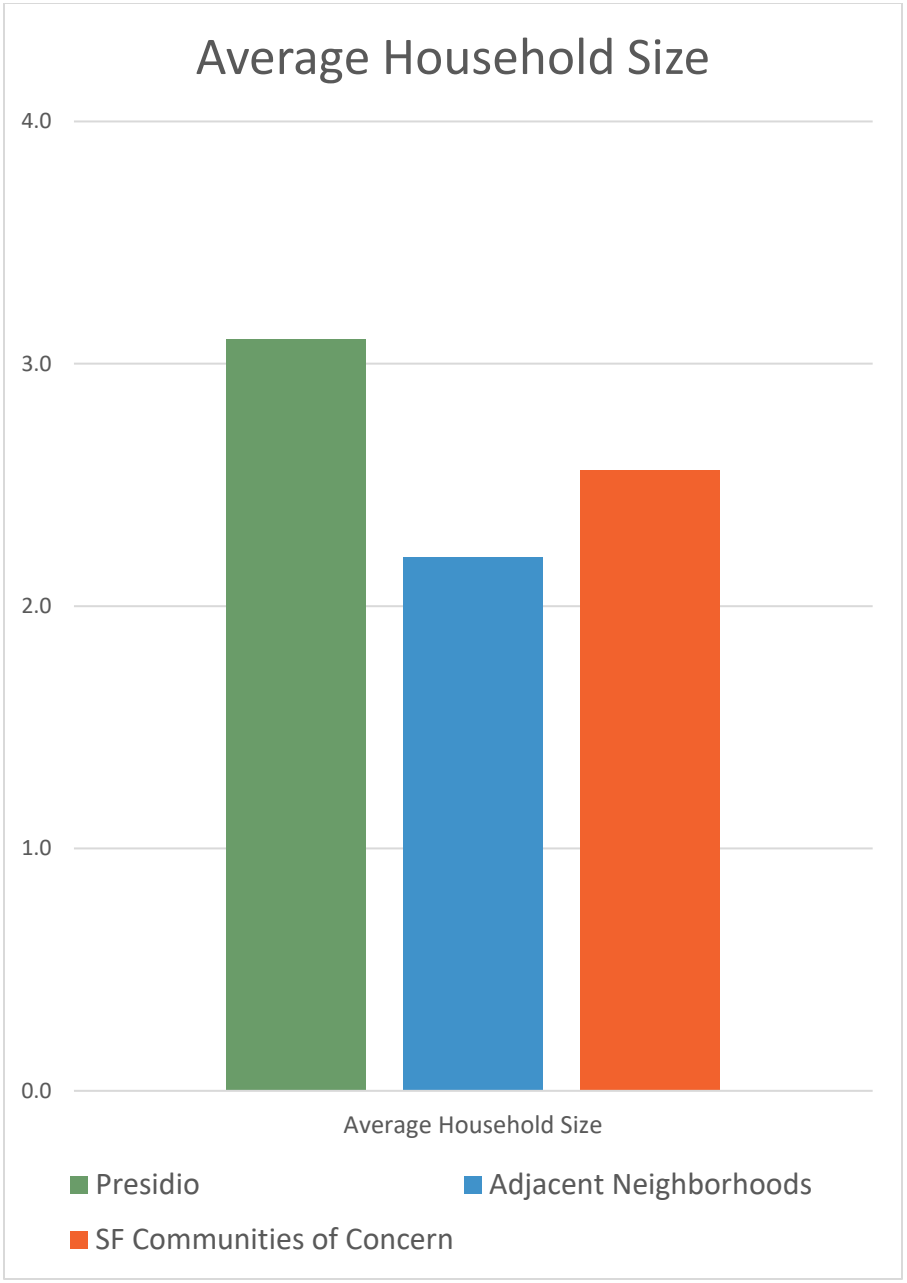
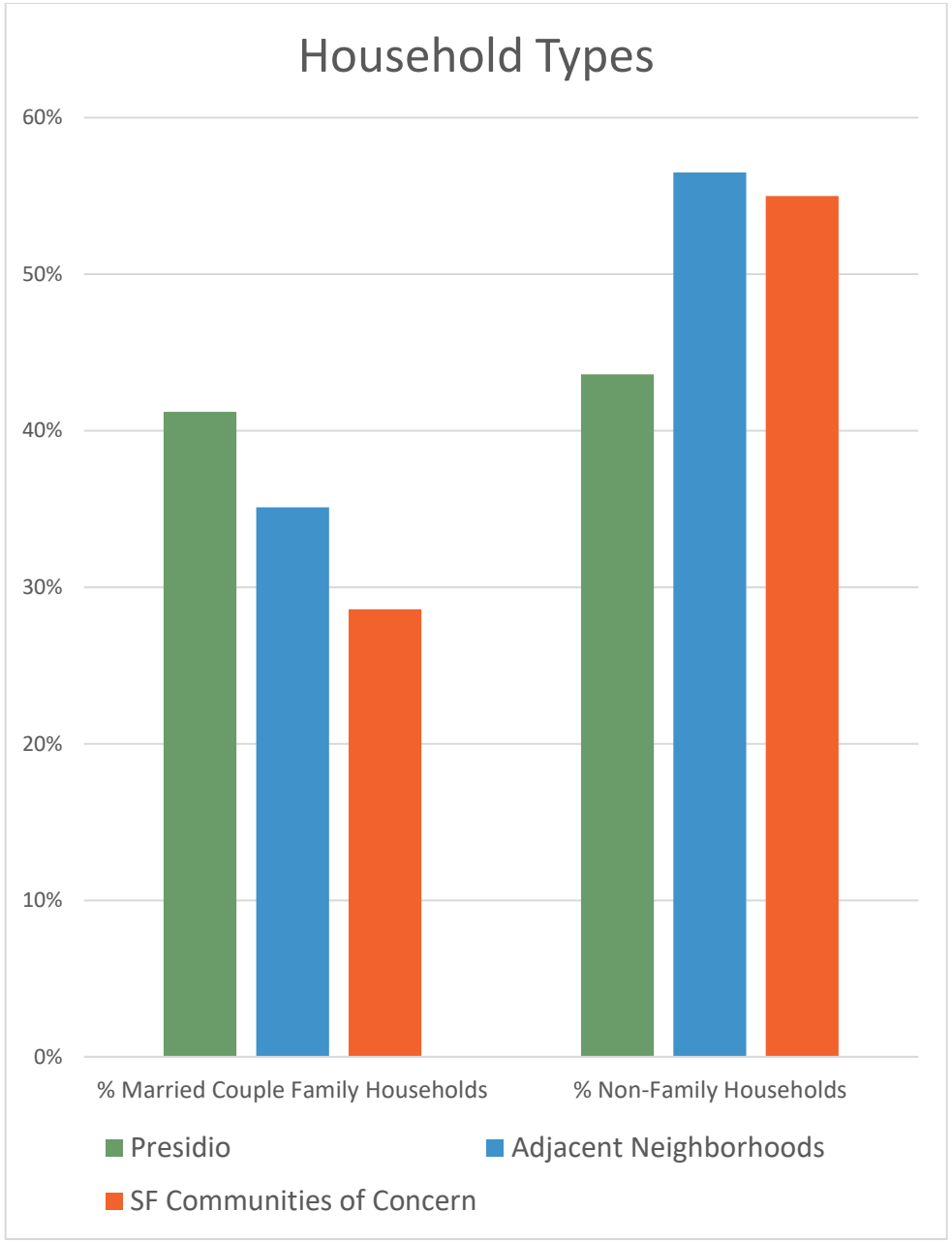
Appendix A: Planned Transportation Projects Adjacent to the Presidio

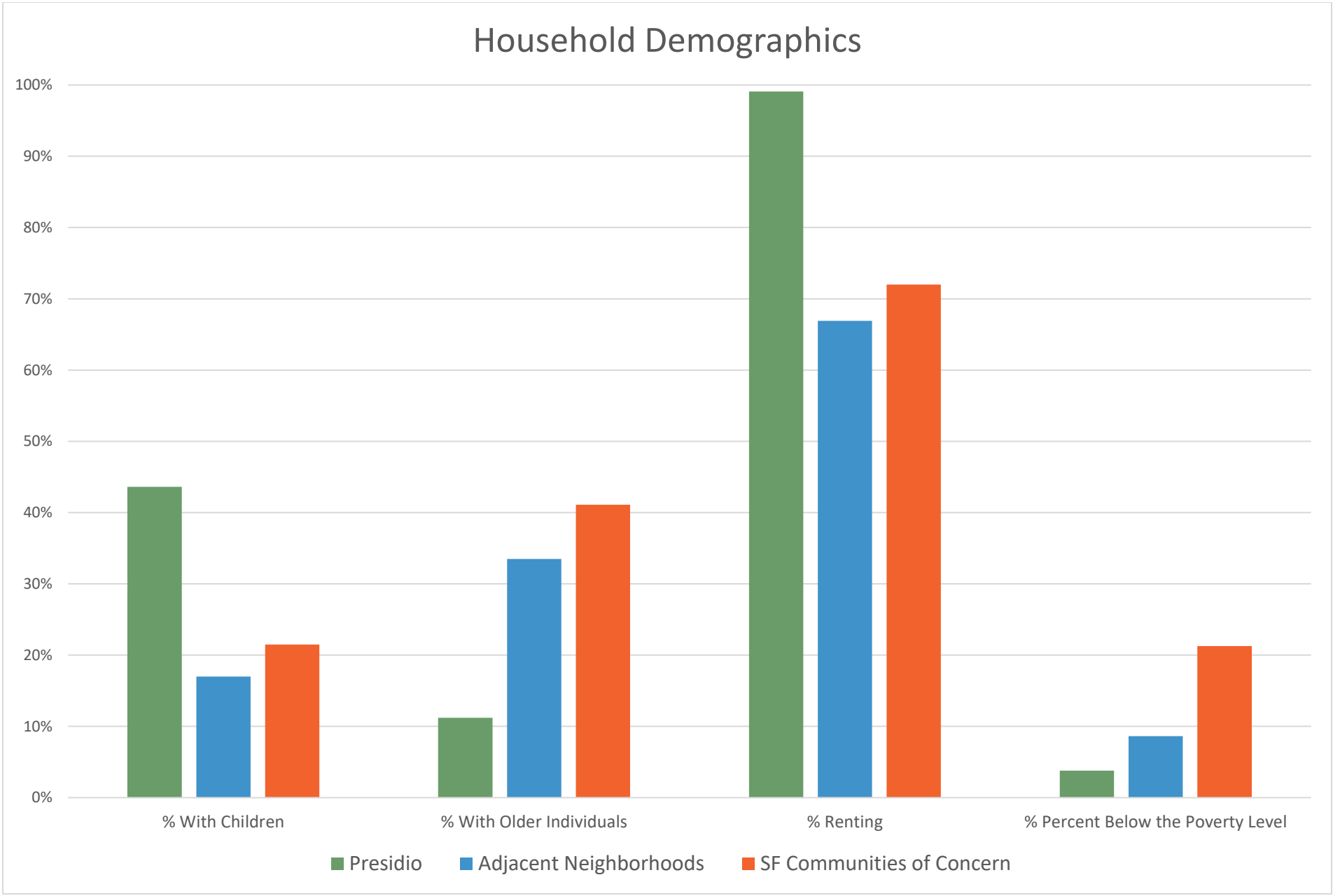
Project	Agency	Location	Status	Relevancy to LoTIS
Central Richmond Traffic Safety	SFMTA	Southern edge of the Presidio	Construction	Improvements to **pedestrian and bicycle safety and access** for those traveling to and from the **Central Richmond**
Lombard Street Vision Zero	SFMTA, SFDPW, SFPUC	Lombard St east of the Presidio	Construction	Improvements to **pedestrian safety and transit efficiency** along nearby corridor also used by **PresidiGo**
Geary Rapid Project/Geary Boulevard Improvement Project	SFMTA	Geary Boulevard south of the Presidio	Construction/Short-range planning	Improvements to **Muni rapid service** along **a key east-west corridor near the Presidio**
Park Presidio Lombard Temporary HOV Lanes	SFMTA	Park Presidio Blvd south of the Presidio AND Lombard St east of the Presidio	Current	Temporary improvements to **Muni and Golden Gate Transit services that serve the Presidio**
8th Avenue Neighborway	SFMTA	8th Ave south of the Presidio	Current	Improvements to **pedestrian and bicycle safety and access** for those traveling to and from the **Inner Richmond**
Marina Bay Trail Planning	Rec/Park, SFPUC, SFMTA	Eastern edge of the Presidio	Current	Improvements to **pedestrian and bicycle safety and access** along the **San Francisco Bay Trail**
28 19th Ave Rapid Project	SFMTA, SFPUC	19th Avenue south of the Presidio	Current	Improvements to **Muni rapid service** along a key north-south corridor that **serves the Presidio**
29 Sunset Improvement Project	SFMTA	29 Sunset corridor south of the Presidio	Short-range planning	Improvements to **Muni service** along a route that **serves the Presidio**
Central Subway Extension	SFMTA	East of the Presidio	Long-range planning	Potential for Central Subway to extend to the Presidio, providing **Muni Metro service** to the area

Appendix B: Presidio Population Demographics

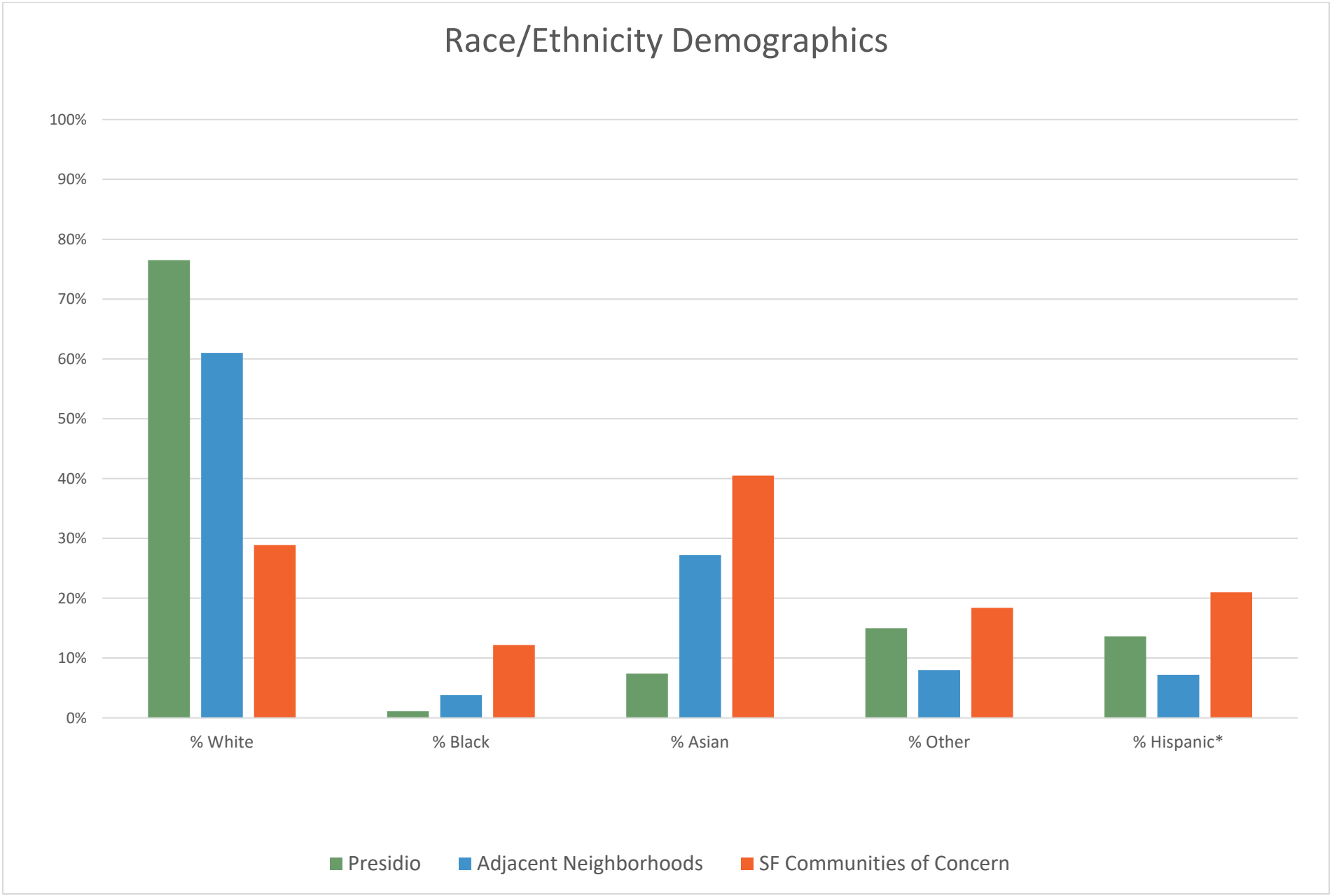




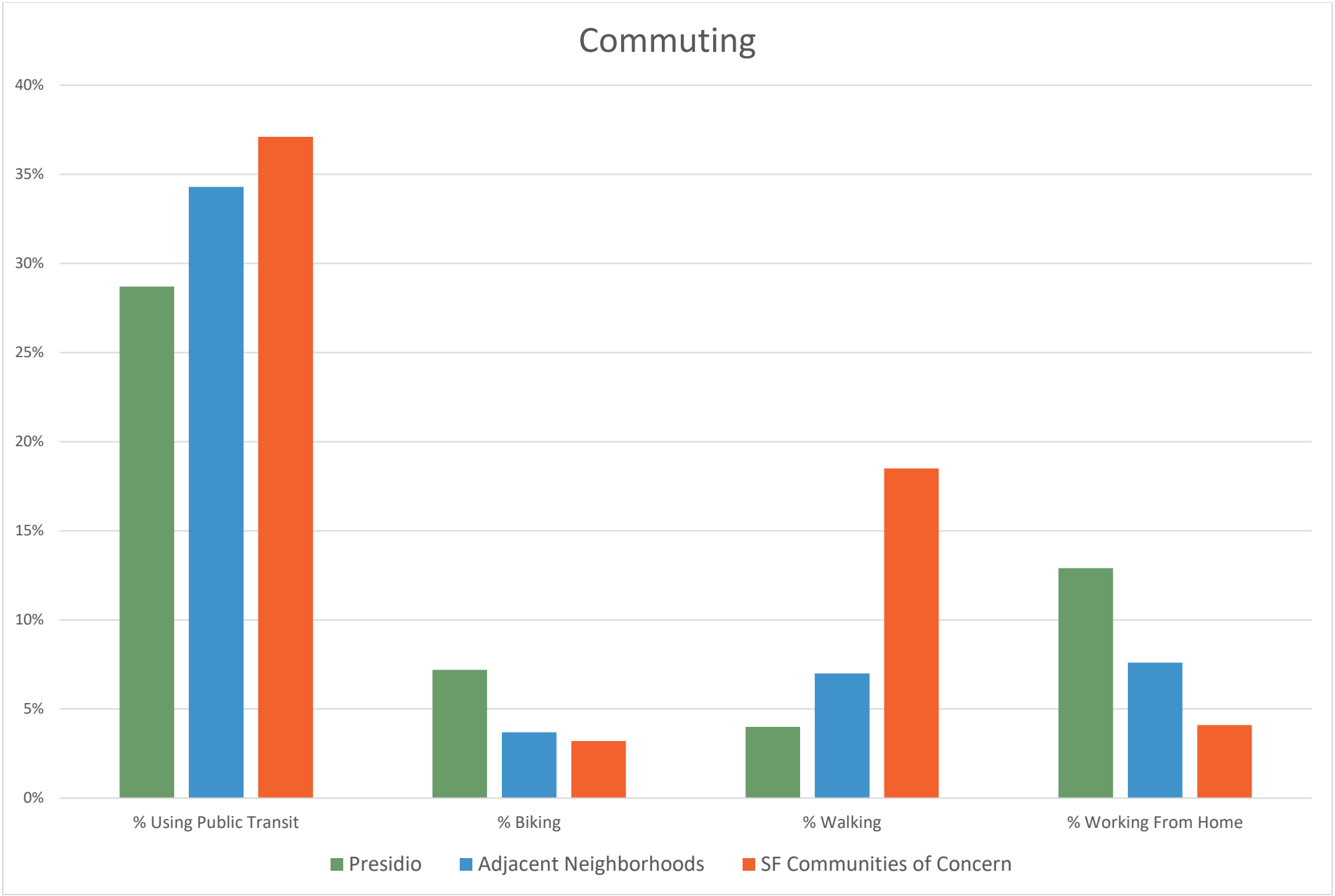
Source: 2018 American Community Survey, US Census Bureau



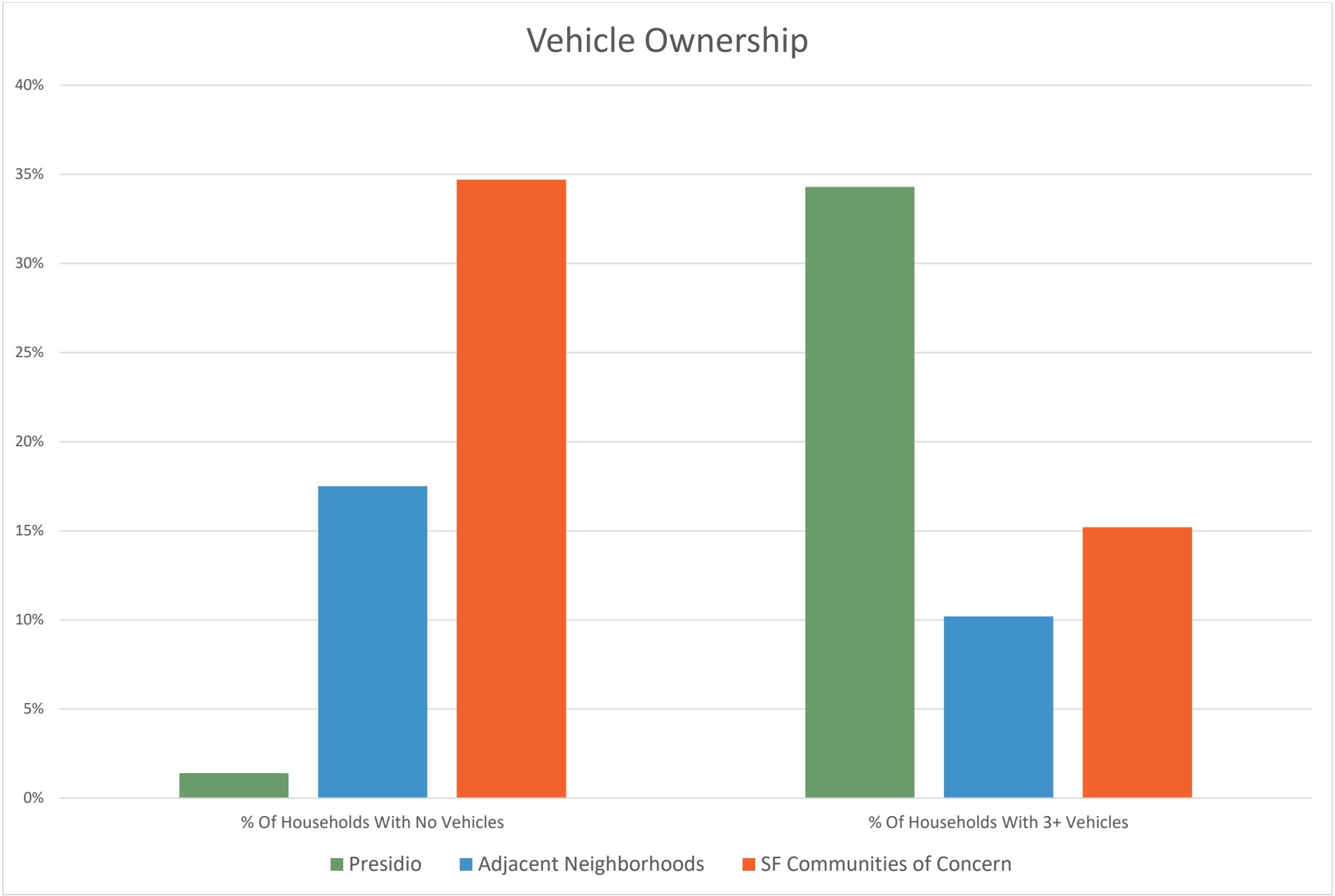
Source: 2018 American Community Survey, US Census Bureau



Source: 2018 American Community Survey, US Census Bureau



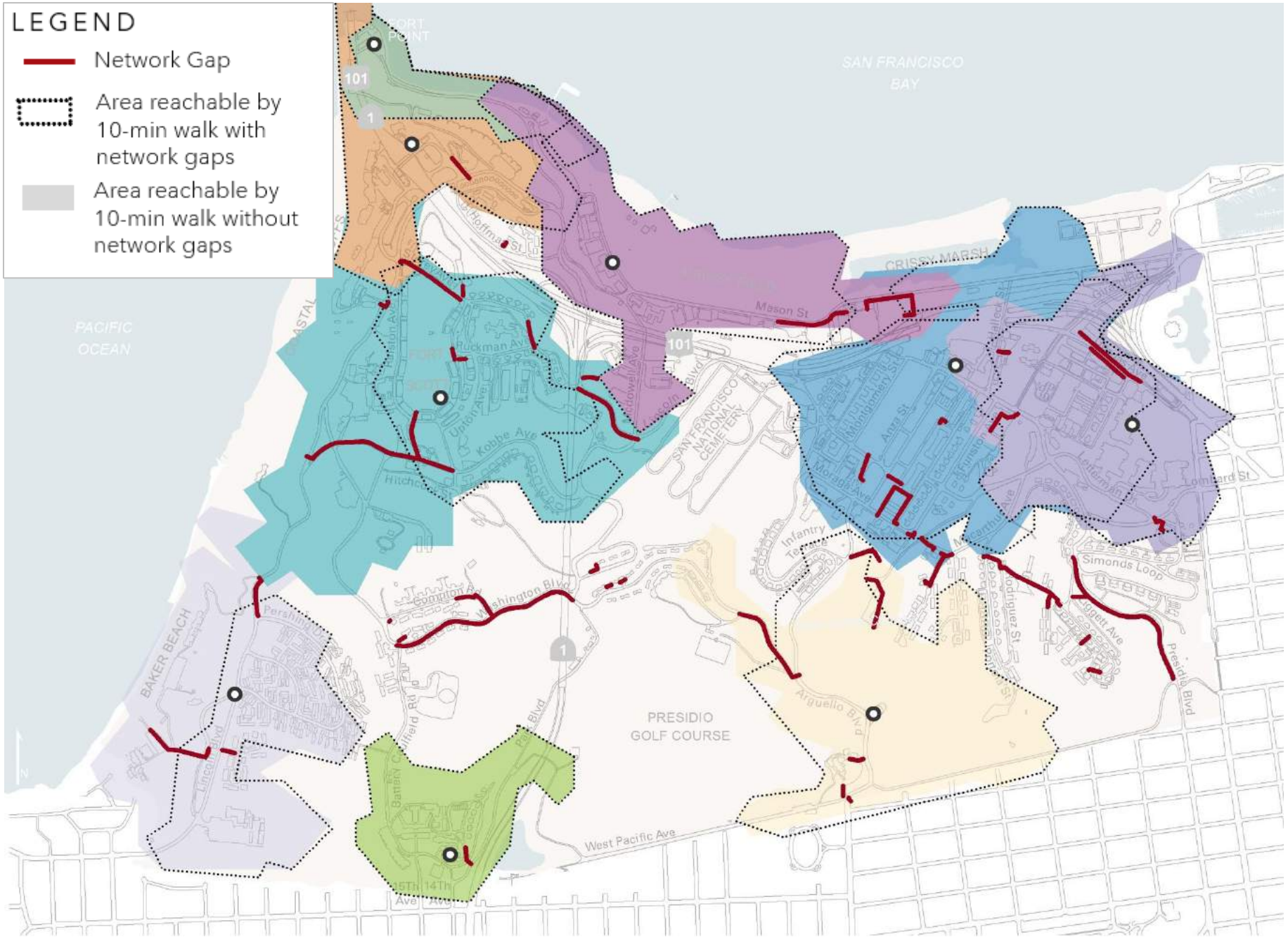
Source: 2018 American Community Survey, US Census Bureau



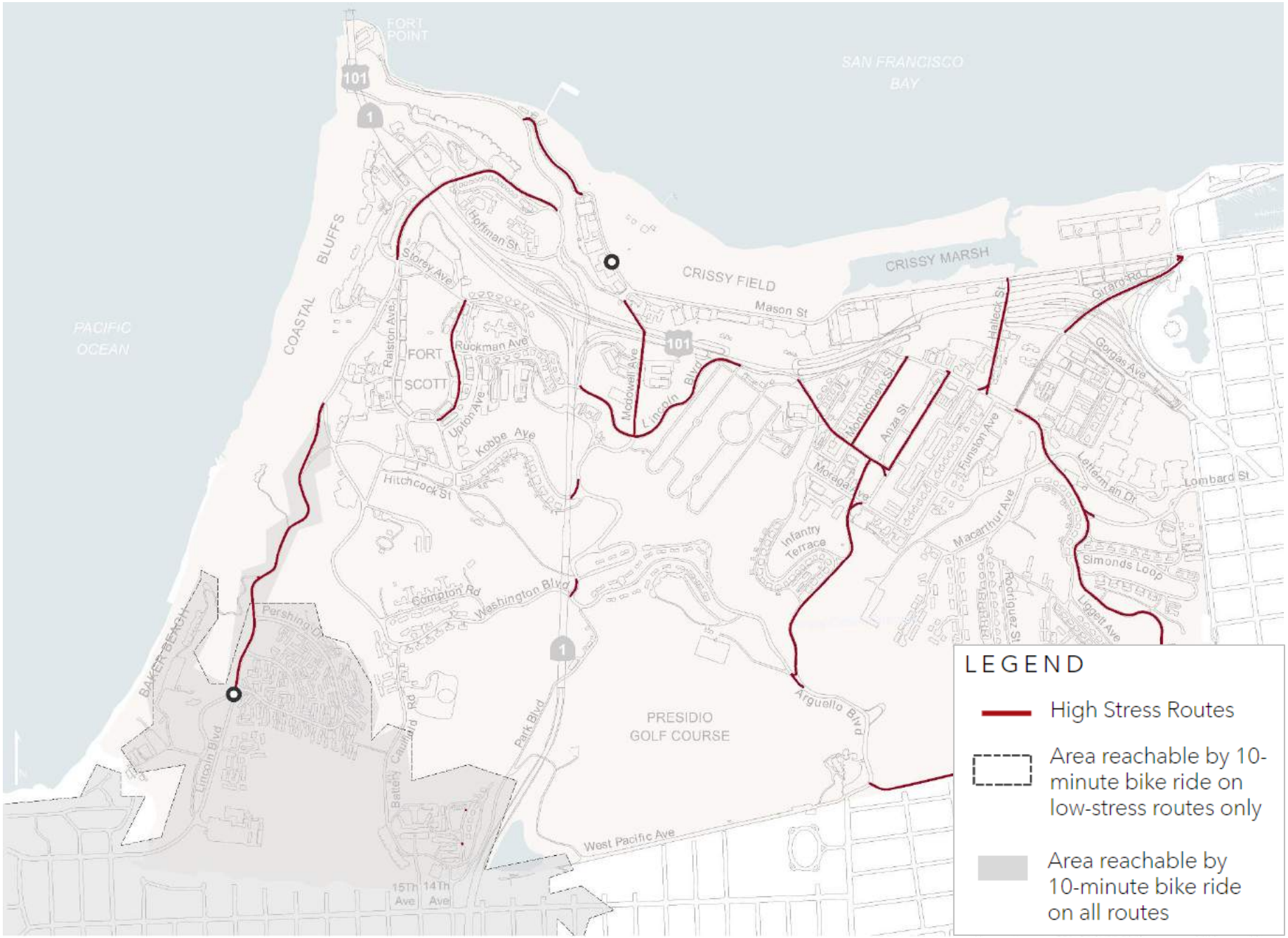
Source: 2018 American Community Survey, US Census Bureau

Appendix C: Walkshed and Bikeshed Maps

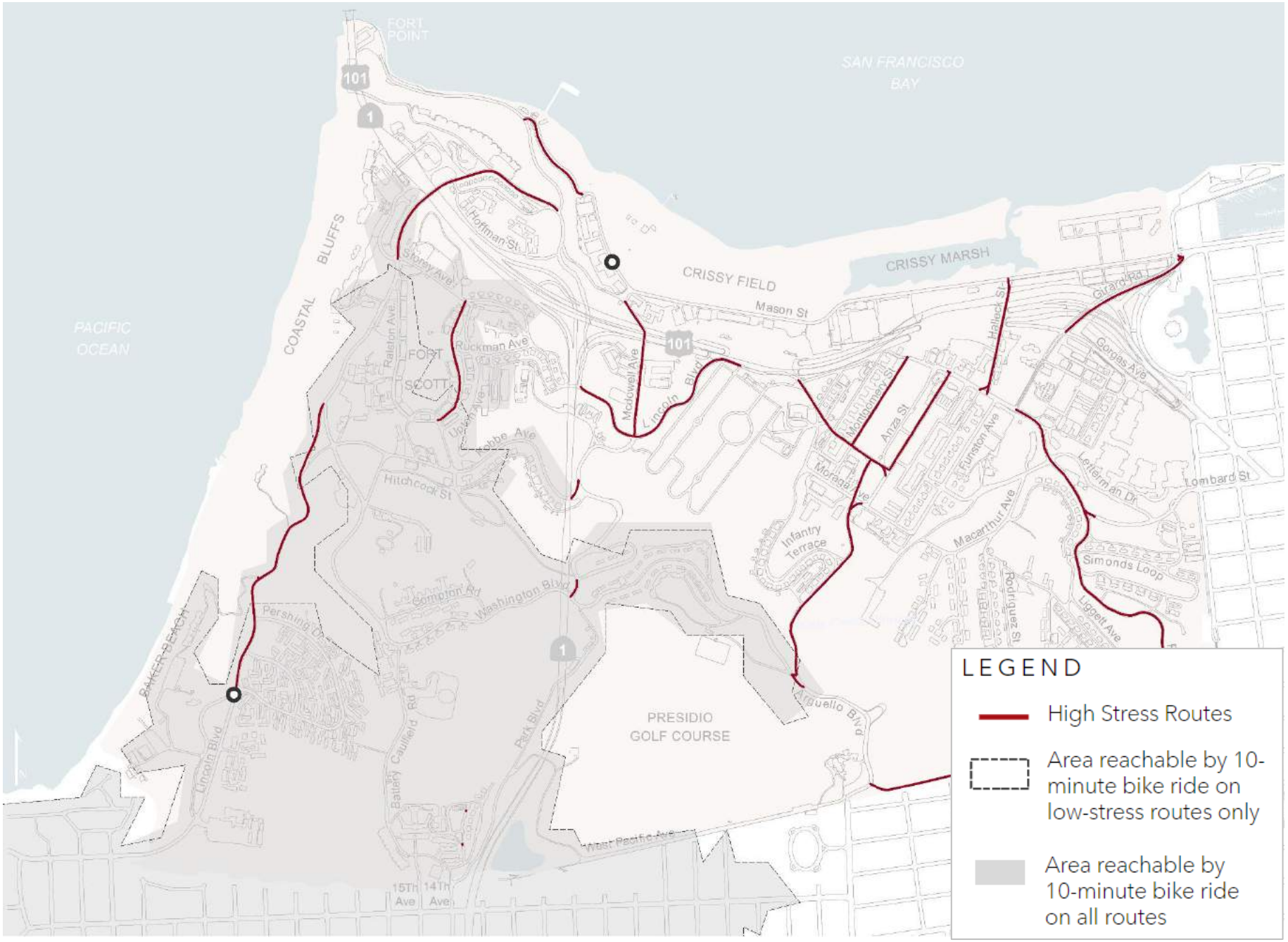
Presidio Activity Center Walksheds



Baker Beach Bikeshed (Traveling Away)



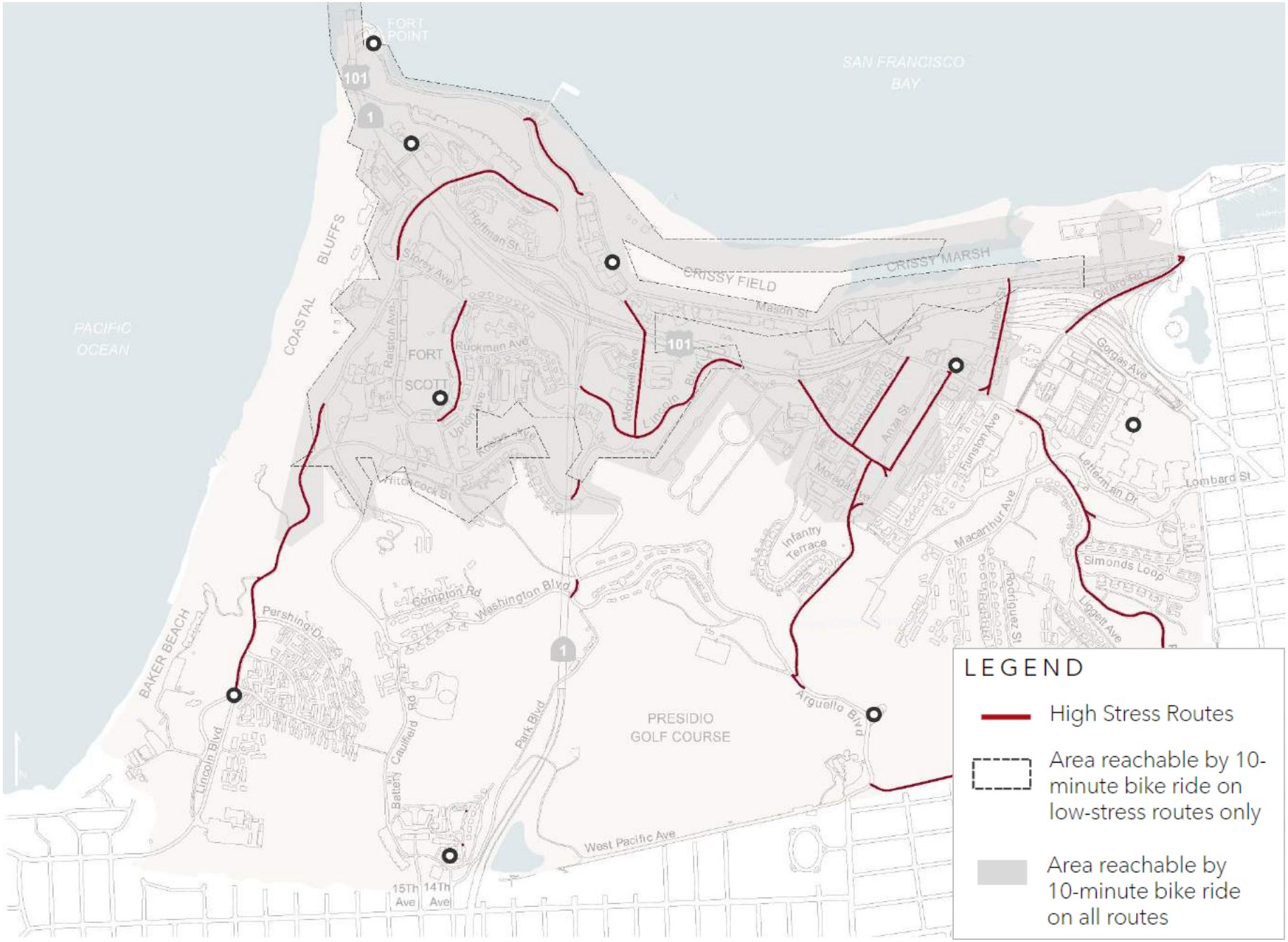
Baker Beach Bikeshed (Traveling Toward)



Fort Scott Bikeshed (Traveling Away)

Fort Scott Bikeshed (Traveling Toward)

Golden Gate Bridge Visitor Center Bikeshed (Traveling Away)

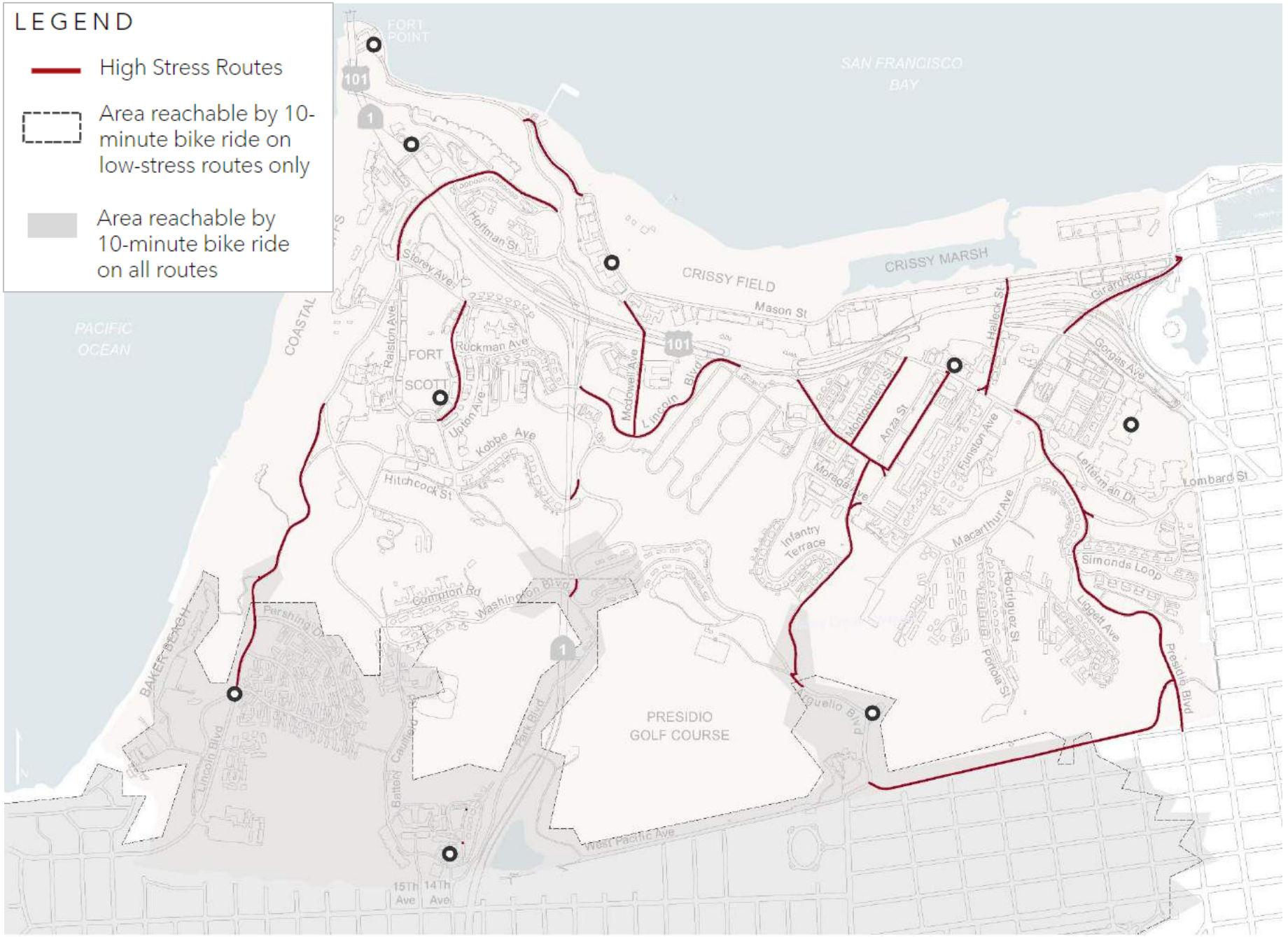


Golden Gate Bridge Visitor Center Bikeshed (Traveling Toward)

Inspiration Point Bikeshed (Traveling Away)

Inspiration Point Bikeshed (Traveling Toward)

Public Health District Bikeshed (Traveling Away)

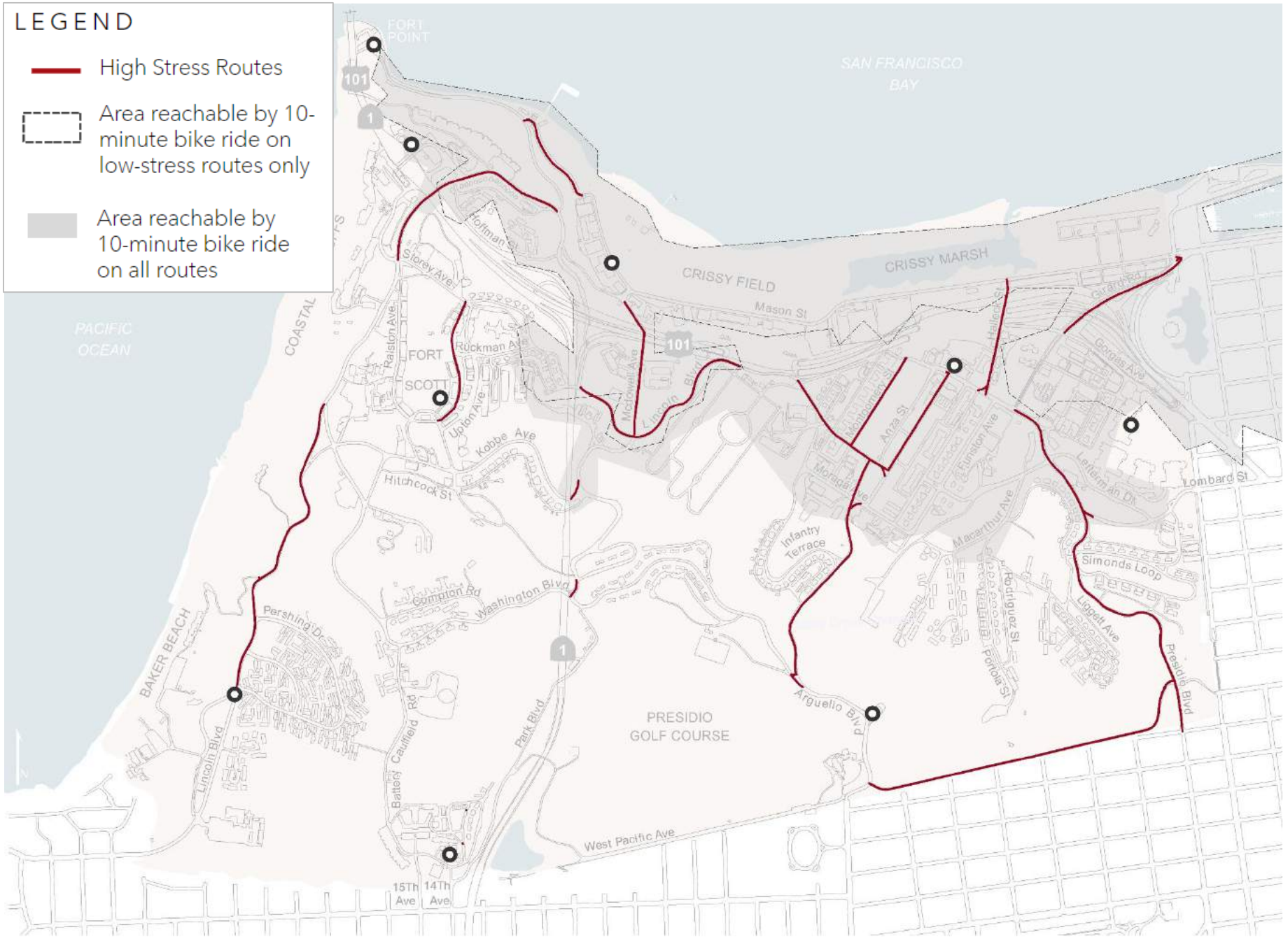


Public Health District Bikeshed (Traveling Toward)

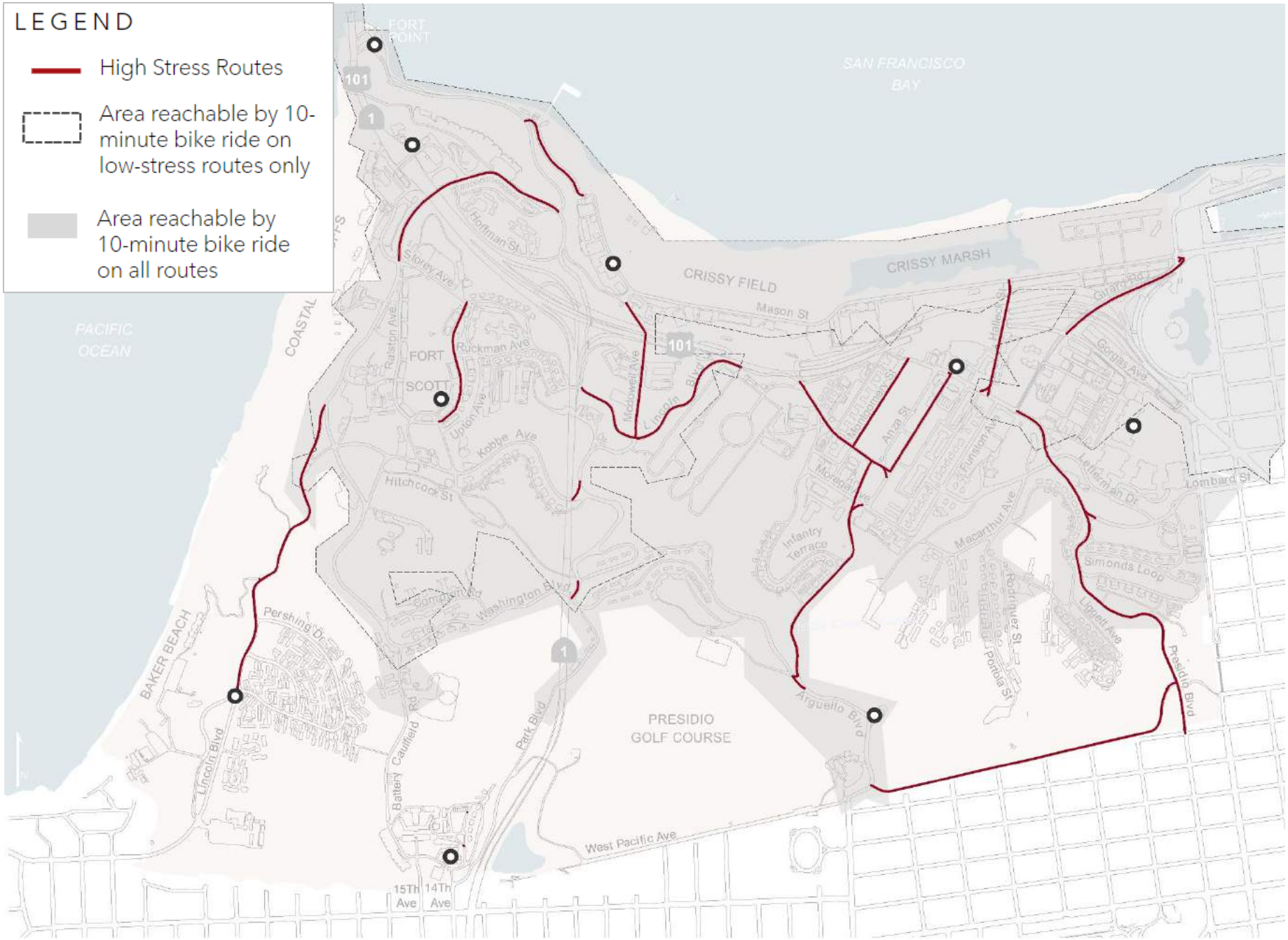
Letterman District Bikeshed (Traveling Away)

Letterman District Bikeshed (Traveling Toward)

West Crissy Bikeshed (Traveling Away)



West Crissy Bikeshed (Traveling Toward)



Presidio Transit Center Bikeshed (Traveling Away)

Presidio Transit Center Bikeshed (Traveling Toward)

Appendix D: Needs Assessment Scoring Criteria and Scores

Bicycle Project Selection Criteria

Location along the primary bike network	0 = No, 1 = Yes
Constitutes a significant gap for cyclists based on bikeshed analysis	0 = No, 1 = Yes
Location with a high bicycle Level of Traffic Stress	0 = LTS <3, 1 = LTS of 3, 2 = LTS of 4
Location with high existing bicycle demand	0 = Low demand, 1 = <200 at peak hour, 2 = >200 at peak hour
Location with recorded bicycle injuries	0 = No, 1 = one minor injury, 2 = multiple minor injuries or one serious injury
Improves connection to the regional bike network	0 = No, 1 = Yes

#	AKA	Project	Extent	Primary Bike Network	Bikeshed Gap	Bike LTS	Bike Demand	Injuries	Regional Network	Total
B1		New Class II Bike Lane and bike-scale lighting	Halleck between Lincoln and French Ct	1	1	1	1	0	1	5
B2		New Class II Bike Lane and	Lincoln between GGB Plaza and	1	1	2	1	0	1	6
B3		Class II Bike Lane (SB) and bike-scale lighting	Lincoln between Torney and Letterman	1	1	1	1	1	0	5
B4	V4	New Class II Bike Lane and bike-scale lighting	Presidio between Letterman and Lombard	1	0	1	1	1	0	4
B5		New Class II Bike Lane	Sheridan between Lincoln and Arguello	0	0	1	1	0	0	2
B7		New Class III Bike Route	Sheridan between Arguello and Graham	0	0	1	1	0	0	2
B8A	V2	New Class IV Bike Lane and bike-scale lighting	Lincoln between Montgomery and Girard	1	0	0	2	0	0	3
B8B		New Class IV Bike Lane and bike-scale lighting	Lincoln between Girard and Torney	1	1	2	1	0	0	5
B9		New Class IV Bike Lane and bike-scale lighting	Lincoln between Bowley and Bowley	1	0	0	1	2	1	5
B10		New Mixed Class II/III Bike Lane and bike-scale lighting	Arguello between Washington and Moraga	1	1	1	1	1	0	5
B11		New Mixed Class II/III Bike Lane and bike-scale lighting	Lincoln between Pershing and Kobbe	1	1	1	1	0	0	4
B12		New Mixed Class II/III Bike Lane and bike-scale lighting	Lincoln between Storey and Patten	0	1	1	1	0	0	3
B13		New Mixed Class II/III Bike Lane and bike-scale lighting	Presidio between Lombard and Pacific	1	1	1	0	1	1	5
B14		New Mixed Class II/III Bike Lane and bike-scale lighting	Lincoln between Merchant and GGB Plaza	1	1	1	0	1	1	5
B15		New Mixed Class II/III Bike Lane and bike-scale lighting	McDowell between Lincoln and Cowles	1	1	1	1	0	0	4
B16		Trial Advisory Bike Lane and bike-scale lighting	Graham between Moraga and Lincoln	1	0	1	0	1	0	3
B17	V5	Improved Striping/Marking, Class III	Gorgas between Girard and Richardson	0	0	0	0	0	1	1

#	AKA	Project	Extent	Primary Bike Network	Bikeshed Gap	Bike LTS	Bike Demand	Injuries	Regional Network	Total
B18		Improved Striping/Marking, Class II and bike-scale	Lincoln between El Camino del Mar and Bowley	1	0	0	0	0	1	2
B19		Improve drainage and bike-scale lighting	Crissy Field Ave	1	0	0	2	0	1	4
B20	P12/V20	Protected Intersection and bike-scale lighting	Mason at E Beach Driveways	1	0	0	2	2	1	6
B21	P13	Improved bike/ped facilities	Battery Caulfield Connector Road between Bld 1599 Parking and Battery Caulfield Rd	0	0	0	0	0	1	1
B22		Advisory Bike Lane/Improving Striping and bike-scale lighting	Washington between Lincoln and Deems	1	0	0	2	1	0	4
B23		Advisory Bike Lane	Montgomery between Lincoln and Moraga	0	0	1	1	0	0	2
B24A		Improved Striping and bike-scale lighting	Park between Washington and Amatury Loop	1	1	1	1	1	0	5
B24B		Improved Striping and bike-scale lighting	Park between Amatury Loop and McDowell	1	0	0	1	1	0	3
B25		New Contraflow Class II Bike Lane	Bowley between Lincoln and Pershing	0	0	0	1	0	0	1
B26	V11	New Class II Bike Lane	Presidio between Mesa and Lincoln	0	0	0	0	2	0	2
B27	V6	New Class III Bike Route	W Pacific between Mountain Lake Trail and Presidio	0	0	1	0	1	1	3
B28	P79	New Bike Path and bike-scale lighting	McDowell between Park and Mason	1	1	1	1	1	1	6
B29	P77	Harden curves to protect bike lanes and bike-scale lighting	Arguello between Park gate and Washington	1	0	0	2	1	1	5
B30		Improve trail pinch point and bike-scale lighting	Presidio Promenade Trail between Bldg 558 (Letterman PO) and	1	0	0	1	0	0	2

#	AKA	Project	Extent	Primary Bike Network	Bikeshed Gap	Bike LTS	Bike Demand	Injuries	Regional Network	Total
B31		Remove bike lane weave and add bike signal and bike-scale lighting	Girard at US 101 NB Ramps	1	0	0	0	0	1	2
B32		Improve path connection and bike-scale lighting	Area between Fort Scott and GGB	1	0	0	2	2	1	6
B33	P78	Improve bicycle accomodations and bike-scale lighting	Park Trail between Washington and Lincoln	1	0	0	1	1	0	3
B34		New Class IV Bike Lane and bike-scale lighting	Mason	1	0	0	2	2	1	6
B35	P14/V3	Make intersection mini-roundabout and bike-scale lighting	Lincoln at Girard	1	0	2	1	0	0	4
B36	V7	Prioritize buses, bikes and local access and bike-scale lighting	Letterman between Lincoln and Lombard	1	0	0	0	1	0	2
B37	P15/V8	Intersection improvements and lane reductions and bike-scale lighting	Lincoln between Letterman and Graham	1	1	1	1	1	0	5
B38	P58	Southeast bike/ped network connector and bike-scale lighting	Presidio between Lombard and Pacific	1	1	1	0	0	1	4
B39	P20	Bay trail improvements and formalization and bike-scale lighting	Crissy Field Ave at Mason	1	0	0	2	2	1	6
B40	P29	Greenwich Gate & Presidio Promenade and bike-scale lighting	Area between Greenwich and Letterman	1	0	0	1	2	1	5
B41	P28/V13	Single access point to driveways and bike-scale lighting	Mason at E Beach Driveways	1	0	0	2	2	1	6

#	AKA	Project	Extent	Primary Bike Network	Bikeshed Gap	Bike LTS	Bike Demand	Injuries	Regional Network	Total
B42	P26	Bay trail improvements, Mason St crosswalks, and southern sidewalk enhancements. and bike-scale lighting	Mason Street between Marina Gate and Long Avenue/Area A	1	0	0	2	2	1	6
B43	P30/V21	Protected Intersection and bike-scale lighting	Lincoln at Bowley / Pershing	1	0	1	1	2	0	5
B44	P31	Intersection and visibility improvements and bike-scale lighting	Lincoln at Merchant / Storey	1	0	1	2	2	1	7
B45		New Class III Bike Route and traffic calming	Moraga / Funston between Infantry Terrace and Presidio or Lincoln	0	0	0	0	2	0	2
B46	V29	New Class IV Bike Lane and bike-scale lighting	Girard between Lincoln and Marina	1	0	2	0	0	1	4
B47		Expand bike rack distribution	Parkwide							0
B48		Intersection improvements and bike-scale lighting	Washington at Kobbe	1	0	0	1	2	0	4
B49		Corridor safety improvements and bike-scale lighting	Lombard between Letterman and Lyon	1	0	0	1	2	1	5
B50		Corridor bikeway improvements and bike-scale lighting	Ralston / Greenough between Lincoln and Kobbe	1	0	0	1	0	1	3
B51		Improve bicycle accomodations and gateways and bike-scale lighting	Park Trail between 15th Ave Gate and Washington	1	0	0	0	0	1	2
B52		Improve bicycle accomodations and bike-scale lighting	Kobbe Ave between Lincoln and Greenough	1	0	0	1	0	0	2

#	AKA	Project	Extent	Primary Bike Network	Bikeshed Gap	Bike LTS	Bike Demand	Injuries	Regional Network	Total
B53	P59	Ped/bike-scale lighting	Battery E Trail between GGB and Long Ave	1	0	0	1	0	1	3
B54		Improve bicycle accomodations and bike-scale lighting	Storey/Ruckman between Lincoln and Lincoln	1	0	0	0	0	0	1
B55	P40	Improve connection between Ruckman and Patten and bike-scale lighting	Lincoln between Ruckman and Patten	1	0	0	1	0	0	2
B56		Improve Patten and Lincoln merge (east end)	Lincoln at Patten	1	0	1	1	0	0	3
B57	P60	Improve Marina/Mason/Girard intersection	Mason between Girard and Marina	1	0	2	1	0	1	5
B58	P61	Improve connection between Arguello and Graham and bike-scale lighting	Moraga between Arguello and Graham	1	0	1	1	1	0	4
B60	P6	Improve intersection and ped-scale lighting	Washington at Arguello	1	1	1	1	0	0	4
B61		Improve bicycle accomodations and bike-scale lighting	Lincoln between Long and Patten	1	0	0	1	0	0	2
B62	P66	Close roadway to vehicular traffic and ped/bike-scale lighting	Harrison between Washington and Hitchcock	1	0	0	1	0	0	2
B63	P68	Ped/bike-scale lighting	Patten between Lincoln and Lincoln	1	0	0	1	0	0	2
B64	P72	Improve connection between Lincoln and Presidio Promenade Trail	Lincoln between Montgomery and Presidio Promenade Trail	1	0	0	1	0	0	2
B65		Convert into a bi-directional bike facility	Battery Wagner between Ruckman and Upton	1	0	0	0	0	0	1

#	AKA	Project	Extent	Primary Bike Network	Bikeshed Gap	Bike LTS	Bike Demand	Injuries	Regional Network	Total
B66		Gateway improvements, orientation, amenities and bike-scale lighting	15th Ave Gate	1	0	0	1	0	1	3
B67	P64	Improve ped facilities and ped/bike-scale lighting	Battery Caulfield between 15th Ave gate and Washington	1	0	0	1	0	1	3
B68		Consider ped/bike-scale lighting	Graham between Moraga and Lincoln	1	0	1	0	1	0	3
B69		Improve intersection; consider bike-scale lighting	Lincoln at Battery East	1	0	2	1	0	1	5
B70		Class IV Bike Lane (follow-up)	Lincoln between El Camino del Mar and Bowley	1	0	0	1	0	1	3
B71		Class I or IV Bike route (follow-up)	Lincoln between Bowley and Kobbe	1	1	1	1	2	0	6
B72		Class II Bike Lane (downhill) (follow-up)	Lincoln between Storey and GGB Plaza	1	1	1	0	2	1	6
B73		Class II Bike Lane (downhill) (follow-up)	Arguello between Washington and Moraga	1	1	1	1	1	0	5
B74		Buffer bike lanes and improve striping	Arguello between Park gate and Washington	1	0	0	2	1	1	5
B75	P84	Class I Bike Path/Multi-use trail	Area between Sheridan and Incinerator	0	0	0	1	0	0	1
B76		Improve bike connection (perhaps along Rod)	Storey between Lincoln and Battery Wagner	1	0	0	0	0	0	1
B77		Class II Bike Lane (work w/ MTA)	15th Ave between Wedemeyer and Lake	1	0	0	1	0	1	3
B78		Improve connection between Class I bike path and Class II bike lane	Lincoln at Sheridan	1	0	0	1	0	0	2

Pedestrian Project Selection Criteria

Location along the primary pedestrian network	0 = No, 1 = Yes
Identified by the Trust as a pedestrian gap with insufficient facilities	0 = No, 1 = Yes
Constitutes a significant gap for pedestrians based on walkshed analysis	0 = No, 1 = Yes
Constitutes a significant gap for pedestrians trying to access transit services	0 = No, 1 = Yes
Location with high existing pedestrian volumes	0 = Low demand, 1 = <200 at peak hour, 2 = >200 at peak hour
Location with recorded pedestrian injuries	0 = No, 1 = one minor injury, 2 = multiple minor injuries or one serious injury

#	AKA	Project	Extent	Primary Ped Network	Pedestrian Gap	Walkshed Gap	Transit Access Gap	Pedestrian Demand	Injuries	Total
P1		Close pedestrian gap	Mason (S Side) at Sports Basement	0	1	1	1	2	0	5
P2		Close pedestrian gap and ped-scale lighting	Gorgas between Girard and O'Reilly	1	1	0	1	0	0	3
P3		Close pedestrian gap	Arguello (W side) between Sheridan and Moraga	0	1	0	1	1	0	3
P4		Close trail gap and ped-scale lighting	Lincoln between Pershing and Coastal Trail	1	1	1	0	0	0	3
P5		Close pedestrian gap and ped-scale lighting	Washington (S side) between Nauman and Arguello	1	1	1	1	0	0	4
P6	B60	Improve intersection and ped-scale lighting	Washington at Arguello	1	1	1	0	1	0	4
P7		Improve trail road crossing and ped-scale lighting	Bay Area Ridge Trail between Arguello and	1	0	0	0	1	2	4
P8		Traffic calming / school zone and ped-scale lighting	Funston between Moraga and Lincoln	1	0	0	1	1	2	5
P9	V14	Improve trail road crossing by narrowing roadway and ped-scale lighting	Lovers Lane (N end) at Presidio	1	0	0	0	1	0	2
P10		Trail enhancements and ped-scale lighting	Park Trail between Mountain Lake Trail and Washington	1	0	0	0	1	0	2
P11		Accessible trail connection and ped-scale lighting	Gibson between Bowley and Baker Beach	1	1	1	1	1	0	5
P12	B20/V20	Protected Intersection and ped-scale lighting	Mason between E Beach Driveways and	1	0	0	1	2	0	4
P13	B21	Trail upgrade and ped-scale lighting	Battery Caulfield Connector Road between Bld 1599 Parking and Battery Caulfield Rd	1	0	0	1	0	0	2
P14	B35/V3	Make intersection mini-roundabout and ped-scale lighting	Lincoln at Girard	1	0	0	1	1	2	5

#	AKA	Project	Extent	Primary Ped Network	Pedestrian Gap	Walkshed Gap	Transit Access Gap	Pedestrian Demand	Injuries	Total
P15	B37/V8	Intersection improvements and lane reductions and ped-scale lighting	Lincoln between Letterman and Graham	1	0	0	1	1	1	4
P16		Gateway improvements, orientation, amenities and ped-scale lighting	Presidio Gate	1	0	0	0	1	0	2
P17		Gateway improvements, orientation, amenities and ped-scale lighting	Arguello Gate	1	1	0	0	1	0	3
P18	V9	Gateway improvements, orientation, amenities and ped-scale lighting	25th Avenue Gate	1	0	0	0	1	0	2
P19	V10	Gateway improvements, orientation, amenities and ped-scale lighting	Merchant Road Gate	1	0	0	1	2	0	4
P20	B39	Bay trail improvements and formalization and ped-scale lighting	Crissy Field Ave at Mason	1	0	0	0	2	0	3
P21		Close pedestrian gap and ped-scale lighting	Kobbe between Lincoln and Upton	1	1	1	1	0	0	4
P22		Close pedestrian gap and ped-scale lighting	Storey between Lincoln/Merchant and Upton	1	1	1	0	0	0	3
P23		Close pedestrian gap and ped-scale lighting	Golf Course Parking lot between Arguello and Arguello Gate	1	1	0	0	0	0	2
P24		Gateway improvements, orientation, amenities and ped-scale lighting	Marina Gate	1	0	0	1	2	0	4
P25		Close pedestrian gap	Quarry Road between MacArthur and Bldg 810	0	1	1	0	0	0	2
P26	B42	Bay trail improvements, Mason St crosswalks, and southern sidewalk enhancements. and ped-scale lighting	Mason Street between Marina Gate and Long Avenue/Area A	1	0	0	1	2	0	4

#	AKA	Project	Extent	Primary Ped Network	Pedestrian Gap	Walkshed Gap	Transit Access Gap	Pedestrian Demand	Injuries	Total
P27	V16	Pedestrianize roadway and ped-scale lighting	Greenough between Kobbe and parking at Ralston	1	1	1	1	0	0	4
P28	B41/V13	Single access point to driveways and ped-scale lighting	Mason at E Beach Driveways	1	0	0	0	2	0	3
P29	B40	Greenwich Gate & Presidio Promenade and ped-scale lighting	Area between Greenwich and Letterman	1	1	0	1	1	0	4
P30	B43/V21	Protected Intersection and ped-scale lighting	Lincoln at Bowley / Pershing	1	0	0	1	1	2	5
P31	B44	Intersection and visibility improvements and ped-scale lighting	Lincoln at Merchant / Storey	1	1	1	1	2	0	6
P32		Close pedestrian gap	Lincoln between Storey and McDowell / Park	0	1	1	0	0	0	2
P33		Gateway improvements, orientation, amenities and ped-scale lighting	Gorgas gate between Francisco and Gorgas	1	0	0	0	1	0	2
P34		Widen/improve sidewalk and ped-scale lighting	Presidio between Funston and Lover's Lane	1	0	0	0	1	0	2
P35		Widen Lover's Lane and ped-scale lighting	Lover's Lane	1	0	0	0	1	0	2
P36		Close pedestrian gap	Brooks	0	1	0	1	0	0	2
P37		Close pedestrian gap	Compton between Bldg 1413 and Washington	0	1	0	0	0	0	1
P38		Close pedestrian gaps	Ralston at Ruckman	0	1	0	0	0	0	1
P39		Close pedestrian gap and ped-scale lighting	Storey between Ruckman and Bldg 1289	1	1	1	0	0	0	3
P40	B55	Improve connection between Ruckman and Patten and ped-scale lighting	Lincoln between Ruckman and Patten	1	1	1	0	0	0	3
P41		Close pedestrian gap	GGB Plaza between Lincoln and US 101 NB	0	1	0	1	0	0	2

#	AKA	Project	Extent	Primary Ped Network	Pedestrian Gap	Walkshed Gap	Transit Access Gap	Pedestrian Demand	Injuries	Total
P42	V15	Close roadway to vehicular traffic	Barnard between Fernandez and end	0	0	0	0	0	0	0
P43	V30	Close roadway to vehicular traffic	Barnard between Presidio and Fernandez	0	0	0	0	0	0	0
P44		Improve trail	Area between Arguello and Ecology Trail	0	1	0	0	0	0	1
P46		Mark crossing and ped-scale lighting	Arguello at Infantry Terrace	1	1	0	0	1	0	3
P47	V31	Close roadway to vehicular traffic	Fernandez between Barnard and Bldg 808 parking lot	0	0	0	0	0	0	0
P48		Close pedestrian gap	Rodgriguez/Morton/Sanchez between Portola and Liggett	0	1	0	0	0	0	1
P49		Close pedestrian gap	Area between Sibley and Liggett	0	1	0	0	0	0	1
P50		Close pedestrian gap and ped-scale lighting	Bldg 531 parking lot between Ruger and Letterman	1	1	0	1	1	0	4
P51		Close pedestrian gap and ped-scale lighting	Bldg 63 parking lot between Funston and Lincoln	1	1	0	1	1	0	4
P52		Mark crossing	Keyes at Canby	0	1	0	0	1	0	2
P53		Close pedestrian gap	38 Keyes parking lot between Graham and Keyes	0	1	0	0	1	0	2
P54		Marking lot perimeter ped routes and ped-scale lighting	Graham/Moraga/Mesa/Keyes	1	1	0	1	2	0	5
P55		Close pedestrian gap	Area between Halleck and Ped bridge to Girard	0	1	1	1	0	0	3
P56		Formalize sidewalk and ped-scale lighting	Washington between Battery Caulfield and Park	1	1	1	1	0	0	4
P57	V33	Remove channelized right turn	Infantry Terrace at Arguello	0	1	0	1	1	0	3
P58	B38	Southeast bike/ped network connector	Presidio between Lombard and Pacific	1	1	1	0	0	0	3
P59	B53	Ped/bike-scale lighting	Battery E Trail between GGB and Long Ave	1	0	0	1	1	0	3

#	AKA	Project	Extent	Primary Ped Network	Pedestrian Gap	Walkshed Gap	Transit Access Gap	Pedestrian Demand	Injuries	Total
P60	B57	Improve Marina/Mason/Girard intersection	Mason between Girard and Marina	1	0	0	1	1	1	4
P61	B58	Improve connection between Arguello and Graham and ped-scale lighting	Moraga between Arguello and Graham	1	0	0	1	1	0	3
P62	B59	Ped/bike-scale lighting	Halleck between Lincoln and Mason	1	0	0	1	0	0	2
P63		Improve ped facilities and ped-scale lighting	Bowley between Gibson and Pershing	1	1	0	1	1	1	5
P64		Improve ped facilities and ped/bike-scale lighting	Battery Caulfield between 15th Ave gate and Washington	1	0	0	1	0	0	2
P65		Improve ped facilities and ped-scale lighting	Washington between Lincoln and Battery Caulfield Rd	1	0	0	1	0	0	2
P66	B62	Close roadway to vehicular traffic and ped/bike-scale lighting	Harrison between Washington and Hitchcock	1	0	0	0	0	0	1
P67		Improve ped facilities and ped-scale lighting	Kobbe between Upton and Park	1	0	0	0	0	0	1
P68	B63	Ped/bike-scale lighting	Patten between Lincoln and Lincoln	1	0	0	0	1	0	2
P69		Improve ped facilities and ped-scale lighting	Lincoln/Coastal Trail between El Camino del Mar and GGB	1	1	1	1	1	1	6
P70		Improve ped facilities and ped-scale lighting	Mountain Lake Trail/W Pacific Ave between Park Trail and Arguello	1	0	0	0	1	1	3
P71		Improve ped facilities and ped-scale lighting	W Pacific between Arguello and Lover's Lane	1	0	0	0	1	0	2
P72	B64	Improve connection between Lincoln and Presidio Promenade Trail	Lincoln between Montgomery and Presidio Promenade Trail	1	0	0	0	1	0	2
P73	V35	Intersection improvements and lane reductions	Torney at Lincoln	1	0	0	1	1	0	3

#	AKA	Project	Extent	Primary Ped Network	Pedestrian Gap	Walkshed Gap	Transit Access Gap	Pedestrian Demand	Injuries	Total
P74		Improve ped wayfinding and ped-scale lighting	Torney/O'Reilly between Letterman District and Lincoln	1	0	0	1	1	0	3
P75		Ped-scale lighting	Quartermaster Reach Trail between Girard and Mason	1	0	0	0	0	0	1
P76	B67	Gateway improvements, orientation, amenities and ped-scale lighting	Chestnut Gate	1	0	0	0	1	0	2
P77	B29	Harden curves to protect bike lanes and bike-scale lighting	Arguello between Park gate and Washington	1	0	0	1	1	1	4
P78	B33	Improve bicycle accomodations and bike-scale lighting	Park Trail between Washington and Lincoln	1	0	0	0	1	0	2
P79	B28	New Bike Path and bike-scale lighting	McDowell between Park and Mason	1	0	0	0	1	0	2
P80		Sidewalk on east side and ped-scale lighting	Arguello between Infantry Terrace and Moraga	1	0	0	1	1	0	3
P81		Improved ped connection and wayfinding	Path between Funston and Graham	1	0	0	0	1	0	2
P82		Widen sidewalks, improve ped facilities; consider ped-scale lighting	Moraga between Infantry Terrace and Funston	1	0	0	0	2	1	4
P83		Tunnel Tops ped connections	Area between French Ct and Mason	1	0	0	0	1	0	2
P84	B75	Class I Bike Path/Multi-use trail	Area between Sheridan and Incinerator	0	0	0	0	1	0	1
P85		Mark crossing to coastal trail	Lincoln at Kobbe	1	1	0	1	1	0	4

Vehicle Project Selection Criteria

Location that helps mitigate cut-through trips	0 = No, 1 = Yes
Location with high existing vehicle volumes at peak hour	0 = <100, 1 = >100, 2 = >500
Location with high observed vehicle speeds	0 = No (or unable to determine), 1 = Yes
Location with recorded vehicle injuries	0 = No, 1 = one minor injury, 2 = multiple minor injuries or one serious injury

#	AKA	Project	Extent	Cut-Through Mitigation	Vehicle Demand	High Vehicle Speeds	Injuries	Total
V1		Restrict L turns to reduce cut-through	Lincoln at GGB Plaza/US 101 N	1	2	0	0	3
V2	B8A	Remove center turn lane to make way for bike lanes	Lincoln between Montgomery and Girard	0	1	0	1	2
V3	B35/P14	Make intersection mini-roundabout	Lincoln at Girard	0	1	0	0	1
V4	B4	Remove lane to make way for bike lanes	Presidio between Letterman and Lombard	0	2	0	0	2
V5	B17	Stripe as bike boulevard	Gorgas between Girard and Richardson	0	2	0	1	3
V6	B27	Study for various degrees of closure	W Pacific between Arguello and Presidio	0	0	0	0	0
V7	B36	Prioritize buses, bikes and local access	Letterman between Lincoln and Lombard	0	1	0	0	1
V8	B37/P15	Intersection improvements and lane reductions	Lincoln between Letterman and Graham	0	1	0	0	1
V9	P18	Gateway improvements, orientation, amenities	25th Avenue Gate	0	2	1	0	3
V10	P19	Gateway improvements, orientation, amenities	Merchant Road Gate	0	2	0	0	2
V11	B26	Reduce roadway width by striping bike lanes	Presidio between Mesa and Lincoln	0	1	0	1	2
V12		New traffic circle for safer PUDO	Mason at W Bluff Parking Lot	0	1	0	0	1
V13	B41/P28	East Beach Driveways/Area A Parking Lot	Mason between E Beach and	0	1	1	0	2
V14	P9	Curb Extensions/choker	Presidio between Lovers' Lane and -	0	0	0	0	0
V15	P42	Close roadway to vehicular traffic	Barnard between Fernandez and end	0	0	0	0	0
V16	P27	Close roadway to vehicular traffic	Greenough between Kobbe and parking at Ralston	0	0	0	0	0
V18		Main Post Circulation	Main Post	0	0	1	1	2

#	AKA	Project	Extent	Cut-Through Mitigation	Vehicle Demand	High Vehicle Speeds	Injuries	Total
V19		Letterman/Presidio/Lombard - Eliminate vehicles from Letterman	Letterman between Presidio and Lombard	0	1	0	0	1
V20	B20/P12	Protected Intersection	Mason at E Beach Driveways	0	1	1	0	2
V21	B43/P30	Protected Intersection	Lincoln at Bowley / Pershing	0	2	1	2	5
V22		Prohibit turns	Presidio at Lombard	1	2	0	0	3
V23		Traffic calming	Presidio between Lombard and Pacific	1	2	0	1	4
V24		Wayfinding signage	Presidio Gate	1	2	0	0	3
V25		Wayfinding signage	Lombard Gate	1	2	0	0	3
V26		Close roadway to private traffic	Lincoln between Kobbe and Ralston	1	2	0	1	4
V27		Traffic calming	Lincoln between El Camino del Mar and Kobbe	1	2	1	2	6
V28		Designation as a slow street	Lincoln between El Camino del Mar and Merchant	1	2	1	1	5
V29	B46	Traffic calming	Girard between Lincoln and Marina	1	2	1	0	4
V30	P43	Close roadway to vehicular traffic	Barnard between Presidio and Fernandez	0	0	0	0	0
V31	P47	Close roadway to vehicular traffic	Fernandez between Barnard and Bldg 808 parking lot	0	0	0	0	0
V32		Traffic calming	Lincoln between Long and Storey	0	1	0	1	2
V33	P57	Remove channelized right turn	Infantry Terrace at Arguello	0	0	0	0	0
V34		Remove on-street parking	Graham between Sheridan and Lincoln	0	0	1	1	2
V35	P73	Intersection improvements and lane reductions	Torney at Lincoln	0	0	0	0	0

Appendix E: Pavement Management Program

Presidio Trust

Pavement Management Program Update

Final Report

NCE Project No. 808.15.55

April 2021

NCE

Richmond, CA

501 Canal Blvd., Suite I

Richmond, CA 94804

808.15.55

Presidio Trust

Pavement Management Program Update

Final **Report**

April **2021**

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Executive Summary

This update to the Presidio Trust's pavement management program (PMP) was completed by Nichols Consulting Engineers, Chtd. (NCE) as part of the Long Range Transportation Implementation Strategy (LoTIS). This report summarizes the results of the 2020/21 update and its purpose is to help educate policy makers about the current condition of the streets and parking lots, and the impact of various funding scenarios on the future network condition.

The Presidio's pavement network consists of 32.0 centerline miles of streets and trails and 131 parking lots, which represents a substantial investment valued at approximately $94 million. In December 2020 to January 2021, NCE collected pavement condition data using the Metropolitan Transportation Commission's (MTC) survey protocols. Survey data were entered into the StreetSaver® database, which the Presidio uses as a pavement management decision-support tool.

Overall, the Presidio's pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 66[1]. Approximately 42.1 percent of the network is in "Good" condition and 22.6 percent is in "Poor" or "Failed" condition. The Presidio is currently in the midst of a large maintenance and rehabilitation construction project, which when completed in mid-2021 is expected to increase the network PCI to 71.

The budget needs analysis indicated that the Presidio needs approximately $40.5 million over the next twenty years to eliminate the total network deferred maintenance. Since this level of investment may not be realistic, four additional budget scenarios were performed to illustrate the impacts of other funding levels. For comparison, a do-nothing option was included. The following table lists each scenario with its corresponding twenty-year budget, and PCI and deferred maintenance at the end of the analysis period. If no maintenance work is performed after the on-going 2021 construction is complete, the network PCI will drop to 27 by 2040, and the deferred maintenance will increase to 88 million. In contrast, the four scenarios show that regardless of the long-term goal, the average annual cost to maintain the network in years 6-20 is the same ($1.7 million per year). This means that the funding commitment in the first five years has a significant impact on the long-term condition of the pavement network.

Scenario	Budget ($M)			Network 2040 PCI	2040 Deferred Maintenance ($M)
	Total 20-Years	Average Years 1-5	Average Years 6-20		
1: Reduce Deferred Maintenance by 50%	35.6	2.1	1.7	74	6.8
2: Average Budget of $1.7M/year	33.9	1.7	1.7	72	9.1
3: Maintain PCI at 70	31.5	1.2	1.7	70	15.5
4: Maintain PCI at 66	28.9	0.7	1.7	66	20.3
Do Nothing	0.0	0.0	0.0	27	88.0

[1] See the *Pavement Condition Category* section on page 10 for a detailed discussion of "Good", "Fair", "Poor" and "Failed" condition categories.

NCE recommends that the Presidio pursue Scenario 1, which will reduce the network deferred maintenance by 50 percent in the first five years and then maintain it at the reduced level. This will require a total of $35.6 million over 20 years and will result in the network PCI increasing and being maintained at 75 (±1 PCI point). The portion of the network in “Good” condition will more than double by 2040.

Introduction

This update to the Presidio Trust's pavement management program (PMP) was completed by Nichols Consulting Engineers, Chtd. (NCE) as part of the Long Range Transportation Implementation Strategy (LoTIS). In general, PMPs are "*designed to provide objective information and useful data for analysis so that… managers can make more consistent, cost effective, and defensible decisions related to the preservation of a pavement network.*[2]"

To update the Presidio's PMP, NCE performed pavement condition surveys throughout the network using the Metropolitan Transportation Commission (MTC) survey protocols[3]. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs. All pavement distress data were entered into the Presidio's StreetSaver® database and pavement condition index (PCI) calculations were performed. NCE met with Presidio staff and reviewed and updated the maintenance and rehabilitation (M&R) strategies and treatments. NCE also updated the treatment unit costs based on recent bid tabs from the Presidio and other neighboring jurisdictions.

A budget needs analysis was performed for the network for a twenty-year analysis period at an annual inflation rate of 3 percent. This analysis identified M&R recommendations for each pavement section and determined the total M&R budget needs for the analysis period. Finally, four budget scenarios were analyzed for the network.

This report answers the following questions:

- What does the Presidio's pavement network include?
- What is the current condition of the pavement network?
- What are the Presidio's current M&R strategies?
- How much funding is required to perform all needed M&R treatment over the next twenty years?
- What effect will different funding levels have on the network condition and deferred maintenance?

[2] AASHTO "Guidelines for Pavement Management Systems". American Association of State Highway and Transportation Officials, Washington, DC, July 1990.
[3] PCI Distress Identification Manuals (AC 4th Edition, PCC 3td Edition), Metropolitan Transportation Comission, San Francisco, CA, March 2016.

Network Description

The Presidio is responsible for maintaining 32.0 centerline miles of streets and trails as well 131 paved parking lots (2.5 million square feet). The pavements are composed primarily of asphalt concrete (AC), with a small number of Portland cement concrete (PCC) and composite (asphalt over concrete) pavement. The database also includes a few gravel sections; however, the gravel sections are not included in subsequent condition summaries or analyses. Table 1 summarizes the network by functional classification with the gravel sections shown separately. Note that parking lots and trails are both represented in the StreetSaver® database under the Other functional classification.

Table 1: Network Summary Statistics

Functional Class	No. of Sections	Centerline Miles	Lane Miles	% of the Network (by Pavement Area)
Arterials	24	6.4	12.8	18.1
Collectors	44	9.5	18.9	20.3
Residentials	80	12.0	20.6	22.5
Other: Parking Lots	131	NA	NA	34.9
Other: Multi-Use Trails	21	4.1	7.9	4.2
Total	**300**	**32.0**	**60.2**	**100**
Gravel	7	0.7	0.7	-

The pavement network replacement cost is estimated to be approximately $94 million. This represents the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. It does not, however, include related infrastructure assets such as curbs, sidewalks, signals, markings, signs, or storm drains.

Network Pavement Condition

Pavement Condition Index

The pavement condition index, or PCI, is a measurement of the pavement condition and ranges from zero to 100. A newly constructed street has a PCI of 100, while a failed street has a PCI of 25 or less. A pavement's condition is affected by the environment, traffic loads and volumes, construction materials, and age. Figure 1 shows photos of streets with various PCIs.

Figure 1: Examples of Streets with Different PCIs

The current average PCI for the Presidio's paved network is 66. This value is an area-weighted calculation performed in StreetSaver®. Figure 2 breaks down the current network PCI by functional classification. Currently, arterials have the highest condition with an average PCI of 71. Parking lots and trails have slightly lower conditions with average PCIs of 67 and 68, respectively. Collectors and residentials have average PCIs of 63 and 64, respectively[4].

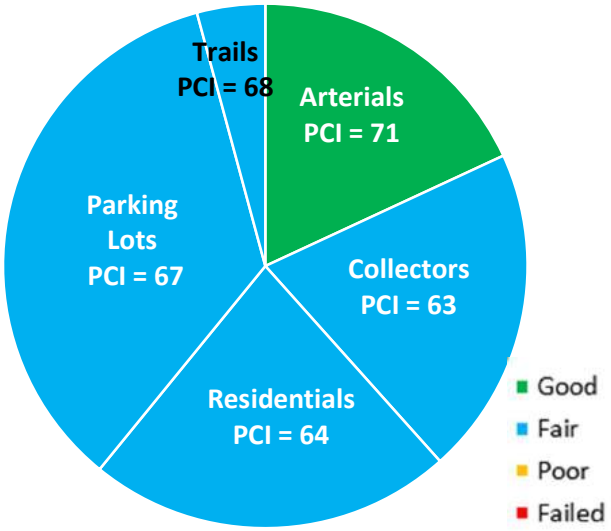

Figure 2: Street Network Condition Breakdown by Functional Classification

The Presidio is currently in the midst of a large maintenance and rehabilitation construction project valued at approximately $4.9 million. The PCIs presented here represent the pavement condition as of January 2021 when the condition surveys were completed. Street sections that were actively under construction as part of the on-going project were assumed to have no distresses, which corresponds to a PCI value of 100. When the current construction is completed in mid-2021, the network PCI is expected to increase to an average value of 71.

A list of all sections in the network along with their attributes, including the PCI at the time of last inspection, is provided in Appendix A. For convenience, two versions for each list are provided – one sorted alphabetically by street name and the other sorted by descending PCI.

[4] Note that the colors in Figure 2 correspond to the pavement condition categories identified in Figure 3 on page 10.

Pavement Condition Category

The PCI scale is divided into five condition categories using the PCI breakpoints shown on the right of Figure 3. Pavements in "Fair" condition are further divided into two categories separating pavements with primarily non-load-related distresses from those with load-related distresses[5]. Categories I and II have primarily non-load-related distresses (e.g. weathering), and Categories III to V have primarily load-related distresses (e.g. fatigue cracking). Since the failure mechanisms for load-related distresses are quite different from non-load-related distresses, the treatments used to address them are different, as are their associated costs. Generally, pavements with load-related distress are more expensive to repair.

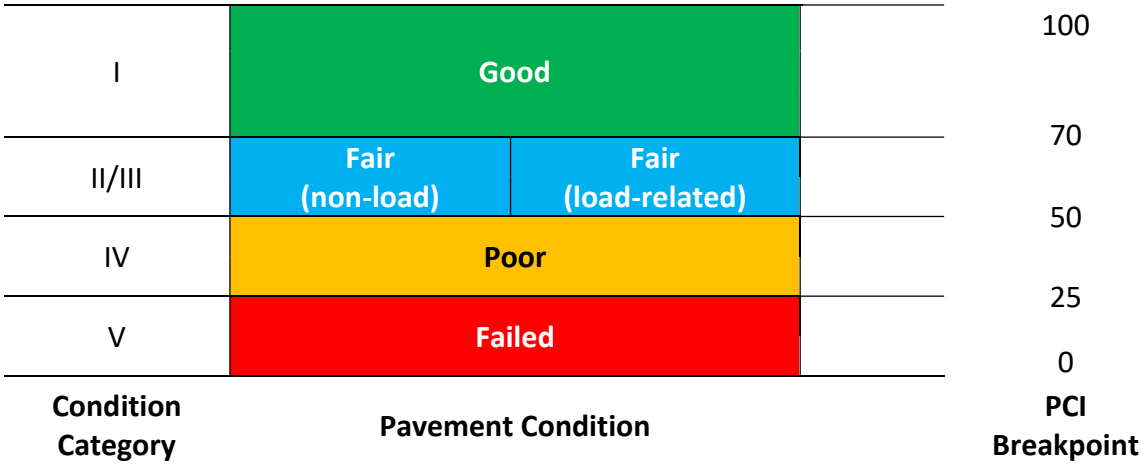

Figure 3: Pavement Condition Categories by PCI

Table 2 summarizes the pavement network by condition category and functional classification. As of January 2021, 42.1 percent of the network is in "Good" condition, over a third of the network is in "Fair" condition, one fifth is in "Poor" condition, and approximately 3 percent is in "Failed" condition.

Table 2: Current Pavement Condition Breakdown by Functional Class

Condition Category	PCI Range	Arterials %	Collectors %	Residentials %	Parking Lots %	Trails %	Entire Network (%)
Good (I)	70-100	7.4	7.8	8.6	17.2	1.2	42.1
Fair (II/III)	50-69	9.7	6.7	8.5	8.1	2.3	35.3
Poor (IV)	25-49	0.4	5.4	5.0	8.7	0.0	19.5
Failed (V)	<25	0.6	0.4	0.4	1.0	0.8	3.1
Total	-	**18.1**	**20.3**	**22.5**	**34.9**	**4.2**	**100.0**

[5]The StreetSaver® "Maintenance and Rehabilitation Decision Tree" in Appendix B assigns different condition category titles than those provided in Figure 3.

Maintenance and Rehabilitation Strategies

The Presidio's current maintenance and rehabilitation (M&R) strategies include recyclable and cost-effective treatments such as cold-in-place recycling and surface seals. In general, crack seal and microsurfacing are performed as preventive maintenance when pavements are still in "Good" condition; cape seals and hot mix asphalt (HMA) overlays are performed on pavements in "Fair" condition; HMA overlays or cold-in-place recycling (CIR) are performed on pavements in "Poor" condition; and reconstruction or full-depth reclamation (FDR) are performed to repair pavements that have "Failed". The Presidio's M&R strategies are formalized into a decision tree (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios and which are discussed in the following sections.

Experience and research have shown that it costs much less to maintain pavements in good condition than to repair pavements that have already failed. As shown in Figure 4, by allowing pavements to deteriorate, streets that once cost $6.00/square yard (SY) to microsurface may soon cost $49.00/SY to overlay, or $162.00/SY to reconstruct. In other words, delaying repairs can significantly increase management costs. Note that microsurfacing can be placed on approximately 8 times as many lane miles as those requiring overlays and on approximately 27 times as many lane miles as those requiring reconstruction.

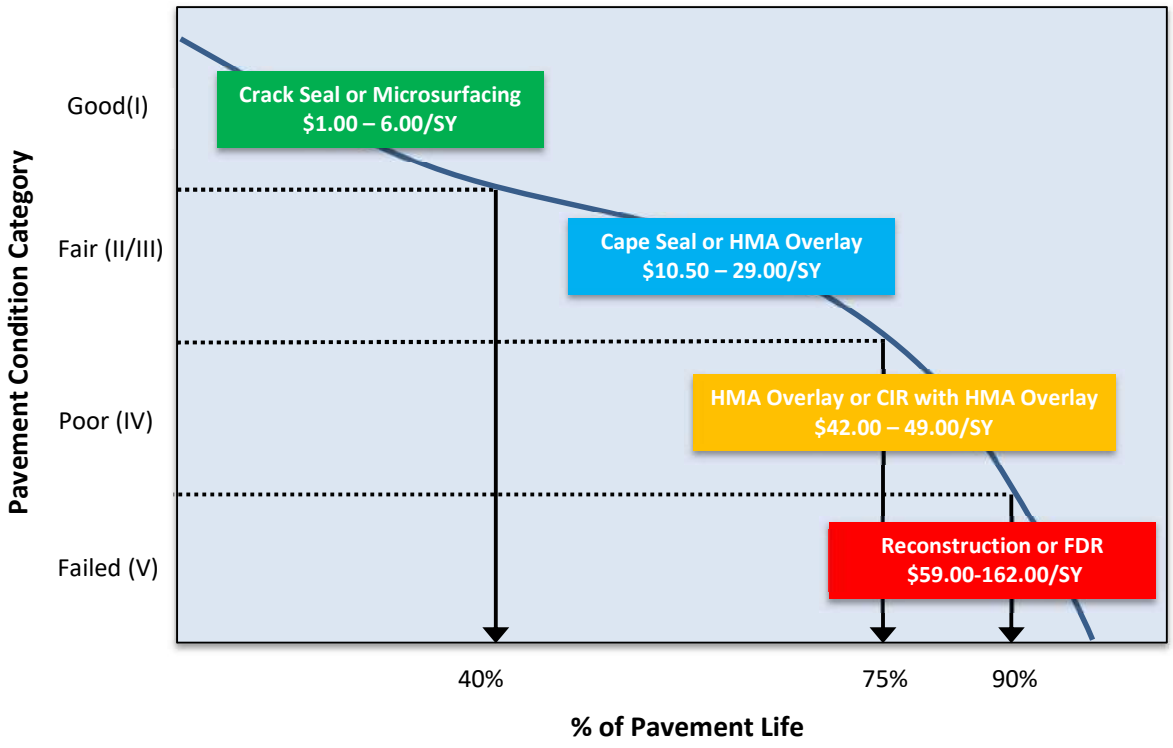

Figure 4: Costs of Maintaining Pavements over Time

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective pavement management plans employ strategies to bring the overall condition of the network to an optimal PCI and then maintain it at that level.

The first step in developing such a cost-effective strategy is to determine the maintenance budget needs of the network. This represents the cost associated with performing M&R treatments at the optimal time and was determined by performing a budget needs analysis in StreetSaver® with an inflation rate of 3 percent for an analysis period of twenty years. The results of the budget needs analysis are presented in Table 3. **The total maintenance budget needs for the network over the next twenty years is estimated to be $40.5 million.** Of the total maintenance budget needs, approximately $10 million (25 percent) is devoted to preventive maintenance, while the rest is allocated for more costly rehabilitation and reconstruction treatments. Based on this analysis, the current deferred maintenance, which is M&R not performed due to insufficient funding, for the network is $13.5 million. This value is represented by the total budget needs (rehabilitation plus preventive maintenance) for 2021.

Table 3: Summary Results for Needs Analysis

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Total Budget Needs ($M)	13.5	0.1	1.2	0.3	0.0	0.1	0.4	2.9	4.3	0.6	-
Rehabilitation ($M)	12.6	0.0	0.6	0.3	0.0	0.1	0.3	1.9	2.7	0.3	-
Preventive Maintenance ($M)	0.9	0.1	0.6	0.0	0.0	0.0	0.1	1.0	1.6	0.3	-
Treated PCI	87	83	82	81	79	77	75	77	80	79	-
Untreated PCI	66	64	61	59	56	54	51	49	46	44	-
Year	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**Total**
Total Budget Needs ($M)	0.8	0.1	0.9	2.5	2.9	1.3	7.0	0.1	1.0	0.5	40.5
Rehabilitation ($M)	0.3	0.0	0.9	2.3	1.7	1.1	4.9	0.0	0.3	0.2	30.5
Preventive Maintenance ($M)	0.5	0.1	0.0	0.2	1.2	0.2	2.1	0.1	0.7	0.3	10.0
Treated PCI	78	76	75	76	76	75	80	78	78	76	NA
Untreated PCI	41	39	36	34	31	29	27	25	23	22	NA

If the Presidio follows this ideal strategy, the average network PCI will immediately increase as a large amount of deferred maintenance is addressed in the first year, and then stabilize in the high 70s. This type of budget, that addresses all the deferred maintenance in the first year, is known as front-loaded and represents an optimal funding approach that is not limited by budget constraints. Note that if no maintenance is performed for the next twenty years – including remainder of the on-going maintenance and rehabilitation construction project – the PCI will drop to 22.

The unconstrained Budget Needs analysis serves as the basis for other scenarios. For reference, detailed results of the budget needs analysis are provided in Appendix C.

Budget Scenarios

The next step in developing a cost-effective treatment strategy is conducting various budget scenarios. In consultation with the Presidio, four funding scenarios were selected for analysis and performed using StreetSaver®:

Scenario 1: Reduce Deferred Maintenance by 50% – This scenario aims to reduce the current deferred maintenance value of $13.5 million by 50 percent over the next five years and then maintain the deferred maintenance at this reduced level for the remainder of the twenty-year analysis period.

Scenario 2: Average Annual Budget of $1.7 Million/Year – This scenario assumes the Presidio has an average annual budget of $1.7 million per year for the next twenty years.

Scenario 3: Maintain PCI at 70 – This scenario aims to maintain the network PCI at an average of 70 throughout the twenty-year analysis period.

Scenario 4: Maintain PCI at 66 – This scenario aims to maintain the network PCI at the current value of 66 throughout the twenty-year analysis period.

As previously noted, the Presidio is in currently in the middle of a maintenance and rehabilitation construction project. Consequently, Scenario 1 assumes that additional work will be performed in 2021 beyond the on-going construction project. Scenarios 2-4, however, assume that no additional M&R will be performed in 2021 beyond the on-going construction project.

These scenarios are discussed in the following sections. The corresponding detailed results are provided in Appendix D. Additionally, maps illustrating the current pavement condition and the projected 2040 pavement condition for each scenario are provided in Appendix E.

Scenario 1: Reduce Deferred Maintenance by 50% ($35.6 Million/20 years)

This scenario aims to reduce the Presidio's current deferred maintenance of $13.5 million by half over the next five years and then maintain it at this reduced level through 2040. As shown in Table 4 and Figure 5, the deferred maintenance will be reduced to $6.8 million by 2025 and then maintained. This will result in the network PCI increasing to 75 and being maintained at this value, plus or minus one PCI point. Note that this scenario assumes the Presidio will complete the current construction projects in 2021 and perform an additional $1 million of M&R in 2021. By 2040, the portion of the network in "Good" condition will reach 87.7 percent.

To accomplish this goal, the required 20-year budget is $35.6 million. This is an average of $2.1 million per year for the first five years, which will reduce the deferred maintenance to the desired level, and then an average of $1.7 million per year for years 6-20, which maintains the deferred maintenance.

Appendix F provides a list of candidate sections selected for treatment for this scenario. Appendix G illustrates the first five years of treatments recommended for this scenario in map form.

Table 4: Summary Results for Scenario 1

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Budget ($M)	1.00	1.75	2.80	2.48	2.49	1.59	1.20	2.10	2.25	1.85	-
Deferred Maintenance ($M)	8.5	8.1	7.7	7.4	6.8	6.7	6.7	6.8	6.8	6.8	-
Treated PCI	72	72	74	75	75	75	74	74	75	75	-
Year	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**Total**
Budget ($M)	1.90	1.60	1.40	0.99	1.60	1.00	2.99	2.09	1.25	1.25	35.58
Deferred Maintenance ($M)	6.8	6.7	6.7	6.7	6.8	6.7	6.8	6.7	6.7	6.8	NA
Treated PCI	76	76	75	75	75	74	75	75	74	74	NA

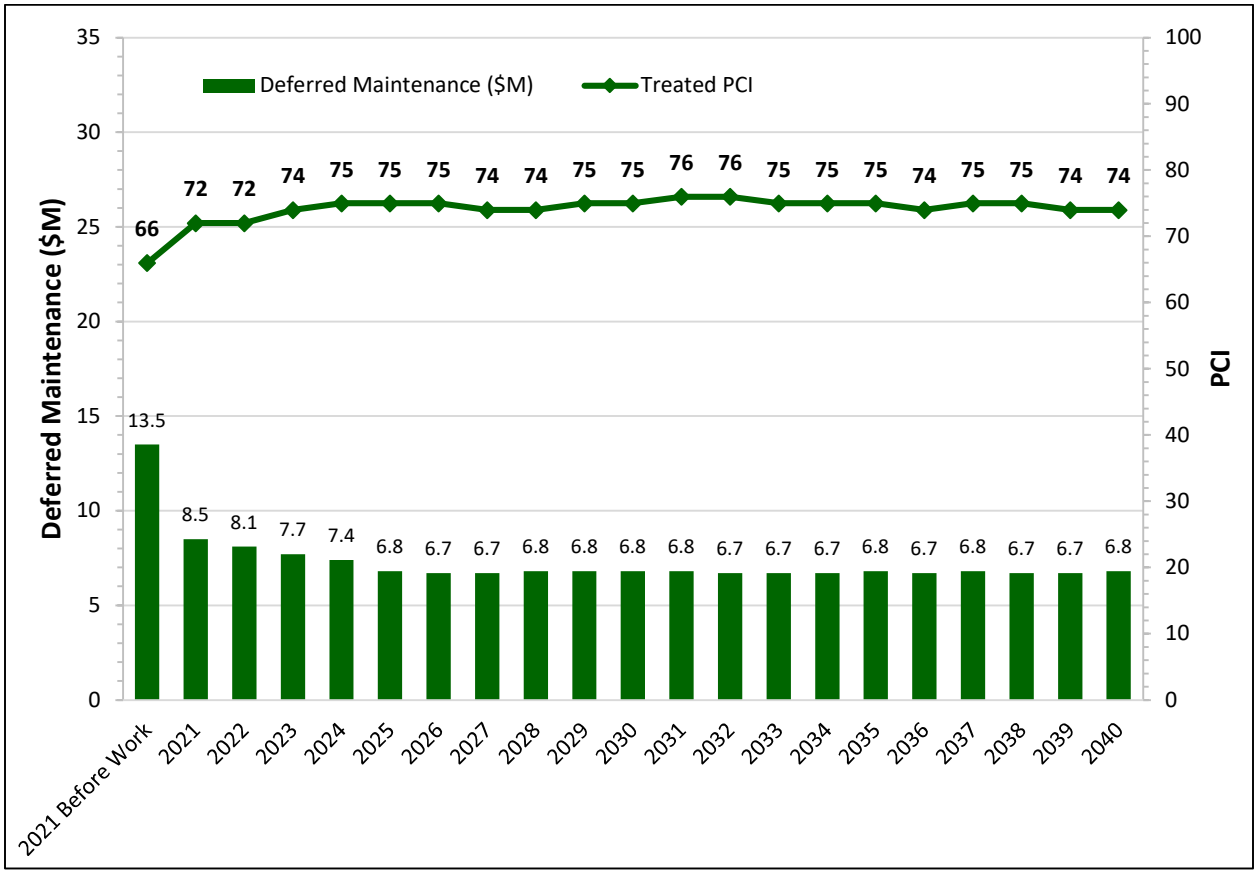

Figure 5: PCI vs Deferred Maintenance for Scenario 1

Scenario 2: Average Annual Budget of $1.7 Million ($33.9 Million/20 years)

Considering the funding required in the previous scenario to maintain the deferred maintenance at the reduced level was an average of $1.7 million per year, this scenario assumes the Presidio will have an average annual budget of $1.7 million per year for the entire twenty-year analysis period. This scenario also assumes the Presidio will complete the current construction projects in 2021 but perform no additional M&R work in 2021. As shown in Table 5 and Figure 6, this results in a total budget of $33.9 million over twenty years. With this funding commitment, the network PCI will increase and be maintained at 72-73. By 2040, the deferred maintenance will be $9.1 million, and 80.0 percent of the network will be in "Good" condition.

Table 5: Summary Results for Scenario 2

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Budget ($M)	0.00	2.09	2.09	2.10	2.10	1.70	1.70	1.70	1.70	1.70	-
Deferred Maintenance ($M)	9.5	8.8	9.1	9.2	9.5	9.4	8.9	9.0	10.8	11.0	-
Treated PCI	71	71	72	72	73	73	72	72	72	72	-
Year	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**Total**
Budget ($M)	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	33.88
Deferred Maintenance ($M)	11.7	11.1	10.2	9.7	9.8	9.5	9.6	9.5	9.5	9.1	NA
Treated PCI	72	72	72	72	73	73	73	73	73	72	NA

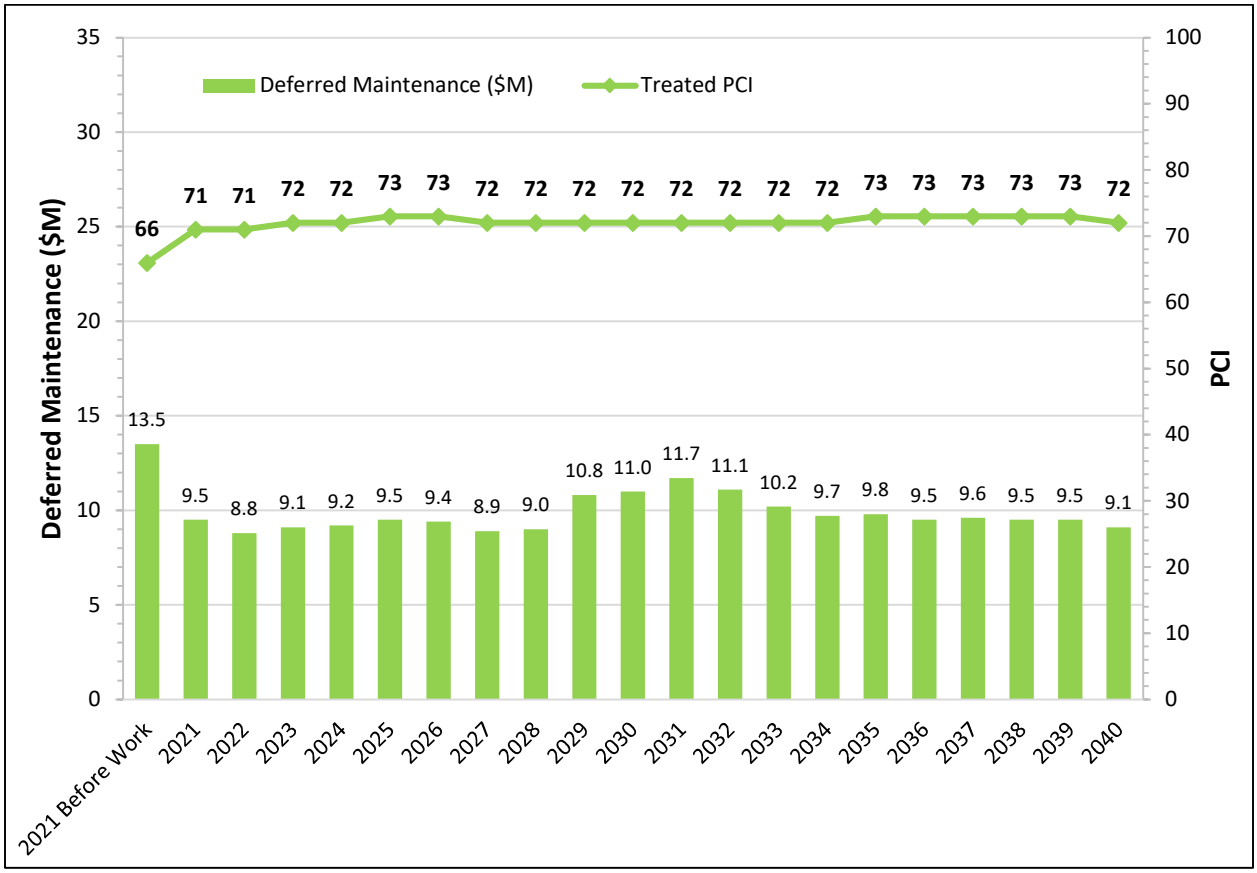

Figure 6: PCI vs Deferred Maintenance for Scenario 2

Scenario 3: Maintain PCI at 70 ($31.5 Million/20 years)

This scenario aims to maintain the network PCI at an average of 70 throughout the twenty-year analysis period. Since the network PCI will increase to 71 following the completion of the current construction projects, no additional M&R work will be performed in 2021. As shown in Table 6 and Figure 7, this will result in the deferred maintenance increasing to $15.5 million by 2040. Additionally, 79.7 percent of the network will be in "Good" condition and 13.4 percent will be in "Poor" or "Failed" condition by 2040.

The total budget required to maintain the network PCI at 70 over the next twenty years is 31.5 million. This breaks down to an average of $1.2 million per year for the first five years, and then an average of $1.7 million per year for years 6-20.

Table 6: Summary Results for Scenario 3

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Budget ($M)	0.00	1.49	1.50	1.50	1.60	1.79	1.89	1.90	1.90	1.79	-
Deferred Maintenance ($M)	9.5	9.4	10.3	11.1	11.9	12.3	11.7	11.8	13.3	13.7	-
Treated PCI	71	70	70	70	70	70	70	70	70	70	-
Year	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**Total**
Budget ($M)	1.90	1.60	1.50	1.50	1.60	1.60	1.60	1.60	1.60	1.60	31.46
Deferred Maintenance ($M)	14.4	13.9	13.9	14.6	14.9	14.8	15.0	14.7	14.6	15.5	NA
Treated PCI	70	70	70	70	70	70	70	70	70	70	NA

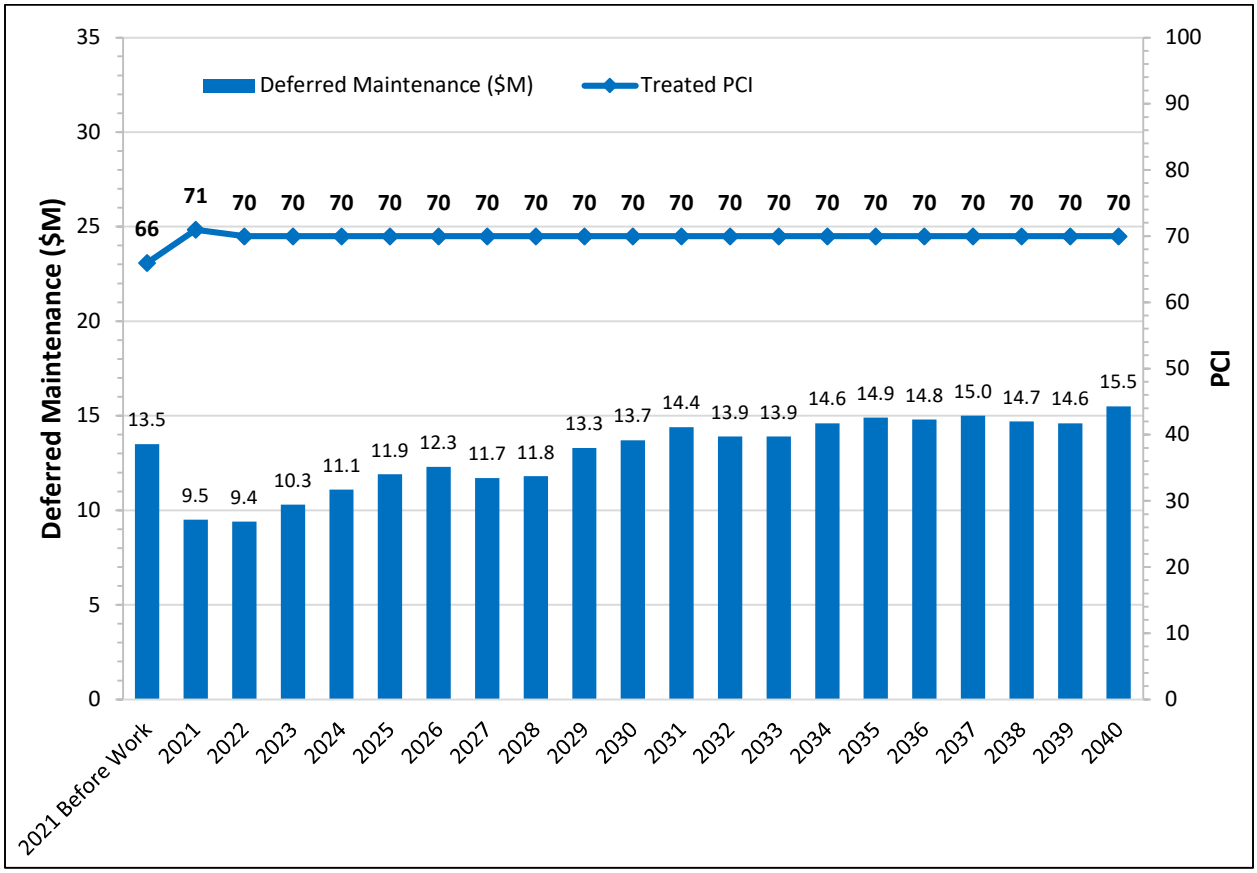

Figure 7: PCI vs Deferred Maintenance for Scenario 3

Scenario 4: Maintain PCI at 66 ($28.9 Million/20 years)

This scenario aims to maintain the network PCI at the current average of 66 throughout the twenty-year analysis period. Since the network PCI will increase to 71 following the completion of the current construction projects, no additional M&R work will be performed in 2021 and a minimal amount of $0.5 million will be spent per year until the PCI drops back to 66. As shown in Table 7 and Figure 8, this will result in the deferred maintenance increasing to $20.3 million by 2040. Additionally, 73.1 percent of the network will be in "Good" condition and 17 percent will be in "Poor" or "Failed" condition by 2040.

The total budget required to maintain the network PCI at 66 over the next twenty years is 28.9 million. This is an average of $0.7 million per year for the first five years, which increases to an average of $1.7 million per year for years 6-20.

Table 7: Summary Results for Scenario 4

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Budget ($M)	0.00	0.50	0.50	1.00	1.60	1.80	1.90	1.90	1.90	1.80	-
Deferred Maintenance ($M)	9.5	10.4	12.4	13.8	14.7	15.7	15.6	16.0	17.4	18.8	-
Treated PCI	71	69	67	66	66	66	66	66	66	66	-
Year	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**Total**
Budget ($M)	1.80	1.59	1.50	1.50	1.60	1.60	1.60	1.60	1.59	1.59	28.87
Deferred Maintenance ($M)	19.2	18.9	19.0	19.7	20.4	20.1	20.8	20.7	20.2	20.3	NA
Treated PCI	66	66	66	66	66	66	66	66	66	66	NA

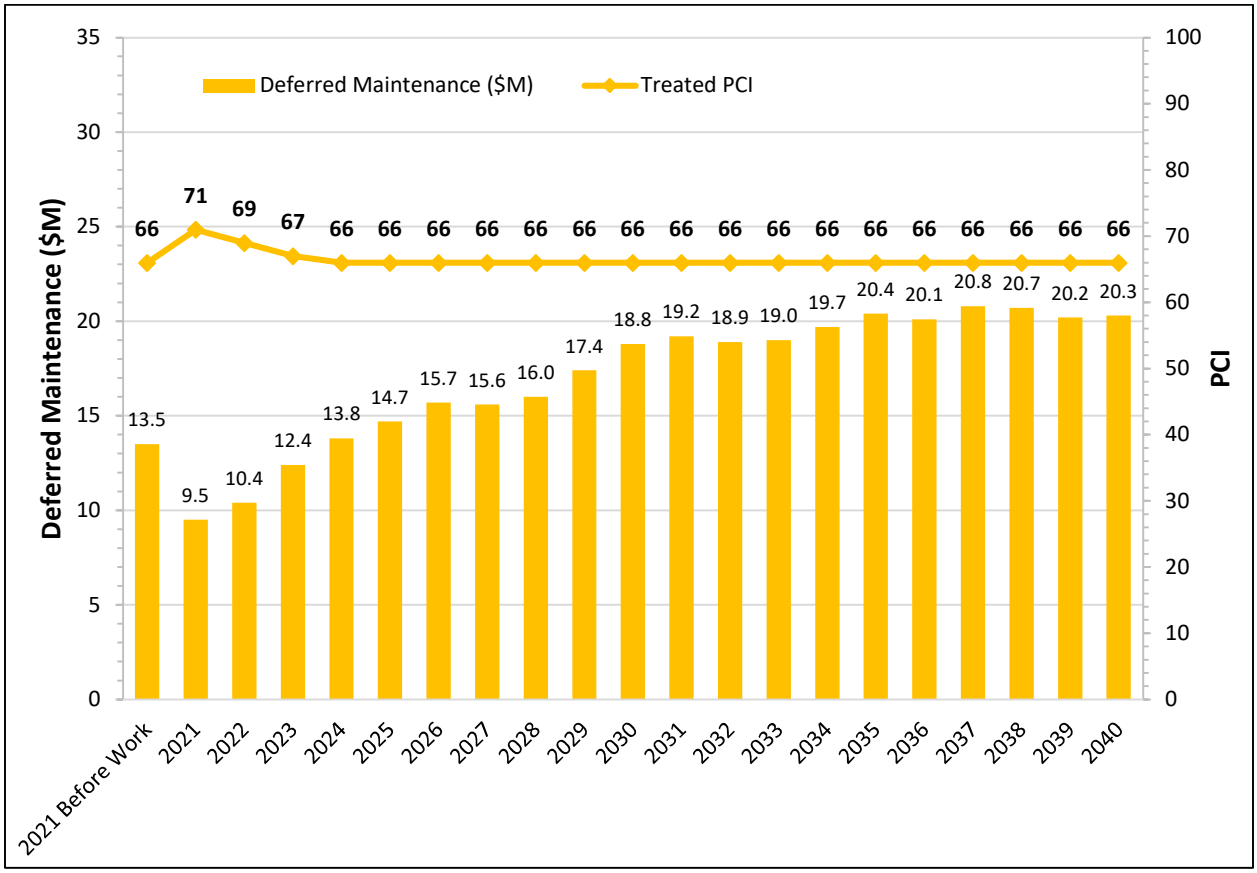

Figure 8: PCI vs Deferred Maintenance for Scenario 4

Scenario Comparisons

As previously noted, the Presidio is in currently in the middle of a maintenance and rehabilitation construction project. When construction is completed in mid-2021, the network PCI is expected to increase to 71. Figure 9 compares the long-term annual average PCI for each of the scenarios previously discussed.

In Scenario 1, the PCI will increase in the first five years and then stabilize at 75 plus or minus 1 PCI point. In Scenario 2 the PCI will increase and be maintained at 72-73. In Scenario 3 the PCI will be maintained at 70 and in Scenario 4 the PCI will be maintained in the long term at the current PCI value of 66. In contrast, if no maintenance work is performed after the on-going 2021 construction is complete, the network PCI will drop to 27 by 2040.

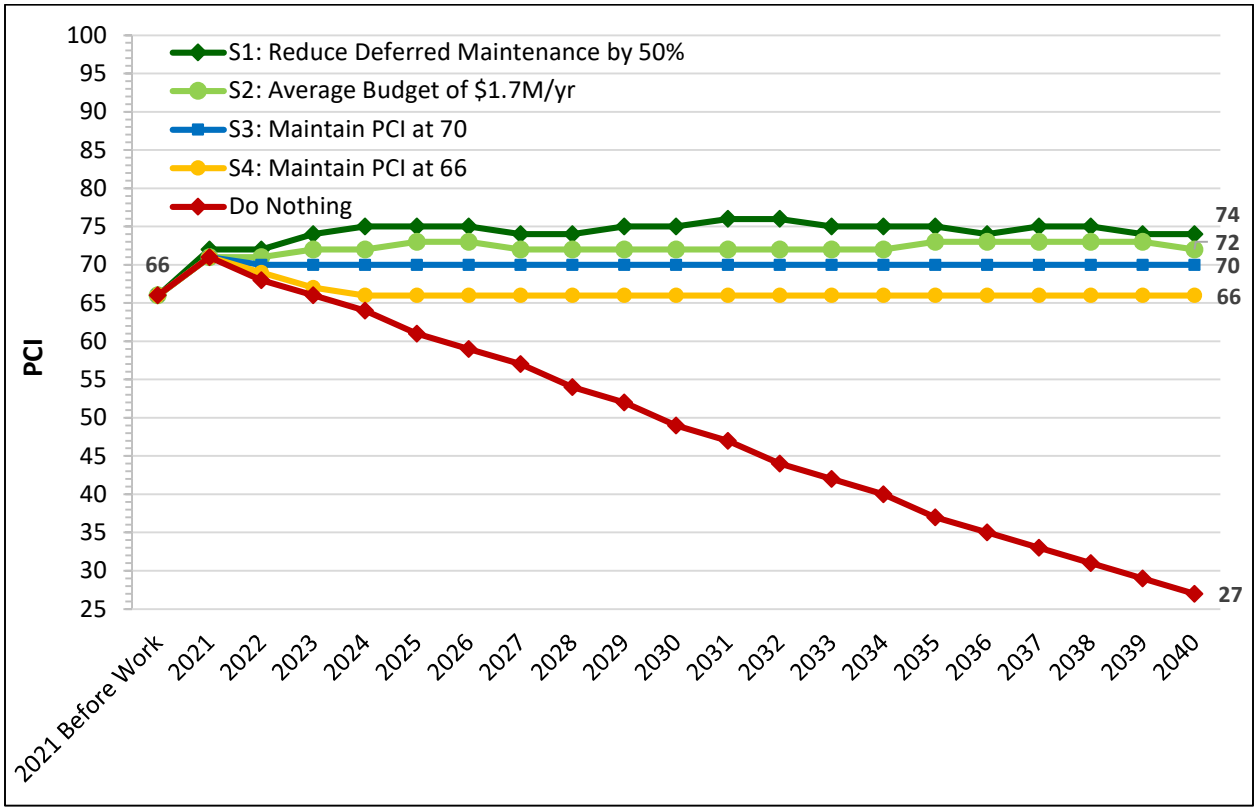

Figure 9: Comparison of Annual Pavement Condition Index by Scenario

Figure 10 illustrates the changes in deferred maintenance over time for each scenario. For Scenario 1, the deferred maintenance will decrease by 50 percent. In Scenario 2 it will decrease by 33 percent. In Scenario 3 it will increase by 15 percent and in Scenario 4 it will increase by 50 percent. If no maintenance work is performed after the on-going 2021 construction is complete, the network deferred maintenance will increase to 88 million (not illustrated in figure 10 for simplicity) by 2040.

The growth in deferred maintenance for the latter three scenarios is a marked contrast to the PCI, which only changes by a few points. It illustrates the point that the Presidio should not use PCI only as the sole performance metric.

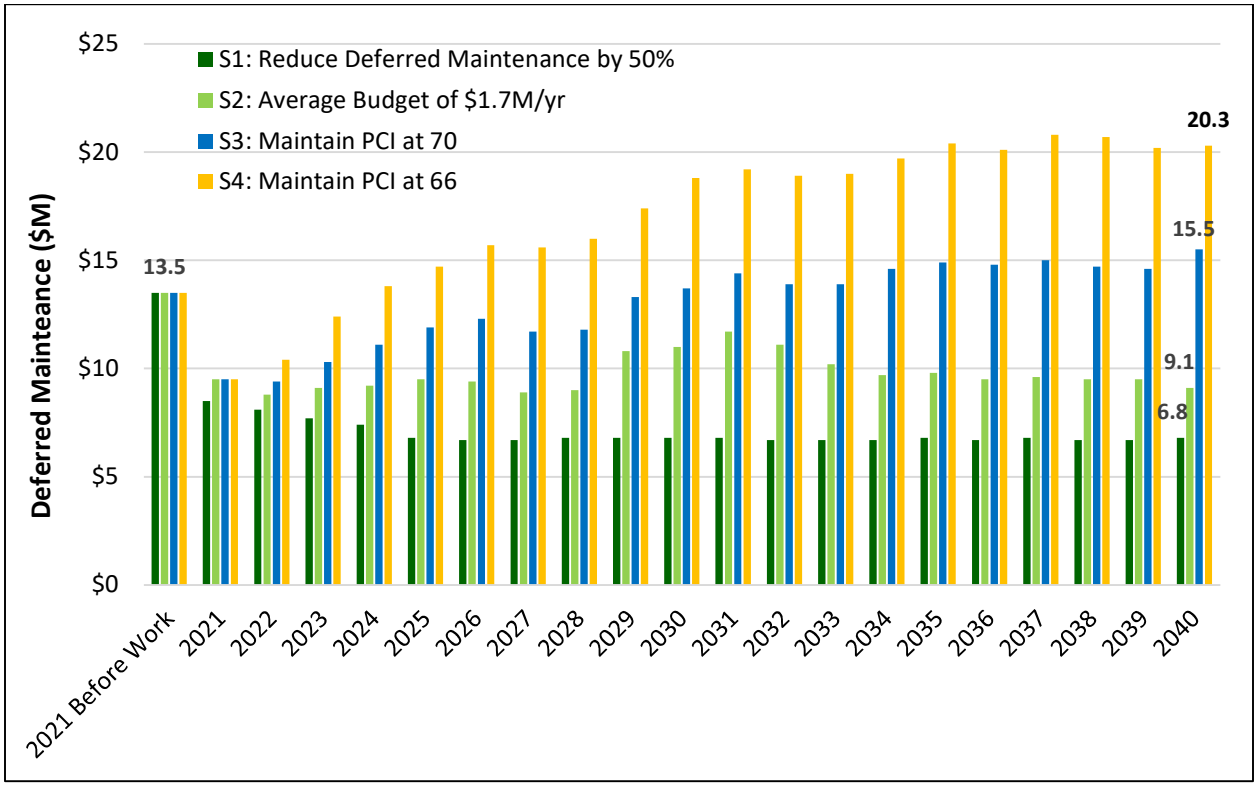

Figure 10: Comparison of Annual Deferred Maintenance by Scenario

Figure 11 illustrates the percent change in pavement condition for each scenario. As noted earlier, currently, 42.1 percent of the street network is in "Good" condition, with 22.6 percent in "Poor" or "Failed" condition. For Scenario 1, the portion of the network in "Good" condition will significantly increase, dominating the network at 87.7 percent. For Scenarios 2-4 the portion of the network in "Good" condition will increase relative to the current breakdown, but the portion of the network in "Failed" condition will also increase. Although the PCI does not change markedly in Scenarios 1-3, the network condition will be visibly different for users considering the percentage of "Failed" pavements will more than triple from Scenario 1 to 3. In contrast, if no maintenance work is performed after the on-going 2021 construction is complete, pavements in "Poor" or "Failed" condition will compose nearly three-quarters of the network by 2040.

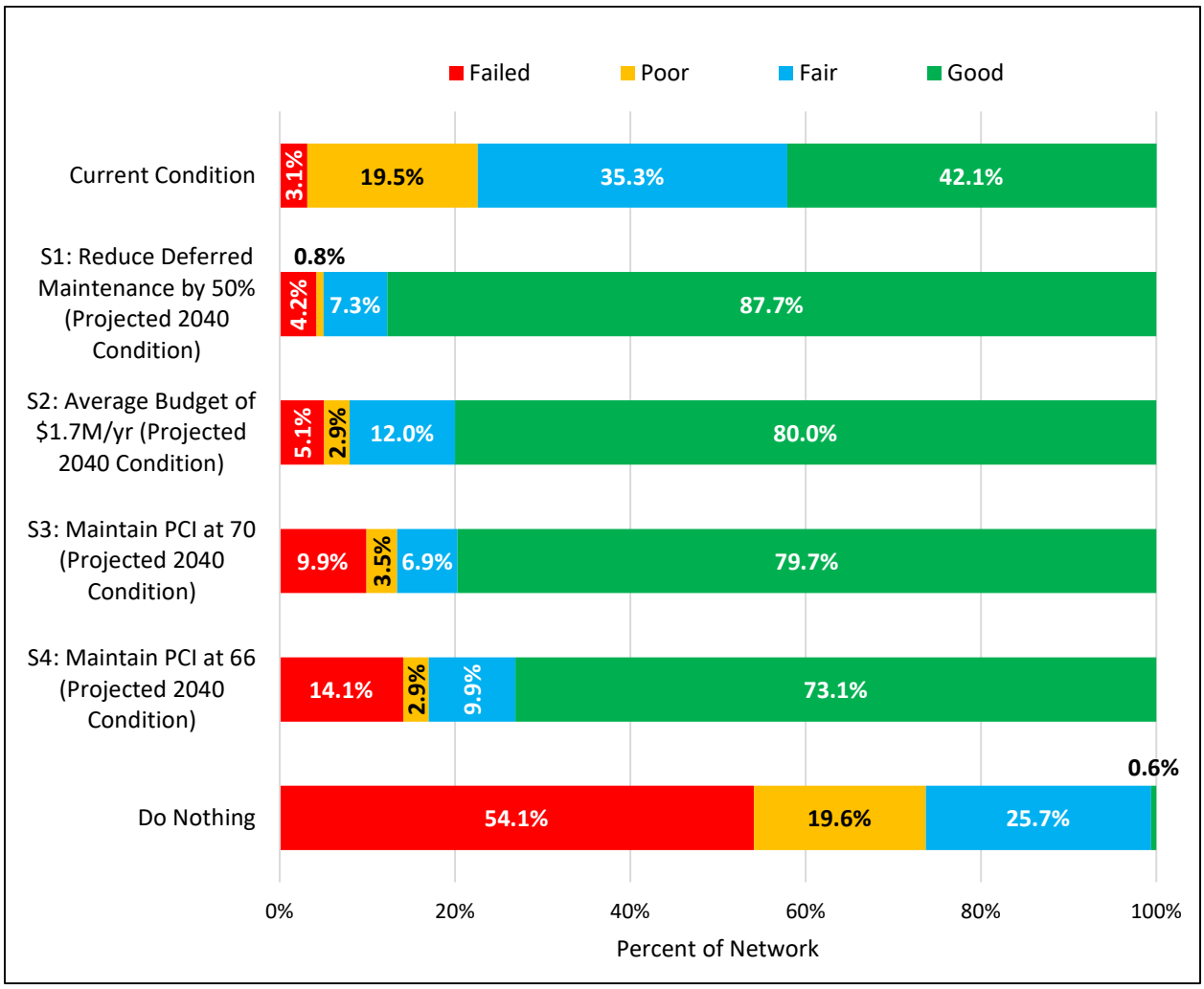

Figure 11: Comparison of Pavement Condition by Scenario

Summary

In summary, the Presidio Trust has a substantial investment of $94 million in the pavement network. Overall, the Presidio's streets and parking lots are in "Fair" condition with an average PCI of 66. Approximately 42.1 percent of the network is in "Good" condition with 3.1 percent in "Failed" condition.

The analyses indicate that the Presidio needs to spend approximately $40.5 million on maintenance and rehabilitation over the next twenty years to essentially repair all streets and parking lots. This will eliminate the deferred maintenance and bring the network into a condition that can be maintained with on-going preventive maintenance. In the long run, this strategy will save the Presidio money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

The four alternative budget scenarios together show an interesting trend: regardless of what the long-term goal is, the average annual cost to maintain the network in years 6-20 is the same ($1.7 million per year). **This means that the amount spent on M&R in the first five years has a significant impact on the long-term condition of the pavement network.**

Scenario specifics are provided below:

- Scenario 1 – an average of $2.1 million per year for years 1-5 will bring the network up to a PCI of 75, after which it can be maintained at that level for $1.7 million per year.
- Scenario 2 – an average of $1.7 million for years 1-5 will bring the network up to a PCI of 72, after which it can be maintained at that level for $1.7 million per year.
- Scenario 3 – an average of $1.2 million per year for years 1-5 will bring the PCI to a 70, after which it can be maintained at that level for $1.7 million per year.
- Scenario 4 – an average of $0.7 million per year for years 1-5 will allow the PCI to drop back down to the current level of 66, after which it can be maintained at that level for $1.7 million per year.

The difference in PCI for each of these scenarios is just a few points. However, the network condition breakdown and network deferred maintenance reveal a more marked difference between these scenarios. For example, the portion of the network in "Failed" condition more than triples between Scenario 1 and Scenario 4. Additionally, Scenario 1 decreases the deferred maintenance by 50 percent, Scenario 2 decreases it by 33 percent, Scenario 3 increases it by 15 percent, and Scenario 4 increases it by 50 percent.

In contrast to these four scenarios, if no maintenance work is performed after the on-going 2021 construction is complete, the network PCI will drop to 27 by 2040, the deferred maintenance will increase to 88 million, and pavements in "Poor" or "Failed" condition will comprise nearly three-quarters of the network.

Recommendations

Based on the data collected and the scenarios analyzed and presented in this report, NCE offers the following recommendations.

1. Funding

The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. Therefore, the recommended scenario for the Presidio is Scenario 1, which requires $35.6 million over the next twenty years. This budget allocation will reduce the current deferred maintenance by 50 percent in the first five years and then maintain it at the reduced level. This funding commitment will result in the PCI increasing to and being maintained at 75. The portion of the network in "Good" condition will more than double and the portion "Poor" and "Failed" condition will decrease by 78 percent.

2. Pavement Maintenance Strategies

Since over 40 percent of the Presidio's streets are currently in "Good" condition, it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, microsurfacing, etc.). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material. NCE recommends that the Presidio balance preventive maintenance with rehabilitation and reconstruction projects to preserve pavements in "Good" condition, improve pavements in "Poor" condition, and avoid increasing the deferred maintenance.

3. Re-inspection Strategies

In order to make appropriate management decisions based on current data, NCE recommends that the Presidio perform condition inspections on arterials and collectors every two years and on residentials at least every four to five years.

Since StreetSaver® and other prediction models do not yet take into account the effect of newer and more cost-effective technologies such as asphalt-binders with rubber or polymers, the actual performance of these treatments may not be adequately represented in the models. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance.

4. M&R Decision Tree

NCE recommends that the Presidio annually review and update the M&R treatment strategies and associated unit costs to reflect new construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

Considering volatility in oil and curb ramp prices, the future cost of construction is unknown and unpredictable. NCE therefore recommends careful monitoring of construction costs and preparations to adapt to cost changes as necessary.

APPENDIX A

Section Description Inventory Report

This report lists a variety of section description information for each of the Presidio's pavement sections. It lists the street and section identifiers, limits, functional class, general code, surface type, number of lanes, length, width, area, PCI date, and Inspected PCI.

All of the Presidio's pavement sections are included in the report. Two versions of the report are provided. The first is sorted alphabetically by Street Name and Section ID and the second report is sorted by descending PCI. The field descriptions in this report are listed below:

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by street signs in the field.
Begin Location	Beginning limit of the section.
End Location	Ending limit of the section.
Functional Class (FC)	Functional Classification: A = Arterial, C = Collector, R = Residential, O = Other
General Code	P = Parking Lot, ST = Street, TR = Trail
Surface Type (ST)	Surface Type (A = AC Pavement, AC/AC = Asphalt Concrete Overlay).
No. of Lanes	Number of travel lanes.
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Area of section in square feet.
PCI Date	The last inspection date or rehabilitation date.
PCI	Average PCI for the section. The value is based on the last inspection.

Section Description Inventory – Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	FC	General Code	ST	No. of Lanes	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
FHA640	10	AMATURY LOOP	PARK BLVD SOUTH	PARK BLVD NORTH	R	ST	AC/AC	2	1,267	22	45,696	12/31/2020	100
900zP	P1	ANZA PARKING	ANZA AVE MIDDLE	ANZA AVE NORTH	O	P	AC	1	342	108	36,936	1/16/2021	100
900zP	P2	ANZA PARKING	ANZA AVE SOUTH	ANZA AVE MIDDLE	O	P	AC	1	718	108	77,544	1/19/2021	33
FHA444	10	ANZA ST	SHERIDAN AVE	LINCOLN BLVD	R	ST	AC	2	1,162	28	32,536	12/8/2020	29
FHA703	10	ANZA TRAIL	14TH AVE	WEDEMEYER ST	O	TR	AC	2	1,200	8	9,600	12/11/2020	79
FHA708	10	ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	O	TR	AC	2	80	6	480	12/11/2020	85
FHA708	20	ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	O	TR	AC	2	200	6	1,200	12/11/2020	85
FHA643	10	APPLETON ST	RUCKMAN AVE	STOREY AVE	R	ST	AC	2	1,003	16	16,048	12/14/2020	38
FHA013	10	ARGUELLO BLVD	SOUTH PARK ENTRANCE	WASHINGTON BLVD	A	ST	AC/AC	2	1,160	46	53,360	12/7/2020	90
FHA013	30	ARGUELLO BLVD	WASHINGTON BLVD	MORAGA AVE	A	ST	AC	2	2,048	28	68,544	12/7/2020	77
FHA013	40	ARGUELLO BLVD	MORAGA AVE	SHERIDAN AVE	A	ST	AC	2	400	28	11,200	12/7/2020	31
FHA649	10	ARMISTEAD RD	LINCOLN BLVD	LENDRUM CT	R	ST	AC	2	1,162	24	36,892	12/16/2020	32
FHA626	20	BAKER CT	BROOK ST	END PARKING	R	ST	AC/AC	2	241	40	16,243	12/16/2020	95
FHA450	10	BARNARD AVE	PRESIDIO BLVD	HICKS PARKING	R	ST	AC	2	1,426	20	28,520	12/7/2020	47
PT702	10	BATTERY CAULFIELD CONNECTOR RD	PERSHING DR.	BATTERY CAULFIELD RD.	C	ST	AC	1	300	11	3,150	12/16/2020	100
FHA603	10	BATTERY CAULFIELD RD	WASHINGTON BLVD	BLDG 1450	C	ST	AC/AC	2	412	24	9,888	1/27/2021	87
FHA603	20	BATTERY CAULFIELD RD	BLDG 1450	WEDEMEYER ST	C	ST	AC	2	697	24	16,728	12/10/2020	26
FHA401	10	BATTERY DYNAMITE RD	LINCOLN BLVD	RALSTON AVE	R	ST	GRAVEL	1	528	15	7,920	NA	NA
PT701	10	BATTERY SAFFOLD RD	KOBBE AVE.	BLDG 1351	R	ST	AC	1	265	14	3,710	12/16/2020	70
FHA646	10	BATTERY WAGNER RD	STOREY AVENUE	STOREY AVENUE	R	ST	AC	2	739	30	27,416	12/14/2020	47
FHA633	10	BELLES ST	WYMAN AVE	HAYS ST	R	ST	PCC	1	461	20	9,220	12/11/2020	91
901tN	10	BIRMINGHAM RD	GEN KENNEDY AVE	GORGAS AVE	R	ST	AC	1	271	18	4,878	12/8/2020	56
FHA688	10	BLISS RD	INFANTRY TERRACE	MONTGOMERY ST	R	ST	AC	2	317	30	9,510	12/7/2020	63
FHA690	10	BOWLEY ST	LINCOLN BLVD NORTH	LINVOLN BLVD SOUTH	R	ST	AC	1	1,455	35	50,925	1/16/2021	68
FHA706	10	BROADWAY GATE CONNECTION	BROADWAY AND LYON ST	PRESIDIO BLVD	O	TR	AC	2	475	12	5,700	12/17/2020	42
FHA626	10	BROOKS ST	LINCOLN BLVD	END PARKING	R	ST	AC/AC	2	724	40	37,031	12/16/2020	95
FHA634	10	BROWN ST	WYMAN AVE	HAYS ST	R	ST	AC	1	219	18	3,942	12/11/2020	93
FHA634	20	BROWN ST	HAYS ST	BELLES ST	R	ST	PCC	1	390	17	6,630	12/11/2020	91
901fcP	P1	BUILDING 1013 PARKING	RTE 457 TORNEY AVE	BLDG 1013	O	P	AC	1	34	40	1,372	12/8/2020	67
901kP	P1	BUILDING 1016 PARKING	LINCOLN BLVD NORTH	TORNEY AVE	O	P	AC	1	260	16	4,160	1/16/2021	70
901iP	P1	BUILDING 1027 PARKING	RTE 607 EDIE RD	BLDG 1027	O	P	AC	2	91	40	3,633	12/8/2020	91
901gP	P1	BUILDING 1028 PARKING	RTE 607 EDIE RD	BLDG 1028	O	P	AC	2	1,696	40	67,835	12/8/2020	73
901hP	P1	BUILDING 1028 SERVICE	RTE 458 GIRARD RD	BLDG 1028	O	P	AC	1	516	16	8,255	12/8/2020	78
901vP	P1	BUILDING 1029 PARKING	RTE 458 GIRARD RD	BLDG 1029	O	P	AC	1	2,028	40	81,131	12/17/2020	98
901jP	P1	BUILDING 1040 PARKING	RTE 607 EDIE RD	BLDG 1040	O	P	AC	2	75	25	1,883	12/8/2020	10
901tP	P1	BUILDING 1060 PARKING	RTE 455 GORGAS AVE	BLDG 1062	O	P	AC	1	731	40	29,258	12/8/2020	57
901sP	P1	BUILDING 1062 PARKING	RTE 459 THORNBURG RD	BIRMINGHAM RD	O	P	AC	1	262	40	10,469	12/8/2020	95
901pP	P1	BUILDING 1160 PARKING	RTE 455 GORGAS AVE	BLDG 1160	O	P	AC	2	127	40	5,098	12/8/2020	95
901qP	P1	BUILDING 1163/67/69/70 PARKING	RTE 455 GORGAS AVE	BLDGS 1167-1170	O	P	AC	2	1,552	40	62,071	12/8/2020	96
909mP	P1	BUILDING 1183-85 PARKING	EAST OF MARSHALL	BLDG 1184 AND 1185	O	P	AC	1	2,014	40	80,550	12/9/2020	78
909bP	P1	BUILDING 1188 PARKING	RTE 464 LUNDEEN ST	EAST BOUNDARY	O	P	AC	2	302	40	12,081	12/8/2020	85

FC (Funct. Class): A (Arterial), C (Collector), R (Residential), O (Other)
General Code: P (Parking Lot), ST (Street), TR (Trail)
ST (Surface Type): AC (Asphalt Concrete), AC/AC (AC Overlay), AC/PCC (Composite), PCC (Portland Cement Concrete)

StreetID	SectionID	Street Name	Begin Location	End Location	FC	General Code	ST	No. of Lanes	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
903hfP	P1	BUILDING 1202/1203 PARKING	RTE 627 RALSTON AVE	BLDG 1202/1203	O	P	AC	1	76	40	3,025	12/11/2020	29
903heP	P1	BUILDING 1203/1204 PARKING	RTE 627 RALSTON AVE	BLDG 1203/1204	O	P	AC	1	64	40	2,576	12/11/2020	29
903hdP	P1	BUILDING 1204/1205 PARKING	RTE 627 RALSTON AVE	BLDG 1204/1205	O	P	AC	1	86	40	3,426	12/11/2020	33
903hcP	P1	BUILDING 1205/1206 PARKING	RTE 627 RALSTON AVE	BLDG 1205/1206	O	P	AC	1	71	40	2,836	12/11/2020	36
903hbP	P1	BUILDING 1206/1207 PARKING	RTE 627 RALSTON AVE	BLDG 1206/1207	O	P	AC	1	80	40	3,224	12/11/2020	55
903haP	P1	BUILDING 1207/1208 PARKING	RTE 627 RALSTON AVE	BLDG 1207/1208	O	P	AC	1	73	40	2,938	12/11/2020	31
903kP	P1	BUILDING 1228/1230 PARKING	RTE 627 RALSTON AVE	RTE 620 UPTON AVE FROM STOREY	O	P	AC	2	1,841	40	73,673	12/11/2020	48
903mP	P1	BUILDING 1241-45 PARKING	RTE 643 APPLETON ST	BLDG 1241	O	P	AC	2	1,082	40	43,311	12/14/2020	20
903nP	P1	BUILDING 1249 PARKING	RTE 643 APPLETON ST	BLDG 1249	O	P	AC	1	1,104	32	41,660	12/14/2020	29
903fP	P1	BUILDING 1299 PARKING	RTE 628 STOREY AVE	LOG CABIN - BLDG 1299	O	P	AC	2	553	40	22,143	12/14/2020	28
900pP	P1	BUILDING 130 PARKING	RTE 441 FISHER LOOP	BLDG 130	O	P	AC	2	586	40	23,442	12/14/2020	87
903qaP	P1	BUILDING 1331 PARKING	RTE 623 KOBBE AVE NORTHSIDE	TENNIS OVERLOOK 1331	O	P	AC	1	467	40	18,695	12/10/2020	95
903vP	P1	BUILDING 1340 PARKING	RTE 623 KOBBE AVE	BLDG 1340	O	P	AC	1	135	12	1,629	12/15/2020	66
903uP	P1	BUILDING 1347 PARKING	RTE 623 KOBBE AVE	BLDG 1347	O	P	AC	1	259	40	10,356	12/10/2020	36
900oP	P1	BUILDING 135 PARKING	RTE 441 FISHER LOOP	BLDG 135	O	P	AC	1	385	24	9,240	1/16/2021	64
900oP	P2	BUILDING 135 WEST PARKING	RTE 441 FISHER LOOP	BLDG 135	O	P	AC	1	431	40	17,260	12/14/2020	70
903ebP	P2	BUILDING 1388 PARKING	BUILDING 1299 PARKING	BLDG 1388	O	P	GRAVEL	1	1,299	40	51,965	NA	NA
903pP	P1	BUILDING 1389 PARKING	STOREY AVE	BLDG 1389	O	P	AC	1	1,023	40	40,947	1/16/2021	37
906fcP	P1	BUILDING 1414 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1414	O	P	AC	1	60	40	2,415	12/10/2020	60
906fbP	P1	BUILDING 1416 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1416	O	P	AC	1	86	40	3,431	12/10/2020	50
906faP	P1	BUILDING 1418/1420 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1418/1420	O	P	AC	1	70	40	2,812	12/10/2020	60
906edP	P1	BUILDING 1432 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1432	O	P	AC	1	224	40	8,973	12/10/2020	67
906ebP	P1	BUILDING 1440-1443 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1440-1443	O	P	AC	1	195	40	7,825	12/10/2020	47
906ecP	P1	BUILDING 1449/1450 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1449	O	P	AC	1	44	30	1,330	12/10/2020	85
906eaP	P1	BUILDING 1450/1451 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1451	O	P	GRAVEL	2	291	40	11,665	NA	NA
906xtP	P1	BUILDING 1501 PARKING	PERSHING DR	BLDG 1501	O	P	AC	1	127	16	2,045	12/15/2020	99
906xsP	P1	BUILDING 1502 PARKING	PERSHING DR	BLDG 1502	O	P	AC	1	117	16	1,887	12/15/2020	99
906xrP	P1	BUILDING 1503-7 ODD PARKING	PERSHING DR	BLDG 1503-1507	O	P	AC	1	627	16	10,035	12/15/2020	99
906xqP	P1	BUILDING 1504 PARKING	PERSHING DR	BLDG 1504	O	P	AC	1	156	16	2,501	12/15/2020	99

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906xnP	P1	BUILDING 1506/1508 PARKING	PERSHING DR	BLDG 1506-1508	O	P	AC	1	244	16	3,910	12/15/2020	98
906xpP	P1	BUILDING 1509 PARKING	PERSHING DR	BLDG 1509	O	P	AC	1	140	16	2,249	12/15/2020	89
906xkP	P1	BUILDING 1510-14 EVEN PARKING	PERSHING DR	BLDG 1510-1514	O	P	AC	1	392	16	6,272	12/15/2020	99
906xmP	P1	BUILDING 1511 PARKING	PERSHING DR	BLDG 1511	O	P	AC	1	273	16	4,370	12/15/2020	75
906xlP	P1	BUILDING 1513 PARKING	PERSHING DR	BLDG 1513	O	P	AC	1	211	16	3,387	12/15/2020	68
906xjP	P1	BUILDING 1515 PARKING	PERSHING DR	BLDG 1515	O	P	AC	1	106	16	1,702	12/15/2020	76
906ygP	P1	BUILDING 1516/1578/1580PARKING	STILLWELL RD	BLDG 1516/1578/1580	O	P	AC	1	467	15	7,007	12/15/2020	99
906xiP	P1	BUILDING 1517/1519 PARKING	PERSHING DR	BLDG 1517-1519	O	P	AC	1	279	16	4,472	12/15/2020	99
906xgP	P1	BUILDING 1518/1580 PARKING	PERSHING DR	BLDG 1518/1580	O	P	AC	1	190	16	3,050	12/15/2020	99
906xeP	P1	BUILDING 1520 PARKING	PERSHING DR	BLDG 1520	O	P	AC	1	274	16	4,398	12/15/2020	99
906xhP	P1	BUILDING 1521 PARKING	PERSHING DR	BLDG 1521	O	P	AC	1	64	16	1,037	12/15/2020	66
906xcP	P1	BUILDING 1524/1526 PARKING	PERSHING DR	BLDG 1524-1526	O	P	AC	1	226	16	3,620	12/15/2020	95
906xfP	P1	BUILDING 1525 PARKING	PERSHING DR	BLDG 1525	O	P	AC	1	107	16	1,726	12/15/2020	99
906xdP	P1	BUILDING 1527/1529 PARKING	PERSHING DR	BLDG 1527-1529	O	P	AC	1	110	16	1,766	12/15/2020	57
906cjP	P1	BUILDING 1528/1545/1547PARKING	PERSHING DR	BLDG 1547	O	P	AC	1	487	15	7,317	12/15/2020	99
906chP	P1	BUILDING 1530-44 EVEN PARKING	PERSHING DR	BLDG 1534/1542/1544	O	P	AC	1	913	15	13,703	12/15/2020	99
906xbP	P1	BUILDING 1533 PARKING	PERSHING DR	BLDG 1533	O	P	AC	1	151	16	2,431	12/15/2020	99
906xaP	P1	BUILDING 1535-43 ODD PARKING	PERSHING DR	BLDG 1535-1543	O	P	AC	1	896	16	14,342	12/15/2020	99
906cfP	P1	BUILDING 1546-50 EVEN PARKING	PERSHING DR	BLDG 1548	O	P	AC	1	309	15	4,640	12/15/2020	99
906ciP	P1	BUILDING 1549 PARKING	PERSHING DR	BLDG 1551	O	P	AC	1	245	15	3,678	12/15/2020	99
906cdP	P1	BUILDING 1552-58 EVEN PARKING	PERSHING DR	BLDG 1552-1558	O	P	AC	1	333	15	5,003	12/15/2020	99
906cgP	P1	BUILDING 1555-59 ODD PARKING	PERSHING DR	BLDG 1555	O	P	AC	1	299	15	4,990	12/15/2020	99
906cbP	P1	BUILDING 1562-66 EVEN PARKING	PERSHING DR	BLDG 1562-1566	O	P	GRAVEL	1	287	15	4,317	NA	NA
906ccP	P1	BUILDING 1567-73 ODD PARKING	PERSHING DR	BLDG 1567-1573	O	P	AC	1	416	15	6,243	12/15/2020	99
906caP	P1	BUILDING 1575/1577 PARKING	PERSHING DR	BLDG 1575-1577	O	P	AC	1	331	15	4,969	12/15/2020	80
906ceP	P1	BUILDING 1582/84/61/63/65 PARK	STILLWELL RD	PERSHING DR	O	P	AC	1	865	15	12,978	12/15/2020	99

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906yeP	P1	BUILDING 1583/1585 PARKING	STILLWELL RD	BLDG 1583/1585	O	P	AC	1	257	15	3,861	12/15/2020	99
906yfP	P1	BUILDING 1586 PARKING	STILLWELL RD	BLDG 1586	O	P	AC	1	106	15	1,594	12/15/2020	99
906ycP	P1	BUILDING 1587/1589 PARKING	STILLWELL RD	BLDG 1587/1589	O	P	AC	1	314	15	4,717	12/15/2020	99
906ydP	P1	BUILDING 1588/1590 PARKING	STILLWELL RD	BLDG 1588/1590	O	P	AC	1	408	15	6,120	12/15/2020	99
906yaP	P1	BUILDING 1591 PARKING	STILLWELL RD	BLDG 1591	O	P	AC	1	311	15	4,672	12/15/2020	95
906ybP	P1	BUILDING 1592/1594 PARKING	STILLWELL RD	BLDG 1592/1594	O	P	AC	1	183	15	2,748	12/15/2020	99
908aP	P1	BUILDING 1750 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1750	O	P	AC	1	1,973	40	78,930	12/16/2020	52
908bN	P1	BUILDING 1752 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1752	O	P	AC	1	615	40	24,625	12/16/2020	44
908cP	P1	BUILDING 1770-1781 PARKING	RTE 684 GIBSON RD	BLDG 1781	O	P	AC	1	862	29	25,019	12/16/2020	85
907aaP	P1	BUILDING 1801 PARKING	WEDEMEYER ST	BLDG 1801	O	P	AC	1	1,611	24	38,664	12/11/2020	95
907dP	P1	BUILDING 1808 NORTH PARKING	RTE 428 WEDEMEYER ST	END (N/O BLDG 1808)	O	P	AC	1	186	60	11,160	12/11/2020	95
907abP	P2	BUILDING 1808 SOUTH PARKING	RTE 428 WEDEMEYER ST	BLDG 1808	O	P	AC	2	771	40	30,843	12/11/2020	93
907cP	P1	BUILDING 1818/1819 PARKING	RTE 428 WEDEMEYER ST	BLDG 1818	O	P	AC	1	309	17	5,256	12/11/2020	95
900gP	P1	BUILDING 210 PARKING	LINCOLN BLVD	BLDG 210 (POST OFFICE/VISITOR'S CENTER)	O	P	AC	1	353	40	14,105	1/16/2021	100
900fP	P1	BUILDING 211 PARKING	RTE 452 HALLECK ST	BLDG 211	O	P	AC	1	834	40	33,360	12/9/2020	58
900yP	P1	BUILDING 218 PARKING	GRAHAM ST	BLDG 218	O	P	AC	1	96	65	6,240	1/16/2021	72
900fP	P2	BUILDING 220 PARKING	RTE 452 HALLECK ST	BLDG 220	O	P	AC	1	760	40	30,400	1/16/2021	54
900eP	P1	BUILDING 222-229 PARKING	RTE 452 HALLECK ST	BLDG 222-228	O	P	AC/AC	2	710	40	28,400	1/16/2021	100
906kP	P1	BUILDING 300 PARKING	ARGUELLO	END	O	P	AC	1	1,916	24	45,984	1/16/2021	78
900xP	P1	BUILDING 36/37 PARKING	RTE 445 GRAHAM ST	BLDG 36	O	P	AC/AC	2	430	40	17,213	12/9/2020	99
900kbP	P1	BUILDING 38 PARKING	MESA ST	BUILDING 38	O	P	AC	1	205	25	5,125	1/16/2021	85
900vP	P1	BUILDING 381-2 PARKING	RTE 669 THOMAS AVE	BLDG 381-382	O	P	AC	1	216	40	8,646	12/10/2020	56
900qP	P1	BUILDING 385 PARKING	RTE 449 MORAGA AVE	BLDG 387	O	P	AC	2	637	40	25,488	12/9/2020	49
900kaP	P1	BUILDING 39 PARKING	RTE 447 MESA ST	BLDG 39	O	P	AC	2	245	40	9,826	12/8/2020	25
900tP	P1	BUILDING 50 PARKING	RTE 013 ARGUELLO BLVD	BLDG 50	O	P	AC	2	52	50	2,600	1/16/2021	85
901dP	P1	BUILDING 558 PARKING	RTE 015 PRESIDIO BLVD	BLDG 558	O	P	AC	1	250	40	10,000	12/9/2020	70
902pbP	P1	BUILDING 569/572 PARKING	RTE 685 RUGER ST	BLDG 569/572	O	P	AC	1	310	40	12,422	12/7/2020	56
900bP	P1	BUILDING 610 EAST PARKING	RTE 602 MASON ST	BLDG 610	O	P	AC	1	500	210	105,000	12/9/2020	82
900aP	P1	BUILDING 610 WEST PARKING	RTE 602 MASON ST	BLDG 610	O	P	AC	2	1,074	41	44,034	12/9/2020	81
900lP	P1	BUILDING 63 PARKING	RTE 448 FUNSTON AVE	BLDG 63	O	P	AC	2	1,630	40	65,225	12/8/2020	66
909iP	P1	BUILDING 641/643 PARKING	MASON ST	BLDG 641/643	O	P	PCC	1	151	60	9,056	12/9/2020	24
909hP	P1	BUILDING 643/644 PARKING	MASON ST	BLDG 643/644	O	P	PCC	1	103	60	6,198	12/9/2020	24

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909gP	P1	BUILDING 644/649 PARKING	MASON ST	BLDG 644/649	O	P	PCC	1	301	60	18,072	12/9/2020	54
909fP	P1	BUILDING 649-51 PARKING	MASSON ST	BLDG 649-651	O	P	AC	1	565	40	22,580	12/9/2020	55
909caP	P1	BUILDING 650 BACK PARKING	MCDOWELL AVE	BLDG 650	O	P	GRAVEL	1	186	14	2,617	NA	NA
909cbP	P1	BUILDING 651 PARKING	MCDOWELL AVE	BLDG 651	O	P	PCC	1	166	20	3,332	1/16/2021	29
905aP	P1	BUILDING 662 PARKING	RTE 657 MCDOWELL AVE	BLDG 661	O	P	AC	2	2,176	20	43,524	12/14/2020	67
905bP	P1	BUILDING 667/668 PARKING	RTE 657 MCDOWELL AVE	BLDG 667	O	P	AC	1	1,261	40	50,456	12/14/2020	65
900wP	P1	BUILDING 67 PARKING	RTE 454 MARTINEZ AVE	BLDG 67	O	P	AC	2	215	40	8,600	12/17/2020	82
905cP	P1	BUILDING 682 PARKING	PARK BLVD	BLDG 682	O	P	AC	1	415	40	16,600	1/16/2021	47
902iaP	P1	BUILDING 777 PARKING	RTE 674 MORTON ST	BLDG 777	O	P	AC	2	132	40	5,291	12/7/2020	69
902ibP	P1	BUILDING 779 PARKING	RTE 674 MORTON ST	BLDG 779	O	P	AC	1	63	40	2,508	12/7/2020	73
902jP	P1	BUILDING 808/809 PARKING	RTE 451 FERNANDEZ ST	BLDG 808	O	P	AC	2	93	40	3,708	12/7/2020	76
900jP	P1	BUILDING 87 PARKING	RTE 445 GRAHAM ST	BLDG 85-87	O	P	AC	2	210	40	8,400	1/16/2021	75
909eP	P1	BUILDING 920/924 PARKING	MASON ST	BLDG 920/924	O	P	AC	1	836	40	33,455	12/9/2020	38
909kP	P1	BUILDING 924/926 PARKING	MASON ST	BLDG 924/926	O	P	AC	1	183	60	11,005	12/9/2020	85
900rP	P1	BUILDING 93 PARKING	RTE 443 MONTGOMERY	BLDG 93	O	P	AC	1	537	40	21,494	1/16/2021	57
909dP	P1	BUILDING 937 PARKING	MASON ST	BLDG 937	O	P	AC	1	80	50	4,000	12/9/2020	85
903aP	P1	BUILDING 951 PARKING	RTE 652 HOFFMAN ST	BLDG 951	O	P	AC	2	286	40	11,453	12/17/2020	43
FHA605	10	CANBY ST	KEYES ST	MESA ST	R	ST	AC/AC	2	158	24	3,792	12/8/2020	55
FHA425	10	CENTRAL MAGAZINE RD	WASHINGTON BLVD	END	R	ST	AC	2	634	24	15,216	12/10/2020	58
FHA677	10	CLARK ST	LIGGETT AVE LOOP	LIGGETT AVE	R	ST	AC	1	845	15	12,675	12/17/2020	81
FHA629	10	COMPTON RD	WASHINGTON BLVD WEST	WASHINGTON BLVD EAST	R	ST	AC	2	1,250	24	29,995	12/10/2020	59
FHA655	10	COWLES ST	LINCOLN BLVD	MCDOWELL AVE	R	ST	AC	2	640	20	12,800	12/14/2020	43
FHA654	40	CRISSY FIELD AVE	MCDOWELL AVE	LINCOLN BLVD WEST	O	TR	AC/PCC	2	986	20	19,720	12/16/2020	40
FHA666	10	DEEMS RD	WASHINGTON BLVD	RESERVOIR PARKING	R	ST	PCC	2	370	12	4,440	12/10/2020	15
906jP	10	DUDLEY RD	PIPER LOOP	END	R	ST	AC/AC	1	377	13	7,166	12/10/2020	62
FHA607	10	EDIE RD	GIRARD RD	OREILLY AVE	R	ST	AC	2	810	24	19,440	12/8/2020	48
FHA451	10	FERNANDEZ ST - FERNANDEZ	BARNARD AVE	MACARTHUR AVE	R	ST	AC	2	370	19	7,030	12/7/2020	67
FHA441	10	FISHER LOOP	SHERIDAN AVE	END OF LOOP	R	ST	AC	2	1,923	20	38,478	12/14/2020	72
900mP	P1	FITNESS PARKING	RTE 015 PRESIDIO BLVD	END	O	P	AC	1	315	60	18,900	12/17/2020	87
FHA453	10	FRENCH CT	GRAHAM ST	HALLECK ST	C	ST	AC	2	305	24	7,320	1/16/2021	43
FHA448	20	FUNSTON AVE	MORAGA AVE	HARDIE AVE	R	ST	PCC	2	176	23	4,048	12/9/2020	45
FHA448	10	FUNSTON AVE - FUNSTON	MORAGA AVE	LINCOLN BLVD	C	ST	AC	2	1,637	32	52,384	12/7/2020	74
902rP	P1	GARDENER PARKING	RUGER	RUGER	O	P	AC	1	770	22	16,940	12/7/2020	59
FHA458	20	GEN KENNEDY AVE	TORNEY AVE	EDIE ROAD	R	ST	AC	2	592	34	20,128	12/8/2020	77
FHA458	30	GEN KENNEDY AVE	EDIE ROAD	BIRMINGHAM PARKING	R	ST	AC/AC	2	200	34	6,800	12/8/2020	80
901lP	P1	GENERAL KENNEDY PARKING	GENERAL KENNEDY AVE	O'REILLY AVE	O	P	AC	1	107	100	10,700	12/8/2020	90
902aP	10	GIBBON CT	SIMONDS LOOP	END	R	ST	AC	1	314	17	5,202	12/9/2020	73
FHA684	10	GIBSON RD	BOWLEY ST	WATER PLANT	R	ST	AC	2	528	20	10,560	12/16/2020	28
45	10	GIRARD RD	LINCOLN BLVD	EDIE RD	A	ST	AC	2	581	45	26,145	12/8/2020	95
FHA456	20	GIRARD RD	EDIE RD	GORGAS AVE	A	ST	AC	2	454	28	12,712	12/8/2020	86
FHA455	10	GORGAS AVE	EAST ENTRANCE	KENDALL DR	C	ST	AC	2	1,262	50	63,100	12/8/2020	34
FHA455	20	GORGAS AVE	KENDALL DR	GIRARD RD	C	ST	AC	2	302	50	15,100	12/8/2020	86
FHA455	30	GORGAS TR	GORGAS AVE	LYON ST	O	TR	AC	2	130	12	1,560	12/8/2020	95
FHA445	10	GRAHAM ST	LINCOLN BLVD	MORAGA AVE	C	ST	AC	2	1,637	32	52,384	12/16/2020	40

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FHA445	20	GRAHAM ST	FRENCH COURT	LINCOLN BLVD	C	ST	AC	2	381	38	14,478	12/16/2020	100
FHA637	10	GREENOUGH AVE	RALSTON AVE	KOBBE. AVE	R	ST	AC	2	787	20	17,229	12/11/2020	30
FHA452	10	HALLECK ST	LINCOLN BLVD	FRENCH CT	C	ST	AC	2	415	38	15,770	12/9/2020	59
FHA452	20	HALLECK ST	FRENCH CT	MASON ST	C	ST	AC	2	730	38	27,740	12/9/2020	59
900uP	P1	HARDIE AVE PARKING	FUNSTON AVE	BLDG 50	O	P	AC	1	562	40	22,484	1/16/2021	94
FHA636	10	HARRISON BLVD	WASHINGTON BLVD	KOBBE AVE	R	ST	AC/AC	2	581	24	13,944	12/10/2020	85
FHA631	10	HAYS ST	WEDEMEYER ST	BROWN ST	R	ST	AC	1	572	17	9,724	12/11/2020	95
FHA638	10	HITCHCOCK ST	PARK BLVD	HARRISON BLVD	R	ST	AC	2	2,640	18	49,028	12/11/2020	77
FHA652	10	HOFFMAN ST	ARMISTEAD RD	LINCOLN BLVD	R	ST	AC/AC	2	1,109	24	26,616	12/16/2020	97
FHA403	10	INCINERATOR RD	PATTEN RD	END	O	TR	GRAVEL	1	385	15	5,775	NA	NA
FHA668	10	INFANTRY TERRACE	SHERIDAN AVE	MORAGA	C	ST	AC	2	600	23	13,800	12/7/2020	59
FHA668	20	INFANTRY TERRACE	MORAGA	ARGUELLO	C	ST	AC	2	2,146	23	49,358	12/7/2020	74
910bP	P1	INSPIRATION POINT	RTE 013 ARGUELLO BLVD	INSPIRATION POINT	O	P	AC	2	532	40	21,290	12/10/2020	74
FHA460	10	KENDALL DR	EDIE RD	GORGAS AVE	R	ST	AC	2	370	20	7,400	12/17/2020	71
FHA446	20	KEYES AVE	CANBY ST	LINCOLN BLVD	R	ST	AC/AC	2	538	26	34,320	12/8/2020	64
FHA446	30	KEYES AVE	PENA ST	CANBY ST	R	ST	AC	2	782	26	34,320	12/8/2020	81
FHA611	10	KINZEY ST	RALSTON AVE EAST	RALSTON AVE WEST	R	ST	AC	1	422	22	9,284	1/16/2021	39
FHA623	10	KOBBE AVE	LINCOLN BLVD	PARK BLVD	C	ST	AC	2	3,379	28	97,712	12/10/2020	67
FHA650	10	LENDRUM CT	LINCOLN BLVD	END	R	ST	AC	2	792	19	17,804	12/16/2020	31
FHA436	10	LETTERMAN DR	PRESIDIO BLVD	LOMBARD ST	C	ST	AC/AC	2	1,320	28	37,719	12/8/2020	53
FHA675	10	LIGGETT AVE	PRESIDIO BLVD	END OF LOOP	R	ST	AC	2	1,637	20	32,740	12/7/2020	79
FHA010	10	LINCOLN BLVD	WEST ENTRANCE	PERSHING DR SOUTH	A	ST	AC	2	2,165	42	90,930	12/16/2020	60
FHA010	20	LINCOLN BLVD	PERSHING DR SOUTH	KOBBE AV	A	ST	AC	2	2,640	37	97,680	12/16/2020	58
FHA010	30	LINCOLN BLVD	KOBBE AVE	MERCHANT/STOREY	A	ST	AC/AC	2	2,335	32	74,720	12/16/2020	89
FHA010	35	LINCOLN BLVD	MERCHANT/STOREY	GG BRIDGE PLAZA ENTRANCE	A	ST	AC	2	1,145	38	43,510	12/16/2020	23
FHA010	42	LINCOLN BLVD	GG BRIDGE PLAZA ENTRANCE	LONG AVE	A	ST	AC	2	1,080	38	41,040	12/16/2020	55
FHA010	43	LINCOLN BLVD	LONG AVE	LENDRUM CT	A	ST	AC	2	470	38	17,860	12/16/2020	55
FHA010	46	LINCOLN BLVD	LENDRUM CT	101 OVERPASS	A	ST	AC	2	710	32	22,720	12/10/2020	78
FHA010	47	LINCOLN BLVD	101 OVERPASS	STOREY AVE	A	ST	AC	2	718	32	22,976	12/16/2020	85
FHA010	50	LINCOLN BLVD	STOREY	PATTEN	A	ST	AC	2	1,760	28	49,280	12/16/2020	56
FHA010	60	LINCOLN BLVD	PATTEN	SHERIDAN AV	A	ST	AC	2	1,060	26	27,560	12/16/2020	89
FHA010	80	LINCOLN BLVD	MONTGOMERY ST	PRESIDIO BLVD	A	ST	AC	2	1,900	40	76,000	12/14/2020	95
FHA438	10	LOMBARD ST	PRESIDIO BLVD	LETTERMAN	A	ST	AC/AC	2	689	32	22,048	12/10/2020	68
FHA438	20	LOMBARD ST	LETTERMAN DR	LYON ST	A	ST	AC/AC	2	578	32	18,496	12/10/2020	40
901bP	P1	LOMBARD ST PULL-OUT PARKING	RTE 438 LOMBARD ST	EAST ENTRANCE	O	P	AC	2	69	40	2,756	12/8/2020	85
903wP	P1	LOT D PARKING	LINCOLN	RALSTON AND BLDG 1369	O	P	AC	1	400	135	54,000	1/16/2021	62
FHA701	10	LOVERS' LANE	PRESIDIO GATE	PRESIDIO BLVD	O	TR	AC	2	3,100	6	18,600	12/9/2020	59
FHA016	10	MACARTHUR AVE	PRESIDIO BLVD	EL POLIN LOOP	C	ST	AC	2	2,323	27	66,986	12/7/2020	77
903jP	P1	MAINTENANCE AREA PARKING	RTE 627 RALSTON AVE	BLDG 1355	O	P	AC	2	2,530	40	101,203	12/14/2020	46
FHA454	10	MARTINEZ ST	FUNSTON AVE	PRESIDIO BLVD	R	ST	AC	1	686	12	8,232	12/7/2020	76
FHA602	10	MASON ST	EAST BOUNDARY	HALLECK ST	A	ST	AC/AC	2	1,848	52	96,096	12/9/2020	100

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FHA602	20	MASON ST	HALLECK ST	MCDOWELL AVE	A	ST	AC	2	3,850	38	146,300	12/9/2020	66
FHA602	30	MASON ST	MCDOWELL AVE	END PARKING LOT	A	ST	AC	2	1,225	40	49,000	12/9/2020	76
FHA657	10	MCDOWELL AVE	Lincoln Blvd	Cowles St	C	ST	AC	2	748	32	23,936	12/14/2020	28
FHA657	20	MCDOWELL AVE	Cowles St	Mason St	C	ST	AC	2	807	32	25,824	12/10/2020	90
FHA672	10	MCRAE ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	R	ST	AC	1	686	12	14,049	12/7/2020	44
FHA447	20	MESA ST	LINCOLN BLVD	CANBY ST	R	ST	AC/AC	2	538	34	18,292	12/7/2020	60
FHA447	30	MESA ST	CANBY ST	MORAGA AVE	R	ST	AC/AC	2	1,046	37	70,901	12/7/2020	67
FHA443	10	MONTGOMERY ST	MORAGA AVE	LINCOLN BLVD	C	ST	AC/AC	2	1,478	26	38,428	12/7/2020	83
FHA449	10	MORAGA AVE	FUNSTON AVE	INFANTRY TERRACE	C	ST	AC	2	1,267	28	35,476	12/7/2020	69
FHA674	10	MORTON ST	RODRIQUEZ ST	LIGGETT AVE	R	ST	AC	2	739	18	13,302	12/7/2020	49
FHA630	10	N 15TH AVE	SOUTH BOUNDARY	WEDEMEYER ST	C	ST	AC/AC	2	317	22	6,974	12/11/2020	95
FHA665	10	NAUMAN RD	WASHINGTON BLVD	END	R	ST	AC/AC	1	1,214	12	14,568	12/10/2020	93
FHA613	10	ORD ST	RILEY AVE	SHERIDAN AVE	R	ST	AC	2	475	18	8,550	12/14/2020	26
FHA614	10	OREILLY AVE	TORNEY AVE	EDIE RD	R	ST	AC	1	581	16	9,296	12/8/2020	56
FHA614	20	OREILLY AVE	EDIE ROAD	GORGAS AVE	C	ST	AC	2	155	21	3,255	12/8/2020	95
FHA6145	10	OWEN ST	GRAHAM ST	ANZA ST	R	ST	AC	2	142	26	3,692	12/9/2020	75
909aP	P1	PALACE OF FINE ART PARKING	PALACE DRIVE	PALACE DRIVE	O	P	AC	1	2,033	40	81,350	12/8/2020	82
FHA011	30	PARK BLVD	WASHINGTON BLVD	LINCOLN BLVD	C	ST	AC	2	2,695	39	105,105	12/14/2020	73
FHA011	10	PARK TR	14TH AVE ENT	W. PACIFIC AVE	O	TR	AC	2	1,320	22	30,360	1/16/2021	43
FHA011	20	PARK TR	W. PACIFIC AVE	WASHINGTON BLVD	O	TR	PCC	2	1,795	20	35,900	1/16/2021	66
FHA707	10	PARK TRAIL SPUR	14TH AVE	PARK TRAIL	O	TR	AC	2	250	10	2,500	12/11/2020	67
FHA702	10	PATH	O'REILLY AVE	GENERAL KENNEDY PARKING	O	TR	AC	2	300	10	3,000	12/17/2020	95
FHA656	10	PATTEN ST	MCDOWELL AVE	LINCOLN BLVD	O	TR	AC	2	792	16	12,672	12/16/2020	95
FHA709	10	PAUL GOOD FIELD ACCESS	PORTOLA ST	TRAIL	O	TR	AC	2	150	12	1,800	12/17/2020	97
FHA689	10	PENA ST	MESA ST	KEYES AVE	R	ST	AC	2	211	18	3,798	12/8/2020	65
FHA624	10	PERSHING DR	LINCOLN BLVD SOUTH	LINCOLN BLVD NORTH	R	ST	AC	2	2,733	32	87,440	12/15/2020	57
FHA615	20	PIPER LOOP	DEEMS RD	DUDLEY RD	R	ST	AC/AC	2	550	16	17,744	12/10/2020	87
FHA615	30	PIPER LOOP	DUDLEY RD	END	R	ST	AC/AC	2	559	20	11,180	12/10/2020	85
FHA017	10	PORTOLA ST	MACARTHUR AVE	END	R	ST	AC	2	1,795	26	48,465	12/7/2020	74
FHA015	10	PRESIDIO BLVD	SOUTH ENTRANCE	LOMBARD ST	A	ST	AC	2	2,733	32	157,120	12/17/2020	69
FHA015	15	PRESIDIO BLVD	LOMBARD ST	LETTERMAN DR	A	ST	AC/AC	2	660	33	21,780	12/17/2020	64
FHA015	25	PRESIDIO BLVD	LETTERMAN DR	MESA ST	A	ST	AC	2	1,436	33	47,388	12/7/2020	64
FHA700	10	PRESIDIO PROMENADE	LOMBARD ST	LETTERMAN DR	O	TR	AC	2	1,300	9	11,700	1/16/2021	63
FHA700	20	PRESIDIO PROMENADE	LETTERMAN DR	LETTERMAN DR	O	TR	AC	2	320	9	2,880	1/16/2021	55
FHA700	30	PRESIDIO PROMENADE	LETTERMAN DR	TORNEY AVE	O	TR	PCC	2	280	9	2,520	1/16/2021	98
FHA700	40	PRESIDIO PROMENADE	LINCOLN BLVD	LINCOLN BLVD	O	TR	AC	2	1,310	13	17,030	1/16/2021	95
FHA700	60	PRESIDIO PROMENADE	MCDOWELL AVE	LONG AVE	O	TR	AC	2	2,170	10	21,700	1/16/2021	95
FHA434	10	QUARRY RD	FERNANDEZ ST	END OF PAVEMENT	R	ST	AC	2	1,109	25	45,840	12/7/2020	66
FHA627	10	RALSTON AVE	STOREY AVE	LINCOLN BLVD	C	ST	AC	2	3,168	25	81,626	12/11/2020	47
903bP	10	RAMSEL CT	ARMISTEAD RD	END	R	ST	AC	2	392	22	19,271	12/16/2020	55
FHA687	10	RAWLES ST	SIMONDS LOOP	SHAFTER RD	R	ST	AC	1	159	18	2,862	12/9/2020	8
FHA616	10	RILEY AVE	SHERIDAN AVE	LINCOLN BLVD	R	ST	AC	1	422	18	7,596	12/14/2020	84

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FHA705	10	ROB HILL CAMPGROUND PATH	CENTRAL MAGAZINE	END	O	TR	AC	2	1,055	12	12,660	12/16/2020	95
FHA617	10	ROD RD	STOREY AVE NORTH	STOREY AVE SOUTH	R	ST	AC	1	422	16	9,268	12/14/2020	85
FHA673	10	RODRIGUEZ ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	R	ST	AC	1	1,267	18	23,885	12/7/2020	72
FHA642	10	RUCKMAN AVE	RALSTON AVE	UPTON	C	ST	AC	2	200	24	4,800	12/14/2020	42
FHA642	20	RUCKMAN AVE	UPTON	STOREY	C	ST	AC/AC	2	645	24	15,480	12/14/2020	95
FHA685	10	RUGER ST	SIMONDS LOOP	LOMBARD ST	R	ST	AC	2	1,395	29	41,884	12/7/2020	74
900sP	10	SAL ST	GRAHAM ST	KEYES AVE	R	ST	AC	2	124	29	3,596	12/8/2020	43
FHA681	10	SANCHES ST	MORTON ST	PARKING	R	ST	AC	2	422	22	22,900	12/7/2020	59
FHA682	10	SHAFTER RD	WEST END	EAST END	O	TR	AC	1	1,027	14	14,378	12/12/2020	59
FHA437	10	SHERIDAN AVE	LINCOLN BLVD	RILEY AVE	C	ST	AC	2	315	31	9,765	12/10/2020	58
FHA437	20	SHERIDAN AVE	RILEY AVE	GRAHAM ST	C	ST	AC	2	963	31	29,853	12/10/2020	17
FHA686	10	SHERMAN RD	PRESIDIO BLVD	RUGER ST	R	ST	AC	2	1,003	16	20,745	12/17/2020	25
FHA670	10	SIBERT LOOP	THOMAS AVE WEST	THOMAS AVE EAST	R	ST	AC	1	898	10	8,980	12/10/2020	58
FHA676	10	SIBLEY RD	LIGGETT AVE LOOP	MORTON ST	R	ST	AC	1	1,267	11	13,937	12/7/2020	50
902mP	P1	SIBLEY ROAD PARKING	RTE 676 SIBLEY RD	BLDG 790-791	O	P	AC	1	117	40	4,673	12/7/2020	69
FHA679	10	SIMONDS LOOP	PRESIDIO BLVD SOUTH	PRESIDIO BLVD NORTH	R	ST	AC	2	2,693	26	79,048	12/7/2020	68
FHA625	10	STILLWELL RD	LINCOLN BLVD	PERSHING DR	R	ST	AC	2	950	32	30,400	12/15/2020	38
903gP	10	STONE ST	LINCOLN BLVD	STOREY AVE	R	ST	AC	2	227	19	4,313	12/16/2020	57
903gP	P1	STONE ST PARKING	RTE 010 LINCOLN AVE	RTE 628 STOREY ST	O	P	AC	1	314	40	12,566	12/14/2020	59
FHA628	10	STOREY AVE	LINCOLN BLVD WEST	RALSTON EAST	C	ST	AC/AC	2	845	23	19,435	12/14/2020	95
FHA628	20	STOREY AVE	RALSTON EAST	RUCKMAN	C	ST	AC	2	845	23	19,435	12/14/2020	53
FHA628	30	STOREY AVE	RUCKMAN	LINCOLN BLVD EAST	C	ST	AC/AC	2	844	23	19,412	12/14/2020	95
FHA680	10	SUMNER AVE	PRESIDIO BLVD	MACARTHUR AVE	R	ST	AC	1	1,584	16	25,344	12/9/2020	48
FHA442	10	TAYLOR RD	LINCOLN BLVD	BLISS RD	R	ST	AC	2	1,162	18	20,916	12/14/2020	81
900hP	P1	TAYLOR ROAD PARKING	RTE 442, TAYLOR RD	BLDG 116	O	P	AC	2	992	40	39,685	12/14/2020	79
900sP	P1	THE PRESIDIO PARKING	RTE 445 GRAHAM ST	RTE 449 MORAGA AVE	O	P	AC	2	2,606	40	104,263	12/8/2020	35
FHA669	10	THOMAS AVE	INFANTRY TERRACE	ARGUELLO BLVD	R	ST	AC	1	1,373	14	19,222	12/10/2020	75
FHA459	10	THORNBURG RD	THORNBURG PARKING	GENERAL KENNEDY AVE	R	ST	AC	2	475	31	14,725	12/8/2020	53
FHA457	10	TORNEY AVE	LINCOLN BLVD	OREILLY AVE	R	ST	AC	1	528	16	13,666	12/8/2020	59
901faP	P1	TORNEY PARKING	RTE 457 TORNEY AVE	RTE 010 LINCOLN BLVD	O	P	AC	2	252	40	10,069	12/8/2020	53
FHA620	10	UPTON AVE	HITCHCOCK ST	RALSTON AVE	C	ST	AC	2	581	20	11,620	12/11/2020	39
FHA620	20	UPTON AVE	RALSTON AVE	STOREY AVE	C	ST	AC	2	1,478	45	66,510	12/11/2020	46
902lP	P1	VISTA COURT PARKING	RTE 678 VISTA CT	BLDG 787-789	O	P	AC	1	158	40	6,327	12/7/2020	40
FHA678	10	VISTA CT	LIGGETT AVE	END	R	ST	AC	2	264	22	5,808	12/7/2020	52
FHA671	10	WALLEN ST	MACARTHUR AVE	END	R	ST	AC	2	264	20	10,769	12/7/2020	73
FHA012	10	WASHINGTON BLVD	LINCOLN BLVD	KOBBE AVE	C	ST	AC	2	480	32	15,360	12/10/2020	95
FHA012	20	WASHINGTON BLVD	KOBBE AVE	IMMIGRANT POINT	C	ST	AC	2	1,290	30	38,700	12/10/2020	64
FHA012	31	WASHINGTON BLVD	IMMIGRANT POINT OVERLOOK	WEST COMPTON	C	ST	AC	2	890	30	26,700	12/10/2020	73
FHA012	40	WASHINGTON BLVD	WEST COMPTON	EAST COMPTON	C	ST	AC/AC	2	1,300	30	39,000	12/10/2020	89
FHA012	51	WASHINGTON BLVD	EAST COMPTON	PARK BLVD.	C	ST	AC	2	930	30	27,900	12/10/2020	69
FHA012	60	WASHINGTON BLVD	PARK BLVD.	BLDG. 401	C	ST	AC	2	400	30	12,000	12/10/2020	58
FHA012	70	WASHINGTON BLVD	BLDG. 401	DEEMS	C	ST	AC	2	1,820	30	54,600	12/10/2020	44

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FHA012	80	WASHINGTON BLVD	DEEMS	ARGUELLO	C	ST	AC	2	970	32	31,040	12/10/2020	57
907acP	P1	WEDEMEYER PARKING	RTE 428 WEDEMEYER ST	END	O	P	AC	1	988	35	34,580	1/16/2021	91
FHA426	10	WEDEMEYER STREET	S. 14TH AVE ENTRANCE	BATTERY CAULFIELD RD	C	ST	AC	2	1,795	20	35,900	12/11/2020	85
FHA014	010	WEST PACIFIC AVE	PARK BLVD	GATE	O	TR	AC	2	3,260	24	78,240	12/10/2020	65
FHA014	020	WEST PACIFIC AVE	GATE	ARGEULLO BLVD	C	ST	AC	2	1,305	24	31,320	12/10/2020	52
FHA014	030	WEST PACIFIC AVE	ARGUELLO BLVD	PRESIDIO BLVD	C	ST	AC	2	3,512	24	84,290	12/9/2020	63
903xP	10	WISSER CT	UPTON AVE	END	R	ST	GRAVEL	1	432	13	10,565	NA	NA
903rP	10	WOOL CT	UPTON AVE	END	R	ST	AC	2	279	31	14,283	12/11/2020	52
FHA621	10	WRIGHT LOOP	HITCHCOCK ST	END OF LOOP	R	ST	AC	1	1,320	15	22,311	12/11/2020	57
FHA632	10	WYMAN AVE	WEDEMEYER ST	END	R	ST	PCC	2	1,003	19	19,057	12/11/2020	29

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Section Description Inventory – Sorted by Descending PCI

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900zP	P1	ANZA PARKING	ANZA AVE MIDDLE	ANZA AVE NORTH	O	P	AC	1	342	108	36,936	1/16/2021	100
900gP	P1	BUILDING 210 PARKING	LINCOLN BLVD	BLDG 210 (POST OFFICE/VISITOR'S CENTER)	O	P	AC	1	353	40	14,105	1/16/2021	100
900eP	P1	BUILDING 222-229 PARKING	RTE 452 HALLECK ST	BLDG 222-228	O	P	AC/AC	2	710	40	28,400	1/16/2021	100
FHA640	10	AMATURY LOOP	PARK BLVD SOUTH	PARK BLVD NORTH	R	ST	AC/AC	2	1,267	22	45,696	12/31/2020	100
PT702	10	BATTERY CAULFIELD CONNECTOR RD	PERSHING DR.	BATTERY CAULFIELD RD.	C	ST	AC	1	300	11	3,150	12/16/2020	100
FHA445	20	GRAHAM ST	FRENCH COURT	LINCOLN BLVD	C	ST	AC	2	381	38	14,478	12/16/2020	100
FHA602	10	MASON ST	EAST BOUNDARY	HALLECK ST	A	ST	AC/AC	2	1,848	52	96,096	12/9/2020	100
906xtP	P1	BUILDING 1501 PARKING	PERSHING DR	BLDG 1501	O	P	AC	1	127	16	2,045	12/15/2020	99
906xsP	P1	BUILDING 1502 PARKING	PERSHING DR	BLDG 1502	O	P	AC	1	117	16	1,887	12/15/2020	99
906xrP	P1	BUILDING 1503-7 ODD PARKING	PERSHING DR	BLDG 1503-1507	O	P	AC	1	627	16	10,035	12/15/2020	99
906xqP	P1	BUILDING 1504 PARKING	PERSHING DR	BLDG 1504	O	P	AC	1	156	16	2,501	12/15/2020	99
906xkP	P1	BUILDING 1510-14 EVEN PARKING	PERSHING DR	BLDG 1510-1514	O	P	AC	1	392	16	6,272	12/15/2020	99
906ygP	P1	BUILDING 1516/1578/1580PARKING	STILLWELL RD	BLDG 1516/1578/1580	O	P	AC	1	467	15	7,007	12/15/2020	99
906xiP	P1	BUILDING 1517/1519 PARKING	PERSHING DR	BLDG 1517-1519	O	P	AC	1	279	16	4,472	12/15/2020	99
906xgP	P1	BUILDING 1518/1580 PARKING	PERSHING DR	BLDG 1518/1580	O	P	AC	1	190	16	3,050	12/15/2020	99
906xeP	P1	BUILDING 1520 PARKING	PERSHING DR	BLDG 1520	O	P	AC	1	274	16	4,398	12/15/2020	99
906xfP	P1	BUILDING 1525 PARKING	PERSHING DR	BLDG 1525	O	P	AC	1	107	16	1,726	12/15/2020	99
906cjP	P1	BUILDING 1528/1545/1547PARKING	PERSHING DR	BLDG 1547	O	P	AC	1	487	15	7,317	12/15/2020	99
906chP	P1	BUILDING 1530-44 EVEN PARKING	PERSHING DR	BLDG 1534/1542/1544	O	P	AC	1	913	15	13,703	12/15/2020	99
906xbP	P1	BUILDING 1533 PARKING	PERSHING DR	BLDG 1533	O	P	AC	1	151	16	2,431	12/15/2020	99
906xaP	P1	BUILDING 1535-43 ODD PARKING	PERSHING DR	BLDG 1535-1543	O	P	AC	1	896	16	14,342	12/15/2020	99
906cfP	P1	BUILDING 1546-50 EVEN PARKING	PERSHING DR	BLDG 1548	O	P	AC	1	309	15	4,640	12/15/2020	99
906ciP	P1	BUILDING 1549 PARKING	PERSHING DR	BLDG 1551	O	P	AC	1	245	15	3,678	12/15/2020	99
906cdP	P1	BUILDING 1552-58 EVEN PARKING	PERSHING DR	BLDG 1552-1558	O	P	AC	1	333	15	5,003	12/15/2020	99
906cgP	P1	BUILDING 1555-59 ODD PARKING	PERSHING DR	BLDG 1555	O	P	AC	1	299	15	4,990	12/15/2020	99
906ccP	P1	BUILDING 1567-73 ODD PARKING	PERSHING DR	BLDG 1567-1573	O	P	AC	1	416	15	6,243	12/15/2020	99
906ceP	P1	BUILDING 1582/84/61/63/65 PARK	STILLWELL RD	PERSHING DR	O	P	AC	1	865	15	12,978	12/15/2020	99
906yeP	P1	BUILDING 1583/1585 PARKING	STILLWELL RD	BLDG 1583/1585	O	P	AC	1	257	15	3,861	12/15/2020	99

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906yfP	P1	BUILDING 1586 PARKING	STILLWELL RD	BLDG 1586	O	P	AC	1	106	15	1,594	12/15/2020	99
906ycP	P1	BUILDING 1587/1589 PARKING	STILLWELL RD	BLDG 1587/1589	O	P	AC	1	314	15	4,717	12/15/2020	99
906ydP	P1	BUILDING 1588/1590 PARKING	STILLWELL RD	BLDG 1588/1590	O	P	AC	1	408	15	6,120	12/15/2020	99
906ybP	P1	BUILDING 1592/1594 PARKING	STILLWELL RD	BLDG 1592/1594	O	P	AC	1	183	15	2,748	12/15/2020	99
900xP	P1	BUILDING 36/37 PARKING	RTE 445 GRAHAM ST	BLDG 36	O	P	AC/AC	2	430	40	17,213	12/9/2020	99
901vP	P1	BUILDING 1029 PARKING	RTE 458 GIRARD RD	BLDG 1029	O	P	AC	1	2,028	40	81,131	12/17/2020	98
906xnP	P1	BUILDING 1506/1508 PARKING	PERSHING DR	BLDG 1506-1508	O	P	AC	1	244	16	3,910	12/15/2020	98
FHA700	30	PRESIDIO PROMENADE	LETTERMAN DR	TORNEY AVE	O	TR	PCC	2	280	9	2,520	1/16/2021	98
FHA652	10	HOFFMAN ST	ARMISTEAD RD	LINCOLN BLVD	R	ST	AC/AC	2	1,109	24	26,616	12/16/2020	97
FHA709	10	PAUL GOOD FIELD ACCESS	PORTOLA ST	TRAIL	O	TR	AC	2	150	12	1,800	12/17/2020	97
901qP	P1	BUILDING 1163/67/69/70 PARKING	RTE 455 GORGAS AVE	BLDGS 1167-1170	O	P	AC	2	1,552	40	62,071	12/8/2020	96
901sP	P1	BUILDING 1062 PARKING	RTE 459 THORNBURG RD	BIRMINGHAM RD	O	P	AC	1	262	40	10,469	12/8/2020	95
901pP	P1	BUILDING 1160 PARKING	RTE 455 GORGAS AVE	BLDG 1160	O	P	AC	2	127	40	5,098	12/8/2020	95
903qaP	P1	BUILDING 1331 PARKING	RTE 623 KOBBE AVE NORTHSIDE	TENNIS OVERLOOK 1331	O	P	AC	1	467	40	18,695	12/10/2020	95
906xcP	P1	BUILDING 1524/1526 PARKING	PERSHING DR	BLDG 1524-1526	O	P	AC	1	226	16	3,620	12/15/2020	95
906yaP	P1	BUILDING 1591 PARKING	STILLWELL RD	BLDG 1591	O	P	AC	1	311	15	4,672	12/15/2020	95
907aaP	P1	BUILDING 1801 PARKING	WEDEMEYER ST	BLDG 1801	O	P	AC	1	1,611	24	38,664	12/11/2020	95
907dP	P1	BUILDING 1808 NORTH PARKING	RTE 428 WEDEMEYER ST	END (N/O BLDG 1808)	O	P	AC	1	186	60	11,160	12/11/2020	95
907cP	P1	BUILDING 1818/1819 PARKING	RTE 428 WEDEMEYER ST	BLDG 1818	O	P	AC	1	309	17	5,256	12/11/2020	95
FHA626	20	BAKER CT	BROOK ST	END PARKING	R	ST	AC/AC	2	241	40	16,243	12/16/2020	95
FHA626	10	BROOKS ST	LINCOLN BLVD	END PARKING	R	ST	AC/AC	2	724	40	37,031	12/16/2020	95
45	10	GIRARD RD	LINCOLN BLVD	EDIE RD	A	ST	AC	2	581	45	26,145	12/8/2020	95
FHA631	10	HAYS ST	WEDEMEYER ST	BROWN ST	R	ST	AC	1	572	17	9,724	12/11/2020	95
FHA010	80	LINCOLN BLVD	MONTGOMERY ST	PRESIDIO BLVD	A	ST	AC	2	1,900	40	76,000	12/14/2020	95
FHA630	10	N 15TH AVE	SOUTH BOUNDARY	WEDEMEYER ST	C	ST	AC/AC	2	317	22	6,974	12/11/2020	95
FHA614	20	OREILLY AVE	EDIE ROAD	GORGAS AVE	C	ST	AC	2	155	21	3,255	12/8/2020	95
FHA642	20	RUCKMAN AVE	UPTON	STOREY	C	ST	AC/AC	2	645	24	15,480	12/14/2020	95
FHA628	10	STOREY AVE	LINCOLN BLVD WEST	RALSTON EAST	C	ST	AC/AC	2	845	23	19,435	12/14/2020	95
FHA628	30	STOREY AVE	RUCKMAN	LINCOLN BLVD EAST	C	ST	AC/AC	2	844	23	19,412	12/14/2020	95
FHA012	10	WASHINGTON BLVD	LINCOLN BLVD	KOBBE AVE	C	ST	AC	2	480	32	15,360	12/10/2020	95
FHA455	30	GORGAS TR	GORGAS AVE	LYON ST	O	TR	AC	2	130	12	1,560	12/8/2020	95
FHA702	10	PATH	O'REILLY AVE	GENERAL KENNEDY PARKING	O	TR	AC	2	300	10	3,000	12/17/2020	95
FHA656	10	PATTEN ST	MCDOWELL AVE	LINCOLN BLVD	O	TR	AC	2	792	16	12,672	12/16/2020	95
FHA700	40	PRESIDIO PROMENADE	LINCOLN BLVD	LINCOLN BLVD	O	TR	AC	2	1,310	13	17,030	1/16/2021	95
FHA700	60	PRESIDIO PROMENADE	MCDOWELL AVE	LONG AVE	O	TR	AC	2	2,170	10	21,700	1/16/2021	95

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FHA705	10	ROB HILL CAMPGROUND PATH	CENTRAL MAGAZINE	END	O	TR	AC	2	1,055	12	12,660	12/16/2020	95
900uP	P1	HARDIE AVE PARKING	FUNSTON AVE	BLDG 50	O	P	AC	1	562	40	22,484	1/16/2021	94
907abP	P2	BUILDING 1808 SOUTH PARKING	RTE 428 WEDEMEYER ST	BLDG 1808	O	P	AC	2	771	40	30,843	12/11/2020	93
FHA634	10	BROWN ST	WYMAN AVE	HAYS ST	R	ST	AC	1	219	18	3,942	12/11/2020	93
FHA665	10	NAUMAN RD	WASHINGTON BLVD	END	R	ST	AC/AC	1	1,214	12	14,568	12/10/2020	93
901iP	P1	BUILDING 1027 PARKING	RTE 607 EDIE RD	BLDG 1027	O	P	AC	2	91	40	3,633	12/8/2020	91
907acP	P1	WEDEMEYER PARKING	RTE 428 WEDEMEYER ST	END	O	P	AC	1	988	35	34,580	1/16/2021	91
FHA633	10	BELLES ST	WYMAN AVE	HAYS ST	R	ST	PCC	1	461	20	9,220	12/11/2020	91
FHA634	20	BROWN ST	HAYS ST	BELLES ST	R	ST	PCC	1	390	17	6,630	12/11/2020	91
901lP	P1	GENERAL KENNEDY PARKING	GENERAL KENNEDY AVE	O'REILLY AVE	O	P	AC	1	107	100	10,700	12/8/2020	90
FHA013	10	ARGUELLO BLVD	SOUTH PARK ENTRANCE	WASHINGTON BLVD	A	ST	AC/AC	2	1,160	46	53,360	12/7/2020	90
FHA657	20	MCDOWELL AVE	Cowles St	Mason St	C	ST	AC	2	807	32	25,824	12/10/2020	90
906xpP	P1	BUILDING 1509 PARKING	PERSHING DR	BLDG 1509	O	P	AC	1	140	16	2,249	12/15/2020	89
FHA010	30	LINCOLN BLVD	KOBBE AVE	MERCHANT/STOREY	A	ST	AC/AC	2	2,335	32	74,720	12/16/2020	89
FHA010	60	LINCOLN BLVD	PATTEN	SHERIDAN AV	A	ST	AC	2	1,060	26	27,560	12/16/2020	89
FHA012	40	WASHINGTON BLVD	WEST COMPTON	EAST COMPTON	C	ST	AC/AC	2	1,300	30	39,000	12/10/2020	89
900pP	P1	BUILDING 130 PARKING	RTE 441 FISHER LOOP	BLDG 130	O	P	AC	2	586	40	23,442	12/14/2020	87
900mP	P1	FITNESS PARKING	RTE 015 PRESIDIO BLVD	END	O	P	AC	1	315	60	18,900	12/17/2020	87
FHA603	10	BATTERY CAULFIELD RD	WASHINGTON BLVD	BLDG 1450	C	ST	AC/AC	2	412	24	9,888	1/27/2021	87
FHA615	20	PIPER LOOP	DEEMS RD	DUDLEY RD	R	ST	AC/AC	2	550	16	17,744	12/10/2020	87
FHA456	20	GIRARD RD	EDIE RD	GORGAS AVE	A	ST	AC	2	454	28	12,712	12/8/2020	86
FHA455	20	GORGAS AVE	KENDALL DR	GIRARD RD	C	ST	AC	2	302	50	15,100	12/8/2020	86
909bP	P1	BUILDING 1188 PARKING	RTE 464 LUNDEEN ST	EAST BOUNDARY	O	P	AC	2	302	40	12,081	12/8/2020	85
906ecP	P1	BUILDING 1449/1450 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1449	O	P	AC	1	44	30	1,330	12/10/2020	85
908cP	P1	BUILDING 1770-1781 PARKING	RTE 684 GIBSON RD	BLDG 1781	O	P	AC	1	862	29	25,019	12/16/2020	85
900kbP	P1	BUILDING 38 PARKING	MESA ST	BUILDING 38	O	P	AC	1	205	25	5,125	1/16/2021	85
900tP	P1	BUILDING 50 PARKING	RTE 013 ARGUELLO BLVD	BLDG 50	O	P	AC	2	52	50	2,600	1/16/2021	85
909kP	P1	BUILDING 924/926 PARKING	MASON ST	BLDG 924/926	O	P	AC	1	183	60	11,005	12/9/2020	85
909dP	P1	BUILDING 937 PARKING	MASON ST	BLDG 937	O	P	AC	1	80	50	4,000	12/9/2020	85
901bP	P1	LOMBARD ST PULL-OUT PARKING	RTE 438 LOMBARD ST	EAST ENTRANCE	O	P	AC	2	69	40	2,756	12/8/2020	85
FHA636	10	HARRISON BLVD	WASHINGTON BLVD	KOBBE AVE	R	ST	AC/AC	2	581	24	13,944	12/10/2020	85
FHA010	47	LINCOLN BLVD	101 OVERPASS	STOREY AVE	A	ST	AC	2	718	32	22,976	12/16/2020	85
FHA615	30	PIPER LOOP	DUDLEY RD	END	R	ST	AC/AC	2	559	20	11,180	12/10/2020	85
FHA617	10	ROD RD	STOREY AVE NORTH	STOREY AVE SOUTH	R	ST	AC	1	422	16	9,268	12/14/2020	85
FHA426	10	WEDEMEYER STREET	S. 14TH AVE ENTRANCE	BATTERY CAULFIELD RD	C	ST	AC	2	1,795	20	35,900	12/11/2020	85
FHA708	10	ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	O	TR	AC	2	80	6	480	12/11/2020	85
FHA708	20	ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	O	TR	AC	2	200	6	1,200	12/11/2020	85
FHA616	10	RILEY AVE	SHERIDAN AVE	LINCOLN BLVD	R	ST	AC	1	422	18	7,596	12/14/2020	84
FHA443	10	MONTGOMERY ST	MORAGA AVE	LINCOLN BLVD	C	ST	AC/AC	2	1,478	26	38,428	12/7/2020	83

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900bP	P1	BUILDING 610 EAST PARKING	RTE 602 MASON ST	BLDG 610	O	P	AC	1	500	210	105,000	12/9/2020	82
900wP	P1	BUILDING 67 PARKING	RTE 454 MARTINEZ AVE	BLDG 67	O	P	AC	2	215	40	8,600	12/17/2020	82
909aP	P1	PALACE OF FINE ART PARKING	PALACE DRIVE	PALACE DRIVE	O	P	AC	1	2,033	40	81,350	12/8/2020	82
900aP	P1	BUILDING 610 WEST PARKING	RTE 602 MASON ST	BLDG 610	O	P	AC	2	1,074	41	44,034	12/9/2020	81
FHA677	10	CLARK ST	LIGGETT AVE LOOP	LIGGETT AVE	R	ST	AC	1	845	15	12,675	12/17/2020	81
FHA446	30	KEYES AVE	PENA ST	CANBY ST	R	ST	AC	2	782	26	34,320	12/8/2020	81
FHA442	10	TAYLOR RD	LINCOLN BLVD	BLISS RD	R	ST	AC	2	1,162	18	20,916	12/14/2020	81
906caP	P1	BUILDING 1575/1577 PARKING	PERSHING DR	BLDG 1575-1577	O	P	AC	1	331	15	4,969	12/15/2020	80
FHA458	30	GEN KENNEDY AVE	EDIE ROAD	BIRMINGHAM PARKING	R	ST	AC/AC	2	200	34	6,800	12/8/2020	80
900hP	P1	TAYLOR ROAD PARKING	RTE 442, TAYLOR RD	BLDG 116	O	P	AC	2	992	40	39,685	12/14/2020	79
FHA675	10	LIGGETT AVE	PRESIDIO BLVD	END OF LOOP	R	ST	AC	2	1,637	20	32,740	12/7/2020	79
FHA703	10	ANZA TRAIL	14TH AVE	WEDEMEYER ST	O	TR	AC	2	1,200	8	9,600	12/11/2020	79
901hP	P1	BUILDING 1028 SERVICE	RTE 458 GIRARD RD	BLDG 1028	O	P	AC	1	516	16	8,255	12/8/2020	78
909mP	P1	BUILDING 1183-85 PARKING	EAST OF MARSHALL	BLDG 1184 AND 1185	O	P	AC	1	2,014	40	80,550	12/9/2020	78
906kP	P1	BUILDING 300 PARKING	ARGUELLO	END	O	P	AC	1	1,916	24	45,984	1/16/2021	78
FHA010	46	LINCOLN BLVD	LENDRUM CT	101 OVERPASS	A	ST	AC	2	710	32	22,720	12/10/2020	78
FHA013	30	ARGUELLO BLVD	WASHINGTON BLVD	MORAGA AVE	A	ST	AC	2	2,048	28	68,544	12/7/2020	77
FHA458	20	GEN KENNEDY AVE	TORNEY AVE	EDIE ROAD	R	ST	AC	2	592	34	20,128	12/8/2020	77
FHA638	10	HITCHCOCK ST	PARK BLVD	HARRISON BLVD	R	ST	AC	2	2,640	18	49,028	12/11/2020	77
FHA016	10	MACARTHUR AVE	PRESIDIO BLVD	EL POLIN LOOP	C	ST	AC	2	2,323	27	66,986	12/7/2020	77
906xjP	P1	BUILDING 1515 PARKING	PERSHING DR	BLDG 1515	O	P	AC	1	106	16	1,702	12/15/2020	76
902jP	P1	BUILDING 808/809 PARKING	RTE 451 FERNANDEZ ST	BLDG 808	O	P	AC	2	93	40	3,708	12/7/2020	76
FHA454	10	MARTINEZ ST	FUNSTON AVE	PRESIDIO BLVD	R	ST	AC	1	686	12	8,232	12/7/2020	76
FHA602	30	MASON ST	MCDOWELL AVE	END PARKING LOT	A	ST	AC	2	1,225	40	49,000	12/9/2020	76
906xmP	P1	BUILDING 1511 PARKING	PERSHING DR	BLDG 1511	O	P	AC	1	273	16	4,370	12/15/2020	75
900jP	P1	BUILDING 87 PARKING	RTE 445 GRAHAM ST	BLDG 85-87	O	P	AC	2	210	40	8,400	1/16/2021	75
FHA6145	10	OWEN ST	GRAHAM ST	ANZA ST	R	ST	AC	2	142	26	3,692	12/9/2020	75
FHA669	10	THOMAS AVE	INFANTRY TERRACE	ARGUELLO BLVD	R	ST	AC	1	1,373	14	19,222	12/10/2020	75
910bP	P1	INSPIRATION POINT	RTE 013 ARGUELLO BLVD	INSPIRATION POINT	O	P	AC	2	532	40	21,290	12/10/2020	74
FHA448	10	FUNSTON AVE - FUNSTON	MORAGA AVE	LINCOLN BLVD	C	ST	AC	2	1,637	32	52,384	12/7/2020	74
FHA668	20	INFANTRY TERRACE	MORAGA	ARGUELLO	C	ST	AC	2	2,146	23	49,358	12/7/2020	74
FHA017	10	PORTOLA ST	MACARTHUR AVE	END	R	ST	AC	2	1,795	26	48,465	12/7/2020	74
FHA685	10	RUGER ST	SIMONDS LOOP	LOMBARD ST	R	ST	AC	2	1,395	29	41,884	12/7/2020	74
901gP	P1	BUILDING 1028 PARKING	RTE 607 EDIE RD	BLDG 1028	O	P	AC	2	1,696	40	67,835	12/8/2020	73
902ibP	P1	BUILDING 779 PARKING	RTE 674 MORTON ST	BLDG 779	O	P	AC	1	63	40	2,508	12/7/2020	73
902aP	10	GIBBON CT	SIMONDS LOOP	END	R	ST	AC	1	314	17	5,202	12/9/2020	73
FHA011	30	PARK BLVD	WASHINGTON BLVD	LINCOLN BLVD	C	ST	AC	2	2,695	39	105,105	12/14/2020	73
FHA671	10	WALLEN ST	MACARTHUR AVE	END	R	ST	AC	2	264	20	10,769	12/7/2020	73
FHA012	31	WASHINGTON BLVD	IMMIGRANT POINT OVERLOOK	WEST COMPTON	C	ST	AC	2	890	30	26,700	12/10/2020	73
900yP	P1	BUILDING 218 PARKING	GRAHAM ST	BLDG 218	O	P	AC	1	96	65	6,240	1/16/2021	72

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FHA441	10	FISHER LOOP	SHERIDAN AVE	END OF LOOP	R	ST	AC	2	1,923	20	38,478	12/14/2020	72
FHA673	10	RODRIGUEZ ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	R	ST	AC	1	1,267	18	23,885	12/7/2020	72
FHA460	10	KENDALL DR	EDIE RD	GORGAS AVE	R	ST	AC	2	370	20	7,400	12/17/2020	71
901kP	P1	BUILDING 1016 PARKING	LINCOLN BLVD NORTH	TORNEY AVE	O	P	AC	1	260	16	4,160	1/16/2021	70
900oP	P2	BUILDING 135 WEST PARKING	RTE 441 FISHER LOOP	BLDG 135	O	P	AC	1	431	40	17,260	12/14/2020	70
901dP	P1	BUILDING 558 PARKING	RTE 015 PRESIDIO BLVD	BLDG 558	O	P	AC	1	250	40	10,000	12/9/2020	70
PT701	10	BATTERY SAFFOLD RD	KOBBE AVE.	BLDG 1351	R	ST	AC	1	265	14	3,710	12/16/2020	70
902iaP	P1	BUILDING 777 PARKING	RTE 674 MORTON ST	BLDG 777	O	P	AC	2	132	40	5,291	12/7/2020	69
902mP	P1	SIBLEY ROAD PARKING	RTE 676 SIBLEY RD	BLDG 790-791	O	P	AC	1	117	40	4,673	12/7/2020	69
FHA449	10	MORAGA AVE	FUNSTON AVE	INFANTRY TERRACE	C	ST	AC	2	1,267	28	35,476	12/7/2020	69
FHA015	10	PRESIDIO BLVD	SOUTH ENTRANCE	LOMBARD ST	A	ST	AC	2	2,733	32	157,120	12/17/2020	69
FHA012	51	WASHINGTON BLVD	EAST COMPTON	PARK BLVD.	C	ST	AC	2	930	30	27,900	12/10/2020	69
906xlP	P1	BUILDING 1513 PARKING	PERSHING DR	BLDG 1513	O	P	AC	1	211	16	3,387	12/15/2020	68
FHA690	10	BOWLEY ST	LINCOLN BLVD NORTH	LINVOLN BLVD SOUTH	R	ST	AC	1	1,455	35	50,925	1/16/2021	68
FHA438	10	LOMBARD ST	PRESIDIO BLVD	LETTERMAN	A	ST	AC/AC	2	689	32	22,048	12/10/2020	68
FHA679	10	SIMONDS LOOP	PRESIDIO BLVD SOUTH	PRESIDIO BLVD NORTH	R	ST	AC	2	2,693	26	79,048	12/7/2020	68
901fcP	P1	BUILDING 1013 PARKING	RTE 457 TORNEY AVE	BLDG 1013	O	P	AC	1	34	40	1,372	12/8/2020	67
906edP	P1	BUILDING 1432 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1432	O	P	AC	1	224	40	8,973	12/10/2020	67
905aP	P1	BUILDING 662 PARKING	RTE 657 MCDOWELL AVE	BLDG 661	O	P	AC	2	2,176	20	43,524	12/14/2020	67
FHA451	10	FERNANDEZ ST - FERNANDEZ	BARNARD AVE	MACARTHUR AVE	R	ST	AC	2	370	19	7,030	12/7/2020	67
FHA623	10	KOBBE AVE	LINCOLN BLVD	PARK BLVD	C	ST	AC	2	3,379	28	97,712	12/10/2020	67
FHA447	30	MESA ST	CANBY ST	MORAGA AVE	R	ST	AC/AC	2	1,046	37	70,901	12/7/2020	67
FHA707	10	PARK TRAIL SPUR	14TH AVE	PARK TRAIL	O	TR	AC	2	250	10	2,500	12/11/2020	67
903vP	P1	BUILDING 1340 PARKING	RTE 623 KOBBE AVE	BLDG 1340	O	P	AC	1	135	12	1,629	12/15/2020	66
906xhP	P1	BUILDING 1521 PARKING	PERSHING DR	BLDG 1521	O	P	AC	1	64	16	1,037	12/15/2020	66
900lP	P1	BUILDING 63 PARKING	RTE 448 FUNSTON AVE	BLDG 63	O	P	AC	2	1,630	40	65,225	12/8/2020	66
FHA602	20	MASON ST	HALLECK ST	MCDOWELL AVE	A	ST	AC	2	3,850	38	146,300	12/9/2020	66
FHA434	10	QUARRY RD	FERNANDEZ ST	END OF PAVEMENT	R	ST	AC	2	1,109	25	45,840	12/7/2020	66
FHA011	20	PARK TR	W. PACIFIC AVE	WASHINGTON BLVD	O	TR	PCC	2	1,795	20	35,900	1/16/2021	66
905bP	P1	BUILDING 667/668 PARKING	RTE 657 MCDOWELL AVE	BLDG 667	O	P	AC	1	1,261	40	50,456	12/14/2020	65
FHA689	10	PENA ST	MESA ST	KEYES AVE	R	ST	AC	2	211	18	3,798	12/8/2020	65
FHA014	010	WEST PACIFIC AVE	PARK BLVD	GATE	O	TR	AC	2	3,260	24	78,240	12/10/2020	65
900oP	P1	BUILDING 135 PARKING	RTE 441 FISHER LOOP	BLDG 135	O	P	AC	1	385	24	9,240	1/16/2021	64
FHA446	20	KEYES AVE	CANBY ST	LINCOLN BLVD	R	ST	AC/AC	2	538	26	34,320	12/8/2020	64
FHA015	15	PRESIDIO BLVD	LOMBARD ST	LETTERMAN DR	A	ST	AC/AC	2	660	33	21,780	12/17/2020	64
FHA015	25	PRESIDIO BLVD	LETTERMAN DR	MESA ST	A	ST	AC	2	1,436	33	47,388	12/7/2020	64
FHA012	20	WASHINGTON BLVD	KOBBE AVE	IMMIGRANT POINT	C	ST	AC	2	1,290	30	38,700	12/10/2020	64
FHA688	10	BLISS RD	INFANTRY TERRACE	MONTGOMERY ST	R	ST	AC	2	317	30	9,510	12/7/2020	63
FHA014	030	WEST PACIFIC AVE	ARGUELLO BLVD	PRESIDIO BLVD	C	ST	AC	2	3,512	24	84,290	12/9/2020	63
FHA700	10	PRESIDIO PROMENADE	LOMBARD ST	LETTERMAN DR	O	TR	AC	2	1,300	9	11,700	1/16/2021	63
903wP	P1	LOT D PARKING	LINCOLN	RALSTON AND BLDG 1369	O	P	AC	1	400	135	54,000	1/16/2021	62
906jP	10	DUDLEY RD	PIPER LOOP	END	R	ST	AC/AC	1	377	13	7,166	12/10/2020	62
906fcP	P1	BUILDING 1414 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1414	O	P	AC	1	60	40	2,415	12/10/2020	60

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906faP	P1	BUILDING 1418/1420 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1418/1420	O	P	AC	1	70	40	2,812	12/10/2020	60
FHA010	10	LINCOLN BLVD	WEST ENTRANCE	PERSHING DR SOUTH	A	ST	AC	2	2,165	42	90,930	12/16/2020	60
FHA447	20	MESA ST	LINCOLN BLVD	CANBY ST	R	ST	AC/AC	2	538	34	18,292	12/7/2020	60
902rP	P1	GARDENER PARKING	RUGER	RUGER	O	P	AC	1	770	22	16,940	12/7/2020	59
903gP	P1	STONE ST PARKING	RTE 010 LINCOLN AVE	RTE 628 STOREY ST	O	P	AC	1	314	40	12,566	12/14/2020	59
FHA629	10	COMPTON RD	WASHINGTON BLVD WEST	WASHINGTON BLVD EAST	R	ST	AC	2	1,250	24	29,995	12/10/2020	59
FHA452	10	HALLECK ST	LINCOLN BLVD	FRENCH CT	C	ST	AC	2	415	38	15,770	12/9/2020	59
FHA452	20	HALLECK ST	FRENCH CT	MASON ST	C	ST	AC	2	730	38	27,740	12/9/2020	59
FHA668	10	INFANTRY TERRACE	SHERIDAN AVE	MORAGA	C	ST	AC	2	600	23	13,800	12/7/2020	59
FHA681	10	SANCHES ST	MORTON ST	PARKING	R	ST	AC	2	422	22	22,900	12/7/2020	59
FHA457	10	TORNEY AVE	LINCOLN BLVD	OREILLY AVE	R	ST	AC	1	528	16	13,666	12/8/2020	59
FHA701	10	LOVERS' LANE	PRESIDIO GATE	PRESIDIO BLVD	O	TR	AC	2	3,100	6	18,600	12/9/2020	59
FHA682	10	SHAFTER RD	WEST END	EAST END	O	TR	AC	1	1,027	14	14,378	12/12/2020	59
900fP	P1	BUILDING 211 PARKING	RTE 452 HALLECK ST	BLDG 211	O	P	AC	1	834	40	33,360	12/9/2020	58
FHA425	10	CENTRAL MAGAZINE RD	WASHINGTON BLVD	END	R	ST	AC	2	634	24	15,216	12/10/2020	58
FHA010	20	LINCOLN BLVD	PERSHING DR SOUTH	KOBBE AV	A	ST	AC	2	2,640	37	97,680	12/16/2020	58
FHA437	10	SHERIDAN AVE	LINCOLN BLVD	RILEY AVE	C	ST	AC	2	315	31	9,765	12/10/2020	58
FHA670	10	SIBERT LOOP	THOMAS AVE WEST	THOMAS AVE EAST	R	ST	AC	1	898	10	8,980	12/10/2020	58
FHA012	60	WASHINGTON BLVD	PARK BLVD.	BLDG. 401	C	ST	AC	2	400	30	12,000	12/10/2020	58
901tP	P1	BUILDING 1060 PARKING	RTE 455 GORGAS AVE	BLDG 1062	O	P	AC	1	731	40	29,258	12/8/2020	57
906xdP	P1	BUILDING 1527/1529 PARKING	PERSHING DR	BLDG 1527-1529	O	P	AC	1	110	16	1,766	12/15/2020	57
900rP	P1	BUILDING 93 PARKING	RTE 443 MONTGOMERY	BLDG 93	O	P	AC	1	537	40	21,494	1/16/2021	57
FHA624	10	PERSHING DR	LINCOLN BLVD SOUTH	LINCOLN BLVD NORTH	R	ST	AC	2	2,733	32	87,440	12/15/2020	57
903gP	10	STONE ST	LINCOLN BLVD	STOREY AVE	R	ST	AC	2	227	19	4,313	12/16/2020	57
FHA012	80	WASHINGTON BLVD	DEEMS	ARGUELLO	C	ST	AC	2	970	32	31,040	12/10/2020	57
FHA621	10	WRIGHT LOOP	HITCHCOCK ST	END OF LOOP	R	ST	AC	1	1,320	15	22,311	12/11/2020	57
900vP	P1	BUILDING 381-2 PARKING	RTE 669 THOMAS AVE	BLDG 381-382	O	P	AC	1	216	40	8,646	12/10/2020	56
902pbP	P1	BUILDING 569/572 PARKING	RTE 685 RUGER ST	BLDG 569/572	O	P	AC	1	310	40	12,422	12/7/2020	56
901tN	10	BIRMINGHAM RD	GEN KENNEDY AVE	GORGAS AVE	R	ST	AC	1	271	18	4,878	12/8/2020	56
FHA010	50	LINCOLN BLVD	STOREY	PATTEN	A	ST	AC	2	1,760	28	49,280	12/16/2020	56
FHA614	10	OREILLY AVE	TORNEY AVE	EDIE RD	R	ST	AC	1	581	16	9,296	12/8/2020	56
903hbP	P1	BUILDING 1206/1207 PARKING	RTE 627 RALSTON AVE	BLDG 1206/1207	O	P	AC	1	80	40	3,224	12/11/2020	55
909fP	P1	BUILDING 649-51 PARKING	MASSON ST	BLDG 649-651	O	P	AC	1	565	40	22,580	12/9/2020	55
FHA605	10	CANBY ST	KEYES ST	MESA ST	R	ST	AC/AC	2	158	24	3,792	12/8/2020	55
FHA010	42	LINCOLN BLVD	GG BRIDGE PLAZA ENTRANCE	LONG AVE	A	ST	AC	2	1,080	38	41,040	12/16/2020	55
FHA010	43	LINCOLN BLVD	LONG AVE	LENDRUM CT	A	ST	AC	2	470	38	17,860	12/16/2020	55
903bP	10	RAMSEL CT	ARMISTEAD RD	END	R	ST	AC	2	392	22	19,271	12/16/2020	55
FHA700	20	PRESIDIO PROMENADE	LETTERMAN DR	LETTERMAN DR	O	TR	AC	2	320	9	2,880	1/16/2021	55
900fP	P2	BUILDING 220 PARKING	RTE 452 HALLECK ST	BLDG 220	O	P	AC	1	760	40	30,400	1/16/2021	54
909gP	P1	BUILDING 644/649 PARKING	MASON ST	BLDG 644/649	O	P	PCC	1	301	60	18,072	12/9/2020	54
901faP	P1	TORNEY PARKING	RTE 457 TORNEY AVE	RTE 010 LINCOLN BLVD	O	P	AC	2	252	40	10,069	12/8/2020	53

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FHA436	10	LETTERMAN DR	PRESIDIO BLVD	LOMBARD ST	C	ST	AC/AC	2	1,320	28	37,719	12/8/2020	53
FHA628	20	STOREY AVE	RALSTON EAST	RUCKMAN	C	ST	AC	2	845	23	19,435	12/14/2020	53
FHA459	10	THORNBURG RD	THORNBURG PARKING	GENERAL KENNEDY AVE	R	ST	AC	2	475	31	14,725	12/8/2020	53
908aP	P1	BUILDING 1750 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1750	O	P	AC	1	1,973	40	78,930	12/16/2020	52
FHA678	10	VISTA CT	LIGGETT AVE	END	R	ST	AC	2	264	22	5,808	12/7/2020	52
FHA014	020	WEST PACIFIC AVE	GATE	ARGEULLO BLVD	C	ST	AC	2	1,305	24	31,320	12/10/2020	52
903rP	10	WOOL CT	UPTON AVE	END	R	ST	AC	2	279	31	14,283	12/11/2020	52
906fbP	P1	BUILDING 1416 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1416	O	P	AC	1	86	40	3,431	12/10/2020	50
FHA676	10	SIBLEY RD	LIGGETT AVE LOOP	MORTON ST	R	ST	AC	1	1,267	11	13,937	12/7/2020	50
900qP	P1	BUILDING 385 PARKING	RTE 449 MORAGA AVE	BLDG 387	O	P	AC	2	637	40	25,488	12/9/2020	49
FHA674	10	MORTON ST	RODRIQUEZ ST	LIGGETT AVE	R	ST	AC	2	739	18	13,302	12/7/2020	49
903kP	P1	BUILDING 1228/1230 PARKING	RTE 627 RALSTON AVE	RTE 620 UPTON AVE FROM STOREY	O	P	AC	2	1,841	40	73,673	12/11/2020	48
FHA607	10	EDIE RD	GIRARD RD	OREILLY AVE	R	ST	AC	2	810	24	19,440	12/8/2020	48
FHA680	10	SUMNER AVE	PRESIDIO BLVD	MACARTHUR AVE	R	ST	AC	1	1,584	16	25,344	12/9/2020	48
906ebP	P1	BUILDING 1440-1443 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1440-1443	O	P	AC	1	195	40	7,825	12/10/2020	47
905cP	P1	BUILDING 682 PARKING	PARK BLVD	BLDG 682	O	P	AC	1	415	40	16,600	1/16/2021	47
FHA450	10	BARNARD AVE	PRESIDIO BLVD	HICKS PARKING	R	ST	AC	2	1,426	20	28,520	12/7/2020	47
FHA646	10	BATTERY WAGNER RD	STOREY AVENUE	STOREY AVENUE	R	ST	AC	2	739	30	27,416	12/14/2020	47
FHA627	10	RALSTON AVE	STOREY AVE	LINCOLN BLVD	C	ST	AC	2	3,168	25	81,626	12/11/2020	47
903jP	P1	MAINTENANCE AREA PARKING	RTE 627 RALSTON AVE	BLDG 1355	O	P	AC	2	2,530	40	101,203	12/14/2020	46
FHA620	20	UPTON AVE	RALSTON AVE	STOREY AVE	C	ST	AC	2	1,478	45	66,510	12/11/2020	46
FHA448	20	FUNSTON AVE	MORAGA AVE	HARDIE AVE	R	ST	PCC	2	176	23	4,048	12/9/2020	45
908bN	P1	BUILDING 1752 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1752	O	P	AC	1	615	40	24,625	12/16/2020	44
FHA672	10	MCRAE ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	R	ST	AC	1	686	12	14,049	12/7/2020	44
FHA012	70	WASHINGTON BLVD	BLDG. 401	DEEMS	C	ST	AC	2	1,820	30	54,600	12/10/2020	44
903aP	P1	BUILDING 951 PARKING	RTE 652 HOFFMAN ST	BLDG 951	O	P	AC	2	286	40	11,453	12/17/2020	43
FHA655	10	COWLES ST	LINCOLN BLVD	MCDOWELL AVE	R	ST	AC	2	640	20	12,800	12/14/2020	43
FHA453	10	FRENCH CT	GRAHAM ST	HALLECK ST	C	ST	AC	2	305	24	7,320	1/16/2021	43
900sP	10	SAL ST	GRAHAM ST	KEYES AVE	R	ST	AC	2	124	29	3,596	12/8/2020	43
FHA011	10	PARK TR	14TH AVE ENT	W. PACIFIC AVE	O	TR	AC	2	1,320	22	30,360	1/16/2021	43
FHA642	10	RUCKMAN AVE	RALSTON AVE	UPTON	C	ST	AC	2	200	24	4,800	12/14/2020	42
FHA706	10	BROADWAY GATE CONNECTION	BROADWAY AND LYON ST	PRESIDIO BLVD	O	TR	AC	2	475	12	5,700	12/17/2020	42
902lP	P1	VISTA COURT PARKING	RTE 678 VISTA CT	BLDG 787-789	O	P	AC	1	158	40	6,327	12/7/2020	40
FHA445	10	GRAHAM ST	LINCOLN BLVD	MORAGA AVE	C	ST	AC	2	1,637	32	52,384	12/16/2020	40
FHA438	20	LOMBARD ST	LETTERMAN DR	LYON ST	A	ST	AC/AC	2	578	32	18,496	12/10/2020	40
FHA654	40	CRISSY FIELD AVE	MCDOWELL AVE	LINCOLN BLVD WEST	O	TR	AC/PCC	2	986	20	19,720	12/16/2020	40
FHA611	10	KINZEY ST	RALSTON AVE EAST	RALSTON AVE WEST	R	ST	AC	1	422	22	9,284	1/16/2021	39
FHA620	10	UPTON AVE	HITCHCOCK ST	RALSTON AVE	C	ST	AC	2	581	20	11,620	12/11/2020	39

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StreetID	SectionID	Street Name	Begin Location	End Location	FC	General Code	ST	No. of Lanes	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
909eP	P1	BUILDING 920/924 PARKING	MASON ST	BLDG 920/924	O	P	AC	1	836	40	33,455	12/9/2020	38
FHA643	10	APPLETON ST	RUCKMAN AVE	STOREY AVE	R	ST	AC	2	1,003	16	16,048	12/14/2020	38
FHA625	10	STILLWELL RD	LINCOLN BLVD	PERSHING DR	R	ST	AC	2	950	32	30,400	12/15/2020	38
903pP	P1	BUILDING 1389 PARKING	STOREY AVE	BLDG 1389	O	P	AC	1	1,023	40	40,947	1/16/2021	37
903hcP	P1	BUILDING 1205/1206 PARKING	RTE 627 RALSTON AVE	BLDG 1205/1206	O	P	AC	1	71	40	2,836	12/11/2020	36
903uP	P1	BUILDING 1347 PARKING	RTE 623 KOBBE AVE	BLDG 1347	O	P	AC	1	259	40	10,356	12/10/2020	36
900sP	P1	THE PRESIDIO PARKING	RTE 445 GRAHAM ST	RTE 449 MORAGA AVE	O	P	AC	2	2,606	40	104,263	12/8/2020	35
FHA455	10	GORGAS AVE	EAST ENTRANCE	KENDALL DR	C	ST	AC	2	1,262	50	63,100	12/8/2020	34
900zP	P2	ANZA PARKING	ANZA AVE SOUTH	ANZA AVE MIDDLE	O	P	AC	1	718	108	77,544	1/19/2021	33
903hdP	P1	BUILDING 1204/1205 PARKING	RTE 627 RALSTON AVE	BLDG 1204/1205	O	P	AC	1	86	40	3,426	12/11/2020	33
FHA649	10	ARMISTEAD RD	LINCOLN BLVD	LENDRUM CT	R	ST	AC	2	1,162	24	36,892	12/16/2020	32
903haP	P1	BUILDING 1207/1208 PARKING	RTE 627 RALSTON AVE	BLDG 1207/1208	O	P	AC	1	73	40	2,938	12/11/2020	31
FHA013	40	ARGUELLO BLVD	MORAGA AVE	SHERIDAN AVE	A	ST	AC	2	400	28	11,200	12/7/2020	31
FHA650	10	LENDRUM CT	LINCOLN BLVD	END	R	ST	AC	2	792	19	17,804	12/16/2020	31
FHA637	10	GREENOUGH AVE	RALSTON AVE	KOBBE. AVE	R	ST	AC	2	787	20	17,229	12/11/2020	30
903hfP	P1	BUILDING 1202/1203 PARKING	RTE 627 RALSTON AVE	BLDG 1202/1203	O	P	AC	1	76	40	3,025	12/11/2020	29
903heP	P1	BUILDING 1203/1204 PARKING	RTE 627 RALSTON AVE	BLDG 1203/1204	O	P	AC	1	64	40	2,576	12/11/2020	29
903nP	P1	BUILDING 1249 PARKING	RTE 643 APPLETON ST	BLDG 1249	O	P	AC	1	1,104	32	41,660	12/14/2020	29
909cbP	P1	BUILDING 651 PARKING	MCDOWELL AVE	BLDG 651	O	P	PCC	1	166	20	3,332	1/16/2021	29
FHA444	10	ANZA ST	SHERIDAN AVE	LINCOLN BLVD	R	ST	AC	2	1,162	28	32,536	12/8/2020	29
FHA632	10	WYMAN AVE	WEDEMEYER ST	END	R	ST	PCC	2	1,003	19	19,057	12/11/2020	29
903fP	P1	BUILDING 1299 PARKING	RTE 628 STOREY AVE	LOG CABIN - BLDG 1299	O	P	AC	2	553	40	22,143	12/14/2020	28
FHA684	10	GIBSON RD	BOWLEY ST	WATER PLANT	R	ST	AC	2	528	20	10,560	12/16/2020	28
FHA657	10	MCDOWELL AVE	Lincoln Blvd	Cowles St	C	ST	AC	2	748	32	23,936	12/14/2020	28
FHA603	20	BATTERY CAULFIELD RD	BLDG 1450	WEDEMEYER ST	C	ST	AC	2	697	24	16,728	12/10/2020	26
FHA613	10	ORD ST	RILEY AVE	SHERIDAN AVE	R	ST	AC	2	475	18	8,550	12/14/2020	26
900kaP	P1	BUILDING 39 PARKING	RTE 447 MESA ST	BLDG 39	O	P	AC	2	245	40	9,826	12/8/2020	25
FHA686	10	SHERMAN RD	PRESIDIO BLVD	RUGER ST	R	ST	AC	2	1,003	16	20,745	12/17/2020	25
909iP	P1	BUILDING 641/643 PARKING	MASON ST	BLDG 641/643	O	P	PCC	1	151	60	9,056	12/9/2020	24
909hP	P1	BUILDING 643/644 PARKING	MASON ST	BLDG 643/644	O	P	PCC	1	103	60	6,198	12/9/2020	24
FHA010	35	LINCOLN BLVD	MERCHANT/STOREY	GG BRIDGE PLAZA ENTRANCE	A	ST	AC	2	1,145	38	43,510	12/16/2020	23
903mP	P1	BUILDING 1241-45 PARKING	RTE 643 APPLETON ST	BLDG 1241	O	P	AC	2	1,082	40	43,311	12/14/2020	20
FHA437	20	SHERIDAN AVE	RILEY AVE	GRAHAM ST	C	ST	AC	2	963	31	29,853	12/10/2020	17
FHA666	10	DEEMS RD	WASHINGTON BLVD	RESERVOIR PARKING	R	ST	PCC	2	370	12	4,440	12/10/2020	15
901jP	P1	BUILDING 1040 PARKING	RTE 607 EDIE RD	BLDG 1040	O	P	AC	2	75	25	1,883	12/8/2020	10
FHA687	10	RAWLES ST	SIMONDS LOOP	SHAFTER RD	R	ST	AC	1	159	18	2,862	12/9/2020	8
903ebP	P2	BUILDING 1388 PARKING	BUILDING 1299 PARKING	BLDG 1388	O	P	GRAVEL	1	1,299	40	51,965	NA	NA

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StreetID	SectionID	Street Name	Begin Location	End Location	FC	General Code	ST	No. of Lanes	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
906eaP	P1	BUILDING 1450/1451 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1451	O	P	GRAVEL	2	291	40	11,665	NA	NA
906cbP	P1	BUILDING 1562-66 EVEN PARKING	PERSHING DR	BLDG 1562-1566	O	P	GRAVEL	1	287	15	4,317	NA	NA
909caP	P1	BUILDING 650 BACK PARKING	MCDOWELL AVE	BLDG 650	O	P	GRAVEL	1	186	14	2,617	NA	NA
FHA401	10	BATTERY DYNAMITE RD	LINCOLN BLVD	RALSTON AVE	R	ST	GRAVEL	1	528	15	7,920	NA	NA
903xP	10	WISSER CT	UPTON AVE	END	R	ST	GRAVEL	1	432	13	10,565	NA	NA
FHA403	10	INCINERATOR RD	PATTEN RD	END	O	TR	GRAVEL	1	385	15	5,775	NA	NA

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APPENDIX B

Maintenance and Rehabilitation Decision Tree

Maintenance and Rehabilitation (M&R) Decision Tree

This report presents the current maintenance and rehabilitation decision tree that exists in the database. The decision tree forms the basis for all of the budgetary computations included in this report. ***Changes to the decision tree will make the results in the budget reports invalid.*** All pavement treatment unit costs relevant to the road types in the database were updated.

The decision tree lists the treatments and costs selected for preventive maintenance and rehabilitation activities. Each line represents a specific combination of functional classification and surface type.

The preventive maintenance portion of the report is identified as Condition Category I – Very Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I where the PCI ≥ 70. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category (PCI ≥ 70), a time sequence is used to identify the appropriate treatment and cost. Each preventive maintenance treatment description consists of three parts: 1) a CRACK treatment, 2) a SURFACE treatment, and 3) a RESTORATION treatment. These three parts allow the user to specify one of three different preventive maintenance treatments depending on the prior maintenance history of the section.

1. The CRACK treatment part can be used to specify the most frequent type of preventive maintenance activity planned (typically crack seals).
2. The SURFACE treatment part can be used to specify more extensive and less frequent preventive maintenance activities, such as chip seals or slurry seals. For example, a crack seal can be specified on a 3-year cycle with a slurry seal specified after 5 years.
3. The RESTORATION part can be used to specify a surface restoration treatment (such as an overlay) to be performed after a specified number of surface treatments. For example, after a certain number of successive slurry seals, an overlay can be specified instead of another slurry seal.

Rehabilitation treatments are assigned to sections in Condition Categories II through V (PCI less than 70). Each line is defined by a specific combination of functional classification, surface type, and condition category.

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g. crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g. slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g. overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e. CRACK treatment).

COLUMN	DESCRIPTION
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e. SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e. SURFACE treatment) will be performed prior to performing the treatment application in the third row.

Note that the treatments assigned to each section should not be blindly followed in preparing a road maintenance program. Engineering judgment and project level analysis should be applied to ensure that the treatment is appropriate and cost effective for the section.

Decision Tree

Printed: 2/1/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	7		
			Surface Treatment	MICROSURFACING	$6.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$13.00		7	
		III - Good, Load Related		1.5 INCH OVERLAY	$29.00			
		IV - Poor		CIR w/ OVERLAY	$49.00			
		V - Very Poor		RECONSTRUCT or FDR	$146.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	7		
			Surface Treatment	MICROSURFACING	$6.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$13.00		7	
		III - Good, Load Related		1.5 INCH OVERLAY	$29.00			
		IV - Poor		2.5 INCH OVERLAY	$49.00			
		V - Very Poor		RECONSTRUCT or FDR	$146.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	7		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	7		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/1/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	7		
			Surface Treatment	MICROSURFACING	$6.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$11.00		7	
		III - Good, Load Related		1.5 INCH OVERLAY	$27.00			
		IV - Poor		CIR w/ OVERLAY	$48.00			
		V - Very Poor		RECONSTRUCT or FDR	$100.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	7		
			Surface Treatment	MICROSURFACING	$6.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$11.00		7	
		III - Good, Load Related		1.5 INCH OVERLAY	$27.00			
		IV - Poor		CIR w/ OVERLAY	$48.00			
		V - Very Poor		RECONSTRUCT or FDR	$100.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	7		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	7		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/1/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	8		
			Surface Treatment	MICROSURFACING	$6.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$10.50		8	
		III - Good, Load Related		CAPE SEAL	$13.00		8	
		IV - Poor		2.5 INCH OVERLAY	$42.00			
		V - Very Poor		RECONSTRUCT or FDR	$74.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	8		
			Surface Treatment	MICROSURFACING	$6.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$10.50		8	
		III - Good, Load Related		CAPE SEAL	$13.00		8	
		IV - Poor		2.5 INCH OVERLAY	$42.00			
		V - Very Poor		RECONSTRUCT or FDR	$74.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	8		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	8		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$94.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/1/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	8		
			Surface Treatment	MICROSURFACING	$6.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$10.50		8	
		III - Good, Load Related		CAPE SEAL	$13.00		8	
		IV - Poor		2.5 INCH OVERLAY	$42.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$78.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	8		
			Surface Treatment	MICROSURFACING	$6.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$10.50		8	
		III - Good, Load Related		CAPE SEAL	$13.00		8	
		IV - Poor		2.5 INCH OVERLAY	$42.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$78.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	8		
			Surface Treatment	MICROSURFACING	$6.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		CAPE SEAL	$10.50		8	
		III - Good, Load Related		CAPE SEAL	$13.00		8	
		IV - Poor		2.5 INCH OVERLAY	$42.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$94.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	8		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$94.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

APPENDIX C

Budget Needs

Projected PCI/Cost Summary
Preventive Maintenance Treatment/Cost Summary
Rehabilitation Treatment/Cost Summary

Budget Needs Reports

The purpose of this section is to answer the question: ***If the Presidio had all the money in the world, what sections should be fixed and how much will it cost?*** Based on the Maintenance & Rehabilitation (M&R) decision tree and the PCIs of the sections, the program will then select a maintenance or rehabilitation action and compute the total costs over a period of twenty years. The Budget Needs represents the "ideal world" funding levels, while the Budget Scenario reports in the next section represent the most "cost effective" prioritization possible for the actual funding levels.

A budget needs analysis has been performed. The summary results from the analysis are shown below. An interest rate of 3% and an inflation factor of 3% were used to project the costs for the next twenty years. This report shows the total twenty-year budget that would be required to meet the Presidio's standards as exemplified in the M&R decision tree.

Budget Needs reports included in this appendix are listed below:

- Projected PCI/Cost Summary
- Preventive Maintenance Treatment/Cost Summary
- Rehabilitation Treatment/Cost Summary

Needs - Projected PCI/Cost Summary

This report summarizes and projects the network PCI over the twenty-year analysis period, both with and without treatments applied. It also reports the associated costs, which are based on the treatment unit costs presented in the M&R decision tree.

COLUMN	DESCRIPTION
Year	Year in the analysis period.
PCI Treated	Projected network average PCI with all needed treatments applied.
PCI Untreated	Projected network average PCI without any treatments applied.
PM Cost	Total preventive maintenance treatment cost.
Rehab Cost	Total rehabilitation treatment cost.
Cost	The budget required for each year in the analysis period to meet the Presidio's standard as shown on the M&R decision tree.
Total Cost	Total budget required over a twenty-year period.

Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 %

Printed: 2/1/2021

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2021	87	66	$912,234	$12,585,244	$13,497,478
2022	83	64	$71,493	$16,009	$87,502
2023	82	61	$574,117	$662,113	$1,236,230
2024	81	59	$50,746	$255,525	$306,271
2025	79	56	$0	$0	$0
2026	77	54	$0	$120,163	$120,163
2027	75	51	$90,529	$274,092	$364,621
2028	77	49	$1,018,250	$1,892,266	$2,910,516
2029	80	46	$1,606,061	$2,727,390	$4,333,451
2030	79	44	$355,468	$266,607	$622,075
2031	78	41	$530,564	$266,178	$796,742
2032	76	39	$67,765	$0	$67,765
2033	75	36	$18,474	$935,228	$953,702
2034	76	34	$153,478	$2,335,391	$2,488,869
2035	76	31	$1,176,851	$1,721,215	$2,898,066
2036	75	29	$150,459	$1,133,476	$1,283,935
2037	80	27	$2,143,028	$4,889,379	$7,032,407
2038	78	25	$121,230	$25,690	$146,920
2039	78	23	$650,968	$337,187	$988,155
2040	76	22	$252,339	$245,840	$498,179

	% PM	PM Total Cost	Rehab Total Cost	Total Cost
	24.47%	$9,944,054	$30,688,993	$40,633,047

Needs - Preventive Maintenance Treatment/Cost Summary

This report summarizes each preventive maintenance treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next twenty years.

COLUMN	DESCRIPTION
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e. 2021, 2021, 2022, etc.).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

Needs - Preventive Maintenance
Treatment/Cost Summary

Inflation Rate = 3.00 %

Printed: 2/1/2021

Treatment	Year	Area Treated		Cost
MICROSURFACING	2021	152,036	sq. yd.	$912,234
	2022	11,568.11	sq. yd.	$71,493
	2023	90,188.78	sq. yd.	$574,117
	2024	7,739.56	sq. yd.	$50,746
	2027	12,636	sq. yd.	$90,529
	2028	137,986.22	sq. yd.	$1,018,250
	2029	211,300.56	sq. yd.	$1,606,061
	2030	45,404.78	sq. yd.	$355,468
	2031	65,795.11	sq. yd.	$530,564
	2032	8,158.89	sq. yd.	$67,765
	2033	2,159.44	sq. yd.	$18,474
	2034	17,418.22	sq. yd.	$153,478
	2035	129,671.22	sq. yd.	$1,176,851
	2036	16,095.22	sq. yd.	$150,459
	2037	222,572.67	sq. yd.	$2,143,028
	2038	12,224	sq. yd.	$121,230
	2039	63,726.78	sq. yd.	$650,968
	2040	23,983.93	sq. yd.	$252,339
	Total	1,230,665.49		$9,944,054
	Total Quantity	1,230,665.49		$9,944,054

Needs - Rehabilitation Treatment/Cost Summary

This report summarizes each rehabilitation treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next twenty years.

COLUMN	DESCRIPTION
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e. 2021, 2021, 2022, etc.).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 2/1/2021

Treatment	Year	Area Treated	Cost
1.5 INCH OVERLAY	2021	37,031.56 sq.yd.	$1,056,405
	2023	8,787.11 sq.yd.	$251,702
	2040	4,834.44 sq.yd.	$245,840
	Total	50,653.11 sq.yd.	$1,553,947
2.5 INCH OVERLAY	2021	114,197.44 sq.yd.	$4,810,692
	2029	13,757.22 sq.yd.	$731,947
	2036	3,975.56 sq.yd.	$260,141
	2037	27,433.22 sq.yd.	$1,848,941
	Total	159,363.44 sq.yd.	$7,651,721
CAPE SEAL	2021	237,441.18 sq.yd.	$2,702,339
	2022	1,284.44 sq.yd.	$16,009
	2023	34,375.56 sq.yd.	$410,411
	2028	100,894.93 sq.yd.	$1,516,350
	2029	142,665.02 sq.yd.	$1,995,443
	2030	18,447 sq.yd.	$266,607
	2031	17,213 sq.yd.	$266,178
	2035	42,830.89 sq.yd.	$819,699
	2037	147,855.8 sq.yd.	$2,618,010
	2038	1,284.44 sq.yd.	$25,690
	2039	17,213 sq.yd.	$337,187
	Total	761,505.27 sq.yd.	$10,973,923
CIR w/ OVERLAY	2021	43,758.22 sq.yd.	$2,101,642
	2026	2,159.44 sq.yd.	$120,163
	2027	4,782.22 sq.yd.	$274,092
	2028	6,367.78 sq.yd.	$375,916
	2033	13,665.6 sq.yd.	$935,228
	2034	31,813.56 sq.yd.	$2,273,302
	2035	12,307.11 sq.yd.	$901,516
	2036	11,678.33 sq.yd.	$873,335
	2037	5,484.22 sq.yd.	$422,428
	Total	132,016.49 sq.yd.	$8,277,622
RECONSTRUCT or FDR	2021	10,774.44 sq.yd.	$1,231,631
	Total	10,774.44 sq.yd.	$1,231,631
RECONSTRUCT STRUCTURE (AC)	2021	6,113.33 sq.yd.	$476,841
	Total	6,113.33 sq.yd.	$476,841
RECONSTRUCT SURFACE (AC)	2021	2,188.22 sq.yd.	$205,694
	2024	2,487.67 sq.yd.	$255,525
	2034	449.78 sq.yd.	$62,089
	Total	5,125.67 sq.yd.	$523,308

Total Cost	$30,688,993

APPENDIX D

Scenario 1: Reduce Deferred Maintenance by 50%

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 2/2/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2021	25%	$1,000,000	II	$194,788	Non-Project	$250,004	$0	$8,499,278	Funded	$0
			III	$0					Unmet	$53,962
			IV	$554,938	Project	$0				
			V	$0						
			Total	$749,726						
			Project	$0						
2022	25%	$1,750,000	II	$10,615	Non-Project	$437,825	$0	$8,076,732	Funded	$0
			III	$222,831					Unmet	$110
			IV	$1,078,057	Project	$0				
			V	$0						
			Total	$1,311,503						
			Project	$0						
2023	24%	$2,800,000	II	$3,105	Non-Project	$667,226	$4,774	$7,735,868	Funded	$0
			III	$251,702					Unmet	$5,122
			IV	$1,872,833	Project	$0				
			V	$0						
			Total	$2,127,640						
			Project	$0						
2024	7%	$2,500,000	II	$11,362	Non-Project	$155,067	$19,933	$7,411,846	Funded	$0
			III	$516,761					Unmet	$3,016
			IV	$1,796,831	Project	$0				
			V	$0						
			Total	$2,324,954						
			Project	$0						
2025	0%	$2,500,000	II	$450,354	Non-Project	$0	$0	$6,796,479	Funded	$0
			III	$201,716					Unmet	$0
			IV	$1,840,902	Project	$0				
			V	$0						
			Total	$2,492,972						
			Project	$0						
2026	0%	$1,600,000	II	$0	Non-Project	$0	$0	$6,743,271	Funded	$0
			III	$0					Unmet	$63,850
			IV	$1,064,644	Project	$0				
			V	$519,561						
			Total	$1,584,205						
			Project	$0						
2027	7%	$1,200,000	II	$0	Non-Project	$88,021	$0	$6,697,659	Funded	$0
			III	$0					Unmet	$0
			IV	$1,025,855	Project	$0				
			V	$84,962						
			Total	$1,110,817						
			Project	$0						
2028	25%	$2,100,000	II	$627,798	Non-Project	$539,934	$0	$6,789,502	Funded	$0
			III	$0					Unmet	$2,622
			IV	$468,281	Project	$0				
			V	$462,842						
			Total	$1,558,921						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2029	25%	$2,250,000	II	$167,752	Non-Project	$585,938	$0	$6,777,905	Funded	$0
			III	$0					Unmet	$4,829
			IV	$1,456,939	Project	$0				
			V	$37,613						
			Total	$1,662,304						
			Project	$0						
2030	25%	$1,850,000	II	$67,538	Non-Project	$479,434	$0	$6,795,067	Funded	$0
			III	$3,208					Unmet	$1,703
			IV	$1,299,764	Project	$0				
			V	$0						
			Total	$1,370,510						
			Project	$0						
2031	25%	$1,900,000	II	$178,035	Non-Project	$503,236	$0	$6,770,390	Funded	$0
			III	$94,081					Unmet	$52,840
			IV	$576,964	Project	$0				
			V	$547,397						
			Total	$1,396,477						
			Project	$0						
2032	25%	$1,600,000	II	$61,275	Non-Project	$401,609	$0	$6,748,567	Funded	$0
			III	$0					Unmet	$1,082
			IV	$775,947	Project	$0				
			V	$360,347						
			Total	$1,197,569						
			Project	$0						
2033	25%	$1,400,000	II	$198,218	Non-Project	$375,504	$0	$6,734,175	Funded	$0
			III	$128,433					Unmet	$3,254
			IV	$423,002	Project	$0				
			V	$273,613						
			Total	$1,023,266						
			Project	$0						
2034	25%	$1,000,000	II	$0	Non-Project	$305,587	$0	$6,744,821	Funded	$0
			III	$0					Unmet	$2,941
			IV	$370,071	Project	$0				
			V	$324,059						
			Total	$694,130						
			Project	$0						
2035	25%	$1,600,000	II	$304,989	Non-Project	$432,847	$0	$6,791,213	Funded	$0
			III	$0					Unmet	$4,896
			IV	$0	Project	$0				
			V	$860,979						
			Total	$1,165,968						
			Project	$0						
2036	25%	$1,000,000	II	$28,754	Non-Project	$306,541	$0	$6,694,561	Funded	$0
			III	$0					Unmet	$37,929
			IV	$34,514	Project	$0				
			V	$628,380						
			Total	$691,648						
			Project	$0						
2037	25%	$3,000,000	II	$254,438	Non-Project	$755,121	$0	$6,796,007	Funded	$0
			III	$0					Unmet	$4,001
			IV	$1,990,042	Project	$0				
			V	$0						
			Total	$2,244,480						
			Project	$0						
2038	25%	$2,100,000	II	$360,795	Non-Project	$524,665	$335	$6,747,917	Funded	$0
			III	$40,361					Unmet	$4,743
			IV	$1,173,506	Project	$0				
			V	$0						
			Total	$1,574,662						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2039	25%	$1,250,000	II	$813,141	Non-Project	$313,638	$0	$6,749,250	Funded	$0
			III	$122,157					Unmet	$4,004
			IV	$0	Project	$0				
			V	$0						
			Total	$935,298						
			Project	$0						
2040	25%	$1,250,000	II	$543,867	Non-Project	$311,821	$679	$6,791,321	Funded	$0
			III	$393,146					Unmet	$956
			IV	$0	Project	$0				
			V	$0						
			Total	$937,013						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$4,063,483	$1,905,784	$0	$10,201
Collector	$6,826,086	$2,544,526	$0	$24,331
Other	$9,492,040	$2,170,220	$0	$165,839
Residential/Local	$7,772,454	$813,488	$0	$51,487
Grand Total:	$28,154,063	$7,434,018	$0	$251,858

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 2/2/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year	Budget	PM
2021	$1,000,000	25%
2022	$1,750,000	25%
2023	$2,800,000	24%
2024	$2,500,000	7%
2025	$2,500,000	0%
2026	$1,600,000	0%
2027	$1,200,000	7%

Year	Budget	PM
2028	$2,100,000	25%
2029	$2,250,000	25%
2030	$1,850,000	25%
2031	$1,900,000	25%
2032	$1,600,000	25%
2033	$1,400,000	25%
2034	$1,000,000	25%

Year	Budget	PM
2035	$1,600,000	25%
2036	$1,000,000	25%
2037	$3,000,000	25%
2038	$2,100,000	25%
2039	$1,250,000	25%
2040	$1,250,000	25%

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	66	72	10.84	21.00
2022	64	72	6.44	11.04
2023	61	74	9.23	14.28
2024	59	75	3.85	6.21
2025	56	75	5.32	9.03
2026	54	75	2.21	3.87
2027	51	74	1.52	3.01
2028	49	74	6.27	12.30
2029	46	75	6.60	12.57
2030	44	75	5.33	9.10
2031	41	76	6.69	10.52
2032	39	76	3.07	5.25
2033	36	75	4.01	7.08
2034	34	75	1.91	3.57
2035	31	75	3.28	6.54
2036	29	74	2.18	4.04
2037	27	75	6.87	13.14
2038	25	75	4.90	8.67
2039	23	74	5.44	8.36
2040	22	74	4.19	6.17

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.4%	7.8%	8.6%	18.3%	42.1%
II / III	9.7%	6.7%	8.5%	10.4%	35.3%
IV	0.4%	5.4%	5.0%	9.4%	20.2%
V	0.6%	0.4%	0.4%	1.0%	2.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total

Scenarios Criteria:

I	15.6%	11.4%	9.1%	20.9%	57.0%
II / III	2.3%	6.5%	9.5%	8.4%	26.7%
IV	0.2%	2.4%	3.5%	8.8%	14.9%
V	0.0%	0.0%	0.4%	1.0%	1.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2040 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.0%	20.1%	19.4%	32.2%	87.7%
II / III	1.9%	0.2%	2.8%	2.4%	7.3%
IV	0.0%	0.0%	0.0%	0.8%	0.8%
V	0.2%	0.0%	0.3%	3.7%	4.2%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Scenario 2: Average Annual Budget of $1.7 Million

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 2/3/2021

Scenario: 2021 S2b: Average Annual Budget
$1.7M/yr

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2021	0%	$0	II	$0	Non-Project	$0	$0	$9,498,995	Funded	$0
			III	$0					Unmet	$58,462
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2022	25%	$2,100,000	II	$190,828	Non-Project	$524,971	$29	$8,756,063	Funded	$0
			III	$222,831					Unmet	$110
			IV	$1,161,083	Project	$0				
			V	$0						
			Total	$1,574,742						
			Project	$0						
2023	25%	$2,100,000	II	$9,544	Non-Project	$525,875	$0	$9,130,962	Funded	$0
			III	$251,702					Unmet	$5,043
			IV	$1,312,343	Project	$0				
			V	$0						
			Total	$1,573,589						
			Project	$0						
2024	9%	$2,100,000	II	$1,750	Non-Project	$189,175	$0	$9,229,106	Funded	$0
			III	$515,124					Unmet	$3,016
			IV	$1,393,670	Project	$0				
			V	$0						
			Total	$1,910,544						
			Project	$0						
2025	0%	$2,100,000	II	$27,207	Non-Project	$2,252	$0	$9,448,081	Funded	$0
			III	$0					Unmet	$143
			IV	$2,069,961	Project	$0				
			V	$0						
			Total	$2,097,168						
			Project	$0						
2026	0%	$1,700,000	II	$0	Non-Project	$0	$0	$9,360,986	Funded	$0
			III	$0					Unmet	$79,634
			IV	$1,697,640	Project	$0				
			V	$0						
			Total	$1,697,640						
			Project	$0						
2027	4%	$1,700,000	II	$94,499	Non-Project	$65,482	$2,518	$8,896,505	Funded	$0
			III	$120,325					Unmet	$0
			IV	$1,221,358	Project	$0				
			V	$194,578						
			Total	$1,630,760						
			Project	$0						
2028	25%	$1,700,000	II	$400,890	Non-Project	$434,660	$0	$9,035,867	Funded	$0
			III	$0					Unmet	$4,524
			IV	$535,433	Project	$0				
			V	$329,014						
			Total	$1,265,337						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2029	19%	$1,700,000	II	$330,112	Non-Project	$338,784	$0	$10,775,976	Funded	$0
			III	$0					Unmet	$4,708
			IV	$1,029,607	Project	$0				
			V	$0						
			Total	$1,359,719						
			Project	$0						
2030	19%	$1,700,000	II	$40,053	Non-Project	$322,199	$801	$11,030,549	Funded	$0
			III	$0					Unmet	$4,397
			IV	$1,336,703	Project	$0				
			V	$0						
			Total	$1,376,756						
			Project	$0						
2031	25%	$1,700,000	II	$69,855	Non-Project	$426,244	$0	$11,718,056	Funded	$0
			III	$0					Unmet	$83,846
			IV	$1,203,858	Project	$0				
			V	$0						
			Total	$1,273,713						
			Project	$0						
2032	25%	$1,700,000	II	$19,555	Non-Project	$426,718	$0	$11,123,085	Funded	$0
			III	$3,404					Unmet	$4,472
			IV	$1,249,790	Project	$0				
			V	$0						
			Total	$1,272,749						
			Project	$0						
2033	25%	$1,700,000	II	$519,075	Non-Project	$426,943	$0	$10,171,536	Funded	$0
			III	$7,604					Unmet	$205
			IV	$745,607	Project	$0				
			V	$0						
			Total	$1,272,286						
			Project	$0						
2034	25%	$1,700,000	II	$469,347	Non-Project	$451,463	$0	$9,699,100	Funded	$0
			III	$200,347					Unmet	$3,365
			IV	$370,071	Project	$0				
			V	$208,034						
			Total	$1,247,799						
			Project	$0						
2035	25%	$1,700,000	II	$429,901	Non-Project	$442,226	$0	$9,816,317	Funded	$0
			III	$0					Unmet	$7,379
			IV	$0	Project	$0				
			V	$827,539						
			Total	$1,257,440						
			Project	$0						
2036	25%	$1,700,000	II	$92,226	Non-Project	$456,568	$0	$9,453,815	Funded	$0
			III	$0					Unmet	$68,022
			IV	$36,950	Project	$0				
			V	$1,114,049						
			Total	$1,243,225						
			Project	$0						
2037	25%	$1,700,000	II	$26,835	Non-Project	$473,942	$0	$9,626,954	Funded	$0
			III	$0					Unmet	$1,512
			IV	$34,995	Project	$0				
			V	$1,164,025						
			Total	$1,225,855						
			Project	$0						
2038	25%	$1,700,000	II	$130,720	Non-Project	$479,255	$0	$9,474,031	Funded	$0
			III	$0					Unmet	$149
			IV	$679,662	Project	$0				
			V	$410,267						
			Total	$1,220,649						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2039	25%	$1,700,000	II $136,278	Non-Project	$479,252	$0	$9,480,419	Funded	$0
			III $0					Unmet	$3,409
			IV $1,083,958	Project	$0				
			V $0						
			Total $1,220,236						
			Project $0						
2040	25%	$1,700,000	II $147,587	Non-Project	$446,420	$0	$9,060,597	Funded	$0
			III $4,311					Unmet	$6,186
			IV $467,797	Project	$0				
			V $633,110						
			Total $1,252,805						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$3,059,746	$1,917,595	$0	$18,454
Collector	$5,804,683	$2,448,145	$0	$52,488
Other	$10,373,113	$1,674,731	$0	$193,810
Residential/Local	$7,735,470	$871,958	$0	$73,828
Grand Total:	$26,973,012	$6,912,429	$0	$338,580

Scenarios Criteria:

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 2/3/2021

Scenario: 2021 S2b: Average Annual Budget
$1.7M/yr

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	$0	0%	2028	$1,700,000	25%	2035	$1,700,000	25%
2022	$2,100,000	25%	2029	$1,700,000	19%	2036	$1,700,000	25%
2023	$2,100,000	25%	2030	$1,700,000	19%	2037	$1,700,000	25%
2024	$2,100,000	9%	2031	$1,700,000	25%	2038	$1,700,000	25%
2025	$2,100,000	0%	2032	$1,700,000	25%	2039	$1,700,000	25%
2026	$1,700,000	0%	2033	$1,700,000	25%	2040	$1,700,000	25%
2027	$1,700,000	4%	2034	$1,700,000	25%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	66	71	6.79	13.35
2022	64	71	7.93	14.73
2023	61	72	6.32	10.17
2024	59	72	4.66	6.93
2025	56	73	2.60	4.12
2026	54	73	2.56	4.23
2027	51	72	3.13	5.27
2028	49	72	4.64	9.21
2029	46	72	4.48	8.91
2030	44	72	3.93	7.30
2031	41	72	4.29	7.92
2032	39	72	5.40	8.71
2033	36	72	5.48	9.08
2034	34	72	4.96	8.25
2035	31	73	3.94	7.21
2036	29	73	3.56	6.92
2037	27	73	2.79	5.26
2038	25	73	3.91	7.02
2039	23	73	4.50	8.33
2040	22	72	4.52	6.33

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.4%	7.8%	8.6%	18.3%	42.1%
II / III	9.7%	6.7%	8.5%	10.4%	35.3%
IV	0.4%	5.4%	5.0%	9.4%	20.2%
V	0.6%	0.4%	0.4%	1.0%	2.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total

Scenarios Criteria:

Criteria:

I	14.6%	10.5%	8.7%	19.5%	53.3%
II / III	3.3%	6.5%	9.5%	9.5%	28.8%
IV	0.2%	3.3%	3.9%	9.1%	16.5%
V	0.0%	0.0%	0.4%	1.0%	1.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2040 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.5%	18.9%	18.7%	27.9%	80.0%
II / III	1.3%	0.2%	3.4%	7.1%	12.0%
IV	2.2%	0.0%	0.0%	0.8%	2.9%
V	0.2%	1.2%	0.4%	3.3%	5.0%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Scenario 3: Maintain PCI at 70

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 2/2/2021

Scenario: 2021 S3: Maintain PCI at 70

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2021	0%	$0	II	$0	Non-Project	$0	$0	$9,498,995	Funded	$0
			III	$0					Unmet	$58,462
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2022	25%	$1,500,000	II	$188,819	Non-Project	$374,780	$220	$9,356,659	Funded	$0
			III	$222,831					Unmet	$110
			IV	$712,684	Project	$0				
			V	$0						
			Total	$1,124,334						
			Project	$0						
2023	25%	$1,500,000	II	$0	Non-Project	$375,323	$0	$10,349,302	Funded	$0
			III	$251,702					Unmet	$5,161
			IV	$872,705	Project	$0				
			V	$0						
			Total	$1,124,407						
			Project	$0						
2024	25%	$1,500,000	II	$3,198	Non-Project	$375,794	$0	$11,084,042	Funded	$0
			III	$515,124					Unmet	$3,016
			IV	$605,549	Project	$0				
			V	$0						
			Total	$1,123,871						
			Project	$0						
2025	23%	$1,600,000	II	$0	Non-Project	$371,727	$0	$11,858,964	Funded	$0
			III	$0					Unmet	$143
			IV	$1,227,410	Project	$0				
			V	$0						
			Total	$1,227,410						
			Project	$0						
2026	4%	$1,800,000	II	$0	Non-Project	$62,703	$9,297	$12,299,192	Funded	$0
			III	$0					Unmet	$98,211
			IV	$1,726,675	Project	$0				
			V	$0						
			Total	$1,726,675						
			Project	$0						
2027	5%	$1,900,000	II	$0	Non-Project	$90,529	$4,471	$11,726,737	Funded	$0
			III	$0					Unmet	$128
			IV	$1,801,831	Project	$0				
			V	$0						
			Total	$1,801,831						
			Project	$0						
2028	25%	$1,900,000	II	$400,890	Non-Project	$477,604	$0	$11,753,024	Funded	$0
			III	$0					Unmet	$8,011
			IV	$1,019,487	Project	$0				
			V	$0						
			Total	$1,420,377						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2029	19%	$1,900,000	II	$130,003	Non-Project	$362,903	$0	$13,305,072	Funded	$0
			III	$0					Unmet	$7,127
			IV	$1,406,240	Project	$0				
			V	$0						
			Total	$1,536,243						
			Project	$0						
2030	19%	$1,800,000	II	$67,684	Non-Project	$337,746	$4,254	$13,707,777	Funded	$0
			III	$10,167					Unmet	$2,064
			IV	$1,377,744	Project	$0				
			V	$0						
			Total	$1,455,595						
			Project	$0						
2031	25%	$1,900,000	II	$0	Non-Project	$479,510	$0	$14,383,320	Funded	$0
			III	$0					Unmet	$116,027
			IV	$1,418,597	Project	$0				
			V	$0						
			Total	$1,418,597						
			Project	$0						
2032	25%	$1,600,000	II	$4,051	Non-Project	$404,517	$0	$13,889,866	Funded	$0
			III	$0					Unmet	$393
			IV	$1,191,423	Project	$0				
			V	$0						
			Total	$1,195,474						
			Project	$0						
2033	25%	$1,500,000	II	$27,426	Non-Project	$379,937	$0	$13,871,268	Funded	$0
			III	$0					Unmet	$1,726
			IV	$1,091,701	Project	$0				
			V	$0						
			Total	$1,119,127						
			Project	$0						
2034	25%	$1,500,000	II	$0	Non-Project	$387,203	$0	$14,563,006	Funded	$0
			III	$0					Unmet	$6,976
			IV	$1,112,443	Project	$0				
			V	$0						
			Total	$1,112,443						
			Project	$0						
2035	25%	$1,600,000	II	$271,799	Non-Project	$412,570	$0	$14,891,507	Funded	$0
			III	$0					Unmet	$4,645
			IV	$878,301	Project	$0				
			V	$35,595						
			Total	$1,185,695						
			Project	$0						
2036	25%	$1,600,000	II	$240,469	Non-Project	$427,831	$0	$14,787,242	Funded	$0
			III	$0					Unmet	$116,846
			IV	$0	Project	$0				
			V	$931,038						
			Total	$1,171,507						
			Project	$0						
2037	25%	$1,600,000	II	$29,616	Non-Project	$408,022	$0	$15,005,369	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$1,162,196						
			Total	$1,191,812						
			Project	$0						
2038	25%	$1,600,000	II	$206,109	Non-Project	$400,124	$0	$14,701,804	Funded	$0
			III	$12,879					Unmet	$72
			IV	$0	Project	$0				
			V	$980,379						
			Total	$1,199,367						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2039	25%	$1,600,000	II	$915,363	Non-Project	$440,190	$0	$14,592,895	Funded	$0
			III	$113,078					Unmet	$3,901
			IV	$0	Project	$0				
			V	$131,360						
			Total	$1,159,801						
			Project	$0						
2040	25%	$1,600,000	II	$157,742	Non-Project	$403,578	$0	$15,456,935	Funded	$0
			III	$0					Unmet	$11,558
			IV	$1,038,605	Project	$0				
			V	$0						
			Total	$1,196,347						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$3,059,746	$1,912,478	$0	$18,454
Collector	$5,090,558	$2,290,747	$0	$81,023
Other	$8,010,634	$1,917,046	$0	$236,762
Residential/Local	$8,329,975	$852,320	$0	$108,334
Grand Total:	$24,490,913	$6,972,591	$0	$444,574

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 2/2/2021

Scenario: 2021 S3: Maintain PCI at 70

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	$0	0%	2028	$1,900,000	25%	2035	$1,600,000	25%
2022	$1,500,000	25%	2029	$1,900,000	19%	2036	$1,600,000	25%
2023	$1,500,000	25%	2030	$1,800,000	19%	2037	$1,600,000	25%
2024	$1,500,000	25%	2031	$1,900,000	25%	2038	$1,600,000	25%
2025	$1,600,000	23%	2032	$1,600,000	25%	2039	$1,600,000	25%
2026	$1,800,000	4%	2033	$1,500,000	25%	2040	$1,600,000	25%
2027	$1,900,000	5%	2034	$1,500,000	25%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	66	71	6.79	13.35
2022	64	70	5.53	10.14
2023	61	70	5.39	9.48
2024	59	70	4.14	6.64
2025	56	70	5.26	7.56
2026	54	70	2.52	3.87
2027	51	70	2.51	4.50
2028	49	70	5.66	10.85
2029	46	70	4.12	8.25
2030	44	70	4.72	8.60
2031	41	70	4.58	7.93
2032	39	70	4.14	6.55
2033	36	70	4.56	6.25
2034	34	70	3.04	5.87
2035	31	70	3.61	7.05
2036	29	70	3.18	6.18
2037	27	70	3.14	5.95
2038	25	70	3.59	6.41
2039	23	70	5.96	10.12
2040	22	70	3.85	6.59

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.4%	7.8%	8.6%	18.3%	42.1%
II / III	9.7%	6.7%	8.5%	10.4%	35.3%
IV	0.4%	5.4%	5.0%	9.4%	20.2%
V	0.6%	0.4%	0.4%	1.0%	2.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total

Scenarios Criteria:

Criteria:

I	14.6%	10.5%	8.7%	19.5%	53.3%
II / III	3.3%	6.5%	9.5%	9.5%	28.8%
IV	0.2%	3.3%	3.9%	9.1%	16.5%
V	0.0%	0.0%	0.4%	1.0%	1.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2040 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.5%	17.6%	19.3%	28.3%	79.7%
II / III	1.3%	0.4%	2.2%	3.0%	6.9%
IV	2.2%	0.0%	0.6%	0.8%	3.5%
V	0.2%	2.3%	0.4%	7.0%	9.9%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Scenario 4: Maintain PCI at 66

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 2/2/2021

Scenario: 2021 S4: Maintain at 66

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2021	0%	$0	II	$0	Non-Project	$0	$0	$9,498,995	Funded	$0
			III	$0					Unmet	$58,462
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2022	25%	$500,000	II	$116,972	Non-Project	$126,272	$0	$10,355,907	Funded	$0
			III	$222,831					Unmet	$172
			IV	$33,777	Project	$0				
			V	$0						
			Total	$373,580						
			Project	$0						
2023	25%	$500,000	II	$11,561	Non-Project	$125,166	$0	$12,378,269	Funded	$0
			III	$253,292					Unmet	$5,043
			IV	$109,966	Project	$0				
			V	$0						
			Total	$374,819						
			Project	$0						
2024	25%	$1,000,000	II	$77,341	Non-Project	$252,401	$0	$13,848,222	Funded	$0
			III	$515,124					Unmet	$6,266
			IV	$154,492	Project	$0				
			V	$0						
			Total	$746,957						
			Project	$0						
2025	23%	$1,600,000	II	$0	Non-Project	$370,206	$0	$14,710,045	Funded	$0
			III	$0					Unmet	$276
			IV	$1,229,579	Project	$0				
			V	$0						
			Total	$1,229,579						
			Project	$0						
2026	4%	$1,800,000	II	$11,134	Non-Project	$73,576	$0	$15,670,996	Funded	$0
			III	$0					Unmet	$113,638
			IV	$1,714,966	Project	$0				
			V	$0						
			Total	$1,726,100						
			Project	$0						
2027	5%	$1,900,000	II	$6,088	Non-Project	$99,858	$0	$15,633,941	Funded	$0
			III	$0					Unmet	$199
			IV	$1,793,921	Project	$0				
			V	$0						
			Total	$1,800,009						
			Project	$0						
2028	25%	$1,900,000	II	$400,890	Non-Project	$481,210	$0	$16,038,010	Funded	$0
			III	$6,559					Unmet	$7,918
			IV	$1,010,427	Project	$0				
			V	$0						
			Total	$1,417,876						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2029	19%	$1,900,000	II	$40,343	Non-Project	$379,397	$0	$17,433,789	Funded	$0
			III	$0					Unmet	$9,521
			IV	$1,478,841	Project	$0				
			V	$0						
			Total	$1,519,184						
			Project	$0						
2030	19%	$1,800,000	II	$17,312	Non-Project	$346,338	$0	$18,775,612	Funded	$0
			III	$0					Unmet	$645
			IV	$1,435,032	Project	$0				
			V	$0						
			Total	$1,452,344						
			Project	$0						
2031	25%	$1,800,000	II	$103,277	Non-Project	$449,334	$666	$19,219,586	Funded	$0
			III	$0					Unmet	$155,093
			IV	$1,243,666	Project	$0				
			V	$0						
			Total	$1,346,943						
			Project	$0						
2032	22%	$1,600,000	II	$13,332	Non-Project	$334,036	$17,964	$18,855,493	Funded	$0
			III	$3,404					Unmet	$3,362
			IV	$1,231,136	Project	$0				
			V	$0						
			Total	$1,247,872						
			Project	$0						
2033	25%	$1,500,000	II	$20,141	Non-Project	$376,842	$0	$19,008,972	Funded	$0
			III	$0					Unmet	$6,294
			IV	$1,102,881	Project	$0				
			V	$0						
			Total	$1,123,022						
			Project	$0						
2034	25%	$1,500,000	II	$0	Non-Project	$375,764	$0	$19,681,004	Funded	$0
			III	$0					Unmet	$10,636
			IV	$1,121,936	Project	$0				
			V	$0						
			Total	$1,121,936						
			Project	$0						
2035	25%	$1,600,000	II	$210,324	Non-Project	$400,047	$0	$20,351,473	Funded	$0
			III	$0					Unmet	$4,276
			IV	$988,234	Project	$0				
			V	$0						
			Total	$1,198,558						
			Project	$0						
2036	25%	$1,600,000	II	$386,999	Non-Project	$408,090	$0	$20,050,922	Funded	$0
			III	$0					Unmet	$166,026
			IV	$804,179	Project	$0				
			V	$0						
			Total	$1,191,178						
			Project	$0						
2037	25%	$1,600,000	II	$0	Non-Project	$425,104	$0	$20,760,544	Funded	$0
			III	$0					Unmet	$3,019
			IV	$488,446	Project	$0				
			V	$685,786						
			Total	$1,174,232						
			Project	$0						
2038	25%	$1,600,000	II	$49,789	Non-Project	$403,510	$0	$20,651,723	Funded	$0
			III	$0					Unmet	$1,203
			IV	$0	Project	$0				
			V	$1,146,639						
			Total	$1,196,428						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2039	25%	$1,600,000	II $55,486	Non-Project	$407,389	$0	$20,214,697	Funded	$0
			III $0					Unmet	$4,103
			IV $0	Project	$0				
			V $1,135,735						
			Total $1,191,221						
			Project $0						
2040	25%	$1,600,000	II $222,436	Non-Project	$413,381	$0	$20,284,757	Funded	$0
			III $4,311					Unmet	$7,099
			IV $467,797	Project	$0				
			V $491,522						
			Total $1,186,066						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$3,142,547	$1,888,792	$0	$18,521
Collector	$4,554,449	$2,137,944	$0	$113,784
Other	$5,650,227	$1,570,013	$0	$291,190
Residential/Local	$9,270,681	$651,172	$0	$139,756
Grand Total:	$22,617,904	$6,247,921	$0	$563,251

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 2/2/2021

Scenario: 2021 S4: Maintain at 66

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	$0	0%	2028	$1,900,000	25%	2035	$1,600,000	25%
2022	$500,000	25%	2029	$1,900,000	19%	2036	$1,600,000	25%
2023	$500,000	25%	2030	$1,800,000	19%	2037	$1,600,000	25%
2024	$1,000,000	25%	2031	$1,800,000	25%	2038	$1,600,000	25%
2025	$1,600,000	23%	2032	$1,600,000	22%	2039	$1,600,000	25%
2026	$1,800,000	4%	2033	$1,500,000	25%	2040	$1,600,000	25%
2027	$1,900,000	5%	2034	$1,500,000	25%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	66	71	6.79	13.35
2022	64	69	2.15	4.19
2023	61	67	1.88	3.56
2024	59	66	3.41	5.84
2025	56	66	4.34	7.27
2026	54	66	2.88	4.32
2027	51	66	2.81	4.66
2028	49	66	4.99	9.45
2029	46	66	5.38	9.26
2030	44	66	3.82	7.09
2031	41	66	4.70	8.40
2032	39	66	3.66	6.64
2033	36	66	3.21	5.24
2034	34	66	3.47	5.30
2035	31	66	3.45	6.88
2036	29	66	4.80	9.13
2037	27	66	3.20	6.31
2038	25	66	2.94	5.69
2039	23	66	3.17	5.60
2040	22	66	4.11	6.72

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.4%	7.8%	8.6%	18.3%	42.1%
II / III	9.7%	6.7%	8.5%	10.4%	35.3%
IV	0.4%	5.4%	5.0%	9.4%	20.2%
V	0.6%	0.4%	0.4%	1.0%	2.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total

Scenarios Criteria:

I	14.6%	10.5%	8.7%	19.5%	53.3%
II / III	3.3%	6.5%	9.5%	9.5%	28.8%
IV	0.2%	3.3%	3.9%	9.1%	16.5%
V	0.0%	0.0%	0.4%	1.0%	1.4%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

Condition in year 2040 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.5%	16.4%	19.8%	22.4%	73.1%
II / III	1.3%	0.2%	2.3%	6.1%	9.9%
IV	2.1%	0.0%	0.0%	0.8%	2.9%
V	0.2%	3.7%	0.4%	9.8%	14.1%
Total	18.1%	20.3%	22.5%	39.1%	100.0%

APPENDIX E

PCI Maps

Current Network Condition – 2021

Presidio of San Francisco

Current PCI Condition

Printed: 2/2/2021

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Scenario 1: Reduce Deferred Maintenance by 50%

Projected Street Network Condition – 2040

Presidio of San Francisco

Scenario PCI Condition

2021 S1: Reduce DM by 50% Then Maintain - 2040 Project Period - Total Rehab for 2040: $937,013 - Printed: 2/2/2021

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Scenario 2: Average Annual Budget of $1.7 Million

Projected Street Network Condition – 2040

Presidio of San Francisco

Scenario PCI Condition

2021 S2b: Average Annual Budget $1.7M/yr - 2021 Project Period - Total Rehab for 2021: $0 - Printed: 2/3/2021

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Scenario 3: Maintain PCI at 70

Projected Street Network Condition – 2040

Presidio of San Francisco

Scenario PCI Condition

2021 S3: Maintain PCI at 70 - 2040 Project Period - Total Rehab for 2040: $1,196,347 - Printed: 2/2/2021

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Scenario 4: Maintain PCI at 66

Projected Street Network Condition – 2040

Presidio of San Francisco

Scenario PCI Condition

2021 S4: Maintain at 66 - 2040 Project Period - Total Rehab for 2040: $1,186,066 - Printed: 2/2/2021

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

APPENDIX F

Sections Selected for Treatment

Scenario 1: Reduce Deferred Maintenance by 50%

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year	Budget	PM
2021	$1,000,000	25%
2022	$1,750,000	25%
2023	$2,800,000	24%
2024	$2,500,000	7%
2025	$2,500,000	0%
2026	$1,600,000	0%
2027	$1,200,000	7%

Year	Budget	PM
2028	$2,100,000	25%
2029	$2,250,000	25%
2030	$1,850,000	25%
2031	$1,900,000	25%
2032	$1,600,000	25%
2033	$1,400,000	25%
2034	$1,000,000	25%

Year	Budget	PM
2035	$1,600,000	25%
2036	$1,000,000	25%
2037	$3,000,000	25%
2038	$2,100,000	25%
2039	$1,250,000	25%
2040	$1,250,000	25%

Year: 2021

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Treatment Cost	Treatment Rating	Treatment
BUILDING 87 PARKING	RTE 445 GRAHAM ST	BLDG 85-87	900jP	P1	210	40	8,400	O	AC	MP - Main Post	74	75	83	$5,600	22,601	MICROSURFACING
**BUILDING 63 PARKING	RTE 448 FUNSTON AVE	BLDG 63	900lP	P1	1,630	40	65,225	O	AC	MP - Main Post	65	65	75	$0	0	MICROSURFACING
**BUILDING 93 PARKING	RTE 443 MONTGOMERY	BLDG 93	900rP	P1	537	40	21,494	O	AC	MP - Main Post	56	57	68	$0	0	MICROSURFACING
**BUILDING 569/572 PARKING	RTE 685 RUGER ST	BLDG 569/572	902pbP	P1	310	40	12,422	O	AC	EH - East Housing	55	55	67	$0	0	MICROSURFACING
**RAMSEL CT	ARMISTEAD RD	END	903bP	10	392	22	19,271	R	AC	FC - Fort Scott	54	54	66	$0	0	MICROSURFACING
BUILDING 1575/1577 PARKING	PERSHING DR	BLDG 1575-1577	906caP	P1	331	15	4,969	O	AC	PS - Presidio Hill	79	79	87	$3,313	19,343	MICROSURFACING
**DUDLEY RD	PIPER LOOP	END	906jP	10	377	13	7,166	R	AC/AC	PS - Presidio Hill	61	61	72	$0	0	MICROSURFACING
BUILDING 1509 PARKING	PERSHING DR	BLDG 1509	906xpP	P1	140	16	2,249	O	AC	PS - Presidio Hill	88	88	94	$1,500	22,425	MICROSURFACING
BUILDING 937 PARKING	MASON ST	BLDG 937	909dP	P1	80	50	4,000	O	AC	CF - Crissy Field	84	84	91	$2,667	27,688	MICROSURFACING
INSPIRATION POINT	RTE 013 ARGUELLO BLVD	INSPIRATION POINT	910bP	P1	532	40	21,290	O	AC	PF - Presidio Forest	73	73	82	$14,194	17,768	MICROSURFACING
**LINCOLN BLVD	PERSHING DR SOUTH	KOBBE AV	FHA010	20	2,640	37	97,680	A	AC	PS - Presidio Hill	57	57	69	$0	0	MICROSURFACING
**LINCOLN BLVD	LONG AVE	LENDRUM CT	FHA010	43	470	38	17,860	A	AC	FC - Fort Scott	54	54	66	$0	0	MICROSURFACING
**LINCOLN BLVD	LENDRUM CT	101 OVERPASS	FHA010	46	710	32	22,720	A	AC	FC - Fort Scott	77	77	85	$0	0	MICROSURFACING
LINCOLN BLVD	101 OVERPASS	STOREY AVE	FHA010	47	718	32	22,976	A	AC	FC - Fort Scott	84	84	91	$15,318	41,841	MICROSURFACING
**LINCOLN BLVD	STOREY	PATTEN	FHA010	50	1,760	28	49,280	A	AC	CS - Cavalry Stables	55	55	67	$0	0	MICROSURFACING
ARGUELLO BLVD	SOUTH PARK ENTRANCE	WASHINGTON BLVD	FHA013	10	1,160	46	53,360	A	AC/AC	PF - Presidio Forest	89	89	95	$35,574	38,701	MICROSURFACING
**ARGUELLO BLVD	WASHINGTON BLVD	MORAGA AVE	FHA013	30	2,048	28	68,544	A	AC	PS - Presidio Hill	76	76	85	$0	0	MICROSURFACING
**PRESIDIO BLVD	SOUTH ENTRANCE	LOMBARD ST	FHA015	10	2,733	32	157,120	A	AC	EH - East Housing	68	68	78	$0	0	MICROSURFACING

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2021

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MACARTHUR AVE	PRESIDIO BLVD	EL POLIN LOOP	FHA016	10	2,323	27	66,986	C	AC	EH - East Housing	76	76	84	$44,658	19,357	MICROSURFACING
**CENTRAL MAGAZINE RD	WASHINGTON BLVD	END	FHA425	10	634	24	15,216	R	AC	PF - Presidio Forest	57	57	69	$0	0	MICROSURFACING
WEDEMEYER STREET	S. 14TH AVE ENTRANCE	BATTERY CAULFIELD RD	FHA426	10	1,795	20	35,900	C	AC	PH - Public Health Hospital	84	84	91	$23,934	28,846	MICROSURFACING
TAYLOR RD	LINCOLN BLVD	BLISS RD	FHA442	10	1,162	18	20,916	R	AC	MP - Main Post	80	80	88	$13,944	23,214	MICROSURFACING
MONTGOMERY ST	MORAGA AVE	LINCOLN BLVD	FHA443	10	1,478	26	38,428	C	AC/AC	MP - Main Post	82	82	90	$25,619	26,604	MICROSURFACING
**BARNARD AVE	PRESIDIO BLVD	HICKS PARKING	FHA450	10	1,426	20	28,520	R	AC	MP - Main Post	46	46	61	$0	0	MICROSURFACING
GORGAS AVE	KENDALL DR	GIRARD RD	FHA455	20	302	50	15,100	C	AC	LC - Letterman Complex	85	85	92	$10,067	18,693	MICROSURFACING
GEN KENNEDY AVE	EDIE ROAD	BIRMINGHAM PARKING	FHA458	30	200	34	6,800	R	AC/AC	LC - Letterman Complex	79	79	87	$4,534	25,300	MICROSURFACING
**MASON ST	HALLECK ST	MCDOWELL AVE	FHA602	20	3,850	38	146,300	A	AC	CF - Crissy Field	65	65	75	$0	0	MICROSURFACING
MASON ST	MCDOWELL AVE	END PARKING LOT	FHA602	30	1,225	40	49,000	A	AC	CF - Crissy Field	75	75	84	$32,667	25,972	MICROSURFACING
OWEN ST	GRAHAM ST	ANZA ST	FHA6145	10	142	26	3,692	R	AC	MP - Main Post	74	74	83	$2,462	17,722	MICROSURFACING
**PIPER LOOP	DEEMS RD	DUDLEY RD	FHA615	20	550	16	17,744	R	AC/AC	PS - Presidio Hill	86	86	93	$0	0	MICROSURFACING
PIPER LOOP	DUDLEY RD	END	FHA615	30	559	20	11,180	R	AC/AC	PS - Presidio Hill	84	84	91	$7,454	28,249	MICROSURFACING
ROD RD	STOREY AVE NORTH	STOREY AVE SOUTH	FHA617	10	422	16	9,268	R	AC	FC - Fort Scott	84	84	91	$6,179	21,283	MICROSURFACING
**ARMISTEAD RD	LINCOLN BLVD	LENDRUM CT	FHA649	10	1,162	24	36,892	R	AC	FC - Fort Scott	31	31	54	$0	0	MICROSURFACING
**LENDRUM CT	LINCOLN BLVD	END	FHA650	10	792	19	17,804	R	AC	FC - Fort Scott	30	30	53	$0	0	MICROSURFACING
ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	FHA708	10	80	6	480	O	AC	PH - Public Health Hospital	84	84	91	$320	13,144	MICROSURFACING
												Treatment Total		$250,004		
BUILDING 558 PARKING	RTE 015 PRESIDIO BLVD	BLDG 558	901dP	P1	250	40	10,000	O	AC	LC - Letterman Complex	69	69	78	$11,667	11,037	CAPE SEAL
BUILDING 777 PARKING	RTE 674 MORTON ST	BLDG 777	902iaP	P1	132	40	5,291	O	AC	EH - East Housing	68	68	78	$6,173	10,025	CAPE SEAL
LOT D PARKING	LINCOLN	RALSTON AND BLDG 1369	903wP	P1	400	135	54,000	O	AC	FC - Fort Scott	61	62	72	$63,000	11,055	CAPE SEAL
PRESIDIO BLVD	LETTERMAN DR	MESA ST	FHA015	25	1,436	33	47,388	A	AC	MP - Main Post	63	63	73	$68,450	11,299	CAPE SEAL
LOMBARD ST	PRESIDIO BLVD	LETTERMAN	FHA438	10	689	32	22,048	A	AC/AC	EH - East Housing	67	67	77	$31,848	15,985	CAPE SEAL
PRESIDIO PROMENADE	LOMBARD ST	LETTERMAN DR	FHA700	10	1,300	9	11,700	O	AC	EH - East Housing	62	63	73	$13,650	10,256	CAPE SEAL
												Treatment Total		$194,788		
SAL ST	GRAHAM ST	KEYES AVE	900sP	10	124	29	3,596	R	AC	MP - Main Post	42	42	100	$16,782	10,774	2.5 INCH OVERLAY

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2021

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 951 PARKING	RTE 652 HOFFMAN ST	BLDG 951	903aP	P1	286	40	11,453	O	AC	FC - Fort Scott	42	42	100	$53,448	10,770	2.5 INCH OVERLAY
BUILDING 1416 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1416	906fbP	P1	86	40	3,431	O	AC	PS - Presidio Hill	49	49	100	$16,012	10,244	2.5 INCH OVERLAY
COWLES ST	LINCOLN BLVD	MCDOWELL AVE	FHA655	10	640	20	12,800	R	AC	CS - Cavalry Stables	42	42	100	$59,734	10,771	2.5 INCH OVERLAY
MCRAE ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	FHA672	10	686	12	14,049	R	AC	EH - East Housing	43	43	100	$65,562	10,714	2.5 INCH OVERLAY
BROADWAY GATE CONNECTION	BROADWAY AND LYON ST	PRESIDIO BLVD	FHA706	10	475	12	5,700	O	AC	EH - East Housing	41	41	100	$26,600	10,844	2.5 INCH OVERLAY
											Treatment Total			$238,138		
**LINCOLN BLVD	MONTGOMERY ST	PRESIDIO BLVD	FHA010	80	1,900	40	76,000	A	AC	MP - Main Post	94	94	100	$0	0	MILL & OVERLAY
**PRESIDIO BLVD	LOMBARD ST	LETTERMAN DR	FHA015	15	660	33	21,780	A	AC/AC	EH - East Housing	63	63	100	$0	0	MILL & OVERLAY
**HALLECK ST	LINCOLN BLVD	FRENCH CT	FHA452	10	415	38	15,770	C	AC	MP - Main Post	58	58	100	$0	0	MILL & OVERLAY
**GORGAS AVE	EAST ENTRANCE	KENDALL DR	FHA455	10	1,262	50	63,100	C	AC	LC - Letterman Complex	33	33	100	$0	0	MILL & OVERLAY
**CRISSY FIELD AVE	MCDOWELL AVE	LINCOLN BLVD WEST	FHA654	40	986	20	19,720	O	AC/PCC	CF - Crissy Field	39	39	100	$0	0	MILL & OVERLAY
											Treatment Total			$0		
**LINCOLN BLVD	WEST ENTRANCE	PERSHING DR SOUTH	FHA010	10	2,165	42	90,930	A	AC	LO - Lobos Creek	59	59	100	$0	0	CIR w/ OVERLAY
**LINCOLN BLVD	MERCHANT/STOREY	GG BRIDGE PLAZA ENTRANCE	FHA010	35	1,145	38	43,510	A	AC	FC - Fort Scott	22	22	100	$0	0	CIR w/ OVERLAY
**LINCOLN BLVD	GG BRIDGE PLAZA ENTRANCE	LONG AVE	FHA010	42	1,080	38	41,040	A	AC	FC - Fort Scott	54	54	100	$0	0	CIR w/ OVERLAY
WASHINGTON BLVD	BLDG. 401	DEEMS	FHA012	70	1,820	30	54,600	C	AC	PS - Presidio Hill	43	43	100	$291,200	10,981	CIR w/ OVERLAY
**SHERIDAN AVE	RILEY AVE	GRAHAM ST	FHA437	20	963	31	29,853	C	AC	MP - Main Post	16	16	100	$0	0	CIR w/ OVERLAY
**LOMBARD ST	LETTERMAN DR	LYON ST	FHA438	20	578	32	18,496	A	AC/AC	EH - East Housing	39	39	100	$0	0	CIR w/ OVERLAY
**GRAHAM ST	LINCOLN BLVD	MORAGA AVE	FHA445	10	1,637	32	52,384	C	AC	MP - Main Post	39	39	100	$0	0	CIR w/ OVERLAY
RUCKMAN AVE	RALSTON AVE	UPTON	FHA642	10	200	24	4,800	C	AC	FC - Fort Scott	41	41	100	$25,600	11,056	CIR w/ OVERLAY
**MCDOWELL AVE	Lincoln Blvd	Cowles St	FHA657	10	748	32	23,936	C	AC	CS - Cavalry Stables	27	27	100	$0	0	CIR w/ OVERLAY
											Treatment Total			$316,800		
**FRENCH CT	GRAHAM ST	HALLECK ST	FHA453	10	305	24	7,320	C	AC	MP - Main Post	42	43	100	$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			$0		

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year 2021 Area Total 1,940,947 Year 2021 Total $999,730

Year: 2022

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
TAYLOR ROAD PARKING	RTE 442, TAYLOR RD	BLDG 116	900hP	P1	992	40	39,685	O	AC	MP - Main Post	78	77	85	$27,251	16,849	MICROSURFACING
BUILDING 38 PARKING	MESA ST	BUILDING 38	900kbP	P1	205	25	5,125	O	AC	MP - Main Post	84	83	90	$3,520	13,999	MICROSURFACING
FITNESS PARKING	RTE 015 PRESIDIO BLVD	END	900mP	P1	315	60	18,900	O	AC	MP - Main Post	86	85	92	$12,978	19,459	MICROSURFACING
BUILDING 50 PARKING	RTE 013 ARGUELLO BLVD	BLDG 50	900tP	P1	52	50	2,600	O	AC	MP - Main Post	84	83	90	$1,786	18,987	MICROSURFACING
BUILDING 67 PARKING	RTE 454 MARTINEZ AVE	BLDG 67	900wP	P1	215	40	8,600	O	AC	MP - Main Post	81	80	87	$5,906	15,850	MICROSURFACING
LOMBARD ST PULL-OUT PARKING	RTE 438 LOMBARD ST	EAST ENTRANCE	901bP	P1	69	40	2,756	O	AC	LC - Letterman Complex	84	83	90	$1,893	14,128	MICROSURFACING
BUILDING 1028 SERVICE	RTE 458 GIRARD RD	BLDG 1028	901hP	P1	516	16	8,255	O	AC	LC - Letterman Complex	77	76	84	$5,669	17,023	MICROSURFACING
BUILDING 808/809 PARKING	RTE 451 FERNANDEZ ST	BLDG 808	902jP	P1	93	40	3,708	O	AC	EH - East Housing	75	74	82	$2,547	17,219	MICROSURFACING
BUILDING 1449/1450 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1449	906ecP	P1	44	30	1,330	O	AC	PS - Presidio Hill	84	83	90	$914	14,122	MICROSURFACING
BUILDING 300 PARKING	ARGUELLO	END	906kP	P1	1,916	24	45,984	O	AC	PS - Presidio Hill	77	76	84	$31,576	17,011	MICROSURFACING
BUILDING 1515 PARKING	PERSHING DR	BLDG 1515	906xjP	P1	106	16	1,702	O	AC	PS - Presidio Hill	75	74	82	$1,169	17,473	MICROSURFACING
BUILDING 1511 PARKING	PERSHING DR	BLDG 1511	906xmP	P1	273	16	4,370	O	AC	PS - Presidio Hill	74	73	81	$3,001	17,279	MICROSURFACING
BUILDING 1183-85 PARKING	EAST OF MARSHALL	BLDG 1184 AND 1185	909mP	P1	2,014	40	80,550	O	AC	CF - Crissy Field	77	76	84	$55,311	17,023	MICROSURFACING
LINCOLN BLVD	KOBBE AVE	MERCHANT/STOREY	FHA010	30	2,335	32	74,720	A	AC/AC	FC - Fort Scott	88	86	93	$51,308	22,062	MICROSURFACING
LINCOLN BLVD	PATTEN	SHERIDAN AV	FHA010	60	1,060	26	27,560	A	AC	CS - Cavalry Stables	88	86	92	$18,925	22,215	MICROSURFACING
PORTOLA ST	MACARTHUR AVE	END	FHA017	10	1,795	26	48,465	R	AC	EH - East Housing	73	72	81	$33,280	17,254	MICROSURFACING
KEYES AVE	PENA ST	CANBY ST	FHA446	30	782	26	34,320	R	AC	MP - Main Post	80	79	87	$23,567	16,290	MICROSURFACING
MARTINEZ ST	FUNSTON AVE	PRESIDIO BLVD	FHA454	10	686	12	8,232	R	AC	MP - Main Post	75	74	82	$5,653	17,219	MICROSURFACING
GIRARD RD	EDIE RD	GORGAS AVE	FHA456	20	454	28	12,712	A	AC	LC - Letterman Complex	85	84	91	$8,729	32,721	MICROSURFACING
GEN KENNEDY AVE	TORNEY AVE	EDIE ROAD	FHA458	20	592	34	20,128	R	AC	LC - Letterman Complex	76	75	83	$13,822	17,171	MICROSURFACING
RILEY AVE	SHERIDAN AVE	LINCOLN BLVD	FHA616	10	422	18	7,596	R	AC	MP - Main Post	83	82	89	$5,216	14,779	MICROSURFACING
HARRISON BLVD	WASHINGTON BLVD	KOBBE AVE	FHA636	10	581	24	13,944	R	AC/AC	FC - Fort Scott	84	83	90	$9,575	17,171	MICROSURFACING
HITCHCOCK ST	PARK BLVD	HARRISON BLVD	FHA638	10	2,640	18	49,028	R	AC	FC - Fort Scott	76	75	83	$33,666	17,170	MICROSURFACING
THOMAS AVE	INFANTRY TERRACE	ARGUELLO BLVD	FHA669	10	1,373	14	19,222	R	AC	MP - Main Post	74	73	81	$13,200	17,278	MICROSURFACING

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2022

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LIGGETT AVE	PRESIDIO BLVD	END OF LOOP	FHA675	10	1,637	20	32,740	R	AC	EH - East Housing	78	77	85	$22,482	16,856	MICROSURFACING
CLARK ST	LIGGETT AVE LOOP	LIGGETT AVE	FHA677	10	845	15	12,675	R	AC	EH - East Housing	80	79	87	$8,704	16,276	MICROSURFACING
RUGER ST	SIMONDS LOOP	LOMBARD ST	FHA685	10	1,395	29	41,884	R	AC	EH - East Housing	73	72	81	$28,761	17,254	MICROSURFACING
ANZA TRAIL	14TH AVE	WEDEMEYER ST	FHA703	10	1,200	8	9,600	O	AC	PH - Public Health Hospital	78	77	85	$6,592	16,852	MICROSURFACING
ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	FHA708	20	200	6	1,200	O	AC	PH - Public Health Hospital	84	83	90	$824	14,119	MICROSURFACING
													Treatment Total	$437,825		
BUILDING 1016 PARKING	LINCOLN BLVD NORTH	TORNEY AVE	901kP	P1	260	16	4,160	O	AC	LC - Letterman Complex	69	68	77	$4,999	9,722	CAPE SEAL
SIBLEY ROAD PARKING	RTE 676 SIBLEY RD	BLDG 790-791	902mP	P1	117	40	4,673	O	AC	EH - East Housing	68	67	76	$5,616	9,626	CAPE SEAL
													Treatment Total	$10,615		
BUILDING 1752 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1752	908bN	P1	615	40	24,625	O	AC	LO - Lobos Creek	43	41	100	$118,365	10,531	2.5 INCH OVERLAY
PARK TR	14TH AVE ENT	W. PACIFIC AVE	FHA011	10	1,320	22	30,360	O	AC	PS - Presidio Hill	42	40	100	$145,931	10,573	2.5 INCH OVERLAY
													Treatment Total	$264,296		
LINCOLN BLVD	LONG AVE	LENDRUM CT	FHA010	43	470	38	17,860	A	AC	FC - Fort Scott	54	64	100	$59,276	19,572	1.5 INCH OVERLAY
LINCOLN BLVD	STOREY	PATTEN	FHA010	50	1,760	28	49,280	A	AC	CS - Cavalry Stables	55	65	100	$163,555	19,306	1.5 INCH OVERLAY
													Treatment Total	$222,831		
UPTON AVE	RALSTON AVE	STOREY AVE	FHA620	20	1,478	45	66,510	C	AC	FC - Fort Scott	45	41	100	$365,362	10,744	CIR w/ OVERLAY
RALSTON AVE	STOREY AVE	LINCOLN BLVD	FHA627	10	3,168	25	81,626	C	AC	FC - Fort Scott	46	42	100	$448,399	10,705	CIR w/ OVERLAY
													Treatment Total	$813,761		
							Year 2022 Area Total	916,685					Year 2022 Total	$1,749,328		

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GIRARD RD	LINCOLN BLVD	EDIE RD	45	10	581	45	26,145	A	AC	LC - Letterman Complex	94	88	94	$18,492	19,259	MICROSURFACING
BUILDING 610 WEST PARKING	RTE 602 MASON ST	BLDG 610	900aP	P1	1,074	41	44,034	O	AC	CF - Crissy Field	80	77	85	$31,144	16,263	MICROSURFACING

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 610 EAST PARKING	RTE 602 MASON ST	BLDG 610	900bP	P1	500	210	105,000	O	AC	CF - Crissy Field	81	78	86	$74,263	15,994	MICROSURFACING
BUILDING 130 PARKING	RTE 441 FISHER LOOP	BLDG 130	900pP	P1	586	40	23,442	O	AC	MP - Main Post	86	83	90	$16,580	13,457	MICROSURFACING
HARDIE AVE PARKING	FUNSTON AVE	BLDG 50	900uP	P1	562	40	22,484	O	AC	MP - Main Post	93	89	94	$15,903	7,574	MICROSURFACING
BUILDING 1027 PARKING	RTE 607 EDIE RD	BLDG 1027	901iP	P1	91	40	3,633	O	AC	LC - Letterman Complex	90	87	93	$2,570	10,197	MICROSURFACING
GENERAL KENNEDY PARKING	GENERAL KENNEDY AVE	O'REILLY AVE	901lP	P1	107	100	10,700	O	AC	LC - Letterman Complex	89	86	92	$7,568	11,081	MICROSURFACING
BUILDING 1160 PARKING	RTE 455 GORGAS AVE	BLDG 1160	901pP	P1	127	40	5,098	O	AC	LC - Letterman Complex	94	89	94	$3,606	7,292	MICROSURFACING
BUILDING 1062 PARKING	RTE 459 THORNBURG RD	BIRMINGHAM RD	901sP	P1	262	40	10,469	O	AC	LC - Letterman Complex	94	89	94	$7,405	7,292	MICROSURFACING
BUILDING 1331 PARKING	RTE 623 KOBBE AVE NORTHSIDE	TENNIS OVERLOOK 1331	903qaP	P1	467	40	18,695	O	AC	FC - Fort Scott	94	89	94	$13,223	7,277	MICROSURFACING
BUILDING 1567-73 ODD PARKING	PERSHING DR	BLDG 1567-1573	906ccP	P1	416	15	6,243	O	AC	PS - Presidio Hill	95	89	95	$4,416	9,106	MICROSURFACING
BUILDING 1552-58 EVEN PARKING	PERSHING DR	BLDG 1552-1558	906cdP	P1	333	15	5,003	O	AC	PS - Presidio Hill	95	89	95	$3,539	9,106	MICROSURFACING
BUILDING 1582/84/61/63/65 PARK	STILLWELL RD	PERSHING DR	906ceP	P1	865	15	12,978	O	AC	PS - Presidio Hill	95	89	95	$9,179	9,106	MICROSURFACING
BUILDING 1546-50 EVEN PARKING	PERSHING DR	BLDG 1548	906cfP	P1	309	15	4,640	O	AC	PS - Presidio Hill	95	89	95	$3,282	9,106	MICROSURFACING
BUILDING 1555-59 ODD PARKING	PERSHING DR	BLDG 1555	906cgP	P1	299	15	4,990	O	AC	PS - Presidio Hill	95	89	95	$3,530	9,106	MICROSURFACING
BUILDING 1530-44 EVEN PARKING	PERSHING DR	BLDG 1534/1542/1544	906chP	P1	913	15	13,703	O	AC	PS - Presidio Hill	95	89	95	$9,692	9,106	MICROSURFACING
BUILDING 1549 PARKING	PERSHING DR	BLDG 1551	906ciP	P1	245	15	3,678	O	AC	PS - Presidio Hill	95	89	95	$2,602	9,106	MICROSURFACING
BUILDING 1528/1545/1547PARKING	PERSHING DR	BLDG 1547	906cjP	P1	487	15	7,317	O	AC	PS - Presidio Hill	95	89	95	$5,176	9,106	MICROSURFACING
BUILDING 1535-43 ODD PARKING	PERSHING DR	BLDG 1535-1543	906xaP	P1	896	16	14,342	O	AC	PS - Presidio Hill	95	89	95	$10,144	9,106	MICROSURFACING
BUILDING 1533 PARKING	PERSHING DR	BLDG 1533	906xbP	P1	151	16	2,431	O	AC	PS - Presidio Hill	95	89	95	$1,720	9,106	MICROSURFACING
BUILDING 1524/1526 PARKING	PERSHING DR	BLDG 1524-1526	906xcP	P1	226	16	3,620	O	AC	PS - Presidio Hill	94	89	94	$2,561	9,734	MICROSURFACING
BUILDING 1520 PARKING	PERSHING DR	BLDG 1520	906xeP	P1	274	16	4,398	O	AC	PS - Presidio Hill	95	89	95	$3,111	9,106	MICROSURFACING
BUILDING 1525 PARKING	PERSHING DR	BLDG 1525	906xfP	P1	107	16	1,726	O	AC	PS - Presidio Hill	95	89	95	$1,221	9,106	MICROSURFACING
BUILDING 1518/1580 PARKING	PERSHING DR	BLDG 1518/1580	906xgP	P1	190	16	3,050	O	AC	PS - Presidio Hill	95	89	95	$2,158	9,106	MICROSURFACING
BUILDING 1517/1519 PARKING	PERSHING DR	BLDG 1517-1519	906xiP	P1	279	16	4,472	O	AC	PS - Presidio Hill	95	89	95	$3,163	9,106	MICROSURFACING

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1510-14 EVEN PARKING	PERSHING DR	BLDG 1510-1514	906xkP	P1	392	16	6,272	O	AC	PS - Presidio Hill	95	89	95	$4,436	9,106	MICROSURFACING
BUILDING 1506/1508 PARKING	PERSHING DR	BLDG 1506-1508	906xnP	P1	244	16	3,910	O	AC	PS - Presidio Hill	95	89	95	$2,766	9,112	MICROSURFACING
BUILDING 1504 PARKING	PERSHING DR	BLDG 1504	906xqP	P1	156	16	2,501	O	AC	PS - Presidio Hill	95	89	95	$1,769	9,106	MICROSURFACING
BUILDING 1503-7 ODD PARKING	PERSHING DR	BLDG 1503-1507	906xrP	P1	627	16	10,035	O	AC	PS - Presidio Hill	95	89	95	$7,098	9,106	MICROSURFACING
BUILDING 1502 PARKING	PERSHING DR	BLDG 1502	906xsP	P1	117	16	1,887	O	AC	PS - Presidio Hill	95	89	95	$1,335	9,106	MICROSURFACING
BUILDING 1501 PARKING	PERSHING DR	BLDG 1501	906xtP	P1	127	16	2,045	O	AC	PS - Presidio Hill	95	89	95	$1,447	9,106	MICROSURFACING
BUILDING 1591 PARKING	STILLWELL RD	BLDG 1591	906yaP	P1	311	15	4,672	O	AC	PS - Presidio Hill	94	89	94	$3,305	9,734	MICROSURFACING
BUILDING 1592/1594 PARKING	STILLWELL RD	BLDG 1592/1594	906ybP	P1	183	15	2,748	O	AC	PS - Presidio Hill	95	89	95	$1,944	9,106	MICROSURFACING
BUILDING 1587/1589 PARKING	STILLWELL RD	BLDG 1587/1589	906ycP	P1	314	15	4,717	O	AC	PS - Presidio Hill	95	89	95	$3,337	9,106	MICROSURFACING
BUILDING 1588/1590 PARKING	STILLWELL RD	BLDG 1588/1590	906ydP	P1	408	15	6,120	O	AC	PS - Presidio Hill	95	89	95	$4,329	9,106	MICROSURFACING
BUILDING 1583/1585 PARKING	STILLWELL RD	BLDG 1583/1585	906yeP	P1	257	15	3,861	O	AC	PS - Presidio Hill	95	89	95	$2,731	9,106	MICROSURFACING
BUILDING 1586 PARKING	STILLWELL RD	BLDG 1586	906yfP	P1	106	15	1,594	O	AC	PS - Presidio Hill	95	89	95	$1,128	9,106	MICROSURFACING
BUILDING 1516/1578/1580PARKING	STILLWELL RD	BLDG 1516/1578/1580	906ygP	P1	467	15	7,007	O	AC	PS - Presidio Hill	95	89	95	$4,956	9,106	MICROSURFACING
BUILDING 1801 PARKING	WEDEMEYER ST	BLDG 1801	907aaP	P1	1,611	24	38,664	O	AC	PH - Public Health Hospital	94	89	94	$27,346	8,805	MICROSURFACING
BUILDING 1808 SOUTH PARKING	RTE 428 WEDEMEYER ST	BLDG 1808	907abP	P2	771	40	30,843	O	AC	PH - Public Health Hospital	92	88	94	$21,815	8,518	MICROSURFACING
WEDEMEYER PARKING	RTE 428 WEDEMEYER ST	END	907acP	P1	988	35	34,580	O	AC	PH - Public Health Hospital	90	87	93	$24,458	9,988	MICROSURFACING
BUILDING 1818/1819 PARKING	RTE 428 WEDEMEYER ST	BLDG 1818	907cP	P1	309	17	5,256	O	AC	PH - Public Health Hospital	94	89	94	$3,718	7,270	MICROSURFACING
BUILDING 1808 NORTH PARKING	RTE 428 WEDEMEYER ST	END (N/O BLDG 1808)	907dP	P1	186	60	11,160	O	AC	PH - Public Health Hospital	94	89	94	$7,894	8,808	MICROSURFACING
BUILDING 1770-1781 PARKING	RTE 684 GIBSON RD	BLDG 1781	908cP	P1	862	29	25,019	O	AC	BA - Baker Beach	84	81	89	$17,696	14,714	MICROSURFACING
PALACE OF FINE ART PARKING	PALACE DRIVE	PALACE DRIVE	909aP	P1	2,033	40	81,350	O	AC	CF - Crissy Field	81	78	86	$57,537	15,995	MICROSURFACING
BUILDING 1188 PARKING	RTE 464 LUNDEEN ST	EAST BOUNDARY	909bP	P1	302	40	12,081	O	AC	CF - Crissy Field	84	81	89	$8,545	14,735	MICROSURFACING
BUILDING 924/926 PARKING	MASON ST	BLDG 924/926	909kP	P1	183	60	11,005	O	AC	CF - Crissy Field	84	81	89	$7,784	14,733	MICROSURFACING
WASHINGTON BLVD	WEST COMPTON	EAST COMPTON	FHA012	40	1,300	30	39,000	C	AC/AC	PS - Presidio Hill	88	86	92	$27,584	25,601	MICROSURFACING

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BATTERY CAULFIELD RD	WASHINGTON BLVD	BLDG 1450	FHA603	10	412	24	9,888	C	AC/AC	PS - Presidio Hill	86	84	91	$6,994	24,685	MICROSURFACING
BROOKS ST	LINCOLN BLVD	END PARKING	FHA626	10	724	40	37,031	R	AC/AC	PS - Presidio Hill	94	89	95	$26,191	7,533	MICROSURFACING
BAKER CT	BROOK ST	END PARKING	FHA626	20	241	40	16,243	R	AC/AC	PS - Presidio Hill	94	89	95	$11,489	7,533	MICROSURFACING
STOREY AVE	LINCOLN BLVD WEST	RALSTON EAST	FHA628	10	845	23	19,435	C	AC/AC	FC - Fort Scott	93	88	94	$13,746	13,570	MICROSURFACING
STOREY AVE	RUCKMAN	LINCOLN BLVD EAST	FHA628	30	844	23	19,412	C	AC/AC	FC - Fort Scott	93	88	94	$13,730	13,570	MICROSURFACING
N 15TH AVE	SOUTH BOUNDARY	WEDEMEYER ST	FHA630	10	317	22	6,974	C	AC/AC	PH - Public Health Hospital	93	88	94	$4,933	11,555	MICROSURFACING
HAYS ST	WEDEMEYER ST	BROWN ST	FHA631	10	572	17	9,724	R	AC	PH - Public Health Hospital	94	89	94	$6,878	8,805	MICROSURFACING
BROWN ST	WYMAN AVE	HAYS ST	FHA634	10	219	18	3,942	R	AC	PH - Public Health Hospital	92	88	94	$2,789	10,029	MICROSURFACING
RUCKMAN AVE	UPTON	STOREY	FHA642	20	645	24	15,480	C	AC/AC	FC - Fort Scott	93	88	94	$10,949	13,513	MICROSURFACING
PATTEN ST	MCDOWELL AVE	LINCOLN BLVD	FHA656	10	792	16	12,672	O	AC	CS - Cavalry Stables	94	89	94	$8,963	7,238	MICROSURFACING
MCDOWELL AVE	Cowles St	Mason St	FHA657	20	807	32	25,824	C	AC	CS - Cavalry Stables	89	86	92	$18,265	23,994	MICROSURFACING
NAUMAN RD	WASHINGTON BLVD	END	FHA665	10	1,214	12	14,568	R	AC/AC	PS - Presidio Hill	92	88	94	$10,304	10,460	MICROSURFACING
PRESIDIO PROMENADE	LINCOLN BLVD	LINCOLN BLVD	FHA700	40	1,310	13	17,030	O	AC	EH - East Housing	94	89	94	$12,045	7,024	MICROSURFACING
PRESIDIO PROMENADE	MCDOWELL AVE	LONG AVE	FHA700	60	2,170	10	21,700	O	AC	EH - East Housing	94	89	94	$15,348	7,024	MICROSURFACING
PATH	O'REILLY AVE	GENERAL KENNEDY PARKING	FHA702	10	300	10	3,000	O	AC	LC - Letterman Complex	94	89	94	$2,122	7,230	MICROSURFACING
PAUL GOOD FIELD ACCESS	PORTOLA ST	TRAIL	FHA709	10	150	12	1,800	O	AC	EH - East Housing	95	89	95	$1,274	6,660	MICROSURFACING
											Treatment Total			$667,226		
BUILDING 779 PARKING	RTE 674 MORTON ST	BLDG 779	902ibP	P1	63	40	2,508	O	AC	EH - East Housing	72	69	78	$3,105	9,489	CAPE SEAL
											Treatment Total			$3,105		
MAINTENANCE AREA PARKING	RTE 627 RALSTON AVE	BLDG 1355	903jP	P1	2,530	40	101,203	O	AC	FC - Fort Scott	45	41	100	$501,043	10,239	2.5 INCH OVERLAY
BUILDING 1228/1230 PARKING	RTE 627 RALSTON AVE	RTE 620 UPTON AVE FROM STOREY	903kP	P1	1,841	40	73,673	O	AC	FC - Fort Scott	47	43	100	$364,746	10,123	2.5 INCH OVERLAY
BUILDING 682 PARKING	PARK BLVD	BLDG 682	905cP	P1	415	40	16,600	O	AC	CS - Cavalry Stables	46	42	100	$82,185	10,169	2.5 INCH OVERLAY

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1440-1443 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1440-1443	906ebP	P1	195	40	7,825	O	AC	PS - Presidio Hill	46	42	100	$38,741	10,182	2.5 INCH OVERLAY
EDIE RD	GIRARD RD	OREILLY AVE	FHA607	10	810	24	19,440	R	AC	LC - Letterman Complex	47	43	100	$96,245	10,124	2.5 INCH OVERLAY
BATTERY WAGNER RD	STOREY AVENUE	STOREY AVENUE	FHA646	10	739	30	27,416	R	AC	FC - Fort Scott	46	42	100	$135,733	10,181	2.5 INCH OVERLAY
MORTON ST	RODRIQUEZ ST	LIGGETT AVE	FHA674	10	739	18	13,302	R	AC	EH - East Housing	48	44	100	$65,857	10,058	2.5 INCH OVERLAY
SUMNER AVE	PRESIDIO BLVD	MACARTHUR AVE	FHA680	10	1,584	16	25,344	R	AC	EH - East Housing	47	43	100	$125,475	10,124	2.5 INCH OVERLAY
												Treatment Total		$1,410,025		
WASHINGTON BLVD	IMMIGRANT POINT OVERLOOK	WEST COMPTON	FHA012	31	890	30	26,700	C	AC	PS - Presidio Hill	72	67	100	$84,979	14,883	1.5 INCH OVERLAY
FUNSTON AVE	MORAGA AVE	LINCOLN BLVD	FHA448	10	1,637	32	52,384	C	AC	MP - Main Post	73	68	100	$166,723	14,613	1.5 INCH OVERLAY
												Treatment Total		$251,702		
WASHINGTON BLVD	DEEMS	ARGUELLO	FHA012	80	970	32	31,040	C	AC	PS - Presidio Hill	56	49	100	$175,629	10,067	CIR w/ OVERLAY
WEST PACIFIC AVE	GATE	ARGEULLO BLVD	FHA014	020	1,305	24	31,320	C	AC	PS - Presidio Hill	51	43	100	$177,213	10,349	CIR w/ OVERLAY
STOREY AVE	RALSTON EAST	RUCKMAN	FHA628	20	845	23	19,435	C	AC	FC - Fort Scott	52	44	100	$109,966	10,297	CIR w/ OVERLAY
												Treatment Total		$462,808		
							Year 2023 Area Total		1,391,531			Year 2023 Total		$2,794,866		

Year: 2024

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 210 PARKING	LINCOLN BLVD	BLDG 210 (POST OFFICE/VISITOR'S CENTER)	900gP	P1	353	40	14,105	O	AC	MP - Main Post	96	88	93	$10,276	8,580	MICROSURFACING
ANZA PARKING	ANZA AVE MIDDLE	ANZA AVE NORTH	900zP	P1	342	108	36,936	O	AC	MP - Main Post	96	88	93	$26,908	10,965	MICROSURFACING
BUILDING 1163/67/69/70 PARKING	RTE 455 GORGAS AVE	BLDGS 1167-1170	901qP	P1	1,552	40	62,071	O	AC	LC - Letterman Complex	94	87	93	$45,218	9,033	MICROSURFACING
BUILDING 1029 PARKING	RTE 458 GIRARD RD	BLDG 1029	901vP	P1	2,028	40	81,131	O	AC	LC - Letterman Complex	95	88	93	$59,103	8,768	MICROSURFACING
WASHINGTON BLVD	LINCOLN BLVD	KOBBE AVE	FHA012	10	480	32	15,360	C	AC	PF - Presidio Forest	94	88	94	$11,190	14,806	MICROSURFACING
OREILLY AVE	EDIE ROAD	GORGAS AVE	FHA614	20	155	21	3,255	C	AC	LC - Letterman Complex	94	88	94	$2,372	17,318	MICROSURFACING

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

										Treatment Total			$155,067		
GIBBON CT	SIMONDS LOOP	END	902aP	10	314	17	5,202	R	AC	EH - East Housing	72	67	77	$6,632	9,125	CAPE SEAL
BUILDING 1521 PARKING	PERSHING DR	BLDG 1521	906xhP	P1	64	16	1,037	O	AC	PS - Presidio Hill	65	60	71	$1,637	7,839	CAPE SEAL
BATTERY SAFFOLD RD	KOBBE AVE.	BLDG 1351	PT701	10	265	14	3,710	R	AC	FC - Fort Scott	69	63	73	$4,730	8,844	CAPE SEAL
										Treatment Total				$12,999		
BUILDING 220 PARKING	RTE 452 HALLECK ST	BLDG 220	900fP	P2	760	40	30,400	O	AC	MP - Main Post	53	47	100	$155,022	9,597	2.5 INCH OVERLAY
BUILDING 385 PARKING	RTE 449 MORAGA AVE	BLDG 387	900qP	P1	637	40	25,488	O	AC	MP - Main Post	48	42	100	$129,974	9,894	2.5 INCH OVERLAY
TORNEY PARKING	RTE 457 TORNEY AVE	RTE 010 LINCOLN BLVD	901faP	P1	252	40	10,069	O	AC	LC - Letterman Complex	52	46	100	$51,346	9,687	2.5 INCH OVERLAY
WOOL CT	UPTON AVE	END	903rP	10	279	31	14,283	R	AC	FC - Fort Scott	51	45	100	$72,835	9,752	2.5 INCH OVERLAY
BUILDING 1750 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1750	908aP	P1	1,973	40	78,930	O	AC	LO - Lobos Creek	51	45	100	$402,496	9,751	2.5 INCH OVERLAY
BUILDING 649-51 PARKING	MASSON ST	BLDG 649-651	909fP	P1	565	40	22,580	O	AC	CF - Crissy Field	54	48	100	$115,145	9,538	2.5 INCH OVERLAY
THORNBURG RD	THORNBURG PARKING	GENERAL KENNEDY AVE	FHA459	10	475	31	14,725	R	AC	LC - Letterman Complex	52	46	100	$75,089	9,687	2.5 INCH OVERLAY
LENDRUM CT	LINCOLN BLVD	END	FHA650	10	792	19	17,804	R	AC	FC - Fort Scott	30	47	100	$90,790	9,537	2.5 INCH OVERLAY
SIBLEY RD	LIGGETT AVE LOOP	MORTON ST	FHA676	10	1,267	11	13,937	R	AC	EH - East Housing	49	43	100	$71,071	9,835	2.5 INCH OVERLAY
VISTA CT	LIGGETT AVE	END	FHA678	10	264	22	5,808	R	AC	EH - East Housing	51	45	100	$29,618	9,754	2.5 INCH OVERLAY
PRESIDIO PROMENADE	LETTERMAN DR	LETTERMAN DR	FHA700	20	320	9	2,880	O	AC	EH - East Housing	54	48	100	$14,687	9,540	2.5 INCH OVERLAY
										Treatment Total				$1,208,073		
MASON ST	HALLECK ST	MCDOWELL AVE	FHA602	20	3,850	38	146,300	A	AC	CF - Crissy Field	65	68	100	$515,124	16,892	1.5 INCH OVERLAY
										Treatment Total				$515,124		
WASHINGTON BLVD	PARK BLVD.	BLDG. 401	FHA012	60	400	30	12,000	C	AC	PS - Presidio Hill	57	46	100	$69,935	9,919	CIR w/ OVERLAY
LETTERMAN DR	PRESIDIO BLVD	LOMBARD ST	FHA436	10	1,320	28	37,719	C	AC/AC	LC - Letterman Complex	52	44	100	$219,822	9,824	CIR w/ OVERLAY
SHERIDAN AVE	LINCOLN BLVD	RILEY AVE	FHA437	10	315	31	9,765	C	AC	MP - Main Post	57	46	100	$56,910	9,919	CIR w/ OVERLAY
HALLECK ST	FRENCH CT	MASON ST	FHA452	20	730	38	27,740	C	AC	MP - Main Post	58	47	100	$161,666	9,863	CIR w/ OVERLAY
INFANTRY TERRACE	SHERIDAN AVE	MORAGA	FHA668	10	600	23	13,800	C	AC	MP - Main Post	58	47	100	$80,425	9,865	CIR w/ OVERLAY
										Treatment Total				$588,758		
					Year 2024 Area Total		707,035				Year 2024 Total			$2,480,021		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2025

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 135 WEST PARKING	RTE 441 FISHER LOOP	BLDG 135	900oP	P2	431	40	17,260	O	AC	MP - Main Post	69	62	73	$22,664	8,543	CAPE SEAL
BUILDING 218 PARKING	GRAHAM ST	BLDG 218	900yP	P1	96	65	6,240	O	AC	MP - Main Post	71	65	74	$8,194	8,691	CAPE SEAL
BUILDING 1028 PARKING	RTE 607 EDIE RD	BLDG 1028	901gP	P1	1,696	40	67,835	O	AC	LC - Letterman Complex	72	66	75	$89,074	8,754	CAPE SEAL
BUILDING 1513 PARKING	PERSHING DR	BLDG 1513	906xlP	P1	211	16	3,387	O	AC	PS - Presidio Hill	67	60	71	$5,507	7,632	CAPE SEAL
PARK BLVD	WASHINGTON BLVD	LINCOLN BLVD	FHA011	30	2,695	39	105,105	C	AC	PS - Presidio Hill	72	61	71	$144,585	7,313	CAPE SEAL
FISHER LOOP	SHERIDAN AVE	END OF LOOP	FHA441	10	1,923	20	38,478	R	AC	MP - Main Post	71	65	74	$62,556	7,017	CAPE SEAL
KENDALL DR	EDIE RD	GORGAS AVE	FHA460	10	370	20	7,400	R	AC	LC - Letterman Complex	70	63	73	$12,031	6,955	CAPE SEAL
INFANTRY TERRACE	MORAGA	ARGUELLO	FHA668	20	2,146	23	49,358	C	AC	MP - Main Post	73	62	72	$67,898	7,462	CAPE SEAL
WALLEN ST	MACARTHUR AVE	END	FHA671	10	264	20	10,769	R	AC	EH - East Housing	72	66	75	$14,141	8,754	CAPE SEAL
RODRIGUEZ ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	FHA673	10	1,267	18	23,885	R	AC	EH - East Housing	71	64	74	$38,831	7,016	CAPE SEAL
SIMONDS LOOP	PRESIDIO BLVD SOUTH	PRESIDIO BLVD NORTH	FHA679	10	2,693	26	79,048	R	AC	EH - East Housing	67	60	71	$103,798	8,391	CAPE SEAL
BOWLEY ST	LINCOLN BLVD NORTH	LINVOLN BLVD SOUTH	FHA690	10	1,455	35	50,925	R	AC	BA - Baker Beach	67	60	71	$82,791	6,789	CAPE SEAL
											Treatment Total			$652,070		
BUILDING 211 PARKING	RTE 452 HALLECK ST	BLDG 211	900fP	P1	834	40	33,360	O	AC	MP - Main Post	57	49	100	$175,220	9,181	2.5 INCH OVERLAY
BUILDING 381-2 PARKING	RTE 669 THOMAS AVE	BLDG 381-382	900vP	P1	216	40	8,646	O	AC	MP - Main Post	55	47	100	$45,413	9,339	2.5 INCH OVERLAY
BIRMINGHAM RD	GEN KENNEDY AVE	GORGAS AVE	901tN	10	271	18	4,878	R	AC	LC - Letterman Complex	55	47	100	$25,622	9,340	2.5 INCH OVERLAY
BUILDING 1060 PARKING	RTE 455 GORGAS AVE	BLDG 1062	901tP	P1	731	40	29,258	O	AC	LC - Letterman Complex	56	48	100	$153,674	9,263	2.5 INCH OVERLAY
STONE ST	LINCOLN BLVD	STOREY AVE	903gP	10	227	19	4,313	R	AC	FC - Fort Scott	56	48	100	$22,654	9,260	2.5 INCH OVERLAY
BUILDING 1206/1207 PARKING	RTE 627 RALSTON AVE	BLDG 1206/1207	903hbP	P1	80	40	3,224	O	AC	FC - Fort Scott	54	46	100	$16,934	9,411	2.5 INCH OVERLAY
BUILDING 1527/1529 PARKING	PERSHING DR	BLDG 1527-1529	906xdP	P1	110	16	1,766	O	AC	PS - Presidio Hill	56	48	100	$9,276	9,261	2.5 INCH OVERLAY
CANBY ST	KEYES ST	MESA ST	FHA605	10	158	24	3,792	R	AC/AC	MP - Main Post	54	47	100	$19,918	9,245	2.5 INCH OVERLAY
OREILLY AVE	TORNEY AVE	EDIE RD	FHA614	10	581	16	9,296	R	AC	LC - Letterman Complex	55	47	100	$48,827	9,340	2.5 INCH OVERLAY
WRIGHT LOOP	HITCHCOCK ST	END OF LOOP	FHA621	10	1,320	15	22,311	R	AC	FC - Fort Scott	56	48	100	$117,186	9,262	2.5 INCH OVERLAY
PERSHING DR	LINCOLN BLVD SOUTH	LINCOLN BLVD NORTH	FHA624	10	2,733	32	87,440	R	AC	PS - Presidio Hill	56	48	100	$459,268	9,261	2.5 INCH OVERLAY
ARMISTEAD RD	LINCOLN BLVD	LENDRUM CT	FHA649	10	1,162	24	36,892	R	AC	FC - Fort Scott	31	46	100	$193,771	9,378	2.5 INCH OVERLAY

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2025

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SIBERT LOOP	THOMAS AVE WEST	THOMAS AVE EAST	FHA670	10	898	10	8,980	R	AC	MP - Main Post	57	49	100	$47,167	9,180	2.5 INCH OVERLAY
													Treatment Total	$1,334,930		
WEST PACIFIC AVE	ARGUELLO BLVD	PRESIDIO BLVD	FHA014	030	3,512	24	84,290	C	AC	PS - Presidio Hill	62	48	100	$505,972	9,525	CIR w/ OVERLAY
													Treatment Total	$505,972		
							Year 2025 Area Total	798,136					Year 2025 Total	$2,492,972		

Year: 2026

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GARDENER PARKING	RUGER	RUGER	902rP	P1	770	22	16,940	O	AC	EH - East Housing	58	48	100	$91,645	8,993	2.5 INCH OVERLAY
STONE ST PARKING	RTE 010 LINCOLN AVE	RTE 628 STOREY ST	903gP	P1	314	40	12,566	O	AC	FC - Fort Scott	58	48	100	$67,982	8,990	2.5 INCH OVERLAY
BUILDING 1418/1420 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1418/1420	906faP	P1	70	40	2,812	O	AC	PS - Presidio Hill	59	49	100	$15,213	8,910	2.5 INCH OVERLAY
BUILDING 1414 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1414	906fcP	P1	60	40	2,415	O	AC	PS - Presidio Hill	59	49	100	$13,066	8,910	2.5 INCH OVERLAY
MESA ST	LINCOLN BLVD	CANBY ST	FHA447	20	538	34	18,292	R	AC/AC	MP - Main Post	59	49	100	$98,959	8,923	2.5 INCH OVERLAY
TORNEY AVE	LINCOLN BLVD	OREILLY AVE	FHA457	10	528	16	13,666	R	AC	LC - Letterman Complex	58	48	100	$73,933	8,993	2.5 INCH OVERLAY
COMPTON RD	WASHINGTON BLVD WEST	WASHINGTON BLVD EAST	FHA629	10	1,250	24	29,995	R	AC	PF - Presidio Forest	58	48	100	$162,273	8,992	2.5 INCH OVERLAY
SANCHES ST	MORTON ST	PARKING	FHA681	10	422	22	22,900	R	AC	EH - East Housing	58	48	100	$123,888	8,993	2.5 INCH OVERLAY
SHAFTER RD	WEST END	EAST END	FHA682	10	1,027	14	14,378	O	AC	EH - East Housing	59	49	100	$77,785	8,906	2.5 INCH OVERLAY
LOVERS' LANE	PRESIDIO GATE	PRESIDIO BLVD	FHA701	10	3,100	6	18,600	O	AC	EH - East Housing	58	48	100	$100,625	8,980	2.5 INCH OVERLAY
													Treatment Total	$825,369		
ANZA ST	SHERIDAN AVE	LINCOLN BLVD	FHA444	10	1,162	28	32,536	R	AC	MP - Main Post	28	12	100	$310,127	5,177	RECONSTRUCT or FDR
ORD ST	RILEY AVE	SHERIDAN AVE	FHA613	10	475	18	8,550	R	AC	MP - Main Post	25	9	100	$81,497	5,177	RECONSTRUCT or FDR
GIBSON RD	BOWLEY ST	WATER PLANT	FHA684	10	528	20	10,560	R	AC	BA - Baker Beach	27	11	100	$100,656	5,177	RECONSTRUCT or FDR
RAWLES ST	SIMONDS LOOP	SHAFTER RD	FHA687	10	159	18	2,862	R	AC	EH - East Housing	7	0	100	$27,281	5,177	RECONSTRUCT or FDR

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

											Treatment Total			$519,561		
WASHINGTON BLVD	KOBBE AVE	IMMIGRANT POINT	FHA012	20	1,290	30	38,700	C	AC	PS - Presidio Hill	63	46	100	$239,275	9,372	CIR w/ OVERLAY
											Treatment Total			$239,275		
					Year 2026 Area Total		245,772				Year 2026 Total			$1,584,205		

Year: 2027

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GRAHAM ST	FRENCH COURT	LINCOLN BLVD	FHA445	20	381	38	14,478	C	AC	MP - Main Post	97	85	91	$11,525	20,477	MICROSURFACING
MASON ST	EAST BOUNDARY	HALLECK ST	FHA602	10	1,848	52	96,096	A	AC/AC	CF - Crissy Field	94	81	88	$76,496	28,587	MICROSURFACING
											Treatment Total			$88,021		
WASHINGTON BLVD	EAST COMPTON	PARK BLVD.	FHA012	51	930	30	27,900	C	AC	PS - Presidio Hill	68	49	100	$177,675	8,966	CIR w/ OVERLAY
MORAGA AVE	FUNSTON AVE	INFANTRY TERRACE	FHA449	10	1,267	28	35,476	C	AC	MP - Main Post	68	49	100	$225,922	8,967	CIR w/ OVERLAY
KOBBE AVE	LINCOLN BLVD	PARK BLVD	FHA623	10	3,379	28	97,712	C	AC	FC - Fort Scott	66	46	100	$622,258	9,096	CIR w/ OVERLAY
											Treatment Total			$1,025,855		
BUILDING 1040 PARKING	RTE 607 EDIE RD	BLDG 1040	901jP	P1	75	25	1,883	O	AC	LC - Letterman Complex	9	0	100	$19,487	4,768	RECONSTRUCT STRUCTURE (AC)
VISTA COURT PARKING	RTE 678 VISTA CT	BLDG 787-789	902lP	P1	158	40	6,327	O	AC	EH - East Housing	39	23	100	$65,475	4,768	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			$84,962		
					Year 2027 Area Total		279,872				Year 2027 Total			$1,198,838		

Year: 2028

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LINCOLN BLVD	WEST ENTRANCE	PERSHING DR SOUTH	FHA010	10	2,165	42	90,930	A	AC	LO - Lobos Creek	59	80	87	$74,555	24,778	MICROSURFACING
LINCOLN BLVD	MERCHANT/STOREY	GG BRIDGE PLAZA ENTRANCE	FHA010	35	1,145	38	43,510	A	AC	FC - Fort Scott	22	80	87	$35,675	24,778	MICROSURFACING
LINCOLN BLVD	GG BRIDGE PLAZA ENTRANCE	LONG AVE	FHA010	42	1,080	38	41,040	A	AC	FC - Fort Scott	54	80	87	$33,650	24,778	MICROSURFACING
LINCOLN BLVD	LENDRUM CT	101 OVERPASS	FHA010	46	710	32	22,720	A	AC	FC - Fort Scott	77	74	83	$18,629	28,316	MICROSURFACING
LINCOLN BLVD	101 OVERPASS	STOREY AVE	FHA010	47	718	32	22,976	A	AC	FC - Fort Scott	84	83	90	$18,839	34,650	MICROSURFACING
LINCOLN BLVD	MONTGOMERY ST	PRESIDIO BLVD	FHA010	80	1,900	40	76,000	A	AC	MP - Main Post	94	80	87	$62,314	24,778	MICROSURFACING

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2028

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WASHINGTON BLVD	BLDG. 401	DEEMS	FHA012	70	1,820	30	54,600	C	AC	PS - Presidio Hill	43	79	87	$44,768	17,322	MICROSURFACING
ARGUELLO BLVD	SOUTH PARK ENTRANCE	WASHINGTON BLVD	FHA013	10	1,160	46	53,360	A	AC/AC	PF - Presidio Forest	89	89	94	$43,751	34,650	MICROSURFACING
PRESIDIO BLVD	LOMBARD ST	LETTERMAN DR	FHA015	15	660	33	21,780	A	AC/AC	EH - East Housing	63	80	87	$17,858	24,778	MICROSURFACING
WEDEMEYER STREET	S. 14TH AVE ENTRANCE	BATTERY CAULFIELD RD	FHA426	10	1,795	20	35,900	C	AC	PH - Public Health Hospital	84	82	89	$29,435	23,328	MICROSURFACING
SHERIDAN AVE	RILEY AVE	GRAHAM ST	FHA437	20	963	31	29,853	C	AC	MP - Main Post	16	79	87	$24,477	17,322	MICROSURFACING
LOMBARD ST	LETTERMAN DR	LYON ST	FHA438	20	578	32	18,496	A	AC/AC	EH - East Housing	39	80	87	$15,166	24,778	MICROSURFACING
MONTGOMERY ST	MORAGA AVE	LINCOLN BLVD	FHA443	10	1,478	26	38,428	C	AC/AC	MP - Main Post	82	81	88	$31,508	22,881	MICROSURFACING
GRAHAM ST	LINCOLN BLVD	MORAGA AVE	FHA445	10	1,637	32	52,384	C	AC	MP - Main Post	39	79	87	$42,951	17,322	MICROSURFACING
HALLECK ST	LINCOLN BLVD	FRENCH CT	FHA452	10	415	38	15,770	C	AC	MP - Main Post	58	79	87	$12,931	17,322	MICROSURFACING
FRENCH CT	GRAHAM ST	HALLECK ST	FHA453	10	305	24	7,320	C	AC	MP - Main Post	42	83	90	$6,002	16,008	MICROSURFACING
GORGAS TR	GORGAS AVE	LYON ST	FHA455	30	130	12	1,560	O	AC	LC - Letterman Complex	94	86	92	$1,280	15,443	MICROSURFACING
RUCKMAN AVE	RALSTON AVE	UPTON	FHA642	10	200	24	4,800	C	AC	FC - Fort Scott	41	79	87	$3,936	17,322	MICROSURFACING
MCDOWELL AVE	Lincoln Blvd	Cowles St	FHA657	10	748	32	23,936	C	AC	CS - Cavalry Stables	27	79	87	$19,626	17,322	MICROSURFACING
BATTERY CAULFIELD CONNECTOR RD	PERSHING DR.	BATTERY CAULFIELD RD.	PT702	10	300	11	3,150	C	AC	BA - Baker Beach	97	83	90	$2,583	20,332	MICROSURFACING
											Treatment Total			$539,934		
ARGUELLO BLVD	WASHINGTON BLVD	MORAGA AVE	FHA013	30	2,048	28	68,544	A	AC	PS - Presidio Hill	76	69	78	$121,768	9,634	CAPE SEAL
PRESIDIO BLVD	SOUTH ENTRANCE	LOMBARD ST	FHA015	10	2,733	32	157,120	A	AC	EH - East Housing	68	61	72	$279,122	9,014	CAPE SEAL
MACARTHUR AVE	PRESIDIO BLVD	EL POLIN LOOP	FHA016	10	2,323	27	66,986	C	AC	EH - East Housing	76	68	77	$100,692	7,557	CAPE SEAL
LOMBARD ST	PRESIDIO BLVD	LETTERMAN	FHA438	10	689	32	22,048	A	AC/AC	EH - East Housing	67	65	75	$39,168	12,719	CAPE SEAL
MASON ST	MCDOWELL AVE	END PARKING LOT	FHA602	30	1,225	40	49,000	A	AC	CF - Crissy Field	75	68	78	$87,048	9,584	CAPE SEAL
											Treatment Total			$627,798		
BUILDING 135 PARKING	RTE 441 FISHER LOOP	BLDG 135	900oP	P1	385	24	9,240	O	AC	MP - Main Post	63	49	100	$53,033	8,362	2.5 INCH OVERLAY
KEYES AVE	CANBY ST	LINCOLN BLVD	FHA446	20	538	26	34,320	R	AC/AC	MP - Main Post	63	49	100	$196,977	8,313	2.5 INCH OVERLAY
BARNARD AVE	PRESIDIO BLVD	HICKS PARKING	FHA450	10	1,426	20	28,520	R	AC	MP - Main Post	46	48	100	$163,689	8,400	2.5 INCH OVERLAY
BLISS RD	INFANTRY TERRACE	MONTGOMERY ST	FHA688	10	317	30	9,510	R	AC	MP - Main Post	62	48	100	$54,582	8,463	2.5 INCH OVERLAY
											Treatment Total			$468,281		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2028

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
KINZEY ST	RALSTON AVE EAST	RALSTON AVE WEST	FHA611	10	422	22	9,284	R	AC	FC - Fort Scott	38	19	100	$93,883	4,880	RECONSTRUCT or FDR
STILLWELL RD	LINCOLN BLVD	PERSHING DR	FHA625	10	950	32	30,400	R	AC	PS - Presidio Hill	37	17	100	$307,414	4,880	RECONSTRUCT or FDR
												Treatment Total		$401,297		
BUILDING 1207/1208 PARKING	RTE 627 RALSTON AVE	BLDG 1207/1208	903haP	P1	73	40	2,938	O	AC	FC - Fort Scott	30	8	100	$31,316	4,630	RECONSTRUCT STRUCTURE (AC)
BUILDING 1205/1206 PARKING	RTE 627 RALSTON AVE	BLDG 1205/1206	903hcP	P1	71	40	2,836	O	AC	FC - Fort Scott	35	14	100	$30,229	4,630	RECONSTRUCT STRUCTURE (AC)
												Treatment Total		$61,545		
							Year 2028 Area Total		1,149,259			Year 2028 Total		$2,098,855		

Year: 2029

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 222-229 PARKING	RTE 452 HALLECK ST	BLDG 222-228	900eP	P1	710	40	28,400	O	AC/AC	MP - Main Post	96	81	88	$23,985	15,972	MICROSURFACING
BUILDING 87 PARKING	RTE 445 GRAHAM ST	BLDG 85-87	900jP	P1	210	40	8,400	O	AC	MP - Main Post	74	73	82	$7,094	17,755	MICROSURFACING
SAL ST	GRAHAM ST	KEYES AVE	900sP	10	124	29	3,596	R	AC	MP - Main Post	42	81	88	$3,037	13,182	MICROSURFACING
BUILDING 36/37 PARKING	RTE 445 GRAHAM ST	BLDG 36	900xP	P1	430	40	17,213	O	AC/AC	MP - Main Post	95	81	88	$14,537	15,802	MICROSURFACING
BUILDING 951 PARKING	RTE 652 HOFFMAN ST	BLDG 951	903aP	P1	286	40	11,453	O	AC	FC - Fort Scott	42	81	88	$9,673	13,182	MICROSURFACING
BUILDING 1575/1577 PARKING	PERSHING DR	BLDG 1575-1577	906caP	P1	331	15	4,969	O	AC	PS - Presidio Hill	79	76	84	$4,197	16,007	MICROSURFACING
BUILDING 1416 PARKING	RTE 012 WASHINGTON BLVD	BLDG 1416	906fbP	P1	86	40	3,431	O	AC	PS - Presidio Hill	49	81	88	$2,898	13,182	MICROSURFACING
BUILDING 1509 PARKING	PERSHING DR	BLDG 1509	906xpP	P1	140	16	2,249	O	AC	PS - Presidio Hill	88	88	93	$1,900	18,883	MICROSURFACING
BUILDING 937 PARKING	MASON ST	BLDG 937	909dP	P1	80	50	4,000	O	AC	CF - Crissy Field	84	85	92	$3,379	21,538	MICROSURFACING
LINCOLN BLVD	KOBBE AVE	MERCHANT/STOREY	FHA010	30	2,335	32	74,720	A	AC/AC	FC - Fort Scott	88	80	88	$63,103	27,372	MICROSURFACING
LINCOLN BLVD	LONG AVE	LENDRUM CT	FHA010	43	470	38	17,860	A	AC	FC - Fort Scott	54	80	87	$15,084	24,056	MICROSURFACING
LINCOLN BLVD	STOREY	PATTEN	FHA010	50	1,760	28	49,280	A	AC	CS - Cavalry Stables	55	80	87	$41,618	24,056	MICROSURFACING
LINCOLN BLVD	PATTEN	SHERIDAN AV	FHA010	60	1,060	26	27,560	A	AC	CS - Cavalry Stables	88	77	85	$23,275	23,996	MICROSURFACING
TAYLOR RD	LINCOLN BLVD	BLISS RD	FHA442	10	1,162	18	20,916	R	AC	MP - Main Post	80	79	87	$17,664	18,601	MICROSURFACING

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2029

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GORGAS AVE	EAST ENTRANCE	KENDALL DR	FHA455	10	1,262	50	63,100	C	AC	LC - Letterman Complex	33	78	86	$53,289	17,517	MICROSURFACING
GORGAS AVE	KENDALL DR	GIRARD RD	FHA455	20	302	50	15,100	C	AC	LC - Letterman Complex	85	75	84	$12,753	15,148	MICROSURFACING
GIRARD RD	EDIE RD	GORGAS AVE	FHA456	20	454	28	12,712	A	AC	LC - Letterman Complex	85	80	88	$10,736	28,632	MICROSURFACING
GEN KENNEDY AVE	EDIE ROAD	BIRMINGHAM PARKING	FHA458	30	200	34	6,800	R	AC/AC	LC - Letterman Complex	79	80	87	$5,743	19,916	MICROSURFACING
OWEN ST	GRAHAM ST	ANZA ST	FHA6145	10	142	26	3,692	R	AC	MP - Main Post	74	70	79	$3,118	13,965	MICROSURFACING
PIPER LOOP	DEEMS RD	DUDLEY RD	FHA615	20	550	16	17,744	R	AC/AC	PS - Presidio Hill	86	83	90	$14,986	15,910	MICROSURFACING
PIPER LOOP	DUDLEY RD	END	FHA615	30	559	20	11,180	R	AC/AC	PS - Presidio Hill	84	86	92	$9,442	21,499	MICROSURFACING
ROD RD	STOREY AVE NORTH	STOREY AVE SOUTH	FHA617	10	422	16	9,268	R	AC	FC - Fort Scott	84	82	90	$7,827	17,986	MICROSURFACING
UPTON AVE	RALSTON AVE	STOREY AVE	FHA620	20	1,478	45	66,510	C	AC	FC - Fort Scott	45	79	87	$56,169	16,818	MICROSURFACING
RALSTON AVE	STOREY AVE	LINCOLN BLVD	FHA627	10	3,168	25	81,626	C	AC	FC - Fort Scott	46	79	87	$68,935	16,818	MICROSURFACING
AMATURY LOOP	PARK BLVD SOUTH	PARK BLVD NORTH	FHA640	10	1,267	22	45,696	R	AC/AC	PS - Presidio Hill	96	81	88	$38,591	16,000	MICROSURFACING
HOFFMAN ST	ARMISTEAD RD	LINCOLN BLVD	FHA652	10	1,109	24	26,616	R	AC/AC	FC - Fort Scott	95	81	88	$22,478	15,876	MICROSURFACING
CRISSY FIELD AVE	MCDOWELL AVE	LINCOLN BLVD WEST	FHA654	40	986	20	19,720	O	AC/PCC	CF - Crissy Field	39	81	88	$16,654	13,182	MICROSURFACING
COWLES ST	LINCOLN BLVD	MCDOWELL AVE	FHA655	10	640	20	12,800	R	AC	CS - Cavalry Stables	42	81	88	$10,810	13,182	MICROSURFACING
MCRAE ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	FHA672	10	686	12	14,049	R	AC	EH - East Housing	43	81	88	$11,865	13,182	MICROSURFACING
ROB HILL CAMPGROUND PATH	CENTRAL MAGAZINE	END	FHA705	10	1,055	12	12,660	O	AC	PF - Presidio Forest	92	78	86	$10,692	13,476	MICROSURFACING
ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	FHA708	10	80	6	480	O	AC	PH - Public Health Hospital	84	77	85	$406	13,577	MICROSURFACING
											Treatment Total			$585,938		
BUILDING 63 PARKING	RTE 448 FUNSTON AVE	BLDG 63	900lP	P1	1,630	40	65,225	O	AC	MP - Main Post	65	61	72	$96,396	7,522	CAPE SEAL
BUILDING 558 PARKING	RTE 015 PRESIDIO BLVD	BLDG 558	901dP	P1	250	40	10,000	O	AC	LC - Letterman Complex	69	66	75	$14,779	8,548	CAPE SEAL
BUILDING 777 PARKING	RTE 674 MORTON ST	BLDG 777	902iaP	P1	132	40	5,291	O	AC	EH - East Housing	68	64	74	$7,820	7,707	CAPE SEAL
INSPIRATION POINT	RTE 013 ARGUELLO BLVD	INSPIRATION POINT	910bP	P1	532	40	21,290	O	AC	PF - Presidio Forest	73	69	78	$31,465	7,951	CAPE SEAL
PRESIDIO PROMENADE	LOMBARD ST	LETTERMAN DR	FHA700	10	1,300	9	11,700	O	AC	EH - East Housing	62	60	70	$17,292	7,871	CAPE SEAL
											Treatment Total			$167,752		

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2029

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 667/668 PARKING	RTE 657 MCDOWELL AVE	BLDG 667	905bP	P1	1,261	40	50,456	O	AC	CS - Cavalry Stables	64	48	100	$298,276	8,201	2.5 INCH OVERLAY
WEST PACIFIC AVE	PARK BLVD	GATE	FHA014	010	3,260	24	78,240	O	AC	PS - Presidio Hill	64	48	100	$462,524	8,203	2.5 INCH OVERLAY
PENA ST	MESA ST	KEYES AVE	FHA689	10	211	18	3,798	R	AC	MP - Main Post	64	48	100	$22,453	8,203	2.5 INCH OVERLAY
												Treatment Total		$783,253		
LINCOLN BLVD	PERSHING DR SOUTH	KOBBE AV	FHA010	20	2,640	37	97,680	A	AC	PS - Presidio Hill	57	47	100	$673,686	11,437	CIR w/ OVERLAY
												Treatment Total		$673,686		
BUILDING 1204/1205 PARKING	RTE 627 RALSTON AVE	BLDG 1204/1205	903hdP	P1	86	40	3,426	O	AC	FC - Fort Scott	32	6	100	$37,613	4,495	RECONSTRUCT STRUCTURE (AC)
												Treatment Total		$37,613		
									Year 2029 Area Total	1,040,906		Year 2029 Total		$2,248,242		

Year: 2030

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GIRARD RD	LINCOLN BLVD	EDIE RD	45	10	581	45	26,145	A	AC	LC - Letterman Complex	94	78	86	$22,743	23,540	MICROSURFACING
TAYLOR ROAD PARKING	RTE 442, TAYLOR RD	BLDG 116	900hP	P1	992	40	39,685	O	AC	MP - Main Post	78	72	81	$34,520	13,615	MICROSURFACING
FITNESS PARKING	RTE 015 PRESIDIO BLVD	END	900mP	P1	315	60	18,900	O	AC	MP - Main Post	86	83	90	$16,441	17,011	MICROSURFACING
BUILDING 50 PARKING	RTE 013 ARGUELLO BLVD	BLDG 50	900tP	P1	52	50	2,600	O	AC	MP - Main Post	84	80	88	$2,262	16,438	MICROSURFACING
BUILDING 67 PARKING	RTE 454 MARTINEZ AVE	BLDG 67	900wP	P1	215	40	8,600	O	AC	MP - Main Post	81	75	83	$7,481	13,573	MICROSURFACING
BUILDING 1028 SERVICE	RTE 458 GIRARD RD	BLDG 1028	901hP	P1	516	16	8,255	O	AC	LC - Letterman Complex	77	71	80	$7,181	13,631	MICROSURFACING
BUILDING 300 PARKING	ARGUELLO	END	906kP	P1	1,916	24	45,984	O	AC	PS - Presidio Hill	77	71	80	$40,000	13,627	MICROSURFACING
BUILDING 1183-85 PARKING	EAST OF MARSHALL	BLDG 1184 AND 1185	909mP	P1	2,014	40	80,550	O	AC	CF - Crissy Field	77	71	80	$70,067	13,631	MICROSURFACING
WASHINGTON BLVD	IMMIGRANT POINT OVERLOOK	WEST COMPTON	FHA012	31	890	30	26,700	C	AC	PS - Presidio Hill	72	79	87	$23,225	16,328	MICROSURFACING
WASHINGTON BLVD	WEST COMPTON	EAST COMPTON	FHA012	40	1,300	30	39,000	C	AC/AC	PS - Presidio Hill	88	84	91	$33,925	22,744	MICROSURFACING
WASHINGTON BLVD	DEEMS	ARGUELLO	FHA012	80	970	32	31,040	C	AC	PS - Presidio Hill	56	79	87	$27,001	16,328	MICROSURFACING

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2030

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WEST PACIFIC AVE	GATE	ARGEULLO BLVD	FHA014	020	1,305	24	31,320	C	AC	PS - Presidio Hill	51	79	87	$27,244	16,328	MICROSURFACING
FUNSTON AVE	MORAGA AVE	LINCOLN BLVD	FHA448	10	1,637	32	52,384	C	AC	MP - Main Post	73	79	87	$45,567	16,328	MICROSURFACING
BATTERY CAULFIELD RD	WASHINGTON BLVD	BLDG 1450	FHA603	10	412	24	9,888	C	AC/AC	PS - Presidio Hill	86	82	89	$8,602	21,889	MICROSURFACING
STOREY AVE	LINCOLN BLVD WEST	RALSTON EAST	FHA628	10	845	23	19,435	C	AC/AC	FC - Fort Scott	93	80	88	$16,906	18,890	MICROSURFACING
STOREY AVE	RALSTON EAST	RUCKMAN	FHA628	20	845	23	19,435	C	AC	FC - Fort Scott	52	79	87	$16,906	16,328	MICROSURFACING
STOREY AVE	RUCKMAN	LINCOLN BLVD EAST	FHA628	30	844	23	19,412	C	AC/AC	FC - Fort Scott	93	80	88	$16,886	18,890	MICROSURFACING
N 15TH AVE	SOUTH BOUNDARY	WEDEMEYER ST	FHA630	10	317	22	6,974	C	AC/AC	PH - Public Health Hospital	93	80	87	$6,067	17,699	MICROSURFACING
HARRISON BLVD	WASHINGTON BLVD	KOBBE AVE	FHA636	10	581	24	13,944	R	AC/AC	FC - Fort Scott	84	80	87	$12,130	15,112	MICROSURFACING
RUCKMAN AVE	UPTON	STOREY	FHA642	20	645	24	15,480	C	AC/AC	FC - Fort Scott	93	80	88	$13,466	18,858	MICROSURFACING
MCDOWELL AVE	Cowles St	Mason St	FHA657	20	807	32	25,824	C	AC	CS - Cavalry Stables	89	81	88	$22,463	20,336	MICROSURFACING
ANZA TRAIL	14TH AVE	WEDEMEYER ST	FHA703	10	1,200	8	9,600	O	AC	PH - Public Health Hospital	78	72	81	$8,351	13,614	MICROSURFACING
													Treatment Total	$479,434		
BUILDING 1016 PARKING	LINCOLN BLVD NORTH	TORNEY AVE	901kP	P1	260	16	4,160	O	AC	LC - Letterman Complex	69	64	74	$6,333	7,448	CAPE SEAL
BUILDING 808/809 PARKING	RTE 451 FERNANDEZ ST	BLDG 808	902jP	P1	93	40	3,708	O	AC	EH - East Housing	75	69	79	$5,645	7,739	CAPE SEAL
SIBLEY ROAD PARKING	RTE 676 SIBLEY RD	BLDG 790-791	902mP	P1	117	40	4,673	O	AC	EH - East Housing	68	63	73	$7,114	7,383	CAPE SEAL
BUILDING 1515 PARKING	PERSHING DR	BLDG 1515	906xjP	P1	106	16	1,702	O	AC	PS - Presidio Hill	75	68	78	$3,208	6,392	CAPE SEAL
BUILDING 1511 PARKING	PERSHING DR	BLDG 1511	906xmP	P1	273	16	4,370	O	AC	PS - Presidio Hill	74	69	78	$6,653	7,688	CAPE SEAL
MARTINEZ ST	FUNSTON AVE	PRESIDIO BLVD	FHA454	10	686	12	8,232	R	AC	MP - Main Post	75	69	79	$12,532	7,739	CAPE SEAL
THOMAS AVE	INFANTRY TERRACE	ARGUELLO BLVD	FHA669	10	1,373	14	19,222	R	AC	MP - Main Post	74	69	78	$29,261	7,686	CAPE SEAL
													Treatment Total	$70,746		
BUILDING 1013 PARKING	RTE 457 TORNEY AVE	BLDG 1013	901fcP	P1	34	40	1,372	O	AC	LC - Letterman Complex	66	49	100	$8,355	7,946	2.5 INCH OVERLAY
BUILDING 569/572 PARKING	RTE 685 RUGER ST	BLDG 569/572	902pbP	P1	310	40	12,422	O	AC	EH - East Housing	55	49	100	$75,637	7,887	2.5 INCH OVERLAY
RAMSEL CT	ARMISTEAD RD	END	903bP	10	392	22	19,271	R	AC	FC - Fort Scott	54	49	100	$117,340	7,945	2.5 INCH OVERLAY
BUILDING 1340 PARKING	RTE 623 KOBBE AVE	BLDG 1340	903vP	P1	135	12	1,629	O	AC	FC - Fort Scott	65	47	100	$9,919	8,020	2.5 INCH OVERLAY
BUILDING 662 PARKING	RTE 657 MCDOWELL AVE	BLDG 661	905aP	P1	2,176	20	43,524	O	AC	CS - Cavalry Stables	66	49	100	$265,016	7,944	2.5 INCH OVERLAY

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2030

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1432 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1432	906edP	P1	224	40	8,973	O	AC	PS - Presidio Hill	66	49	100	$54,637	7,945	2.5 INCH OVERLAY
QUARRY RD	FERNANDEZ ST	END OF PAVEMENT	FHA434	10	1,109	25	45,840	R	AC	PF - Presidio Forest	65	47	100	$279,118	8,023	2.5 INCH OVERLAY
MESA ST	CANBY ST	MORAGA AVE	FHA447	30	1,046	37	70,901	R	AC/AC	MP - Main Post	66	48	100	$431,713	7,953	2.5 INCH OVERLAY
FERNANDEZ ST	BARNARD AVE	MACARTHUR AVE	FHA451	10	370	19	7,030	R	AC	EH - East Housing	66	49	100	$42,806	7,947	2.5 INCH OVERLAY
PARK TRAIL SPUR	14TH AVE	PARK TRAIL	FHA707	10	250	10	2,500	O	AC	PH - Public Health Hospital	66	49	100	$15,223	7,945	2.5 INCH OVERLAY
													Treatment Total	$1,299,764		
							Year 2030 Area Total		810,684				Year 2030 Total	$1,849,944		

Year: 2031

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 610 WEST PARKING	RTE 602 MASON ST	BLDG 610	900aP	P1	1,074	41	44,034	O	AC	CF - Crissy Field	80	73	81	$39,453	13,234	MICROSURFACING
LOMBARD ST PULL-OUT PARKING	RTE 438 LOMBARD ST	EAST ENTRANCE	901bP	P1	69	40	2,756	O	AC	LC - Letterman Complex	84	75	83	$2,470	13,139	MICROSURFACING
BUILDING 1567-73 ODD PARKING	PERSHING DR	BLDG 1567-1573	906ccP	P1	416	15	6,243	O	AC	PS - Presidio Hill	95	80	88	$5,594	13,875	MICROSURFACING
BUILDING 1552-58 EVEN PARKING	PERSHING DR	BLDG 1552-1558	906cdP	P1	333	15	5,003	O	AC	PS - Presidio Hill	95	80	88	$4,483	13,875	MICROSURFACING
BUILDING 1582/84/61/63/65 PARK	STILLWELL RD	PERSHING DR	906ceP	P1	865	15	12,978	O	AC	PS - Presidio Hill	95	80	88	$11,628	13,875	MICROSURFACING
BUILDING 1546-50 EVEN PARKING	PERSHING DR	BLDG 1548	906cfP	P1	309	15	4,640	O	AC	PS - Presidio Hill	95	80	88	$4,158	13,875	MICROSURFACING
BUILDING 1555-59 ODD PARKING	PERSHING DR	BLDG 1555	906cgP	P1	299	15	4,990	O	AC	PS - Presidio Hill	95	80	88	$4,471	13,875	MICROSURFACING
BUILDING 1530-44 EVEN PARKING	PERSHING DR	BLDG 1534/1542/1544	906chP	P1	913	15	13,703	O	AC	PS - Presidio Hill	95	80	88	$12,278	13,875	MICROSURFACING
BUILDING 1549 PARKING	PERSHING DR	BLDG 1551	906ciP	P1	245	15	3,678	O	AC	PS - Presidio Hill	95	80	88	$3,296	13,875	MICROSURFACING
BUILDING 1528/1545/1547PARKING	PERSHING DR	BLDG 1547	906cjP	P1	487	15	7,317	O	AC	PS - Presidio Hill	95	80	88	$6,556	13,875	MICROSURFACING
BUILDING 1449/1450 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1449	906ecP	P1	44	30	1,330	O	AC	PS - Presidio Hill	84	75	83	$1,192	13,138	MICROSURFACING
BUILDING 1535-43 ODD PARKING	PERSHING DR	BLDG 1535-1543	906xaP	P1	896	16	14,342	O	AC	PS - Presidio Hill	95	80	88	$12,850	13,875	MICROSURFACING
BUILDING 1533 PARKING	PERSHING DR	BLDG 1533	906xbP	P1	151	16	2,431	O	AC	PS - Presidio Hill	95	80	88	$2,179	13,875	MICROSURFACING

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2031

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1524/1526 PARKING	PERSHING DR	BLDG 1524-1526	906xcP	P1	226	16	3,620	O	AC	PS - Presidio Hill	94	80	88	$3,244	13,909	MICROSURFACING
BUILDING 1520 PARKING	PERSHING DR	BLDG 1520	906xeP	P1	274	16	4,398	O	AC	PS - Presidio Hill	95	80	88	$3,941	13,875	MICROSURFACING
BUILDING 1525 PARKING	PERSHING DR	BLDG 1525	906xfP	P1	107	16	1,726	O	AC	PS - Presidio Hill	95	80	88	$1,547	13,875	MICROSURFACING
BUILDING 1518/1580 PARKING	PERSHING DR	BLDG 1518/1580	906xgP	P1	190	16	3,050	O	AC	PS - Presidio Hill	95	80	88	$2,733	13,875	MICROSURFACING
BUILDING 1517/1519 PARKING	PERSHING DR	BLDG 1517-1519	906xiP	P1	279	16	4,472	O	AC	PS - Presidio Hill	95	80	88	$4,007	13,875	MICROSURFACING
BUILDING 1510-14 EVEN PARKING	PERSHING DR	BLDG 1510-1514	906xkP	P1	392	16	6,272	O	AC	PS - Presidio Hill	95	80	88	$5,620	13,875	MICROSURFACING
BUILDING 1506/1508 PARKING	PERSHING DR	BLDG 1506-1508	906xnP	P1	244	16	3,910	O	AC	PS - Presidio Hill	95	80	88	$3,504	13,876	MICROSURFACING
BUILDING 1504 PARKING	PERSHING DR	BLDG 1504	906xqP	P1	156	16	2,501	O	AC	PS - Presidio Hill	95	80	88	$2,241	13,875	MICROSURFACING
BUILDING 1503-7 ODD PARKING	PERSHING DR	BLDG 1503-1507	906xrP	P1	627	16	10,035	O	AC	PS - Presidio Hill	95	80	88	$8,991	13,875	MICROSURFACING
BUILDING 1502 PARKING	PERSHING DR	BLDG 1502	906xsP	P1	117	16	1,887	O	AC	PS - Presidio Hill	95	80	88	$1,691	13,875	MICROSURFACING
BUILDING 1501 PARKING	PERSHING DR	BLDG 1501	906xtP	P1	127	16	2,045	O	AC	PS - Presidio Hill	95	80	88	$1,833	13,875	MICROSURFACING
BUILDING 1591 PARKING	STILLWELL RD	BLDG 1591	906yaP	P1	311	15	4,672	O	AC	PS - Presidio Hill	94	80	88	$4,186	13,909	MICROSURFACING
BUILDING 1592/1594 PARKING	STILLWELL RD	BLDG 1592/1594	906ybP	P1	183	15	2,748	O	AC	PS - Presidio Hill	95	80	88	$2,463	13,875	MICROSURFACING
BUILDING 1587/1589 PARKING	STILLWELL RD	BLDG 1587/1589	906ycP	P1	314	15	4,717	O	AC	PS - Presidio Hill	95	80	88	$4,227	13,875	MICROSURFACING
BUILDING 1588/1590 PARKING	STILLWELL RD	BLDG 1588/1590	906ydP	P1	408	15	6,120	O	AC	PS - Presidio Hill	95	80	88	$5,484	13,875	MICROSURFACING
BUILDING 1583/1585 PARKING	STILLWELL RD	BLDG 1583/1585	906yeP	P1	257	15	3,861	O	AC	PS - Presidio Hill	95	80	88	$3,460	13,875	MICROSURFACING
BUILDING 1586 PARKING	STILLWELL RD	BLDG 1586	906yfP	P1	106	15	1,594	O	AC	PS - Presidio Hill	95	80	88	$1,429	13,875	MICROSURFACING
BUILDING 1516/1578/1580PARKING	STILLWELL RD	BLDG 1516/1578/1580	906ygP	P1	467	15	7,007	O	AC	PS - Presidio Hill	95	80	88	$6,278	13,875	MICROSURFACING
BUILDING 1801 PARKING	WEDEMEYER ST	BLDG 1801	907aaP	P1	1,611	24	38,664	O	AC	PH - Public Health Hospital	94	80	87	$34,641	13,349	MICROSURFACING
BUILDING 1808 NORTH PARKING	RTE 428 WEDEMEYER ST	END (N/O BLDG 1808)	907dP	P1	186	60	11,160	O	AC	PH - Public Health Hospital	94	80	87	$9,999	13,349	MICROSURFACING
WASHINGTON BLVD	LINCOLN BLVD	KOBBE AVE	FHA012	10	480	32	15,360	C	AC	PF - Presidio Forest	94	80	88	$13,762	14,848	MICROSURFACING
WASHINGTON BLVD	PARK BLVD.	BLDG. 401	FHA012	60	400	30	12,000	C	AC	PS - Presidio Hill	57	79	87	$10,752	15,852	MICROSURFACING
LETTERMAN DR	PRESIDIO BLVD	LOMBARD ST	FHA436	10	1,320	28	37,719	C	AC/AC	LC - Letterman Complex	52	79	87	$33,795	15,852	MICROSURFACING

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2031

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SHERIDAN AVE	LINCOLN BLVD	RILEY AVE	FHA437	10	315	31	9,765	C	AC	MP - Main Post	57	79	87	$8,749	15,852	MICROSURFACING
HALLECK ST	FRENCH CT	MASON ST	FHA452	20	730	38	27,740	C	AC	MP - Main Post	58	79	87	$24,854	15,852	MICROSURFACING
MASON ST	HALLECK ST	MCDOWELL AVE	FHA602	20	3,850	38	146,300	A	AC	CF - Crissy Field	65	80	87	$131,077	22,675	MICROSURFACING
OREILLY AVE	EDIE ROAD	GORGAS AVE	FHA614	20	155	21	3,255	C	AC	LC - Letterman Complex	94	81	88	$2,917	16,712	MICROSURFACING
HAYS ST	WEDEMEYER ST	BROWN ST	FHA631	10	572	17	9,724	R	AC	PH - Public Health Hospital	94	80	87	$8,713	13,349	MICROSURFACING
BROWN ST	WYMAN AVE	HAYS ST	FHA634	10	219	18	3,942	R	AC	PH - Public Health Hospital	92	79	87	$3,532	13,425	MICROSURFACING
NAUMAN RD	WASHINGTON BLVD	END	FHA665	10	1,214	12	14,568	R	AC/AC	PS - Presidio Hill	92	81	88	$13,053	13,760	MICROSURFACING
INFANTRY TERRACE	SHERIDAN AVE	MORAGA	FHA668	10	600	23	13,800	C	AC	MP - Main Post	58	79	87	$12,365	15,852	MICROSURFACING
CLARK ST	LIGGETT AVE LOOP	LIGGETT AVE	FHA677	10	845	15	12,675	R	AC	EH - East Housing	80	72	81	$11,357	13,220	MICROSURFACING
BROADWAY GATE CONNECTION	BROADWAY AND LYON ST	PRESIDIO BLVD	FHA706	10	475	12	5,700	O	AC	EH - East Housing	41	78	86	$5,107	13,368	MICROSURFACING
ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	FHA708	20	200	6	1,200	O	AC	PH - Public Health Hospital	84	75	83	$1,076	13,138	MICROSURFACING
												Treatment Total		$503,236		
BUILDING 779 PARKING	RTE 674 MORTON ST	BLDG 779	902ibP	P1	63	40	2,508	O	AC	EH - East Housing	72	65	75	$3,933	7,289	CAPE SEAL
PORTOLA ST	MACARTHUR AVE	END	FHA017	10	1,795	26	48,465	R	AC	EH - East Housing	73	66	75	$94,081	5,933	CAPE SEAL
GEN KENNEDY AVE	TORNEY AVE	EDIE ROAD	FHA458	20	592	34	20,128	R	AC	LC - Letterman Complex	76	69	78	$31,559	7,473	CAPE SEAL
HITCHCOCK ST	PARK BLVD	HARRISON BLVD	FHA638	10	2,640	18	49,028	R	AC	FC - Fort Scott	76	69	78	$76,872	7,473	CAPE SEAL
RUGER ST	SIMONDS LOOP	LOMBARD ST	FHA685	10	1,395	29	41,884	R	AC	EH - East Housing	73	66	75	$65,671	7,346	CAPE SEAL
												Treatment Total		$272,116		
BUILDING 93 PARKING	RTE 443 MONTGOMERY	BLDG 93	900rP	P1	537	40	21,494	O	AC	MP - Main Post	56	48	100	$134,802	7,725	2.5 INCH OVERLAY
CENTRAL MAGAZINE RD	WASHINGTON BLVD	END	FHA425	10	634	24	15,216	R	AC	PF - Presidio Forest	57	49	100	$95,429	7,675	2.5 INCH OVERLAY
												Treatment Total		$230,231		
GREENOUGH AVE	RALSTON AVE	KOBBE. AVE	FHA637	10	787	20	17,229	R	AC	FC - Fort Scott	29	0	100	$190,381	4,466	RECONSTRUCT or FDR
APPLETON ST	RUCKMAN AVE	STOREY AVE	FHA643	10	1,003	16	16,048	R	AC	FC - Fort Scott	37	6	100	$177,331	4,466	RECONSTRUCT or FDR
												Treatment Total		$367,712		
PRESIDIO BLVD	LETTERMAN DR	MESA ST	FHA015	25	1,436	33	47,388	A	AC	MP - Main Post	63	48	100	$346,733	10,759	CIR w/ OVERLAY

** - Treatment from Project Selection

Scenarios Criteria:

											Treatment Total			$346,733		
BUILDING 39 PARKING	RTE 447 MESA ST	BLDG 39	900kaP	P1	245	40	9,826	O	AC	MP - Main Post	24	0	100	$114,447	4,237	RECONSTRUCT STRUCTURE (AC)
BUILDING 1203/1204 PARKING	RTE 627 RALSTON AVE	BLDG 1203/1204	903heP	P1	64	40	2,576	O	AC	FC - Fort Scott	28	0	100	$30,004	4,237	RECONSTRUCT STRUCTURE (AC)
BUILDING 1202/1203 PARKING	RTE 627 RALSTON AVE	BLDG 1202/1203	903hfP	P1	76	40	3,025	O	AC	FC - Fort Scott	28	0	100	$35,234	4,237	RECONSTRUCT STRUCTURE (AC)
													Treatment Total	$179,685		
							Year 2031 Area Total	856,467					Year 2031 Total	$1,899,713		

Year: 2032

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 610 EAST PARKING	RTE 602 MASON ST	BLDG 610	900bP	P1	500	210	105,000	O	AC	CF - Crissy Field	81	72	81	$96,897	12,839	MICROSURFACING
BUILDING 38 PARKING	MESA ST	BUILDING 38	900kbP	P1	205	25	5,125	O	AC	MP - Main Post	84	74	82	$4,730	12,830	MICROSURFACING
ANZA PARKING	ANZA AVE MIDDLE	ANZA AVE NORTH	900zP	P1	342	108	36,936	O	AC	MP - Main Post	96	80	87	$34,086	13,604	MICROSURFACING
BUILDING 1027 PARKING	RTE 607 EDIE RD	BLDG 1027	901iP	P1	91	40	3,633	O	AC	LC - Letterman Complex	90	77	85	$3,353	12,540	MICROSURFACING
BUILDING 1752 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1752	908bN	P1	615	40	24,625	O	AC	LO - Lobos Creek	43	78	86	$22,725	12,979	MICROSURFACING
PALACE OF FINE ART PARKING	PALACE DRIVE	PALACE DRIVE	909aP	P1	2,033	40	81,350	O	AC	CF - Crissy Field	81	72	81	$75,072	12,839	MICROSURFACING
PARK TR	14TH AVE ENT	W. PACIFIC AVE	FHA011	10	1,320	22	30,360	O	AC	PS - Presidio Hill	42	78	86	$28,017	12,979	MICROSURFACING
WEST PACIFIC AVE	ARGUELLO BLVD	PRESIDIO BLVD	FHA014	030	3,512	24	84,290	C	AC	PS - Presidio Hill	62	79	87	$77,786	15,391	MICROSURFACING
RILEY AVE	SHERIDAN AVE	LINCOLN BLVD	FHA616	10	422	18	7,596	R	AC	MP - Main Post	83	73	81	$7,010	12,857	MICROSURFACING
BROOKS ST	LINCOLN BLVD	END PARKING	FHA626	10	724	40	37,031	R	AC/AC	PS - Presidio Hill	94	79	87	$34,174	12,943	MICROSURFACING
BAKER CT	BROOK ST	END PARKING	FHA626	20	241	40	16,243	R	AC/AC	PS - Presidio Hill	94	79	87	$14,990	12,943	MICROSURFACING
PATH	O'REILLY AVE	GENERAL KENNEDY PARKING	FHA702	10	300	10	3,000	O	AC	LC - Letterman Complex	94	78	85	$2,769	12,420	MICROSURFACING
													Treatment Total	$401,609		
GIBBON CT	SIMONDS LOOP	END	902aP	10	314	17	5,202	R	AC	EH - East Housing	72	63	73	$8,401	6,988	CAPE SEAL
LIGGETT AVE	PRESIDIO BLVD	END OF LOOP	FHA675	10	1,637	20	32,740	R	AC	EH - East Housing	78	69	78	$52,874	7,262	CAPE SEAL
													Treatment Total	$61,275		
SHERMAN RD	PRESIDIO BLVD	RUGER ST	FHA686	10	1,003	16	20,745	R	AC	EH - East Housing	24	0	100	$236,109	4,336	RECONSTRUCT or FDR

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

											Treatment Total			$236,109		
PARK BLVD	WASHINGTON BLVD	LINCOLN BLVD	FHA011	30	2,695	39	105,105	C	AC	PS - Presidio Hill	72	49	100	$775,947	7,705	CIR w/ OVERLAY
											Treatment Total			$775,947		
BUILDING 1347 PARKING	RTE 623 KOBBE AVE	BLDG 1347	903uP	P1	259	40	10,356	O	AC	FC - Fort Scott	35	0	100	$124,238	4,113	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			$124,238		
					Year 2032 Area Total		609,337				Year 2032 Total			$1,599,178		

Year: 2033

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 130 PARKING	RTE 441 FISHER LOOP	BLDG 130	900pP	P1	586	40	23,442	O	AC	MP - Main Post	86	74	82	$22,282	12,450	MICROSURFACING
MAINTENANCE AREA PARKING	RTE 627 RALSTON AVE	BLDG 1355	903jP	P1	2,530	40	101,203	O	AC	FC - Fort Scott	45	78	86	$96,195	12,601	MICROSURFACING
BUILDING 1228/1230 PARKING	RTE 627 RALSTON AVE	RTE 620 UPTON AVE FROM STOREY	903kP	P1	1,841	40	73,673	O	AC	FC - Fort Scott	47	78	86	$70,027	12,601	MICROSURFACING
BUILDING 682 PARKING	PARK BLVD	BLDG 682	905cP	P1	415	40	16,600	O	AC	CS - Cavalry Stables	46	78	86	$15,779	12,601	MICROSURFACING
BUILDING 1440-1443 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1440-1443	906ebP	P1	195	40	7,825	O	AC	PS - Presidio Hill	46	78	86	$7,438	12,601	MICROSURFACING
BUILDING 1770-1781 PARKING	RTE 684 GIBSON RD	BLDG 1781	908cP	P1	862	29	25,019	O	AC	BA - Baker Beach	84	72	81	$23,781	12,467	MICROSURFACING
BUILDING 1188 PARKING	RTE 464 LUNDEEN ST	EAST BOUNDARY	909bP	P1	302	40	12,081	O	AC	CF - Crissy Field	84	72	81	$11,484	12,466	MICROSURFACING
BUILDING 924/926 PARKING	MASON ST	BLDG 924/926	909kP	P1	183	60	11,005	O	AC	CF - Crissy Field	84	72	81	$10,461	12,466	MICROSURFACING
WASHINGTON BLVD	KOBBE AVE	IMMIGRANT POINT	FHA012	20	1,290	30	38,700	C	AC	PS - Presidio Hill	63	79	87	$36,785	14,942	MICROSURFACING
EDIE RD	GIRARD RD	OREILLY AVE	FHA607	10	810	24	19,440	R	AC	LC - Letterman Complex	47	78	86	$18,478	12,601	MICROSURFACING
BATTERY WAGNER RD	STOREY AVENUE	STOREY AVENUE	FHA646	10	739	30	27,416	R	AC	FC - Fort Scott	46	78	86	$26,060	12,601	MICROSURFACING
MORTON ST	RODRIQUEZ ST	LIGGETT AVE	FHA674	10	739	18	13,302	R	AC	EH - East Housing	48	78	86	$12,644	12,601	MICROSURFACING
SUMNER AVE	PRESIDIO BLVD	MACARTHUR AVE	FHA680	10	1,584	16	25,344	R	AC	EH - East Housing	47	78	86	$24,090	12,601	MICROSURFACING
											Treatment Total			$375,504		
BUILDING 218 PARKING	GRAHAM ST	BLDG 218	900yP	P1	96	65	6,240	O	AC	MP - Main Post	71	61	71	$10,380	6,651	CAPE SEAL
BUILDING 1028 PARKING	RTE 607 EDIE RD	BLDG 1028	901gP	P1	1,696	40	67,835	O	AC	LC - Letterman Complex	72	61	72	$112,836	6,694	CAPE SEAL
FISHER LOOP	SHERIDAN AVE	END OF LOOP	FHA441	10	1,923	20	38,478	R	AC	MP - Main Post	71	60	71	$79,243	5,365	CAPE SEAL
KEYES AVE	PENA ST	CANBY ST	FHA446	30	782	26	34,320	R	AC	MP - Main Post	80	69	78	$57,088	7,052	CAPE SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2033

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WALLEN ST	MACARTHUR AVE	END	FHA671	10	264	20	10,769	R	AC	EH - East Housing	72	61	72	$17,914	6,694	CAPE SEAL
RODRIGUEZ ST	PORTOLA ST SOUTH	PORTOLA ST NORTH	FHA673	10	1,267	18	23,885	R	AC	EH - East Housing	71	60	71	$49,190	5,363	CAPE SEAL
												Treatment Total		$326,651		
DUDLEY RD	PIPER LOOP	END	906jP	10	377	13	7,166	R	AC/AC	PS - Presidio Hill	61	49	100	$47,680	7,212	2.5 INCH OVERLAY
												Treatment Total		$47,680		
INFANTRY TERRACE	MORAGA	ARGUELLO	FHA668	20	2,146	23	49,358	C	AC	MP - Main Post	73	47	100	$375,322	7,582	CIR w/ OVERLAY
												Treatment Total		$375,322		
BUILDING 1299 PARKING	RTE 628 STOREY AVE	LOG CABIN - BLDG 1299	903fP	P1	553	40	22,143	O	AC	FC - Fort Scott	27	0	100	$273,613	3,993	RECONSTRUCT STRUCTURE (AC)
												Treatment Total		$273,613		
						Year 2033 Area Total		655,244				Year 2033 Total		$1,398,770		

Year: 2034

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 220 PARKING	RTE 452 HALLECK ST	BLDG 220	900fP	P2	760	40	30,400	O	AC	MP - Main Post	53	78	86	$29,763	12,234	MICROSURFACING
TORNEY PARKING	RTE 457 TORNEY AVE	RTE 010 LINCOLN BLVD	901faP	P1	252	40	10,069	O	AC	LC - Letterman Complex	52	78	86	$9,858	12,234	MICROSURFACING
WASHINGTON BLVD	EAST COMPTON	PARK BLVD.	FHA012	51	930	30	27,900	C	AC	PS - Presidio Hill	68	79	87	$27,315	14,507	MICROSURFACING
GRAHAM ST	FRENCH COURT	LINCOLN BLVD	FHA445	20	381	38	14,478	C	AC	MP - Main Post	97	79	87	$14,175	17,013	MICROSURFACING
MORAGA AVE	FUNSTON AVE	INFANTRY TERRACE	FHA449	10	1,267	28	35,476	C	AC	MP - Main Post	68	79	87	$34,732	14,507	MICROSURFACING
MASON ST	EAST BOUNDARY	HALLECK ST	FHA602	10	1,848	52	96,096	A	AC/AC	CF - Crissy Field	94	78	86	$94,081	25,227	MICROSURFACING
KOBBE AVE	LINCOLN BLVD	PARK BLVD	FHA623	10	3,379	28	97,712	C	AC	FC - Fort Scott	66	79	87	$95,663	14,507	MICROSURFACING
												Treatment Total		$305,587		
LOT D PARKING	LINCOLN	RALSTON AND BLDG 1369	903wP	P1	400	135	54,000	O	AC	FC - Fort Scott	61	49	100	$370,071	7,049	2.5 INCH OVERLAY
												Treatment Total		$370,071		
BATTERY CAULFIELD RD	BLDG 1450	WEDEMEYER ST	FHA603	20	697	24	16,728	C	AC	PS - Presidio Hill	25	0	100	$272,952	3,594	RECONSTRUCT or FDR

** - Treatment from Project Selection

Scenarios Criteria:

										Treatment Total			$272,952		
BUILDING 651 PARKING	MCDOWELL AVE	BLDG 651	909cbP	P1	166	20	3,332	O	PCC	CF - Crissy Field	28	3	100	$51,107	3,217	RECONSTRUCT SURFACE (AC)
										Treatment Total				$51,107		
				Year 2034 Area Total			386,191			Year 2034 Total				$999,717		

Year: 2035

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LINCOLN BLVD	WEST ENTRANCE	PERSHING DR SOUTH	FHA010	10	2,165	42	90,930	A	AC	LO - Lobos Creek	59	76	84	$91,694	21,692	MICROSURFACING
LINCOLN BLVD	MERCHANT/STOREY	GG BRIDGE PLAZA ENTRANCE	FHA010	35	1,145	38	43,510	A	AC	FC - Fort Scott	22	76	84	$43,876	21,692	MICROSURFACING
LINCOLN BLVD	GG BRIDGE PLAZA ENTRANCE	LONG AVE	FHA010	42	1,080	38	41,040	A	AC	FC - Fort Scott	54	76	84	$41,385	21,692	MICROSURFACING
LINCOLN BLVD	LENDRUM CT	101 OVERPASS	FHA010	46	710	32	22,720	A	AC	FC - Fort Scott	77	71	80	$22,911	22,413	MICROSURFACING
LINCOLN BLVD	101 OVERPASS	STOREY AVE	FHA010	47	718	32	22,976	A	AC	FC - Fort Scott	84	83	90	$23,169	28,461	MICROSURFACING
LINCOLN BLVD	MONTGOMERY ST	PRESIDIO BLVD	FHA010	80	1,900	40	76,000	A	AC	MP - Main Post	94	76	84	$76,638	21,692	MICROSURFACING
ARGUELLO BLVD	SOUTH PARK ENTRANCE	WASHINGTON BLVD	FHA013	10	1,160	46	53,360	A	AC/AC	PF - Presidio Forest	89	88	94	$53,808	29,147	MICROSURFACING
PRESIDIO BLVD	LOMBARD ST	LETTERMAN DR	FHA015	15	660	33	21,780	A	AC/AC	EH - East Housing	63	76	84	$21,963	21,692	MICROSURFACING
LOMBARD ST	LETTERMAN DR	LYON ST	FHA438	20	578	32	18,496	A	AC/AC	EH - East Housing	39	76	84	$18,652	21,692	MICROSURFACING
MONTGOMERY ST	MORAGA AVE	LINCOLN BLVD	FHA443	10	1,478	26	38,428	C	AC/AC	MP - Main Post	82	79	87	$38,751	19,066	MICROSURFACING
										Treatment Total				$432,847		
ARGUELLO BLVD	WASHINGTON BLVD	MORAGA AVE	FHA013	30	2,048	28	68,544	A	AC	PS - Presidio Hill	76	62	73	$149,759	7,391	CAPE SEAL
LOMBARD ST	PRESIDIO BLVD	LETTERMAN	FHA438	10	689	32	22,048	A	AC/AC	EH - East Housing	67	63	73	$48,172	10,077	CAPE SEAL
MASON ST	MCDOWELL AVE	END PARKING LOT	FHA602	30	1,225	40	49,000	A	AC	CF - Crissy Field	75	61	72	$107,058	7,327	CAPE SEAL
										Treatment Total				$304,989		
UPTON AVE	HITCHCOCK ST	RALSTON AVE	FHA620	10	581	20	11,620	C	AC	FC - Fort Scott	38	0	100	$195,293	3,489	RECONSTRUCT or FDR
										Treatment Total				$195,293		
BUILDING 643/644 PARKING	MASON ST	BLDG 643/644	909hP	P1	103	60	6,198	O	PCC	CF - Crissy Field	23	0	100	$97,917	3,123	RECONSTRUCT SURFACE (AC)
										Treatment Total				$97,917		
BUILDING 1241-45 PARKING	RTE 643 APPLETON ST	BLDG 1241	903mP	P1	1,082	40	43,311	O	AC	FC - Fort Scott	19	0	100	$567,769	3,764	RECONSTRUCT STRUCTURE (AC)

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

														Treatment Total		$567,769	
					Year 2035 Area Total		629,961							Year 2035 Total		$1,598,815	

Year: 2036

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LINCOLN BLVD	PERSHING DR SOUTH	KOBBE AV	FHA010	20	2,640	37	97,680	A	AC	PS - Presidio Hill	57	80	87	$101,455	19,560	MICROSURFACING
LINCOLN BLVD	KOBBE AVE	MERCHANT/STOREY	FHA010	30	2,335	32	74,720	A	AC/AC	FC - Fort Scott	88	77	85	$77,608	23,704	MICROSURFACING
LINCOLN BLVD	LONG AVE	LENDRUM CT	FHA010	43	470	38	17,860	A	AC	FC - Fort Scott	54	76	84	$18,551	21,060	MICROSURFACING
LINCOLN BLVD	STOREY	PATTEN	FHA010	50	1,760	28	49,280	A	AC	CS - Cavalry Stables	55	76	84	$51,185	21,060	MICROSURFACING
LINCOLN BLVD	PATTEN	SHERIDAN AV	FHA010	60	1,060	26	27,560	A	AC	CS - Cavalry Stables	88	72	81	$28,626	19,677	MICROSURFACING
GORGAS TR	GORGAS AVE	LYON ST	FHA455	30	130	12	1,560	O	AC	LC - Letterman Complex	94	84	91	$1,621	13,709	MICROSURFACING
GIRARD RD	EDIE RD	GORGAS AVE	FHA456	20	454	28	12,712	A	AC	LC - Letterman Complex	85	77	85	$13,204	23,657	MICROSURFACING
RUCKMAN AVE	RALSTON AVE	UPTON	FHA642	10	200	24	4,800	C	AC	FC - Fort Scott	41	74	82	$4,986	14,825	MICROSURFACING
VISTA CT	LIGGETT AVE	END	FHA678	10	264	22	5,808	R	AC	EH - East Housing	51	75	84	$6,033	11,968	MICROSURFACING
BATTERY CAULFIELD CONNECTOR RD	PERSHING DR.	BATTERY CAULFIELD RD.	PT702	10	300	11	3,150	C	AC	BA - Baker Beach	97	75	83	$3,272	15,426	MICROSURFACING
														Treatment Total		$306,541	
GORGAS AVE	KENDALL DR	GIRARD RD	FHA455	20	302	50	15,100	C	AC	LC - Letterman Complex	85	67	76	$28,754	5,841	CAPE SEAL
														Treatment Total		$28,754	
BUILDING 1521 PARKING	PERSHING DR	BLDG 1521	906xhP	P1	64	16	1,037	O	AC	PS - Presidio Hill	65	49	100	$7,540	6,643	2.5 INCH OVERLAY
BATTERY SAFFOLD RD	KOBBE AVE.	BLDG 1351	PT701	10	265	14	3,710	R	AC	FC - Fort Scott	69	49	100	$26,974	6,685	2.5 INCH OVERLAY
														Treatment Total		$34,514	
FUNSTON AVE	MORAGA AVE	HARDIE AVE	FHA448	20	176	23	4,048	R	PCC	MP - Main Post	44	21	100	$65,870	3,033	RECONSTRUCT SURFACE (AC)
														Treatment Total		$65,870	
BUILDING 1249 PARKING	RTE 643 APPLETON ST	BLDG 1249	903nP	P1	1,104	32	41,660	O	AC	FC - Fort Scott	28	0	100	$562,510	3,655	RECONSTRUCT STRUCTURE (AC)
														Treatment Total		$562,510	
					Year 2036 Area Total		360,685							Year 2036 Total		$998,189	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2037

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GIRARD RD	LINCOLN BLVD	EDIE RD	45	10	581	45	26,145	A	AC	LC - Letterman Complex	94	73	81	$27,971	19,483	MICROSURFACING
BUILDING 1575/1577 PARKING	PERSHING DR	BLDG 1575-1577	906caP	P1	331	15	4,969	O	AC	PS - Presidio Hill	79	73	81	$5,316	12,711	MICROSURFACING
BUILDING 1509 PARKING	PERSHING DR	BLDG 1509	906xpP	P1	140	16	2,249	O	AC	PS - Presidio Hill	88	87	93	$2,406	15,354	MICROSURFACING
BUILDING 937 PARKING	MASON ST	BLDG 937	909dP	P1	80	50	4,000	O	AC	CF - Crissy Field	84	85	92	$4,280	16,749	MICROSURFACING
WASHINGTON BLVD	IMMIGRANT POINT OVERLOOK	WEST COMPTON	FHA012	31	890	30	26,700	C	AC	PS - Presidio Hill	72	75	84	$28,564	14,287	MICROSURFACING
WASHINGTON BLVD	WEST COMPTON	EAST COMPTON	FHA012	40	1,300	30	39,000	C	AC/AC	PS - Presidio Hill	88	84	90	$41,723	19,210	MICROSURFACING
WASHINGTON BLVD	BLDG. 401	DEEMS	FHA012	70	1,820	30	54,600	C	AC	PS - Presidio Hill	43	72	81	$58,412	14,374	MICROSURFACING
WASHINGTON BLVD	DEEMS	ARGUELLO	FHA012	80	970	32	31,040	C	AC	PS - Presidio Hill	56	75	84	$33,207	14,287	MICROSURFACING
WEDEMEYER STREET	S. 14TH AVE ENTRANCE	BATTERY CAULFIELD RD	FHA426	10	1,795	20	35,900	C	AC	PH - Public Health Hospital	84	76	84	$38,406	16,213	MICROSURFACING
SHERIDAN AVE	RILEY AVE	GRAHAM ST	FHA437	20	963	31	29,853	C	AC	MP - Main Post	16	72	81	$31,937	14,374	MICROSURFACING
TAYLOR RD	LINCOLN BLVD	BLISS RD	FHA442	10	1,162	18	20,916	R	AC	MP - Main Post	80	78	86	$22,377	14,793	MICROSURFACING
GRAHAM ST	LINCOLN BLVD	MORAGA AVE	FHA445	10	1,637	32	52,384	C	AC	MP - Main Post	39	72	81	$56,041	14,374	MICROSURFACING
HALLECK ST	LINCOLN BLVD	FRENCH CT	FHA452	10	415	38	15,770	C	AC	MP - Main Post	58	72	81	$16,871	14,374	MICROSURFACING
GORGAS AVE	EAST ENTRANCE	KENDALL DR	FHA455	10	1,262	50	63,100	C	AC	LC - Letterman Complex	33	72	81	$67,505	14,384	MICROSURFACING
GEN KENNEDY AVE	EDIE ROAD	BIRMINGHAM PARKING	FHA458	30	200	34	6,800	R	AC/AC	LC - Letterman Complex	79	80	88	$7,275	15,680	MICROSURFACING
BATTERY CAULFIELD RD	WASHINGTON BLVD	BLDG 1450	FHA603	10	412	24	9,888	C	AC/AC	PS - Presidio Hill	86	80	88	$10,579	18,397	MICROSURFACING
PIPER LOOP	DUDLEY RD	END	FHA615	30	559	20	11,180	R	AC/AC	PS - Presidio Hill	84	87	93	$11,961	16,355	MICROSURFACING
ROD RD	STOREY AVE NORTH	STOREY AVE SOUTH	FHA617	10	422	16	9,268	R	AC	FC - Fort Scott	84	81	88	$9,915	14,631	MICROSURFACING
UPTON AVE	RALSTON AVE	STOREY AVE	FHA620	20	1,478	45	66,510	C	AC	FC - Fort Scott	45	74	82	$71,153	14,393	MICROSURFACING
RALSTON AVE	STOREY AVE	LINCOLN BLVD	FHA627	10	3,168	25	81,626	C	AC	FC - Fort Scott	46	74	82	$87,324	14,393	MICROSURFACING
STOREY AVE	LINCOLN BLVD WEST	RALSTON EAST	FHA628	10	845	23	19,435	C	AC/AC	FC - Fort Scott	93	77	85	$20,792	16,452	MICROSURFACING
STOREY AVE	RUCKMAN	LINCOLN BLVD EAST	FHA628	30	844	23	19,412	C	AC/AC	FC - Fort Scott	93	77	85	$20,768	16,452	MICROSURFACING
N 15TH AVE	SOUTH BOUNDARY	WEDEMEYER ST	FHA630	10	317	22	6,974	C	AC/AC	PH - Public Health Hospital	93	76	84	$7,461	15,437	MICROSURFACING
RUCKMAN AVE	UPTON	STOREY	FHA642	20	645	24	15,480	C	AC/AC	FC - Fort Scott	93	77	85	$16,561	16,423	MICROSURFACING
MCDOWELL AVE	Lincoln Blvd	Cowles St	FHA657	10	748	32	23,936	C	AC	CS - Cavalry Stables	27	72	81	$25,607	14,374	MICROSURFACING

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2037

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MCDOWELL AVE	Cowles St	Mason St	FHA657	20	807	32	25,824	C	AC	CS - Cavalry Stables	89	77	85	$27,627	16,004	MICROSURFACING
PRESIDIO PROMENADE	LETTERMAN DR	LETTERMAN DR	FHA700	20	320	9	2,880	O	AC	EH - East Housing	54	74	82	$3,082	11,717	MICROSURFACING
												Treatment Total		$755,121		
HARDIE AVE PARKING	FUNSTON AVE	BLDG 50	900uP	P1	562	40	22,484	O	AC	MP - Main Post	93	69	78	$42,094	6,286	CAPE SEAL
BUILDING 558 PARKING	RTE 015 PRESIDIO BLVD	BLDG 558	901dP	P1	250	40	10,000	O	AC	LC - Letterman Complex	69	63	73	$18,722	6,587	CAPE SEAL
GENERAL KENNEDY PARKING	GENERAL KENNEDY AVE	O'REILLY AVE	901lP	P1	107	100	10,700	O	AC	LC - Letterman Complex	89	68	78	$20,033	6,247	CAPE SEAL
BUILDING 1160 PARKING	RTE 455 GORGAS AVE	BLDG 1160	901pP	P1	127	40	5,098	O	AC	LC - Letterman Complex	94	69	78	$9,545	6,289	CAPE SEAL
BUILDING 1062 PARKING	RTE 459 THORNBURG RD	BIRMINGHAM RD	901sP	P1	262	40	10,469	O	AC	LC - Letterman Complex	94	69	78	$19,600	6,289	CAPE SEAL
BUILDING 1331 PARKING	RTE 623 KOBBE AVE NORTHSIDE	TENNIS OVERLOOK 1331	903qaP	P1	467	40	18,695	O	AC	FC - Fort Scott	94	69	78	$35,000	6,289	CAPE SEAL
BUILDING 1818/1819 PARKING	RTE 428 WEDEMEYER ST	BLDG 1818	907cP	P1	309	17	5,256	O	AC	PH - Public Health Hospital	94	69	78	$9,841	6,289	CAPE SEAL
PATTEN ST	MCDOWELL AVE	LINCOLN BLVD	FHA656	10	792	16	12,672	O	AC	CS - Cavalry Stables	94	69	78	$23,724	6,289	CAPE SEAL
PRESIDIO PROMENADE	LINCOLN BLVD	LINCOLN BLVD	FHA700	40	1,310	13	17,030	O	AC	EH - East Housing	94	69	79	$31,883	6,291	CAPE SEAL
PRESIDIO PROMENADE	MCDOWELL AVE	LONG AVE	FHA700	60	2,170	10	21,700	O	AC	EH - East Housing	94	69	79	$40,626	6,291	CAPE SEAL
PAUL GOOD FIELD ACCESS	PORTOLA ST	TRAIL	FHA709	10	150	12	1,800	O	AC	EH - East Housing	95	69	79	$3,370	6,293	CAPE SEAL
												Treatment Total		$254,438		
BUILDING 1513 PARKING	PERSHING DR	BLDG 1513	906xlP	P1	211	16	3,387	O	AC	PS - Presidio Hill	67	49	100	$25,364	6,435	2.5 INCH OVERLAY
SIMONDS LOOP	PRESIDIO BLVD SOUTH	PRESIDIO BLVD NORTH	FHA679	10	2,693	26	79,048	R	AC	EH - East Housing	67	47	100	$591,962	6,513	2.5 INCH OVERLAY
												Treatment Total		$617,326		
PRESIDIO BLVD	SOUTH ENTRANCE	LOMBARD ST	FHA015	10	2,733	32	157,120	A	AC	EH - East Housing	68	48	100	$1,372,716	8,950	CIR w/ OVERLAY
												Treatment Total		$1,372,716		
				Year 2037 Area Total			1,081,298					Year 2037 Total		$2,999,601		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2038

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 222-229 PARKING	RTE 452 HALLECK ST	BLDG 222-228	900eP	P1	710	40	28,400	O	AC/AC	MP - Main Post	96	77	85	$31,294	13,214	MICROSURFACING
BUILDING 87 PARKING	RTE 445 GRAHAM ST	BLDG 85-87	900jP	P1	210	40	8,400	O	AC	MP - Main Post	74	70	79	$9,256	13,350	MICROSURFACING
FITNESS PARKING	RTE 015 PRESIDIO BLVD	END	900mP	P1	315	60	18,900	O	AC	MP - Main Post	86	81	88	$20,826	13,967	MICROSURFACING
BUILDING 50 PARKING	RTE 013 ARGUELLO BLVD	BLDG 50	900tP	P1	52	50	2,600	O	AC	MP - Main Post	84	78	86	$2,865	13,346	MICROSURFACING
BUILDING 1527/1529 PARKING	PERSHING DR	BLDG 1527-1529	906xdP	P1	110	16	1,766	O	AC	PS - Presidio Hill	56	74	82	$1,946	11,376	MICROSURFACING
WASHINGTON BLVD	PARK BLVD.	BLDG. 401	FHA012	60	400	30	12,000	C	AC	PS - Presidio Hill	57	75	84	$13,223	13,870	MICROSURFACING
WEST PACIFIC AVE	GATE	ARGEULLO BLVD	FHA014	020	1,305	24	31,320	C	AC	PS - Presidio Hill	51	74	82	$34,512	13,974	MICROSURFACING
PRESIDIO BLVD	LETTERMAN DR	MESA ST	FHA015	25	1,436	33	47,388	A	AC	MP - Main Post	63	80	87	$52,217	18,437	MICROSURFACING
LETTERMAN DR	PRESIDIO BLVD	LOMBARD ST	FHA436	10	1,320	28	37,719	C	AC/AC	LC - Letterman Complex	52	75	84	$41,563	13,870	MICROSURFACING
SHERIDAN AVE	LINCOLN BLVD	RILEY AVE	FHA437	10	315	31	9,765	C	AC	MP - Main Post	57	75	84	$10,761	13,870	MICROSURFACING
FUNSTON AVE	MORAGA AVE	LINCOLN BLVD	FHA448	10	1,637	32	52,384	C	AC	MP - Main Post	73	74	82	$57,722	13,974	MICROSURFACING
HALLECK ST	FRENCH CT	MASON ST	FHA452	20	730	38	27,740	C	AC	MP - Main Post	58	75	84	$30,567	13,870	MICROSURFACING
MASON ST	HALLECK ST	MCDOWELL AVE	FHA602	20	3,850	38	146,300	A	AC	CF - Crissy Field	65	76	84	$161,208	19,851	MICROSURFACING
PIPER LOOP	DEEMS RD	DUDLEY RD	FHA615	20	550	16	17,744	R	AC/AC	PS - Presidio Hill	86	80	88	$19,553	13,250	MICROSURFACING
STOREY AVE	RALSTON EAST	RUCKMAN	FHA628	20	845	23	19,435	C	AC	FC - Fort Scott	52	74	82	$21,416	13,974	MICROSURFACING
INFANTRY TERRACE	SHERIDAN AVE	MORAGA	FHA668	10	600	23	13,800	C	AC	MP - Main Post	58	75	84	$15,207	13,870	MICROSURFACING
ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	FHA708	10	80	6	480	O	AC	PH - Public Health Hospital	84	71	80	$529	10,750	MICROSURFACING
												Treatment Total		$524,665		
BUILDING 210 PARKING	LINCOLN BLVD	BLDG 210 (POST OFFICE/VISITOR'S CENTER)	900gP	P1	353	40	14,105	O	AC	MP - Main Post	96	69	78	$27,199	6,092	CAPE SEAL
BUILDING 1028 SERVICE	RTE 458 GIRARD RD	BLDG 1028	901hP	P1	516	16	8,255	O	AC	LC - Letterman Complex	77	67	77	$15,919	6,022	CAPE SEAL
BUILDING 1163/67/69/70 PARKING	RTE 455 GORGAS AVE	BLDGS 1167-1170	901qP	P1	1,552	40	62,071	O	AC	LC - Letterman Complex	94	69	78	$119,693	6,086	CAPE SEAL
BUILDING 1029 PARKING	RTE 458 GIRARD RD	BLDG 1029	901vP	P1	2,028	40	81,131	O	AC	LC - Letterman Complex	95	69	78	$156,447	6,089	CAPE SEAL
BUILDING 808/809 PARKING	RTE 451 FERNANDEZ ST	BLDG 808	902jP	P1	93	40	3,708	O	AC	EH - East Housing	75	65	75	$7,151	5,948	CAPE SEAL
BUILDING 1515 PARKING	PERSHING DR	BLDG 1515	906xjP	P1	106	16	1,702	O	AC	PS - Presidio Hill	75	64	74	$4,064	4,949	CAPE SEAL
MARTINEZ ST	FUNSTON AVE	PRESIDIO BLVD	FHA454	10	686	12	8,232	R	AC	MP - Main Post	75	65	75	$15,874	5,948	CAPE SEAL

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2038

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ANZA TRAIL	14TH AVE	WEDEMEYER ST	FHA703	10	1,200	8	9,600	O	AC	PH - Public Health Hospital	78	68	77	$18,512	6,062	CAPE SEAL
												Treatment Total		$364,859		
BUILDING 135 WEST PARKING	RTE 441 FISHER LOOP	BLDG 135	900oP	P2	431	40	17,260	O	AC	MP - Main Post	69	48	100	$133,132	6,314	2.5 INCH OVERLAY
KENDALL DR	EDIE RD	GORGAS AVE	FHA460	10	370	20	7,400	R	AC	LC - Letterman Complex	70	49	100	$57,079	6,251	2.5 INCH OVERLAY
BOWLEY ST	LINCOLN BLVD NORTH	LINVOLN BLVD SOUTH	FHA690	10	1,455	35	50,925	R	AC	BA - Baker Beach	67	45	100	$392,800	6,416	2.5 INCH OVERLAY
												Treatment Total		$583,011		
FRENCH CT	GRAHAM ST	HALLECK ST	FHA453	10	305	24	7,320	C	AC	MP - Main Post	42	67	100	$36,297	9,483	1.5 INCH OVERLAY
												Treatment Total		$36,297		
MACARTHUR AVE	PRESIDIO BLVD	EL POLIN LOOP	FHA016	10	2,323	27	66,986	C	AC	EH - East Housing	76	47	100	$590,495	6,532	CIR w/ OVERLAY
												Treatment Total		$590,495		
						Year 2038 Area Total		814,836				Year 2038 Total		$2,099,327		

Year: 2039

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 36/37 PARKING	RTE 445 GRAHAM ST	BLDG 36	900xP	P1	430	40	17,213	O	AC/AC	MP - Main Post	95	75	83	$19,536	12,812	MICROSURFACING
BUILDING 1567-73 ODD PARKING	PERSHING DR	BLDG 1567-1573	906ccP	P1	416	15	6,243	O	AC	PS - Presidio Hill	95	76	84	$7,086	11,712	MICROSURFACING
BUILDING 1552-58 EVEN PARKING	PERSHING DR	BLDG 1552-1558	906cdP	P1	333	15	5,003	O	AC	PS - Presidio Hill	95	76	84	$5,679	11,712	MICROSURFACING
BUILDING 1582/84/61/63/65 PARK	STILLWELL RD	PERSHING DR	906ceP	P1	865	15	12,978	O	AC	PS - Presidio Hill	95	76	84	$14,730	11,712	MICROSURFACING
BUILDING 1546-50 EVEN PARKING	PERSHING DR	BLDG 1548	906cfP	P1	309	15	4,640	O	AC	PS - Presidio Hill	95	76	84	$5,267	11,712	MICROSURFACING
BUILDING 1555-59 ODD PARKING	PERSHING DR	BLDG 1555	906cgP	P1	299	15	4,990	O	AC	PS - Presidio Hill	95	76	84	$5,664	11,712	MICROSURFACING
BUILDING 1530-44 EVEN PARKING	PERSHING DR	BLDG 1534/1542/1544	906chP	P1	913	15	13,703	O	AC	PS - Presidio Hill	95	76	84	$15,553	11,712	MICROSURFACING
BUILDING 1549 PARKING	PERSHING DR	BLDG 1551	906ciP	P1	245	15	3,678	O	AC	PS - Presidio Hill	95	76	84	$4,175	11,712	MICROSURFACING
BUILDING 1528/1545/1547PARKING	PERSHING DR	BLDG 1547	906cjP	P1	487	15	7,317	O	AC	PS - Presidio Hill	95	76	84	$8,305	11,712	MICROSURFACING

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2039

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1524/1526 PARKING	PERSHING DR	BLDG 1524-1526	906xcP	P1	226	16	3,620	O	AC	PS - Presidio Hill	94	76	84	$4,109	11,717	MICROSURFACING
BUILDING 1506/1508 PARKING	PERSHING DR	BLDG 1506-1508	906xnP	P1	244	16	3,910	O	AC	PS - Presidio Hill	95	76	84	$4,438	11,712	MICROSURFACING
BUILDING 1591 PARKING	STILLWELL RD	BLDG 1591	906yaP	P1	311	15	4,672	O	AC	PS - Presidio Hill	94	76	84	$5,303	11,717	MICROSURFACING
WEST PACIFIC AVE	ARGUELLO BLVD	PRESIDIO BLVD	FHA014	030	3,512	24	84,290	C	AC	PS - Presidio Hill	62	75	84	$95,666	13,466	MICROSURFACING
OREILLY AVE	EDIE ROAD	GORGAS AVE	FHA614	20	155	21	3,255	C	AC	LC - Letterman Complex	94	72	81	$3,695	12,085	MICROSURFACING
HARRISON BLVD	WASHINGTON BLVD	KOBBE AVE	FHA636	10	581	24	13,944	R	AC/AC	FC - Fort Scott	84	76	84	$15,826	12,145	MICROSURFACING
AMATURY LOOP	PARK BLVD SOUTH	PARK BLVD NORTH	FHA640	10	1,267	22	45,696	R	AC/AC	PS - Presidio Hill	96	75	83	$51,863	12,971	MICROSURFACING
HOFFMAN ST	ARMISTEAD RD	LINCOLN BLVD	FHA652	10	1,109	24	26,616	R	AC/AC	FC - Fort Scott	95	75	84	$30,208	12,898	MICROSURFACING
NAUMAN RD	WASHINGTON BLVD	END	FHA665	10	1,214	12	14,568	R	AC/AC	PS - Presidio Hill	92	77	85	$16,535	11,758	MICROSURFACING
											Treatment Total			$313,638		
BUILDING 610 WEST PARKING	RTE 602 MASON ST	BLDG 610	900aP	P1	1,074	41	44,034	O	AC	CF - Crissy Field	80	68	78	$87,460	5,888	CAPE SEAL
TAYLOR ROAD PARKING	RTE 442, TAYLOR RD	BLDG 116	900hP	P1	992	40	39,685	O	AC	MP - Main Post	78	66	76	$78,822	5,819	CAPE SEAL
BUILDING 67 PARKING	RTE 454 MARTINEZ AVE	BLDG 67	900wP	P1	215	40	8,600	O	AC	MP - Main Post	81	69	78	$17,082	5,892	CAPE SEAL
BUILDING 779 PARKING	RTE 674 MORTON ST	BLDG 779	902ibP	P1	63	40	2,508	O	AC	EH - East Housing	72	61	71	$4,982	5,576	CAPE SEAL
BUILDING 300 PARKING	ARGUELLO	END	906kP	P1	1,916	24	45,984	O	AC	PS - Presidio Hill	77	66	75	$113,078	4,672	CAPE SEAL
BUILDING 1511 PARKING	PERSHING DR	BLDG 1511	906xmP	P1	273	16	4,370	O	AC	PS - Presidio Hill	74	63	73	$8,680	5,660	CAPE SEAL
BUILDING 1808 SOUTH PARKING	RTE 428 WEDEMEYER ST	BLDG 1808	907abP	P2	771	40	30,843	O	AC	PH - Public Health Hospital	92	66	75	$61,260	5,792	CAPE SEAL
WEDEMEYER PARKING	RTE 428 WEDEMEYER ST	END	907acP	P1	988	35	34,580	O	AC	PH - Public Health Hospital	90	65	75	$68,682	5,771	CAPE SEAL
BUILDING 1183-85 PARKING	EAST OF MARSHALL	BLDG 1184 AND 1185	909mP	P1	2,014	40	80,550	O	AC	CF - Crissy Field	77	65	75	$159,987	5,777	CAPE SEAL
INSPIRATION POINT	RTE 013 ARGUELLO BLVD	INSPIRATION POINT	910bP	P1	532	40	21,290	O	AC	PF - Presidio Forest	73	61	72	$42,286	5,599	CAPE SEAL
GEN KENNEDY AVE	TORNEY AVE	EDIE ROAD	FHA458	20	592	34	20,128	R	AC	LC - Letterman Complex	76	65	74	$39,978	5,744	CAPE SEAL
OWEN ST	GRAHAM ST	ANZA ST	FHA6145	10	142	26	3,692	R	AC	MP - Main Post	74	62	72	$9,079	4,559	CAPE SEAL
HITCHCOCK ST	PARK BLVD	HARRISON BLVD	FHA638	10	2,640	18	49,028	R	AC	FC - Fort Scott	76	65	74	$97,379	5,744	CAPE SEAL
THOMAS AVE	INFANTRY TERRACE	ARGUELLO BLVD	FHA669	10	1,373	14	19,222	R	AC	MP - Main Post	74	63	73	$38,179	5,660	CAPE SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2039

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CLARK ST	LIGGETT AVE LOOP	LIGGETT AVE	FHA677	10	845	15	12,675	R	AC	EH - East Housing	80	68	77	$25,175	5,886	CAPE SEAL
RUGER ST	SIMONDS LOOP	LOMBARD ST	FHA685	10	1,395	29	41,884	R	AC	EH - East Housing	73	62	72	$83,189	5,617	CAPE SEAL
												Treatment Total		$935,298		
						Year 2039 Area Total		735,409				Year 2039 Total		$1,248,936		

Year: 2040

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1013 PARKING	RTE 457 TORNEY AVE	BLDG 1013	901fcP	P1	34	40	1,372	O	AC	LC - Letterman Complex	66	78	86	$1,604	10,246	MICROSURFACING
BUILDING 1535-43 ODD PARKING	PERSHING DR	BLDG 1535-1543	906xaP	P1	896	16	14,342	O	AC	PS - Presidio Hill	95	74	83	$16,766	11,457	MICROSURFACING
BUILDING 1533 PARKING	PERSHING DR	BLDG 1533	906xbP	P1	151	16	2,431	O	AC	PS - Presidio Hill	95	74	83	$2,842	11,457	MICROSURFACING
BUILDING 1520 PARKING	PERSHING DR	BLDG 1520	906xeP	P1	274	16	4,398	O	AC	PS - Presidio Hill	95	74	83	$5,142	11,457	MICROSURFACING
BUILDING 1525 PARKING	PERSHING DR	BLDG 1525	906xfP	P1	107	16	1,726	O	AC	PS - Presidio Hill	95	74	83	$2,018	11,457	MICROSURFACING
BUILDING 1518/1580 PARKING	PERSHING DR	BLDG 1518/1580	906xgP	P1	190	16	3,050	O	AC	PS - Presidio Hill	95	74	83	$3,566	11,457	MICROSURFACING
BUILDING 1517/1519 PARKING	PERSHING DR	BLDG 1517-1519	906xiP	P1	279	16	4,472	O	AC	PS - Presidio Hill	95	74	83	$5,228	11,457	MICROSURFACING
BUILDING 1510-14 EVEN PARKING	PERSHING DR	BLDG 1510-1514	906xkP	P1	392	16	6,272	O	AC	PS - Presidio Hill	95	74	83	$7,332	11,457	MICROSURFACING
BUILDING 1504 PARKING	PERSHING DR	BLDG 1504	906xqP	P1	156	16	2,501	O	AC	PS - Presidio Hill	95	74	83	$2,924	11,457	MICROSURFACING
BUILDING 1503-7 ODD PARKING	PERSHING DR	BLDG 1503-1507	906xrP	P1	627	16	10,035	O	AC	PS - Presidio Hill	95	74	83	$11,731	11,457	MICROSURFACING
BUILDING 1502 PARKING	PERSHING DR	BLDG 1502	906xsP	P1	117	16	1,887	O	AC	PS - Presidio Hill	95	74	83	$2,206	11,457	MICROSURFACING
BUILDING 1501 PARKING	PERSHING DR	BLDG 1501	906xtP	P1	127	16	2,045	O	AC	PS - Presidio Hill	95	74	83	$2,391	11,457	MICROSURFACING
BUILDING 1592/1594 PARKING	STILLWELL RD	BLDG 1592/1594	906ybP	P1	183	15	2,748	O	AC	PS - Presidio Hill	95	74	83	$3,213	11,457	MICROSURFACING
BUILDING 1587/1589 PARKING	STILLWELL RD	BLDG 1587/1589	906ycP	P1	314	15	4,717	O	AC	PS - Presidio Hill	95	74	83	$5,515	11,457	MICROSURFACING
BUILDING 1588/1590 PARKING	STILLWELL RD	BLDG 1588/1590	906ydP	P1	408	15	6,120	O	AC	PS - Presidio Hill	95	74	83	$7,155	11,457	MICROSURFACING
BUILDING 1583/1585 PARKING	STILLWELL RD	BLDG 1583/1585	906yeP	P1	257	15	3,861	O	AC	PS - Presidio Hill	95	74	83	$4,514	11,457	MICROSURFACING

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 2/1/2021

Scenario: 2021 S1: Reduce DM by 50% Then Maintain

Year: 2040

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BUILDING 1586 PARKING	STILLWELL RD	BLDG 1586	906yfP	P1	106	15	1,594	O	AC	PS - Presidio Hill	95	74	83	$1,864	11,457	MICROSURFACING
PARK BLVD	WASHINGTON BLVD	LINCOLN BLVD	FHA011	30	2,695	39	105,105	C	AC	PS - Presidio Hill	72	78	86	$122,869	12,655	MICROSURFACING
WASHINGTON BLVD	KOBBE AVE	IMMIGRANT POINT	FHA012	20	1,290	30	38,700	C	AC	PS - Presidio Hill	63	75	84	$45,241	13,074	MICROSURFACING
INFANTRY TERRACE	MORAGA	ARGUELLO	FHA668	20	2,146	23	49,358	C	AC	MP - Main Post	73	79	87	$57,700	12,149	MICROSURFACING
													Treatment Total	$311,821		
BUILDING 610 EAST PARKING	RTE 602 MASON ST	BLDG 610	900bP	P1	500	210	105,000	O	AC	CF - Crissy Field	81	68	77	$214,805	5,697	CAPE SEAL
BUILDING 38 PARKING	MESA ST	BUILDING 38	900kbP	P1	205	25	5,125	O	AC	MP - Main Post	84	69	78	$10,485	5,748	CAPE SEAL
BUILDING 385 PARKING	RTE 449 MORAGA AVE	BLDG 387	900qP	P1	637	40	25,488	O	AC	MP - Main Post	48	69	78	$64,558	4,943	CAPE SEAL
LOMBARD ST PULL-OUT PARKING	RTE 438 LOMBARD ST	EAST ENTRANCE	901bP	P1	69	40	2,756	O	AC	LC - Letterman Complex	84	69	78	$5,639	5,735	CAPE SEAL
WOOL CT	UPTON AVE	END	903rP	10	279	31	14,283	R	AC	FC - Fort Scott	51	69	78	$36,177	4,943	CAPE SEAL
BUILDING 1449/1450 PARKING	RTE 603 BATTERY CAULFIELD	BLDG 1449	906ecP	P1	44	30	1,330	O	AC	PS - Presidio Hill	84	69	78	$2,721	5,736	CAPE SEAL
BUILDING 1750 PARKING	RTE 010 LINCOLN W. ENTRANCE	BLDG 1750	908aP	P1	1,973	40	78,930	O	AC	LO - Lobos Creek	51	69	78	$199,918	4,943	CAPE SEAL
PALACE OF FINE ART PARKING	PALACE DRIVE	PALACE DRIVE	909aP	P1	2,033	40	81,350	O	AC	CF - Crissy Field	81	68	77	$166,423	5,697	CAPE SEAL
BUILDING 649-51 PARKING	MASSON ST	BLDG 649-651	909fP	P1	565	40	22,580	O	AC	CF - Crissy Field	54	69	78	$57,192	4,943	CAPE SEAL
WASHINGTON BLVD	LINCOLN BLVD	KOBBE AVE	FHA012	10	480	32	15,360	C	AC	PF - Presidio Forest	94	67	76	$32,920	5,199	CAPE SEAL
RILEY AVE	SHERIDAN AVE	LINCOLN BLVD	FHA616	10	422	18	7,596	R	AC	MP - Main Post	83	69	78	$15,540	5,720	CAPE SEAL
LIGGETT AVE	PRESIDIO BLVD	END OF LOOP	FHA675	10	1,637	20	32,740	R	AC	EH - East Housing	78	65	74	$66,979	5,579	CAPE SEAL
SIBLEY RD	LIGGETT AVE LOOP	MORTON ST	FHA676	10	1,267	11	13,937	R	AC	EH - East Housing	49	69	78	$35,301	4,943	CAPE SEAL
ROB HILL CAMPGROUND PATH	CENTRAL MAGAZINE	END	FHA705	10	1,055	12	12,660	O	AC	PF - Presidio Forest	92	68	77	$25,900	5,715	CAPE SEAL
ANZA TRAIL SPUR	WEDEMEYER AVE	WEDEMEYER PARKING	FHA708	20	200	6	1,200	O	AC	PH - Public Health Hospital	84	69	78	$2,455	5,736	CAPE SEAL
													Treatment Total	$937,013		
							Year 2040 Area Total		687,069				Year 2040 Total	$1,248,834		
							Grand Total Section Area:		16,097,325				Grand Total	$35,588,081		

** - Treatment from Project Selection

Scenarios Criteria:

APPENDIX G

Treatment Maps

Scenario 1: Reduce Deferred Maintenance by 50%

2021

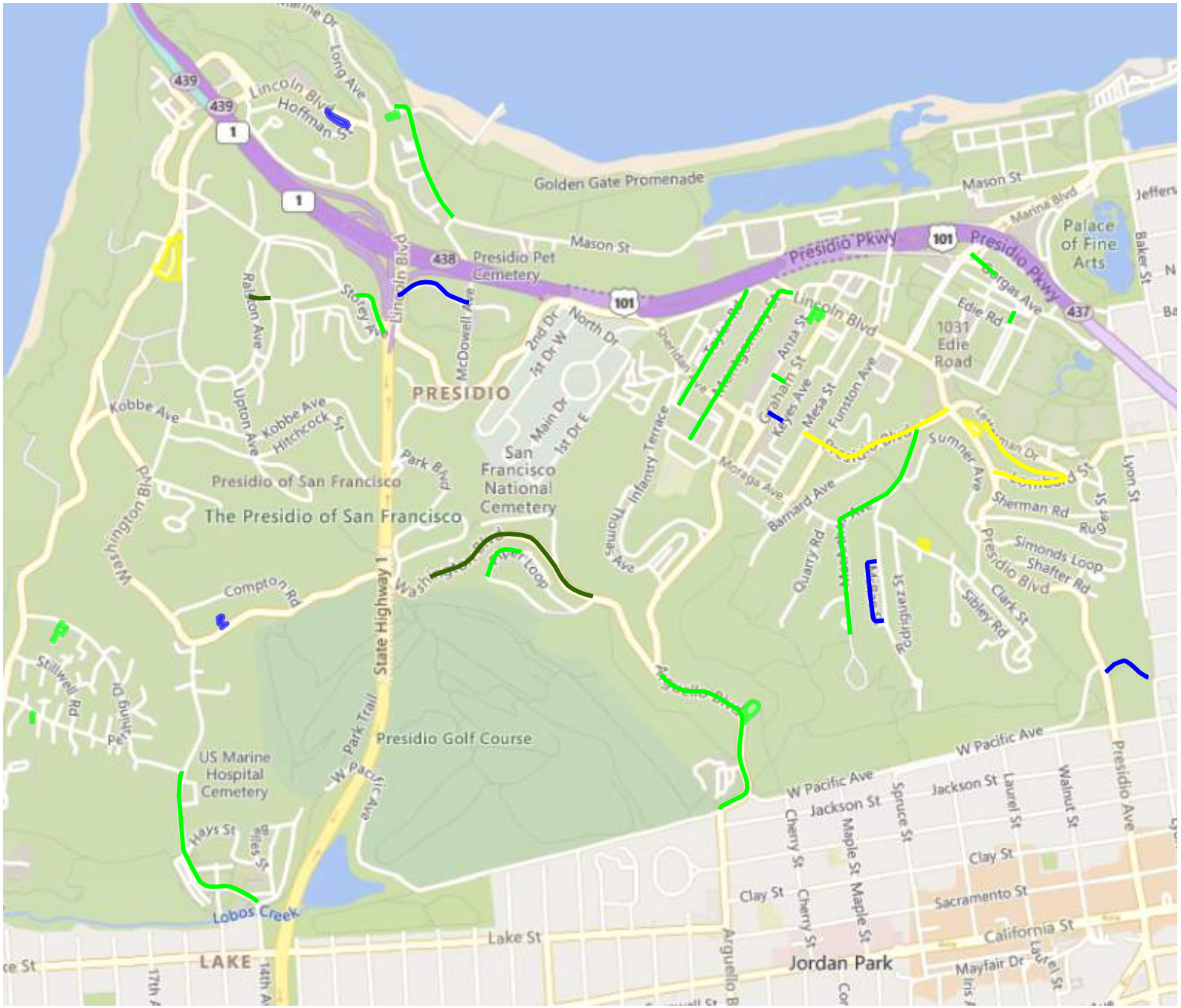
Presidio of San Francisco

Scenario Treatments

2021 S1: Reduce DM by 50% Then Maintain - 2021 Project Period - Printed: 2/22/2021

Feature Legend

- 2.5 INCH OVERLAY
- CAPE SEAL
- CIR w/ OVERLAY
- MICROSURFACING
- MILL & OVERLAY
- RECONSTRUCT STRUCTURE (AC)



Treatment Maps

Scenario 1: Reduce Deferred Maintenance by 50%

2022

Presidio of San Francisco

Scenario Treatments

2021 S1: Reduce DM by 50% Then Maintain - 2022 Project Period - Printed: 2/22/2021

Feature Legend

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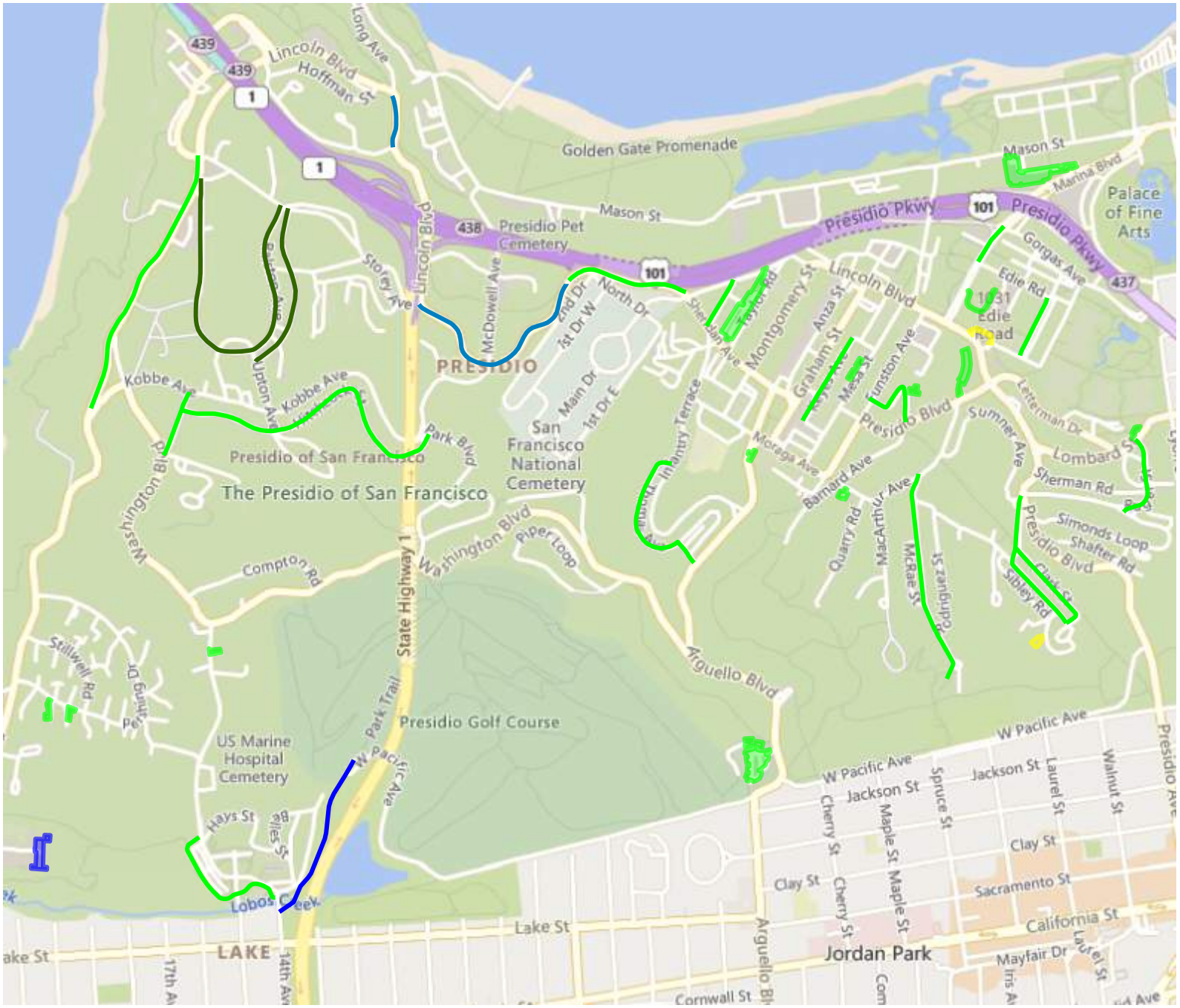

Treatment Maps

Scenario 1: Reduce Deferred Maintenance by 50%

2023

Presidio of San Francisco

Scenario Treatments

2021 S1: Reduce DM by 50% Then Maintain - 2023 Project Period - Printed: 2/22/2021

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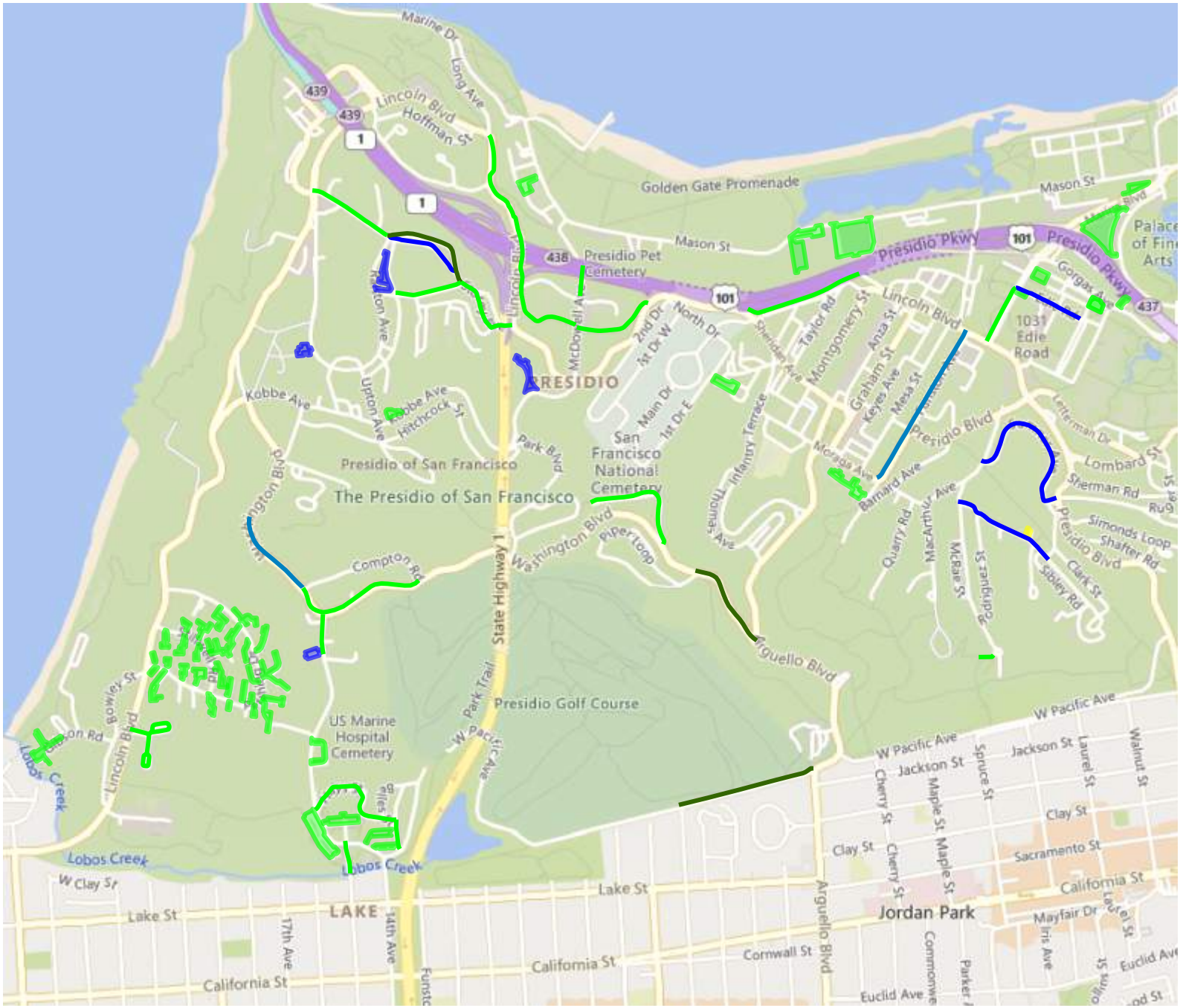

Treatment Maps

Scenario 1: Reduce Deferred Maintenance by 50%

2024

Presidio of San Francisco

Scenario Treatments

2021 S1: Reduce DM by 50% Then Maintain - 2024 Project Period - Printed: 2/22/2021

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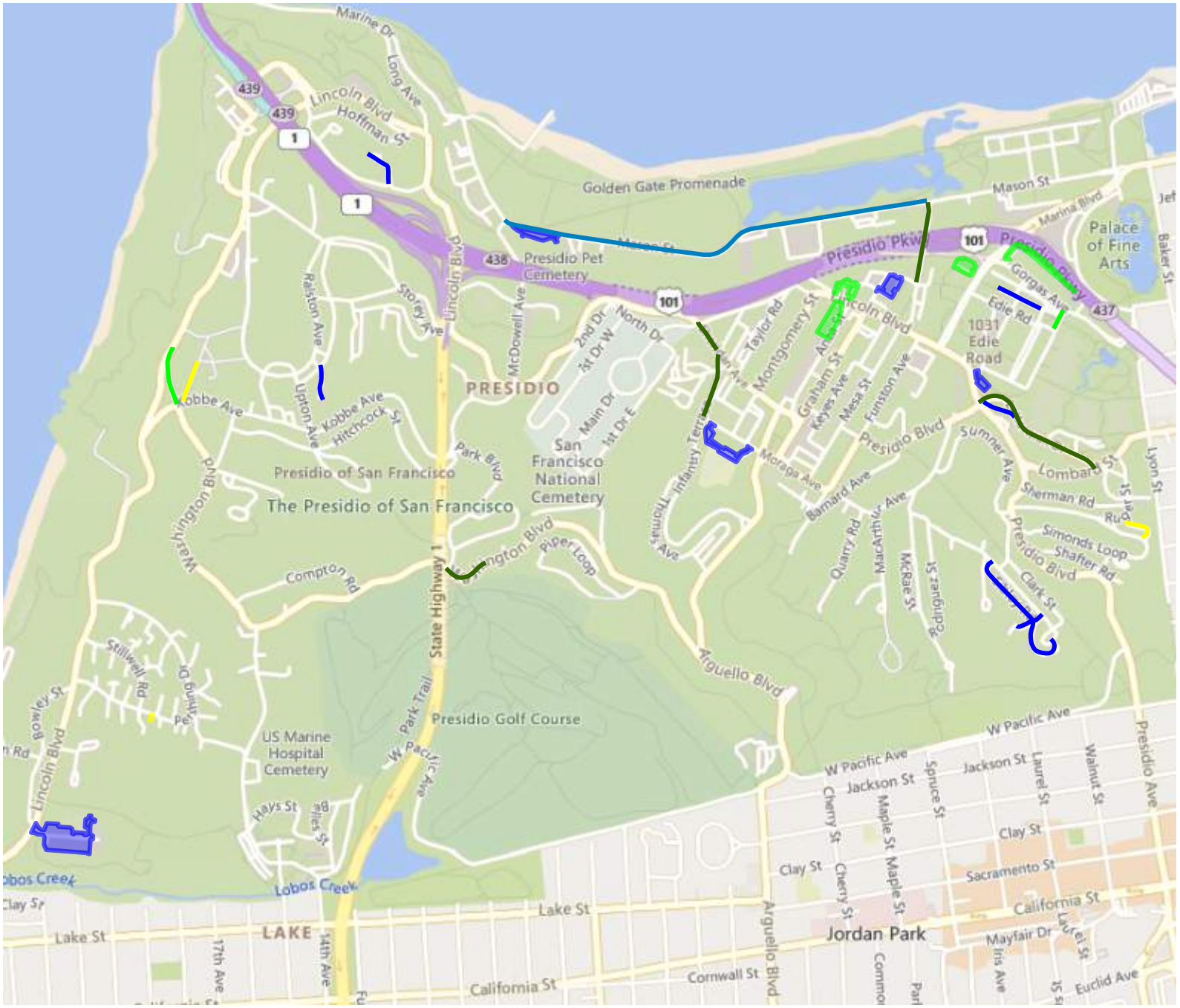

Treatment Maps

Scenario 1: Reduce Deferred Maintenance by 50%

2025

Presidio of San Francisco

Scenario Treatments

2021 S1: Reduce DM by 50% Then Maintain - 2025 Project Period - Printed: 2/22/2021

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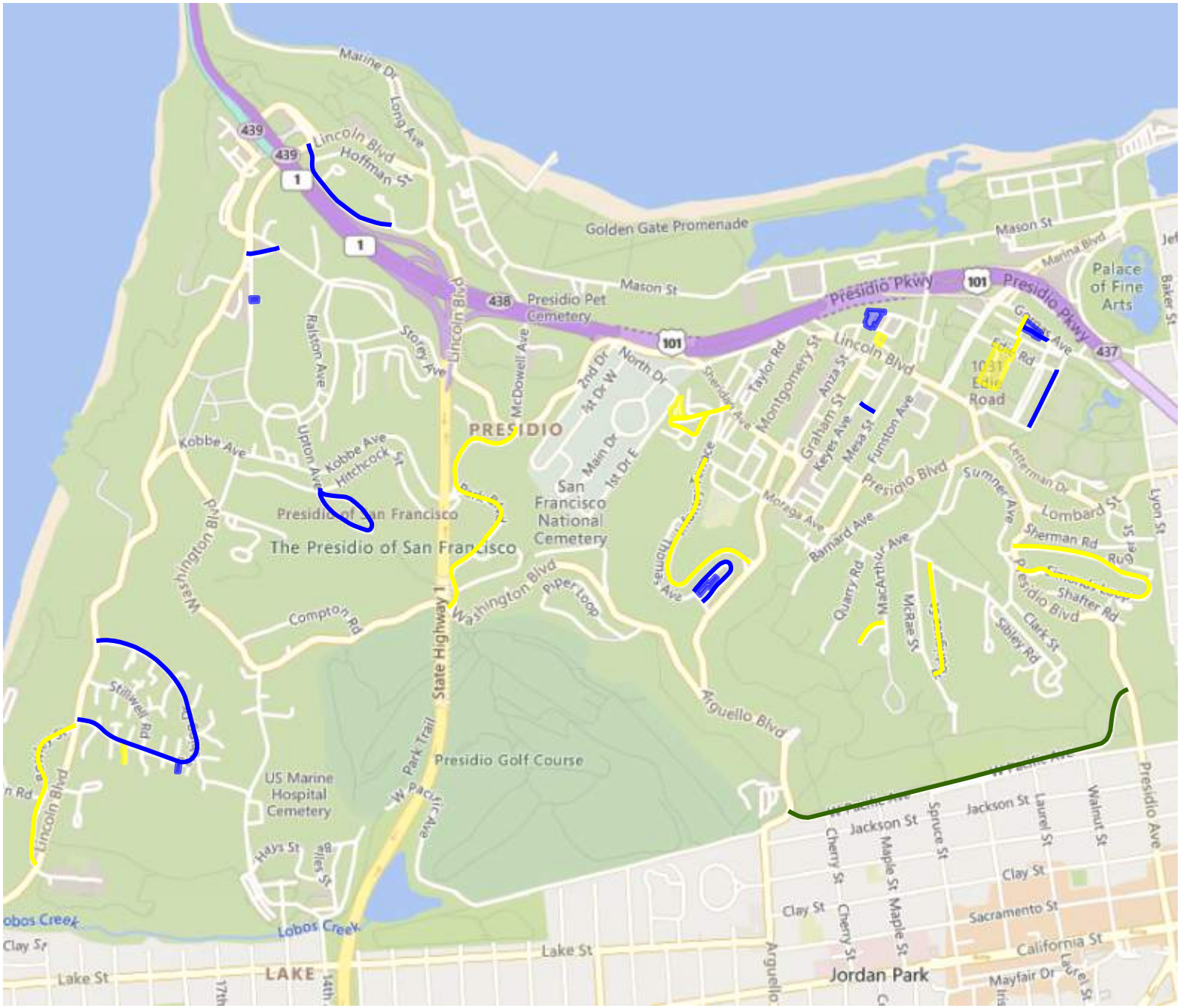


Appendix F: Parking Enforcement Update

Memorandum

Date: May 15, 2021

To: Prakash Pinto, Director of Planning & Compliance

Via:

From: Emily Beaulac, Transportation Operations Specialist

Re: License Plate Recognition Parking Management

Purpose

The Trust has the opportunity to upgrade the parking management program by transitioning from "pay-and-display" or printed permits to "pay-by-plate", purchasing parking by license plate number. The parking industry is transitioning away from pay-and-display because of the various advantages of pay-by-plate. This memo outlines:

- The current parking management program and the disadvantages
- The advantages of switching to pay-by-plate
- The costs associated with the pay-by-plate
- How enforcement must change and estimated costs of a new enforcement program

Current Parking Management Program

There are approximately 7,500 parking spaces in the Presidio (Area B)that fall into three categories:

1) Paid Public Parking
    a. Over 3,300 of the parking spaces in non-residential areas of the Presidio require a fee. Day-use or hourly permits can be purchased from one of the 144 pay-and-display pay stations located throughout the park and then displayed in the car windshield.
    b. Non-residential tenants and their employees may also purchase parking permits from the Presidio parking office. The parking office sells both monthly and daily parking permits. The number of monthly parking passes available for purchase is designated within each non-residential lease and there is no cost savings associated with purchasing a monthly permit to support the Trust's TDM goals and discourage non-residential tenants from driving every day. Daily permits are sold in booklets of 20 passes. These options alleviate the need to use the parking pay station.
2) Residential
    a. One designated, exclusive-use parking space is included with each residential lease, free of charge. Designated spaces can be a garage, driveway, carport, or on-street numbered parking space. Parking permits (hang tags) are issued for any designated space not located in a garage or driveway.
    b. Additional hanging parking permits may be purchased by residents. The cost for each additional parking permit is $50 per month and a new tiered pricing structure is being developed to charge incrementally more for each additional vehicle per household.
3) Free Public Parking
    a. Unpaid parking areas include the Sports Basement parking lot, Cavalry Bowl, Bowley Street, Lincoln Blvd between 25th Avenue and Storey Ave, Building 1750, Building 1450,

Inspiration Point, West Pacific Avenue and various small parking areas near trailheads or overlooks. Current Approach: Pay-and-Display

Pay-and-display parking requires issuing paper permits – either from pay stations or hang tags. This parking management approach has cost impacts and impacts on the users.

- Parkers must purchase their permits from a pay station and return to their vehicle to display their permit in their dashboard. This requires that pay stations be located close enough together to allow customers to walk to a pay station and return to their vehicle. Each pay station costs $49/month to operate, which pays for the electronic processing and transmission of fees as well as any additional maintenance or support that cannot be resolved by Ace Parking. A new pay station costs approximately $7,500. In addition to operating and purchase costs, pay-and-display stations require paper and ink to print permits.
- Motorcycles and scooters do not have a secure way of displaying a permit. Unlike traditional vehicles, displaying a permit is more difficult on a motorcycle or scooter because there is not an easy way to securely affix the permit.
- The purchase of monthly hang tag permits and books of daily scratch off permits for non-residential zones cost the Trust approximately $10,000 per year.

Current Parking Enforcement

Parking enforcement is currently performed by US Park Police (USPP). Parking compliance for paid public parking was observed in 2019 to be 64% in the Main Post and Letterman areas. Both paid public parking and residential parking requires the person conducting enforcement to visually confirm the presence of a valid parking permit. The USPP officer must exit their vehicle and maneuver through the parking area to inspect each permit, either hanging from rear view mirror or in the windshield. The officer then issues a handwritten citation and back at the office, additional paperwork must be completed to enter the citation in the system.

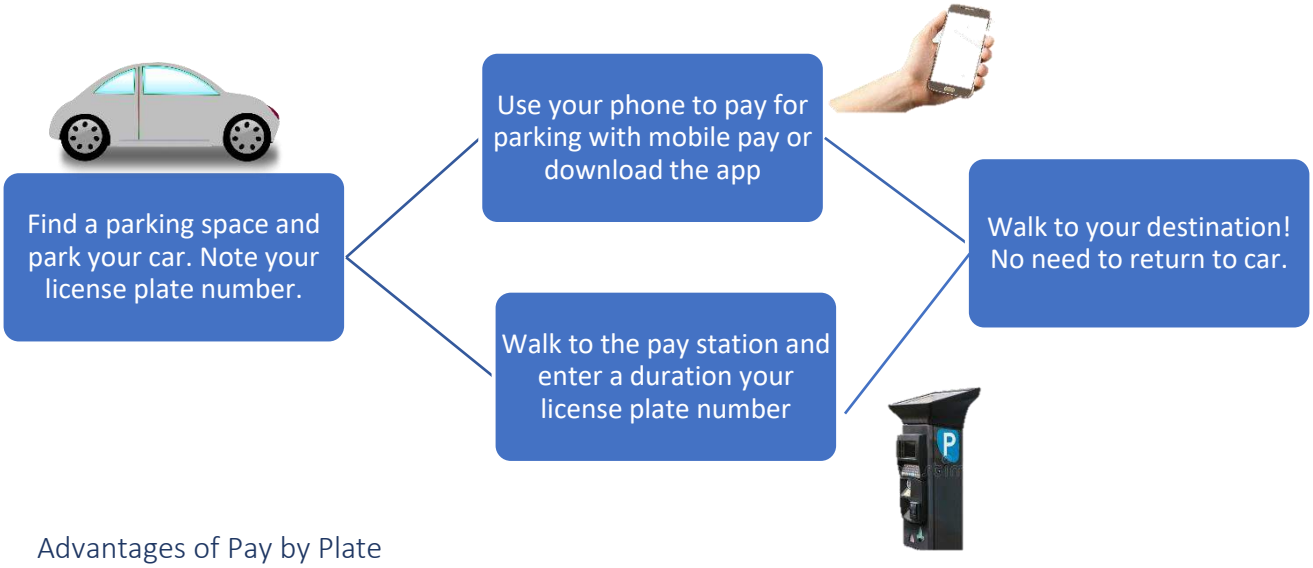
Current Enforcement Costs

USPP does not regularly schedule parking enforcement. The Trust pays USPP to conduct parking enforcement on overtime hours and officers conduct enforcement when it is convenient for their schedules. The timing of parking enforcement by USPP may not align with high parking demand. The Trust pays $100/hour for enforcement and budgets approximately $100,000/year for these duties.

Proposed Changes: Pay-by-Plate

Pay-by-plate would increase compliance and allow the Trust to reduce the number of pay stations in the park. Trust staff would work with Ace Parking, the Trust's parking management company, to pilot this approach in the Tides parking lot before implementing park-wide. Pay-by-plate is used in other jurisdictions, including the SFMTA, mostly in parking lots. It has several advantages over pay-and-display. In recent years, the Trust has upgraded enough parking machines to be pay-by-plate compatible.

Figure 1: Using Pay-by-Plate Technologies



Advantages of Pay by Plate

1) **Compatible with mobile payment options.** The parking management contractor for the Presidio, Ace Parking, has an existing parking application, which can be accessed from a mobile browser, that users can use to pay for parking through their phone. This mobile payment option is currently being used by NPS at Muir Woods. Mobile payment options include downloading a smartphone app or using your mobile browser (no download necessary) to pay for parking.
2) **Convenience.** Users who choose to purchase parking from the pay stations will not have to return to their vehicle to display their permit. Both this and the mobile payment option will save users time and may increase compliance.
3) **Fewer meters.** Assuming 50 percent of users will opt to use the mobile payment option, this will allow for a reduction in the number of pay stations in a given area. This will reduce Trust annual costs for maintaining and operating the pay stations as well as reduce the number of stations that need to be periodically replaced.
4) **Better enforcement.** Pay-by-plate parking is monitored and enforced using vehicle-mounted license plate recognition (LPR) technology. that confirms payment compliance without enforcement officers leaving the vehicle. License plate reader technology can also be paired with electronic ticketing technologies that print parking tickets and automatically upload the data, which will reduce paperwork. Changes to parking enforcement are not within the purview of the Trust Transportation Office parking management responsibilities but pay-by-plate allows for more effective and efficient enforcement by others. This video explains how LPR can help save park enforcement officers time: https://www.youtube.com/watch?v=kybaas8Qrn4

Mobile Payment Options

The new mobile payment option will allow users to pay using either Mobile Web Pay or a Presidio parking app.

Mobile Payment solutions enhance cash controls, reduce security risk to personnel, and reduce resources required for collections, reconciliation, and banking related activities.

Added Costs

To realize the full benefit of pay-by-plate and mobile payment options, the Trust must invest in LPR technologies to conduct enforcement. LPR enforcement can be performed on foot with handheld devices, which require the user to scan each individual license plate. LPR equipment that is mounted to a vehicle is more effective because the user can scan a large parking area in minutes but is more expensive. Purchasing both a vehicle-mounted LPR system and handheld devices would allow more users conduct parking enforcement than with just one vehicle system.

Estimated Start-Up Costs for LPR Enforcement

Service or Hardware	**Potential Costs**
Vehicle mounted LPR equipment	~$15,000 per vehicle
Rugged tablet or workbook installed inside vehicle	~$4,000 per workbook
Installation, training and software fees	~$4,000
Handheld LPR devices	$1,000 per unit (2 assumed)
Total	**~$34,000**
Annual licensing and maintenance costs	~$10,000

Electronic Ticketing

Currently, parking citations are handwritten by USPP officers and the parking citation revenue is collected by the federal court system. LPR enforcement pairs well with electronic citation solutions – the data collected from the LPR technology can "autofill" into a ticketing software application. The vendors that provide LPR technologies do not have citation solutions so there must be an additional contract for these services. However, the equipment installed inside a vehicle for LPR enforcement (like a tablet or Toughbook) and the LPR handheld devices can also be used to operate electronic ticketing software.

Purchasing and deploying electronic ticketing to replace handwritten citations is an additional task with added expenses but is not required for the pay-by-plate transition. The Trust is currently researching how the agency might be able to collect revenue from parkers not paying for parking. Investing in electronic ticketing software would be essential for effective enforcement and collection of revenue from ticketing. In the meantime, USPP could continue to use their existing citation system but incorporate LPR solutions to find vehicles that are in violation.

Electronic Ticketing Costs

Service or Hardware	Estimated Costs
Handheld ticketing hardware & printers	~$3,000 per unit (2 assumed)
Software, project management & training	~$14,000
Total	**~$19,000**
Annual licensing and maintenance	~$2,000

Costs vary based by vendor and we are still compiling quotes from potential vendors. Some cities and jurisdictions include a "user fee" or associated charge to those who receive citations to help offset the costs of electronic ticketing systems.

Impacts on Parking Revenue

The following table summarizes actual "transient" parking revenue 2017 – 2019 as well as a range of estimated parking revenues for 2022 – 2025 for three scenarios for increasing payment compliance. Notes about the table:

- Revenues from 2020 and 2021 are not included because of Covid-19 and because LPR equipment will not be fully implemented in 2021
- Transient parking revenue includes hourly and daily parking, not monthly permits nor citation revenue
- The table assume a conservative increase in baseline parking demand (held constant across scenarios as it is less under Trust control and this analysis is focused on the effect of Trust enforcement on compliance, not on the effect of new pricing policies)
- Parking revenue is estimated for low, medium, and high scenarios for how much payment compliance increases
- All revenue estimates are rounded to the nearest 100,000 to make the table more legible and to not imply false precision

These revenue projections make the following assumptions:

- Parking revenue in 2022 will be the same as 2019 (ie, return to pre-Covid levels in 2021 into 2022)
- Parking demand (and therefore revenue) will increase by ~3% a year after 2021 (either as a result of changes in demand and/or Trust pricing strategies). This simple analysis holds this value steady for all scenarios
- Payment compliance is currently approximately 64%
- Transitioning to LPR and assuming (hypothetically) the current level of enforcement staffing will increase payment compliance rate by either 3%, 6%, or 9% to 67%, 70% or 73%
- The increased flexibility, control, responsiveness, and performance of contract enforcement, as well as higher level of enforcement staffing (in terms of hours of enforcement per week), will increase payment compliance rate by an additional 3%, 6%, or 9%
- For this analysis, the scenarios for increasing payment compliance combine the assumed effects of LPR and the assumed increases related to a contracted enforcement service:
    - "Low" – Assumes payment compliance rate increases 6% to ~70%
    - "Medium" – Assumes payment compliance rate increases 12% to ~76%
    - "High" – Assumes payment compliance rate increases 18% to ~82%
- For each scenario, the assumed percent increase in compliance is used to estimate the increase in revenue by multiplying that year's revenue by the assumed percent increase in compliance. For example, if the Trust increases compliance from 64% to 80%, it will increase compliance and therefore revenue by 25% (ie, 16/64=0.25). Similarly, if the Trust increased compliance from 50% to 100%, revenue would increase by 100%, not 50%. This means that for each scenario, revenues will increase over the baseline as a result of higher compliance:
    - "Low" – Assumes payment compliance increases revenues by approximately 9%

- "Medium" – Assumes payment compliance rate increases by approximately 19%
- "High" – Assumes payment compliance rate increases by approximately 28%

Parking gross revenue estimates for low, medium, and high scenarios for payment compliance

	2017	2018	2019	2022	2023	2024	2025
Actual + projected baseline revenues	$2,600,000	$2,800,000	$2,900,000	$3,000,000	$3,100,000	$3,200,000	$3,300,000
"Low" compliance increase				$3,300,000	$3,400,000	$3,500,000	$3,600,000
"Med." compliance increase				$3,600,000	$3,700,000	$3,800,000	$3,900,000
"High" compliance increase				$3,800,000	$4,000,000	$4,100,000	$4,200,000

LPR Pilot

To test the system, parking machines in the Tides lot would be reprogrammed to allow users to pay for parking by entering the license plate number at the parking machine or into a mobile app. The 3-month pilot project will test the use of license plate recognition (LPR) technology and mobile payment options in the Tides parking lot. The parking signage in the lot would also need to be changed to reflect the change in payment options. The Tides parking lot has been selected as an appropriate place to conduct a pilot of the pay-by-plate technologies because most of the users are employees of Tides and can be easily contacted for instructions and feedback. During the pilot, we hope to measure compliance rates and revenue changes in the parking compared to pay-and-display management. Feedback from the users and their customer satisfaction with the changes will also be documented.

Key Takeaways

- Pay-by-plate is more customer friendly, allowing for mobile payment options, reduceing the need for pay stations throughout the park, and eliminating the need to return to one's vehicle to display a payment receipt.
- The costs of implementing LPR enforcement technologies are approximately $24,000 in the first year. The reoccurring annual costs to maintain and operate the system are approximately $10,000 per year.
- The installation and purchase costs of vehicle mounted LPR equipment are sizable at approximately $20,000 per vehicle. If the Trust intends to conduct their own parking enforcement, there should be a dedicated parking enforcement vehicle that is operated by the Trust. This would avoid an interim step of providing USPP with vehicle LPR equipment to attach to an existing USPP patrol vehicle.
- Electronic ticketing is a recommended addition to a LPR system because it reduces paperwork and can utilize the same technologies needed for the LPR enforcement. However, it is not a necessary component in starting pay-by-plate parking management.

- The increased efficiency of LPR will result in higher parking compliance rates. The estimated increase in revenue is projected to be between $100,000 and $700,000 per year, depending on the effectiveness of enforcement. Compliance and revenues will increase if enforcement can be improved with increased flexibility, control, responsiveness, performance, and number of hours spent on enforcement. These improvements require the Trust to either conduct their own parking enforcement or hire a contract to provide parking enforcement.

Appendix G: Proposed Parking Policies

Memorandum

Date: June 3, 2021

To: Prakash Pinto, Director of Planning & Compliance

Via:

From: Amy Marshall, Transportation Manager

Emily Beaulac, Transportation Operations Specialist

Re: LoTIS Parking Management Recommendations

Action Requested

Review and provide feedback on the proposed parking management changes and near-term implementation schedule.

Background

Through the Long-Range Transportation Implementation Strategy (LoTIS), the Trust has identified proposed changes to the Trust's parking management policies and practices to better achieve the Trust's overall goals and take advantage of new parking management technologies. Switching to pay-by-plate and implementing a mobile payment option allows for more effective enforcement via license plate recognition (LPR).

Trust staff believe that all parking-related projects will be included in the "short-term" list of projects in the LoTIS (i.e., implemented by 2027). The proposed changes described in more detail below fall into four categories:

1. Improve effectiveness of paid parking
2. Adjust parking rates based on demand
3. Improve communications and user experience
4. Facilitate improved enforcement of paid parking

Proposed phasing is sensitive to the shifting travel patterns following the COVID 19 pandemic. Park employees may commute to the park less frequently than they did previously.

1. Improve effectiveness of paid parking

	How It Works Now	Proposed Change	Why?
1A	Some parking is not managed	**Reassess where to charge for parking** The Trust should assess what additional on-street and lot parking should be managed to help achieve overall goals. Net capital and operating costs for new equipment will be minimized by parking revenue and license plate recognition technology (see 4B). Fall 2021: Implement parking fees in the Sports Basement parking lot. Long-term: Implement fees in the Cavalry Stables area and other currently unregulated areas.	Unmanaged (and unpriced) parking encourages people to drive and reduces access to the Presidio by making it harder to find a parking space, running counter to Trust goals. Expanding paid parking will make the Trust's parking management more complete, comprehensive, and effective.
1B	Daily parking rate is set at approximately 5 hours of parking	**Phase out the daily rate** Feb 2022: Set daily rate at 6 hours of parking. Long-term: Charge for parking only by the hour.	A daily rate provides a discount for those who commute by car. Charging by the hour is more equitable (by not favoring one group of drivers) and will no longer provide an incentive to commute by car.
1C	The Presidio (Area B) has 9 different non-residential parking price zones	**Reduce number of pricing zones** Fall 2021 – Fall 2022: In conjunction with the phased implementation of pay-by-plate, reduce the number of pricing zones somewhat while still discouraging car trips within the Presidio and continuing to offer lower cost parking in more remote areas to distribute demand.	Fewer pricing zones will make it easier to communicate the extent and price for each zone, and may allow for greater differential in prices to make choices clearer and prices more effective.
1D	Hourly rates do not vary by weekday vs. weekend	**Differ hourly rates for weekdays vs. weekends** In parking rate zones that have high parking demand on the weekends, charge higher rates to manage demand. Feb 2022: Implement higher weekend rates in the Main Post and Crissy Field areas.	Better manage demand during busy times, which will ensure access by car and increase revenue while allowing lower prices during less busy times

	How It Works Now	Proposed Change	Why?
1F	Rates are adjusted in $0.10/hr increments	**Communicate rates by the hour and only use hourly rates that end in $0.50 or $1.00 increments** Feb 2022: Implement park-wide.	Make it easier for people to understand and compare rates at a glance.
1G	Rates do not change during special events	**Use higher hourly special event rates at all paid parking** Fall 2021 to Spring 2022: After implementation of pay-by-plate and mobile payment options, develop events rate calendar and establish rates in collaboration with Visitor Engagement. Establish the hourly rates that the Trust will use in some rate zones during special events, and periodically adjust those rates to find the lowest rate possible that achieves a minimum level of parking availability during most special events.	Better manage demand during the busiest times, which will make it easier to find a parking space (for those who choose to drive), increase access, increase revenue, and better achieve overall transportation goals.

2. Adjust parking rates based on demand

	How It Works Now	Proposed Change	Why?
2A	Parking rates are set to be approximately 20 percent less than metered areas in surrounding San Francisco neighborhoods	**Adjust rates based on parking demand to find lowest possible rate** To adjust rates based on demand the Trust would identify a target peak occupancy range (e.g., 60-80%). When periodically adjusting rates, the Trust would increase rates by $0.50/hr in zones that are above target occupancy and decrease rates by $0.50/hr in zones that are below target occupancy. Trust CEO/Board would set a floor and ceiling for hourly rates – suggested floor of $2.00/hr and ceiling of $4.00/hr.	Utilizing a data-driven outcomes-based approach to adjusting prices will help the Trust achieve its goals for transportation and maximize revenue while finding the lowest rate possible that achieves a minimum level of availability (i.e., makes it easier to visitors to quickly find a parking space).
2B	Occupancy data gathered manually (1 or 2 times per year)	**Explore new source for occupancy data** The Trust should explore how to gather occupancy data with sufficient accuracy and granularity at the lowest cost. Options: manual occupancy data collection, estimate from payment data, use drone/aerial imagery, or obtain (if technically feasible) from parking enforcement license plate recognition (LPR) technology.	High quality parking occupancy (demand) data is required to make demand-responsive parking rate adjustments. Which option is most cost effective will depend in part on how frequently the Trust would like to change prices and what is operationally feasible for Trust staff.
2C	Rates are adjusted every 12 months	**Adjust rates more frequently** Adjust rates up or down by $0.50/hour every 4 or 6 months rather than every 12 if occupancy data reflects need for adjustments.	Adjusting rates more frequently will allow the Trust to more quickly find the lowest price possible that ensures that it is easy to find a parking space, and ensure that parking rates change not long after any changes to parking demand.
2D	Rate changes are approved by the Executive Team	**Delegate authority to approve rates to Chief Financial Officer (CFO)** The Board or CEO should approve the rules for adjusting parking rates as well as a rate floor and ceiling, and then delegate authority to approve regular rate adjustments to the CFO, based on recommendations from the Transportation Manager. See recommendations for streamlining communication protocols for rate changes in 3A.	Delegating authority will reduce the administrative overhead for routine parking rate changes, and will allow parking management and rate adjustments to become a perfunctory administrative and operational task.
2E	Time limits are used at paid parking	**Use time limits only in special cases; otherwise eliminate time limits.** Use demand-responsive pricing adjusted every 4-6 months to maintain a minimum level of parking availability in all areas including those with high demand.	Time limits are sensible where pricing is not feasible (e.g., overlooks) or other special cases. Otherwise, demand-responsive pricing combined with effective enforcement (see 4A-C) will effectively manage demand and ensure availability.

3. Improve communications and user experience

	How It Works Now	Proposed Change	Why?
3A	Parking rates are posted on parking pay stations using decals. A PDF map showing new parking rates is emailed to Trust employees and non-residential tenants at the beginning of each year before an annual rate change. The same PDF map of parking rates is available on the Trust website.	**Use the screen of new parking pay stations rather than decals to communicate rates** to reduce the operational burden of changing rates more frequently. **Improve the PDF map of parking rates** to reflect new zones/rates as well as to make the map significantly easier to quickly understand. **Continue to email the PDF of parking rates shortly before each rate change** as a means to communicate to the Trust's most frequent parkers where they can find the lowest rates. **Have the Trust's parking payment app also display the same (or similar) static map of rates** as another means to make people aware of where parking is available and where they can find the lowest cost parking options.	Communicating parking prices will help those prices to achieve Trust parking and transportation goals more effectively. Fewer zones and simpler rates will also be easier to communicate via a mobile payment app.
3B	Information about the Trust's parking management policies not readily available	**Develop a comprehensive public-facing document** that summarizes the how the Trust manages parking (e.g., policies, rules for changing rates, etc.)	This document will increase transparency and trust among park visitors and employees, and serve as a useful internal resource for the Trust.

4. Facilitate improved enforcement of paid parking

	How It Works Now	Proposed Change	Why?
4A	Parking citations are paid directly to US Federal Courts. Unknown consequences for those who do not pay parking citations.	**Explore how to have (or increase) consequences for not paying for parking citations** If the Trust determines that citation payment compliance is low, then it could explore how to ensure non-payment has more effective consequences.	The Trust would like to increase the percent of people who park that pay. Enforcement is effective for some people, but if not paying citations does not have any consequences, it is likely that some people (percent unknown) routinely do not pay for parking knowing that citations do not have consequences.
4B	Parking enforcement must check parking receipt placed on a dashboard	**Implement Pay-by-Plate and Enable enforcement via license plate recognition (LPR)** The new pay-by-plate parking payment approach the Trust plans to implement in 2021/22 will associate payment by app/phone or pay station to a vehicle's license plate. Pay-by-plate will enable a much more efficient approach to enforcement using license plate recognition (LPR), either by equipment attached to enforcement vehicles or handheld tablets that scan license plates.	Making the shift to a parking system based on license plates will allow the Trust to dramatically improve the efficiency and therefore effectiveness of parking enforcement. This will increase payment compliance, which will increase meter revenue and, more importantly, help the Trust achieve its goals.
4C	United States Park Police (USPP) enforces paid parking (using USPP officers on overtime) when officers are available, not necessarily when enforcement is most needed. The Trust pays the USPP overtime rates for this enforcement.	**Hire a Trust employee to enforce parking and other duties** Enforcing paid parking via LPR is so efficient that effective enforcement will require less than one FTE, so that person could perform other duties such as community engagement and responding to other minor incidents.	Having a Trust employee enforce parking will provide the Trust more control, provide more effective enforcement, and be more cost-effective.

	How It Works Now	Proposed Change	Why?
4D	USPP uses handwritten tickets to issue parking citations. Parking citations require additional paperwork upon returning to the office.	**Implement electronic ticketing software to issue citations** Electronic citations are compatible with but not included with LPR enforcement technology. Using the same hardware located in the vehicle or handheld devices, Bluetooth printers and ticketing software can automate issuance of parking citations. Typical fields like vehicle license plate, data and location are automatically filled.	Electronic ticketing technology speeds up the process both in the field when issuing a ticket and automatically catalogs the data on the backend, reducing paperwork.
4E	Parking citation revenue is collected by US Federal Courts.	**Collect parking citation revenue** Create an internal system for issuing fees that allows the Trust to collect parking citation revenue. There are legal boundaries to setting up this system.	Parking citation revenue could amount to hundreds of thousands of dollars in additional revenue for the Trust.

Appendix H: PresidiGo Service Evaluation

PresidiGo Service Evaluation

Prepared for:
Presidio Trust

June 15, 2021

SF20-1126

FEHR PEERS

Presidio Trust

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01 Introduction

01 INTRODUCTION

The PresidiGo shuttle is a free service for residents, employees, and visitors to the Presidio. As a central part of the Presidio's transportation system, its efficient and effective operation are central to accomplishing the Presidio Trust's transportation goals. This service review will examine the existing performance of PresidiGo and propose short- and long-term recommendations for improving service.

TRANSPORTATION GOALS

The Presidio Trust has identified three strategic goals in support of its mission and vision. Transportation objectives were further identified in pursuit of each of the three goals.

Table 1: Presidio Trust Strategic Goals

Goal	Transportation Objectives
Goal 1: As a national park, the Presidio will be visited and loved by all	• Make it convenient to get to the Presidio's most popular destinations without a car. • Enhance the experience of traveling by foot, bike, or transit within the park.
Goal 2: The Presidio Trust will be a model of environmental stewardship	• Reduce the GHG emissions from trips to/from and within the Presidio. • Minimize environmental impact of transportation-related infrastructure.
Goal 3: The Presidio Trust will exemplify operational excellence in public service	• Maintain the existing network and transit infrastructure in a state of good repair. • Eliminate serious injuries from road collisions and tripping hazards. • Reduce net cost to Trust of transportation network and services.

The PresidiGo shuttle plays a key role in meeting these objectives. A robust and effective PresidiGo system provides an essential alternative to driving for Presidio residents, employees, and visitors, reducing greenhouse gas emissions and improving accessibility for those who are unable to drive. Furthermore, as a cost-efficient, productive service, PresidiGo reduces the expense of transportation in the Presidio for both its riders and the Presidio Trust.

PresidiGo Service Goals

In order to support the Presidio Trust's strategic goals, the PresidiGo system should aim to:

- Provide convenient access to jobs and services for residents and employees
- Maximize ridership through efficient operations
- Encourage the shift away from private vehicles by providing a convenient and competitive service
- Remain cost-effective for the Presidio Trust

SUMMARY OF FINDINGS

Service and ridership data from 2019 indicate that PresidiGo continues to meet its service goals and provide a level of productivity comparable to many Muni routes. The system would benefit from a few service modifications:

- Increasing midday frequency on the Downtown Route to support non-traditional commutes, access for visitors and access to services for Presidio residents
- Modifying stop locations on the Downtown Route to improve connections to the Salesforce Transit Center and the Central Subway
- Providing a new Arguello Route connecting the Main Post and Letterman District to services and high-capacity transit routes like the 28R in the Inner Richmond
- Implementing a stop improvement program within the Presidio to upgrade and standardize stop amenities, including shelters and signage, and assure accessibility for all
- Exploring a future combination of the Downtown and Presidio Hills Routes into a one-seat ride between Baker Beach and Downtown San Francisco

Proposed schedules and service hours with these modifications are in **Appendix B**.

02 EXISTING CONDITIONS

This section provides an overview of transit service in the Presidio prior to the start of the COVID-19 pandemic.

2019 ROUTE SUMMARY

In 2019, PresidiGo operated three routes:

- Downtown, connecting the Presidio Transit Center and the Letterman District to Downtown San Francisco and the Salesforce Transit Center
- Presidio Hills, a loop connecting the southern half of the Presidio and Baker Beach to the Presidio Transit Center
- Crissy Field, a loop connecting the northern half of the Presidio and the Golden Gate Bridge to the Presidio Transit Center

Nearly all Presidio residents lived within a five-to-ten-minute walk of a bus stop. Notable exceptions include the East Housing neighborhood along MacArthur Ave, Portola St, and Liggett Ave, as well as portions of Infantry Terrace and Simonds Loop.

Muni and Golden Gate Transit supplemented service in the area with the following routes:

SF Muni Routes

- 28 19th Avenue, serving the Golden Gate Bridge and Richardson Avenue
- 29 Sunset, serving the Baker Beach area
- 30 Stockton, serving the Marina District just east of the Presidio
- 43 Masonic, serving the Presidio Blvd, Main Post, and Letterman areas
- 41 Union and 45 Union-Stockton, stopping just outside of the eastern entrance of the Presidio
- 76X Marin Headlands Express, stopping at the Golden Gate Bridge and Richardson Avenue on weekends only

Golden Gate Transit Routes

- Twenty-four routes stopped at the Golden Gate Bridge Toll Plaza and on Richardson Avenue with service to downtown San Francisco and various points in Marin and Sonoma Counties

Service Changes due to COVID-19

The COVID-19 pandemic resulted in substantial changes to travel behavior, the extent and duration of which remain unknown. In March 2020, PresidiGo service was cut by 18% through service reductions during the commute periods. A month later, PresidiGo suspended the Crissy Field Route and decreased Downtown weekend service to hourly. In November 2020, weekend service on both the Downtown and Presidio Hills routes was suspended completely.

In forming its Core Service Plan, Muni suspended the 41 Union and the portions of the 28 19th Avenue and 43 Masonic serving the Presidio. However, in September 2020, Muni extended the 30 Stockton from its terminus in the Marina District into the Presidio along Mason Street, terminating at the Sports Basement parking lot. While it is likely that Muni will continue supporting the extension of the 30 Stockton, the return of other routes is uncertain.

Golden Gate Transit reduced service through the Golden Gate Bridge toll plaza to only six routes, serving only the largest cities of Marin and Sonoma Counties. In April 2020, Golden Gate Transit began allowing rides between any San Francisco stops to augment reduced Muni service. Previously, it had only allowed travel to downtown San Francisco from the Golden Gate Toll Plaza and Richardson Avenue stops.

2019 SERVICE STRUCTURE

In 2019, PresidiGo service operated between 6:00 AM and 8:00 PM on weekdays and 9:00 AM and 6:30 PM on weekends. As shown in **Table 2,** headways ranged from 10 minutes to 60 minutes on the Downtown Route and 15 minutes to 30 minutes on the Presidio Hills Route. The Crissy Field Route operated at a regular 30-minute headway throughout the day.

Table 2: October 2019 Service

Route	Day	Service Hours	Peak Headway (mins)	Midday Headway (mins)
Downtown	Weekday	35.75	10-15	60
	Weekend	18	30 All Day	
Presidio Hills	Weekday	17.5	15	30
	Weekend	7.5	30 All Day	
Crissy Field	Weekday	11.5	30 All Day	
	Weekend	7.5	30 All Day	

Source: Presidio Trust, 2019

2019 PRESIDIGO ROUTE PERFORMANCE

PresidiGo has historically been one of the Bay Area's most productive transit systems. This section summarizes route performance prior to COVID-19. Additional data is provided in **Appendix A**.

Ridership Trends

The PresidiGo revolves around the Downtown route, which serves as the primary downtown connection for Presidio residents and brings Presidio employees to their workplaces. As seen in **Figure 1**, boardings are concentrated in residential areas in the AM and areas with high density of employees in the PM, indicating commute-oriented trips. In addition to passengers boarding or alighting in the Main Post and the Letterman District, a significant number of Downtown passengers transfer to and from the Presidio Hills route, which serves the higher-volume markets in the southwestern corner of the park such as Baker Beach, the Public Health District, and Building 1750. The Crissy Field route, however, saw relatively low ridership, with few boardings near Fort Winfield Scott and the Crissy corridor; its primary function was shuttling passengers between the Main Post and Golden Gate Bridge toll plaza.

As shown in **Figure 2**, weekend ridership represents a more diverse array of trip purposes and is substantially lower than weekdays. The Downtown and Presidio Hills routes experience about 75 percent less ridership on weekends, serving some commute trips, visitors, and essential connections for residents. In contrast, the Crissy Field route serves a roughly comparable ridership market on weekends, shuttling visitors to and from the Golden Gate Bridge.

The COVID-19 pandemic and associated service cuts have had a tremendous impact on PresidiGo ridership. Between February and April 2020, the system lost over 90% of its ridership, dropping to around 3,000 passengers per month. Ridership began to rebound in Fall 2020, to around 8,000 riders in October. However, ridership fell again the next month and has remained roughly between 4,000 and 5,500 riders per month through Winter and Spring 2021.

Productivity & Cost Effectiveness

The productivity of a transit route is typically gauged by how many passengers use the service during its hours of operation, otherwise known as passengers per service hour (see **Table 3**). Prior to COVID-19, the Downtown route experienced high productivity comparable to some Muni routes, serving over 45 passengers per hour on weekdays. The Presidio Hills route also showed strong productivity, serving over 27 passengers per hour on weekdays. The Crissy Field route saw lower productivity around 14 passengers per hour, which is more similar to a suburban coverage service. While productivity is generally lower on weekends, it remains reasonably strong for a more coverage-oriented service. As a relatively low-cost operation, all three routes were very cost-effective with costs per passenger of $1.69 to $5.31 (a fraction of regional averages). Historic average operating costs per passenger are shown in **Figure 3**.

On the whole, PresidiGo is a highly productive transit system compared with other transit systems in the Bay Area, as shown in **Table 4**.

Figure 1: Weekday Ridership in 2019

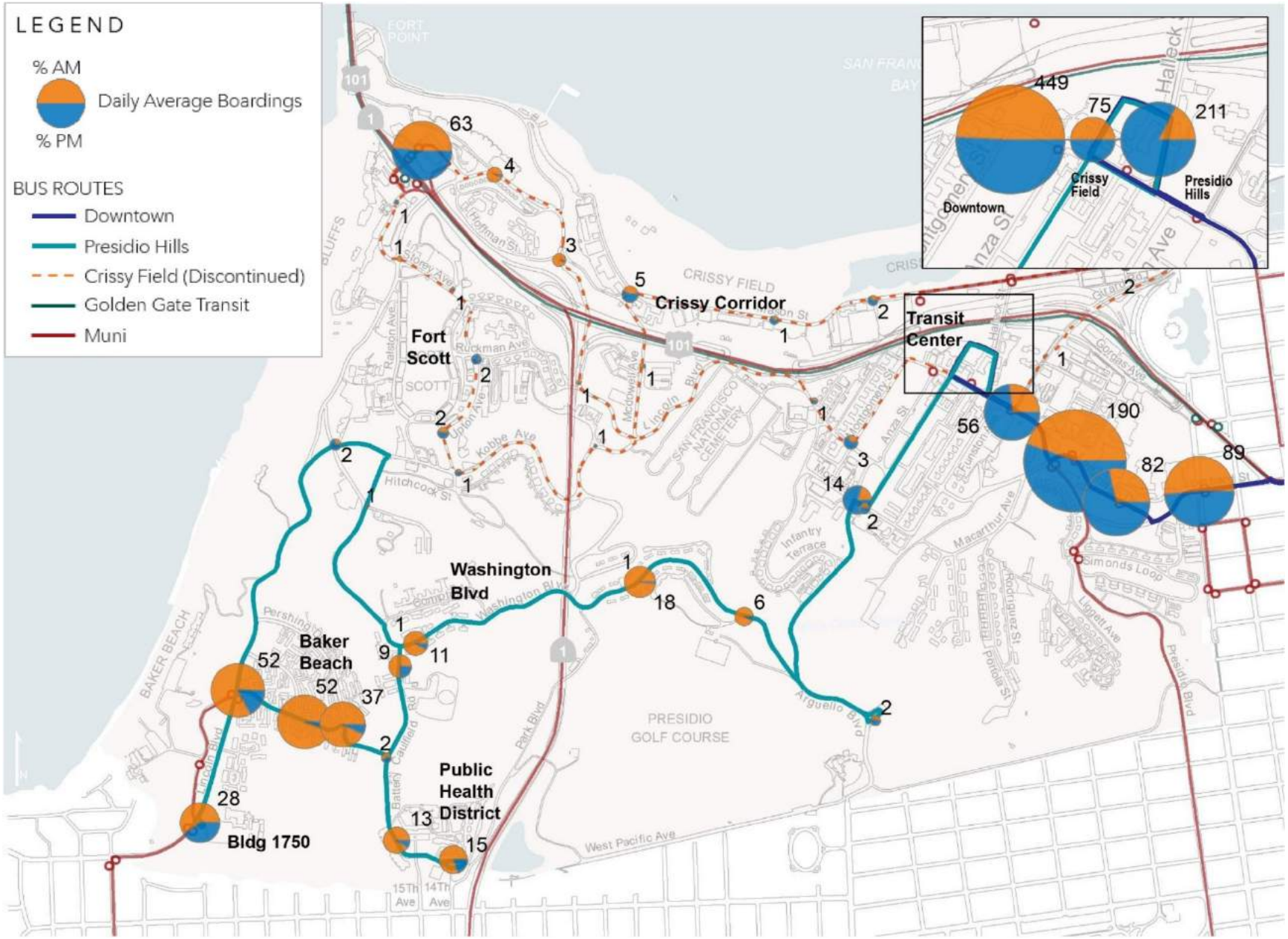


Figure 2: Weekend Ridership in 2019

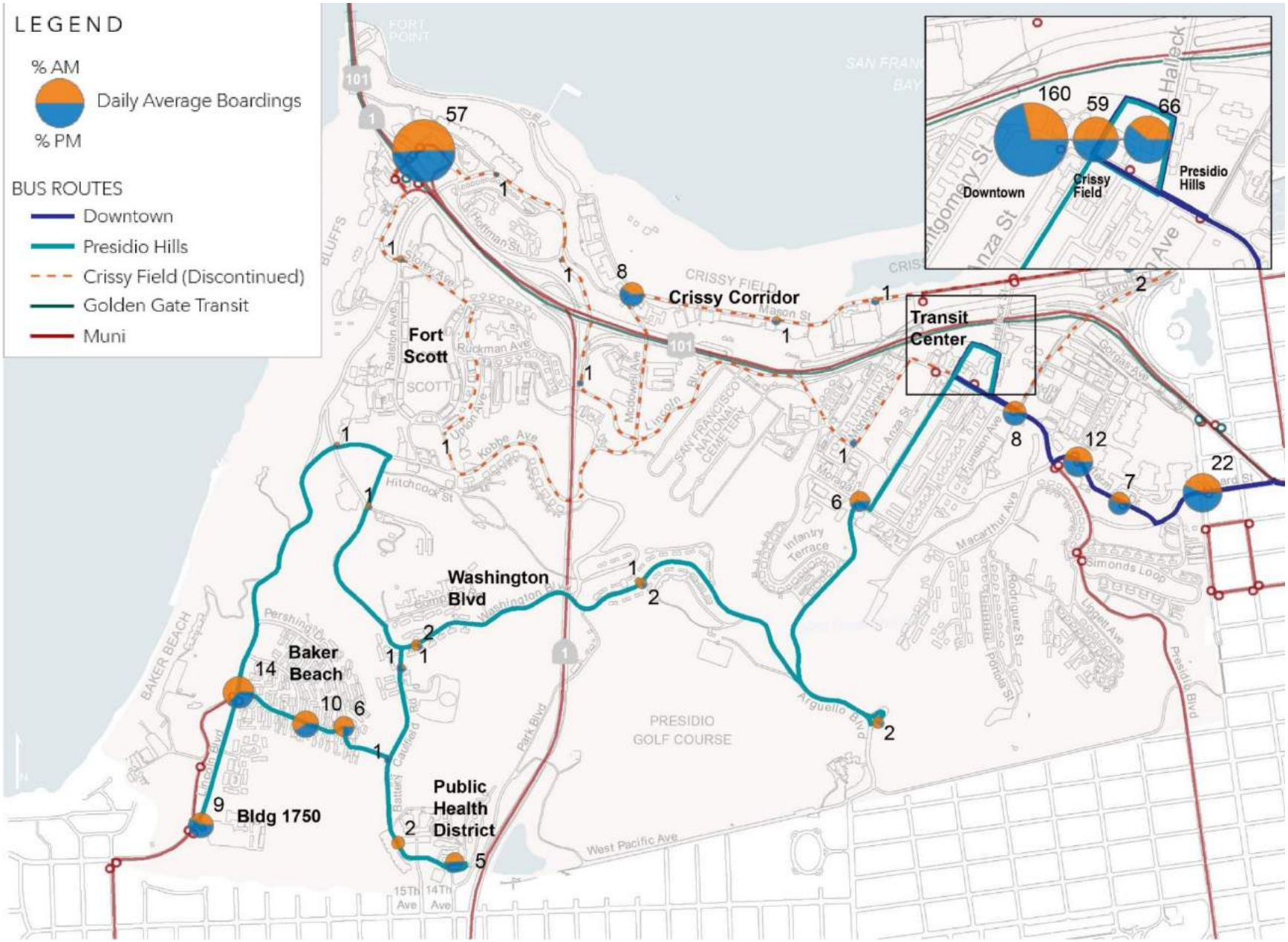


Table 3: October 2019 Performance Comparison

Route	Day	Ridership	Productivity (passengers/hr)	Cost per Passenger
Downtown	Weekday	1,632	45.7	$1.69
	Weekend	382	21.2	$3.61
Presidio Hills	Weekday	476	27.2	$2.82
	Weekend	128	17.1	$4.49
Crissy Field	Weekday	166	14.4	$5.31
	Weekend	131	17.5	$4.38

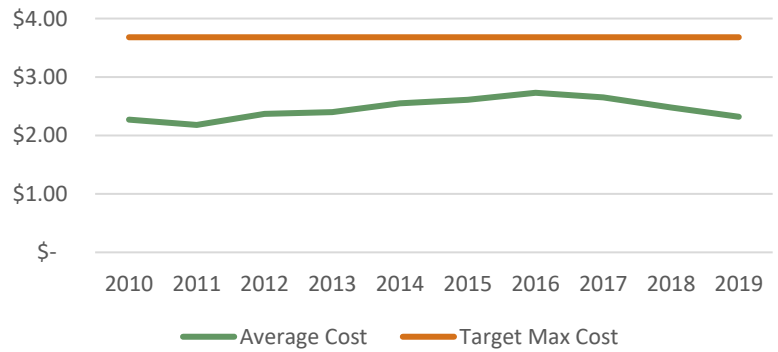
Source: Presidio Trust, 2019

Table 4: Performance of Bay Area Transit Systems

System	Productivity (passengers/service hr)	Cost per Passenger
PresidiGo	29.7	$2.32
Muni (bus only)	64.6	$3.19
Golden Gate Transit	12.8	$24.76
SamTrans	16.4	$12.39
AC Transit	25.8	$7.85
VTA (bus only)	20.0	$9.72

Source: National Transit Database, 2019 https://www.transit.dot.gov/ntd/transit-agency-profiles

Figure 3: Historic Operating Cost per Passenger



RIDER FEEDBACK

Prior to the pandemic, PresidiGo was the most commonly used mode for residents to commute to work. Since the introduction of PresidiGo, drive-alone commute rates have dropped from 60 percent of Presidio commuters driving alone to work to 40 percent.[1] Since 2000, the percentage of workers and residents taking public transportation or PresidiGo has grown to 37 percent from just 10 percent.[1] Each year, the Presidio Trust surveys PresidiGo riders to fulfill grant requirements and solicit user feedback. In 2020, riders gave the shuttle an average rating of 8.2 out of 10. Riders gave the cost of the shuttle (free) the highest rating at 9.6 out of 10, followed by commute time savings (8.4 out of 10). Furthermore, 73 percent of free-response comments were positive and expressed appreciation for the service.

The most common rider critique has been the quality and age of the bus fleet. Many riders note that the shuttle fleet is loud and the aging buses are bumpy or uncomfortable. They reference the newest bus purchased as being a significant improvement in terms of ride quality. Another common request is to improve the real time tracking so that the arrival times are updated more frequently. Some riders suggest that PresidiGo stop more often or offer more services, such as to the Richmond District or Laurel Village. Lastly, riders would prefer more stop amenities like lighting and seating.

[1] 2019 Presidio Employee and Resident Transportation Survey

OPPORTUNITIES FOR IMPROVEMENT

PresidiGo is a well-liked service that is among the most productive and cost-effective transit operations in the Bay Area. While most core transit needs are met, there exist a few opportunities for near- and long-term improvement.

For proposed schedules, service hours, and cost estimates associated with these opportunities, see **Section 3** and **Appendix B**.

Crissy Field Service Redundancy

In 2019, the Crissy Field route was the least productive in the PresidiGo system, serving primarily as a shuttle to the Golden Gate Bridge Toll Plaza. PresidiGo was not the only route to serve the Toll Plaza, as both Muni and Golden Gate Transit stop there, making the Crissy Field route redundant. The resources used to operate it might be used elsewhere with a greater benefit to residents and employees.

Weekday Midday Downtown Service

Service frequency on the Downtown Route is heavily skewed to traditional commute periods (7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM) while providing hourly service for most of the midday period. Hourly midday service on the Downtown route limits its usefulness for residents and commuters with nontraditional work schedules, as well as non-work trips (such as tourists visiting the Presidio). With many companies offering more flexible work schedules coming out of the COVID-19 pandemic, an expanded midday schedule presents an opportunity to serve a wider range of travel behavior.

Improved Connections and Reliability Downtown

Alignment changes around downtown may help improve connections and reduce congestion encountered by the Downtown Route. With the opening of the Salesforce Transit Center, PresidiGo's stop at the former Temporary Transbay Terminal at Beale & Howard is no longer as convenient for transfers to transbay buses. Moreover, buses often encounter traffic congestion in SoMa. A stop closer to or within the Salesforce Transit Center would be more efficient for passengers transferring and may help improve travel times and reliability through SoMa.

Additionally, the Downtown Route passes by Chinatown and North Beach without stopping to serve these districts as well as key north-south transit corridors like the future Central Subway station. A new stop along Broadway would expand opportunities for residents, commuters, and tourists to ride PresidiGo.

Inner Richmond Connection

While PresidiGo provides a highly effective connection for Presidio residents and employees to Downtown San Francisco and neighborhoods to the east, it lacks effective connections to the Richmond District and other destinations to the south. Muni's 29 Sunset and 43 Masonic routes have historically provided service to the edges of the Richmond District and other western neighborhoods, but no route connects the Main Post to the 28R 19th Avenue Rapid (the primary north-south route in western San Francisco) and destinations in the Inner Richmond neighborhood. Moreover, uncertainty surrounding the return of the 43 to the Presidio may further weaken this connection. A route connecting the Main Post to the Inner Richmond via Arguello could open up access to shops and services for Presidio residents, as well as offer connections to the 28R and several other Muni routes, such as the 1, 2, 33, 38/38R, and 44.

One-Seat Ride

The PresidiGo is somewhat unique in that a majority of its residents using intra-park services are required to transfer to enter and exit the Presidio. In particular, most Presidio Hills riders transfer to the Downtown route, suggesting that route changes to provide a one-seat ride between Baker Beach and Downtown could reduce travel times and create a more comfortable trip. However, existing constraints such as the size and type of buses, steep hills, and tight turns preclude a single route from operating. Changes in future fleet composition and significant modifications to portions of the Presidio Hills route, especially the Battery Caulfield Connector Road, might make a one-seat ride feasible in the future.

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03 Recommendations

03 RECOMMENDATIONS

This section proposes several service recommendations for the PresidiGo as the COVID-19 pandemic subsides. While uncertainty remains around the near-term and long-term effects on travel behavior, these recommendations to enhance connections, diversify trip opportunities, and address gaps in service frequency would help position the PresidiGo to rebuild ridership and remain resilient. The recommendations discussed in this section are intended to be cost-neutral or relatively low-cost.

SERVICE RECOMMENDATIONS

Downtown Route

In order to increase ridership and improve access on the Downtown route, three changes are recommended outside of the Presidio:

1. Expand midday service on the Downtown route to half hourly frequency between 10 AM and 3 PM in order to better serve nontraditional work schedules and a greater diversity of trip purposes.
2. Reroute service in SoMa to improve reliability and better serve Salesforce Transit Center. A relocated PresidiGo stop could share the existing Muni stop on Mission Street between Fremont and Beale or access the underused Golden Gate Transit Bay in the Transit Center. These options are shown in more detail in **Figure 4**.
3. Provide a new stop at Broadway and Stockton Street to enable connections to Chinatown and North Beach as well as the Chinatown Central Subway station. This stop would require minimal modification of the curb, using an existing Muni stop in the eastbound direction and a large bulbout in the westbound direction.

If necessary to help offset the increased costs associated with these recommendations, the Trust may consider eliminating the first and last trips of the day and/or the fifth peak hour trip (if expanded peak hour capacity is no longer needed post-COVID).

Presidio Hills Route

Despite its geographic constraints, the Presidio Hills route is an efficient and productive service; consequently, only minor schedule and stop changes are recommended:

1. Expand weekday morning service with a 6:15 AM and 8:15 AM trip to provide more connections to existing Downtown trips, ensuring that each Downtown trip would have a corresponding Presidio Hills trip.
2. Standardize service to Inspiration Point, either by removing service to the stop to enable faster trips, or by serving the stop in both directions if an Arguello Route (discussed below) is not pursued.

Crissy Field Route

Due to its lower productivity, emphasis on Toll Plaza-related trips, and overlap with Muni and Golden Gate Transit services, restoring the Crissy Field route is not recommended:

1. Reinvest cost savings associated with the elimination of the Crissy Field route into services with higher ridership potential, including the Downtown Route, Presidio Hills Route, and new Arguello Route.

New Arguello Route

To address the gap in transit service between the Presidio and the Richmond District, a new Arguello route is recommended:

1. Implement a new Arguello route connecting the Letterman District and Main Post with the Inner Richmond neighborhood.

As shown in **Figure 5**, the route would make use of existing Muni stops at Arguello & California, Geary & Arguello, 6th Avenue & Clement, and California & 6th Avenue. This alignment would connect to Muni routes 1, 2, 28R, 33, 38/38R, and 44, allowing connections not only to the Richmond itself but to points around San Francisco. Most notably, the new connection to the 28R will open access to the Presidio from neighborhoods throughout western San Francisco. Within the Presidio, the route would use the existing Inspiration Point stop as a northbound stop, with a new southbound stop provided at the Presidio Golf Course.

Figure 4: Downtown Route Alignment Options

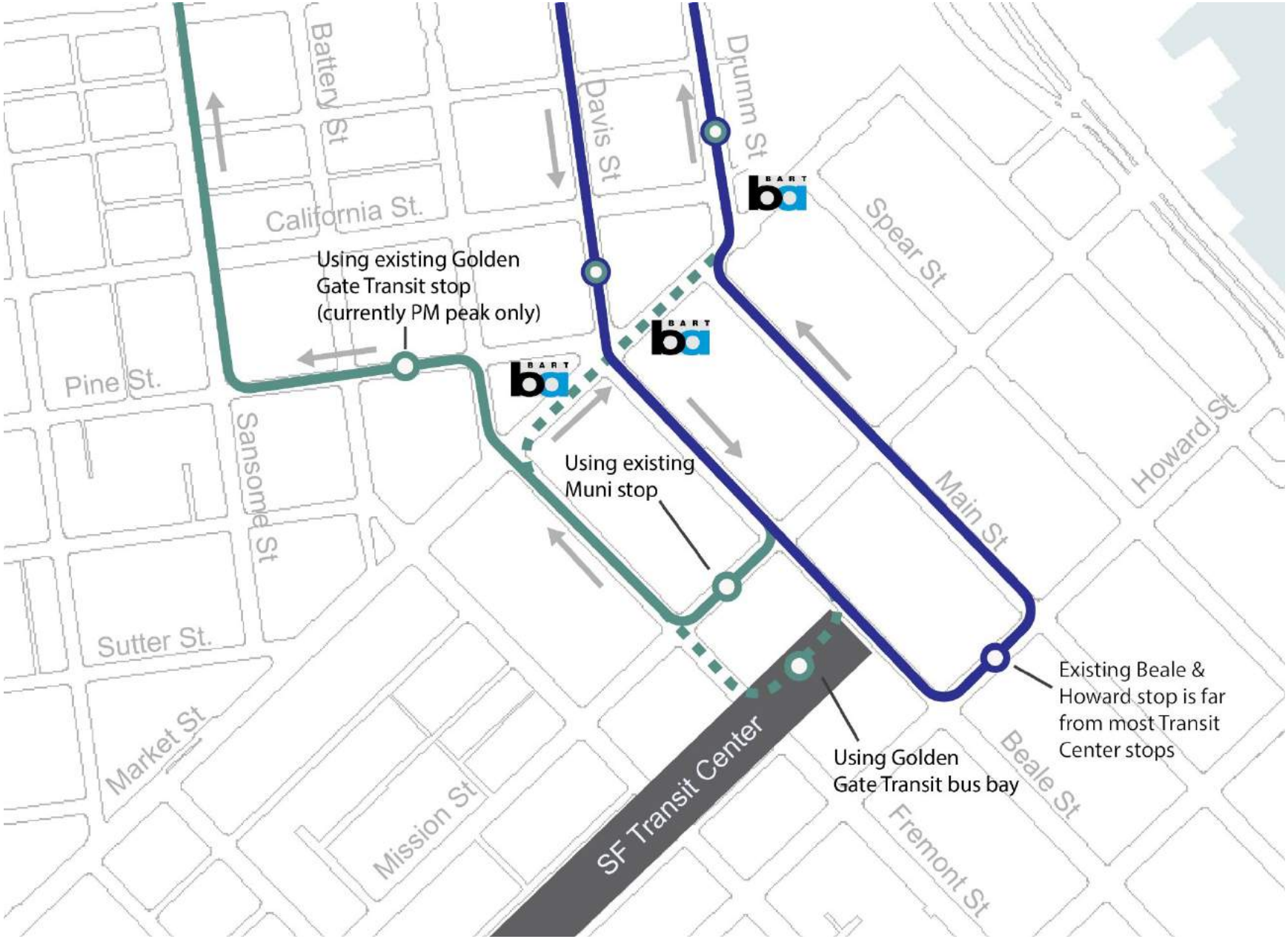
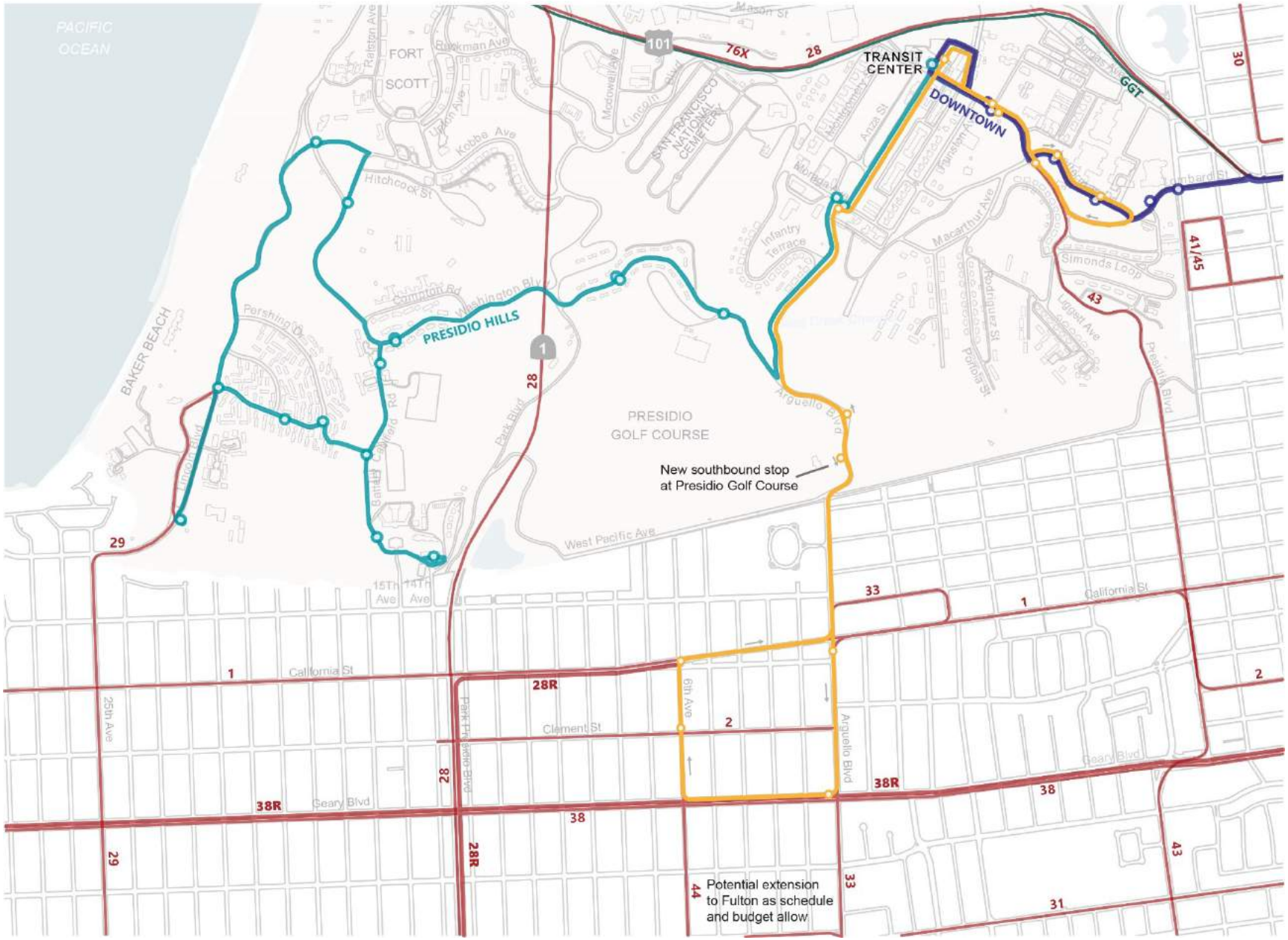


Figure 5: Arguello Route Proposal



This proposed route could be served by a single bus at 30-minute frequencies with a layover at Letterman. The route may begin as a weekday peak period pilot route or could be rolled out as an all-day service and/or weekend service. Since it typically takes a year or two for riders to adjust their travel behavior (and sometimes change home or work locations), a multi-year commitment to the new route is suggested.

A potential variant on the Arguello route would extend south of Geary for connections to the 31 and 5/5R buses, Golden Gate Park, and more shops and services, such as the Safeway off 7th Avenue. However, this route could require another bus or eliminating the loop around Letterman to maintain 30-minute headways. The Trust may consider testing travel times and monitoring ridership demand to assess whether service to Letterman or service south of Geary would be more productive.

COST ESTIMATES

The recommendations described above strive to remain cost-neutral or relatively low-cost. **Table 5** summarizes the estimated costs measured against a pre-COVID baseline, based on an assumed cost per service hour of $78.89.

Compared to a pre-COVID baseline expenditure of approximately $1.64 million annually (Row 1), implementing the recommended changes to the Downtown and Presidio Hills routes while eliminating the Crissy Field route would cost approximately $1.44 million per year (Row 2). Adding a new Arguello Route would increase costs to approximately $1.55 to $1.75 million per year depending on whether the service is peak period-only, all-day on weekdays, or weekdays and weekends (Rows 2-4).

For proposed schedules, please see **Appendix B**.

Table 5: Service Proposal Cost Estimates

	Scenario	Service Hours		Annual Cost	Change from Baseline
		Weekday	Weekend		
0	Pre-COVID Baseline	65	33	$1.64M	-
1	Downtown and Presidio Hills Only[1]	58	26.5	$1.44M	-$0.2M (-12%)
2	Add Arguello (Weekday Peak)[2]	64	26.5	$1.56M	-$0.08M (-5%)
3	Add Arguello (All-Day Weekday)	70	26.5	$1.69M	+$0.04M (+3%)
4	Add Arguello (Weekday and Weekend)	70	34	$1.75M	+$0.11M (+7%)

[1] This cost estimate factors in proposed service changes on the Downtown and Presidio Hills routes, including additional and eliminated trips. Without these improvements, the cost for these two routes would be $1.34 million.
[2] All service proposals with the Arguello route also include the proposed Downtown and Presidio Hills service improvements

Source: Fehr & Peers

STOP IMPROVEMENT PROGRAM

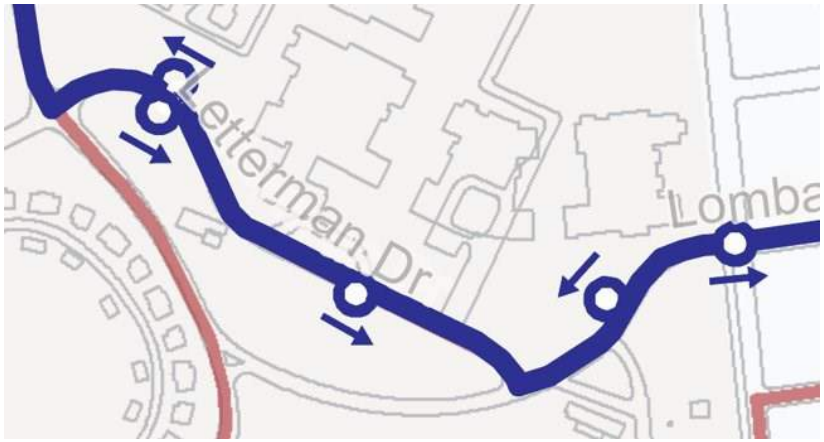
PresidiGo stops include a range of facilities, from large waiting shelters to barely visible roadside stops with signage only. The Trust may consider embarking on a stop improvement program to better standardize amenities and access at stops within the Presidio. This program would prioritize stops based on the number of boardings and the potential to integrate improvements into other planned work. Ideally, the Trust would aim for each stop to have:

- A fully accessible approach and waiting area
- Clear and visible pedestrian-oriented wayfinding signage
- A bus shelter with seating
- Access to existing pedestrian network (sidewalks, crosswalks, trails, etc.)

Additionally, there are some opportunities for improving stop spacing and service legibility within the Presidio itself. As shown in **Figure 6**, the existing stop locations in the Letterman District are asymmetrical between eastbound and westbound service, which makes the system

more complicated to use. As other street projects are implemented in the area, such as new or improved pedestrian routes and changes to access on Letterman, the Trust may take the opportunity to reconsider the locations of these PresidiGo stops and explore ways to bring eastbound and westbound stops into alignment with each other. Improved stop symmetry and spacing would benefit the Downtown Route as well as the proposed Arguello Route that would share some of these stops.

Figure 6. Existing stops on Letterman Drive

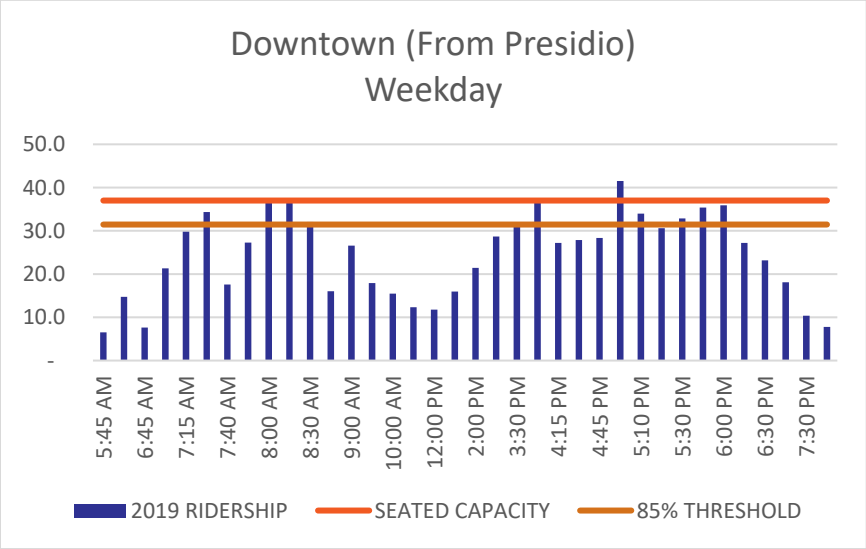


FUTURE SERVICE CONSIDERATIONS

As noted above, many PresidiGo riders transfer between the Presidio Hills and Downtown routes, suggesting it could be most efficient to operate as single route providing a one-seat ride between Baker Beach and Downtown. Such a route is currently infeasible: the buses used on the Downtown route are too large for many of the tight turns and steeps grades traversed by the Presidio Hills route (most notably at the Washington/Arguello intersection and within the Baker Beach apartments). However, a single route could be achieved with future fleet upgrades and capital improvements, namely a redesigned intersection at Washington and Arguello and a rebuilt Battery Caulfield Cutoff Road. The former improvement is a potential near-term project with potential benefits for pedestrians and bicyclists as well as PresidiGo users. The latter, which would likely require redevelopment of existing buildings in Baker Beach, is not under consideration at this time. However, the Trust should consider the possibility of a one-seat ride when making future fleet and development decisions. An example of a proposed one-seat route is shown on **Figure 7**.

Figure 7: One-Seat Ride Proposal

Appendix A: Pre-COVID Ridership by Run


Downtown (From Presidio)
Weekday
50.0
40.0
30.0
20.0
10.0
-
5:45 AM
6:45 AM
7:15 AM
7:40 AM
8:00 AM
8:30 AM
9:00 AM
10:00 AM
12:00 PM
2:00 PM
3:30 PM
4:15 PM
4:45 PM
5:10 PM
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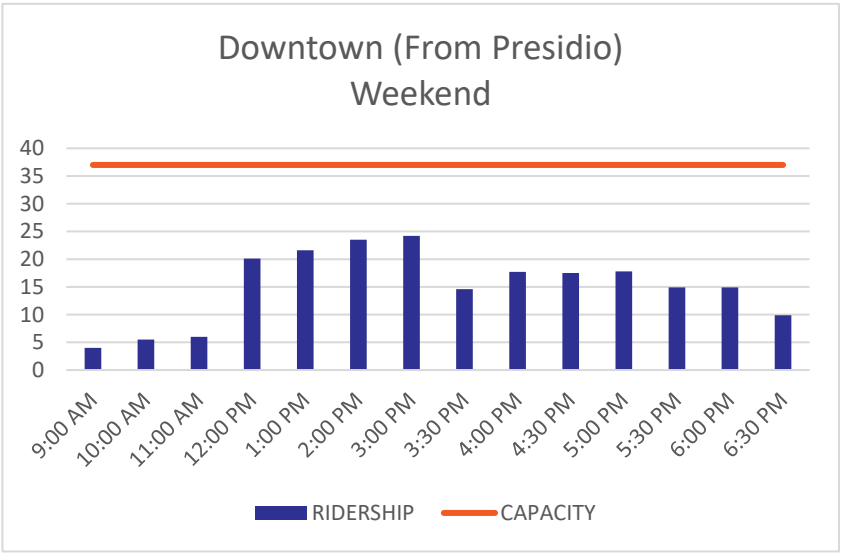
6:30 PM
7:30 PM
2019 RIDERSHIP
SEATED CAPACITY
85% THRESHOLD


Downtown (From Presidio)
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12:00 PM
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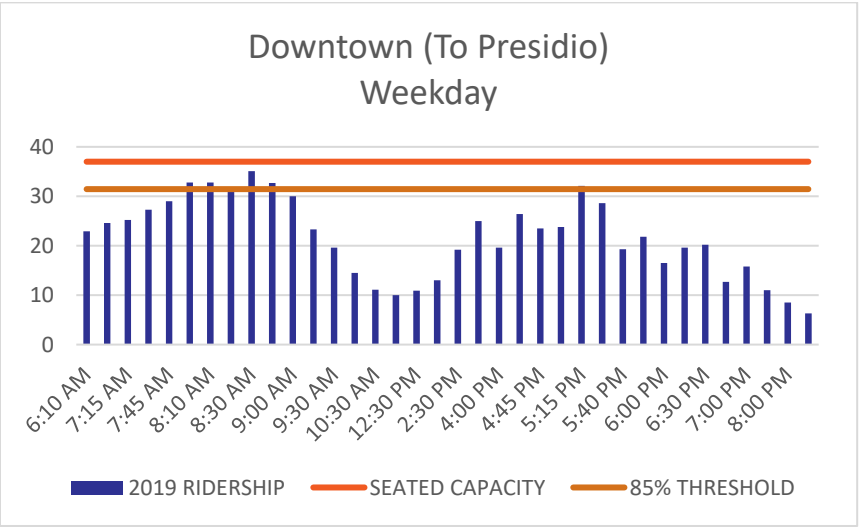
RIDERSHIP
CAPACITY


Downtown (To Presidio)
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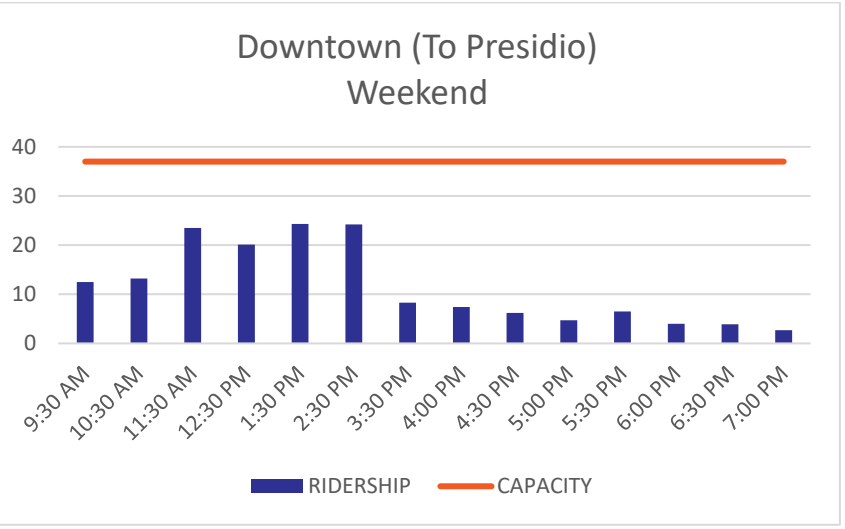
2019 RIDERSHIP
SEATED CAPACITY
85% THRESHOLD


Downtown (To Presidio)
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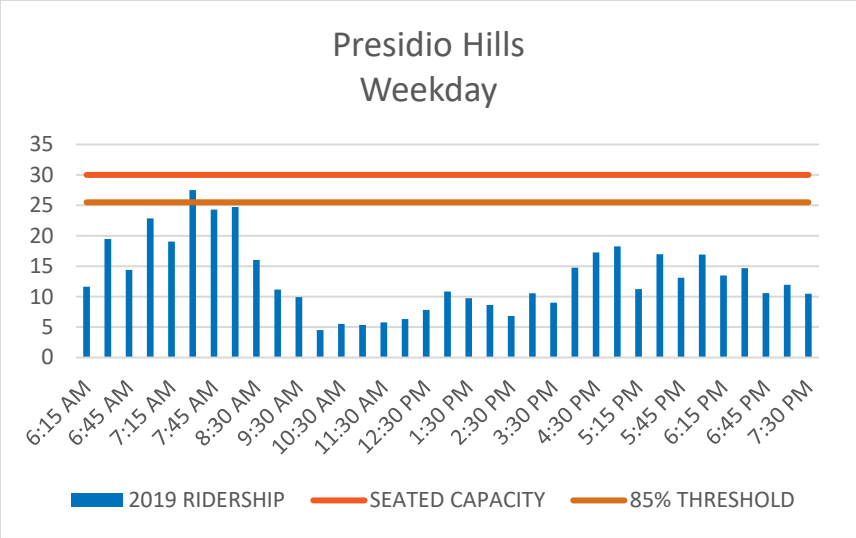
RIDERSHIP
CAPACITY


Presidio Hills
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10:30 AM
11:30 AM
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2:30 PM
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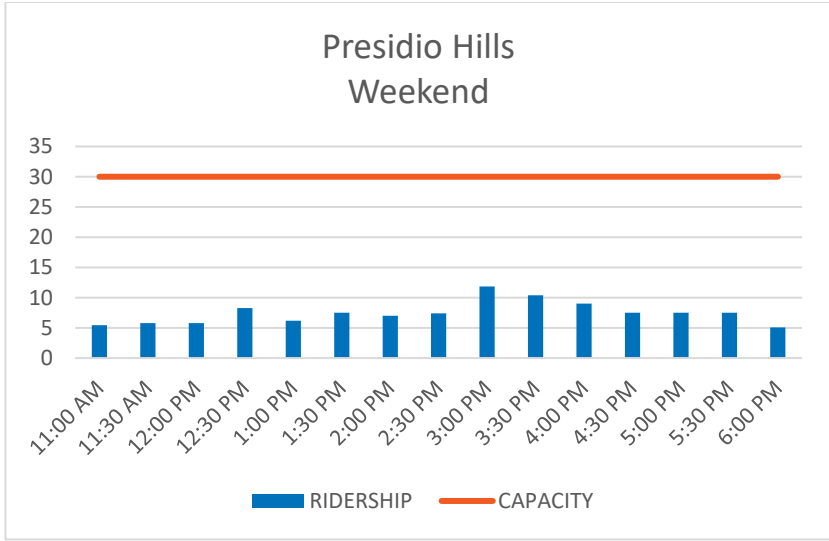
2019 RIDERSHIP
SEATED CAPACITY
85% THRESHOLD


Presidio Hills
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3:30 PM
4:00 PM
4:30 PM
5:00 PM
5:30 PM
6:00 PM
RIDERSHIP
CAPACITY

Appendix B: Proposed PresidiGo Schedules

Downtown Route – Weekday Schedule

Times Departing the Presidio Transit Center			
5:45	8:45	14:00	17:30
6:30	9:00	14:30	17:45
6:45	9:30	15:00	18:00
7:00	10:00	15:30	18:15
7:15	10:30	16:00	18:30
7:30	11:00	16:15	19:00
7:40	11:30	16:30	19:30
7:50	12:00	16:45	
8:00	12:30	17:00	
8:15	13:00	17:10	
8:30	13:30	17:20	

Downtown Route – Weekend Schedule

Times Departing the Presidio Transit Center	
9:00	14:30
10:00	15:00
10:30	15:30
11:00	16:00
11:30	16:30
12:00	17:00
12:30	17:30
13:00	18:00
13:30	18:30
14:00	

Presidio Hills Route – Weekday Schedule

Times Departing the Presidio Transit Center			
6:15	8:30	13:00	17:15
6:30	9:00	13:30	17:30
6:45	9:30	14:00	17:45
7:00	10:00	14:30	18:00
7:15	10:30	15:00	18:15
7:30	11:00	15:30	18:30
7:45	11:30	16:00	18:45
8:00	12:00	16:30	19:00
8:15	12:30	17:00	19:30

Presidio Hills Route – Weekend Schedule

Times Departing the Presidio Transit Center	
11:00	15:00
11:30	15:30
12:00	16:00
12:30	16:30
13:00	17:00
13:30	17:30
14:00	18:00
14:30	

Arguello Route (Peak Only) – Weekday Schedule

Times Departing the Letterman District			
7:08	8:38	16:08	17:38
7:38	9:08	16:38	18:08
8:08	9:38	17:08	18:38

Arguello Route (Peak Only) – Weekend Schedule

No weekend service

Arguello Route (Full Day) – Weekday Schedule

Times Departing the Letterman District			
7:08	10:08	13:08	16:08
7:38	10:38	13:38	16:38
8:08	11:08	14:08	17:08
8:38	11:38	14:38	17:38
9:08	12:08	15:08	18:08
9:38	12:38	15:38	18:38

Arguello Route (Full Day) – Weekend Schedule

Times Departing the Letterman District	
11:00	15:00
11:30	15:30
12:00	16:00
12:30	16:30
13:00	17:00
13:30	17:30
14:00	18:00
14:30	

Appendix I: Slow Streets Selection

FEHR PEERS

Memorandum

Date: July 2021

To: Matt Starkey & Amy Marshall, Presidio Trust

From: Ashley Hong, Ingrid Ballus Armet, Ryan McClain, and Drew Levitt, Fehr & Peers

Subject: Presidio Slow Streets Selection

SF20-1126

Introduction

The term Slow Streets emerged over the course of the Covid-19 pandemic in reference to roadway closures intended to expand space for socially distanced outdoor activity. Street closures are not a new concept, but the widespread rollout and semi-permanence of these closures is a new phenomenon. Both the City of San Francisco and the Presidio Trust introduced slow street programs in 2020, which remain in place as of the writing of this memo (see a snapshot of the Presidio's program in the image below). Even as vaccines eliminate the need for socially distanced space, the other benefits of closed or slower streets deserve attention and consideration. Slow streets provide:

- Low stress bicycle and pedestrian facilities that are comfortable for all ages and abilities
- Bicycle and pedestrian connectivity filling key gaps in the network
- Cut-through vehicle deterrence where alternate routes exist
- A sense-of-place or community where art, food trucks, or other temporary installations or gatherings can take place
- All of the above without a costly or disruptive construction project

The goal of the Presidio Slow Streets Selection process is to zoom out from

the Trust's current Slow Streets program and more holistically evaluate and identify appropriate slow street locations and treatments. The result is a list of vetted slow street candidates to aid the Presidio Trust with future slow street decisions. This memo outlines the selection process, types of slow streets (i.e. full closure, local access, traffic calming), treatment recommendations, and analysis of the effects of slow street conversion.

Selection Process

The selection process applied multiple spatial filters on the Presidio's roadway network to identify and rank suitable slow streets. All recommended slow street candidates have been screened for the criteria listed below. The GIS data analysis included:

- Arterials network – *filtered out*
- Residential district – *filtered out street segments entirely inside residential neighborhoods*
- Slope – *filtered out street segments with >8% grade*
    - Slope was calculated based on segment lengths between two intersections; some road segments that are longer in length, like West Pacific, may have points of higher slope than is reflected in the calculation
- Trailhead connections – *identified and kept street segments that connect to key trailheads*
- Bicycle & pedestrian network – *identified and kept previously identified connectivity gaps in the bicycle and/or pedestrian network*

Arterial streets were filtered out to ensure that major vehicle thoroughfares would not be included in the analysis. Street segments entirely inside residential neighborhoods were filtered out as these street segments are already relatively slow and the gains to pedestrian and bicycle safety and comfort would be minor. The primary bicycle and pedestrian network developed as part of the LoTIS project was included to determine gaps in low-stress pedestrian and bicycle infrastructure. Streets with slopes greater than 8% were removed due to the difficulty in installing slow street treatments such as speed lumps, and the assumption that fewer pedestrians and cyclists, particularly families with children, may choose these routes. The 8% threshold is consistent with SFMTA guidance on determining slow streets in the rest of San Francisco.

In addition to the GIS data, a qualitative analysis of the following was considered in determining the type of slow street that would best suit each candidate:

- Traffic volumes
- Land use needs (e.g. school loading access; ADA access)
- Parking lot access

Slow Street Types

Each slow street candidate will require different treatments determined by the land uses on the street, vehicle access needs, and connections with other street segments or trails. Three main slow street types are identified: Full Closure, Local Access, and Traffic Calming. For each slow street type treatment options with quick-build materials are presented and a typical installation example illustrates the recommended treatment. These treatments could also be implemented with permanent infrastructure. The recommendations in this memo are intended to be full-time (24/7) installations that residents, employees, and visitors recognize as status quo. If slow street treatment is desired for a short-term event (such as Presidio Picnic), the Full Closure and Local Access treatment types are good options to consider. Shorter events should use materials that are easily movable and ample signage explaining the temporary change.

Full Closure Slow Street

The full closure of a street or street segment is the complete restriction of private vehicles. Exceptions can be made for street segments on a case-by-case basis for ADA accessibility, transit, and freight, but generally, only emergency and maintenance vehicles will be allowed. Full closures are recommended on street segments where the right of way is limited to create dedicated space for multiple modes and where there are no land uses or parking lots that need direct access. **Table 1** lists example treatments for full closures. All full closure treatments, except for signage, are very effective in reducing cut-through traffic and will divert those vehicles to alternate routes. Planters and signage are preferred treatments because they are easy to install, are flexible, and are aesthetically consistent with the natural landscape of the Presidio.

Figure 1 shows a typical installation of planters and signs for a full closure slow street.

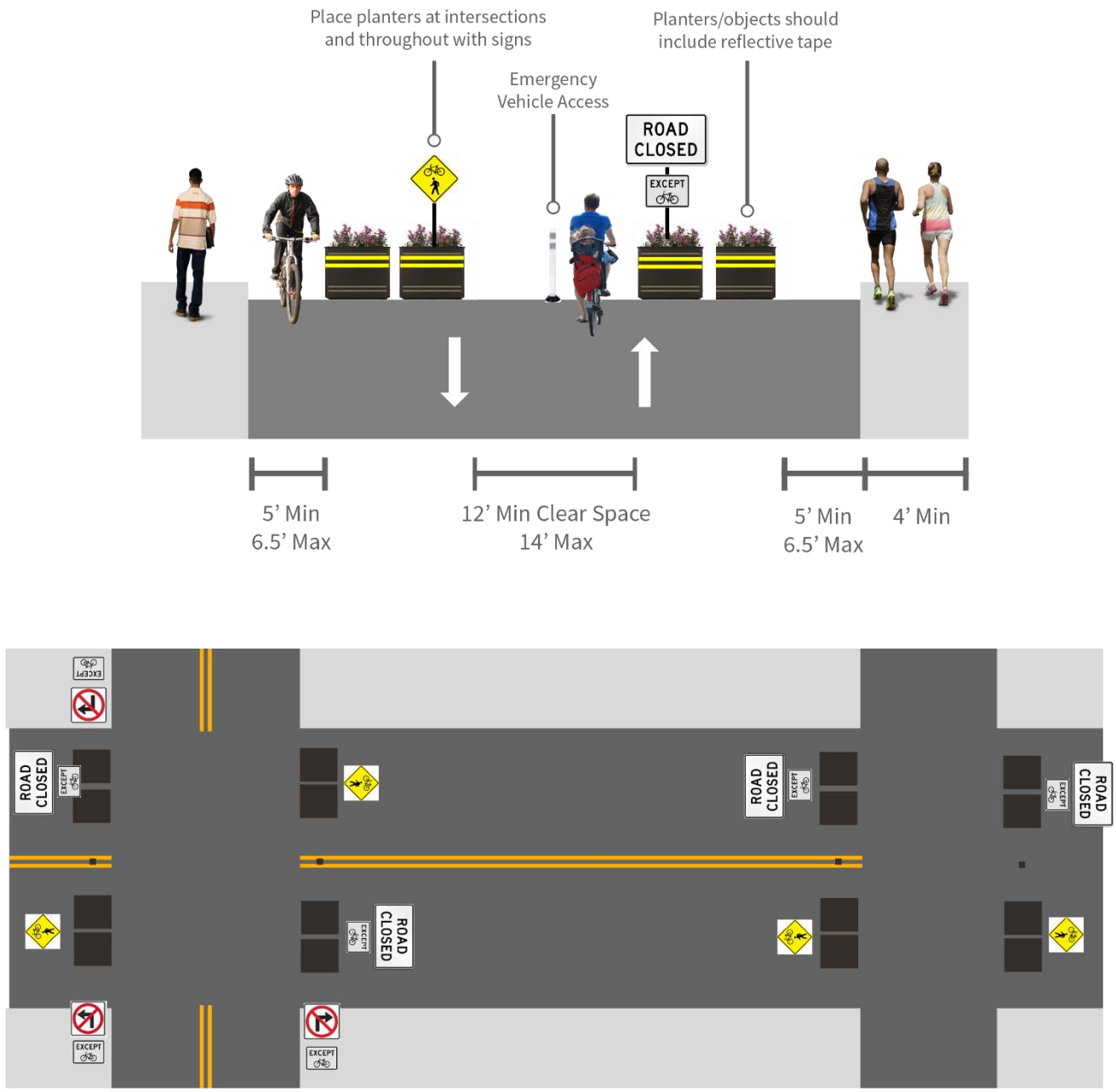
Table 1: Full Street Closure Treatment Options

Treatment	Description	Advantages	Disadvantages	Example
Planters	**What is it?** Barriers placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open. Planters have a vegetation element incorporated into the barrier. **How and where can it be applied?** Planters should be placed across the width of a street at intersections every 500 feet accompanied by signage. Planters are ideal for quick-build solutions	• Able to maintain pedestrian and bicycle connectivity • Can be designed to maintain access for emergency vehicles	• Requires maintenance • Weight/size must be balanced with potential for theft or for someone to move them out of the way • Plants and soil require testing prior to placement in the Presidio.	
White Water Wall Barriers or Concrete Jersey Barriers or	**What is it?** A water-filled or concrete barrier that can be used to create a wall-style barrier **How and where can it be applied?** These barriers can be placed across the width of a street at intersections and at the start of a closed street segment. These barriers should be used for longer-term treatments	• Durable and long-lasting • Can be decorated with public art • Water barriers are relatively easy to move	• Concrete barriers are extremely heavy, requiring special equipment to move into place • Can be unattractive if not decorated • May pose challenges for emergency vehicle access	

Treatment	Description	Advantages	Disadvantages	Example
Granite Blocks/Large Boulders	**What is it?** Large, granite blocks or boulders that can be used as a barrier element and can double as seating depending on type/placement **How and where can it be applied?** Granite Blocks or any large boulders can be placed across the width of a street at intersections and at the start of a closed street segment. These should be used for longer-term/permanent treatments.	• Durable and long-lasting	• Extremely heavy, requiring special equipment • May pose challenges for emergency vehicle access • Consider visibility when selecting type and size, may require additional enhancements to be visible at night.	 *Source: https://www.pps.org/article/livememtraffic*
Forced Turn Island	**What is it?** Raised islands that prohibit certain movements on approaches to an intersection **How and where can it be applied?** Typically installed as permanent infrastructure at intersections	• Can improve safety at an intersection by prohibiting critical turning movements • Reduces traffic volumes	• If designed improperly, drivers can maneuver around the island to make an illegal movement • Care must be taken to still allow desired bicycle and pedestrian movements.	 *Forced-turn islands in Palo Alto, CA. Source: NACTO*
Signage	**What is it?** Signs to indicate a turn or through movement restriction such as "Road Closed to Through Traffic" and "No Right/Left Turn" **How and where can it be applied?** At intersections and intermittently throughout the closed segment	• Low Cost	• Requires enforcement • Signs can be susceptible to theft or movement	 *Source: https://www.sfexaminer.com/news/three-slow-streets-could-become-permanent/*

Source: Fehr & Peers, 2021

Figure 1: Example Full Closure



Local Access Slow Street

A slow street that maintains local access restricts private vehicles from using the street to travel through to access other streets (cut-through traffic) but remains accessible to resident drivers who live on the street or visitors who require access to a particular use such as ADA accessible loading zones. Local access restrictions are recommended for street segments where the right of way is limited to create dedicated space for multiple modes, but some users still require vehicle access. Access remains open for public buses, emergency vehicles, delivery vehicles, maintenance vehicles, and TNCs/taxis when their passenger is within the closure. **Table 2** lists example treatments for local access slow streets. All local access treatments, except for signage, are effective in reducing cut-through traffic and will divert those vehicles to alternate routes. Local access treatments can be paired with traffic calming treatments (see **Table 3**). Planters and signage are preferred treatments because they are easy to install, are flexible, and are aesthetically consistent with the natural landscape of the Presidio. Unlike planters placed across the entire street in a full closure scenario, planters used for local access slow streets would be placed on half of the street to allow for local vehicle access. Additional traffic calming treatments such as chicanes may also be implemented. **Figure 2** shows a typical installation of planters and signs for a local access slow street.

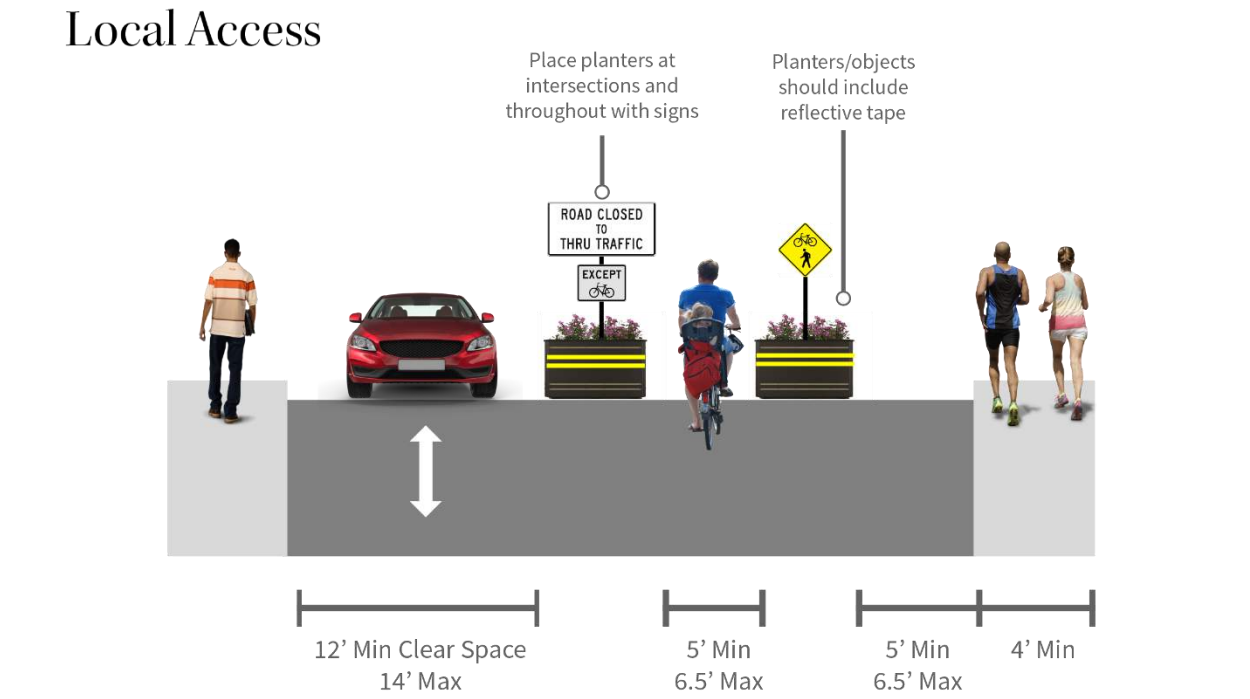
Table 2: Local Access Slow Street Treatment Options

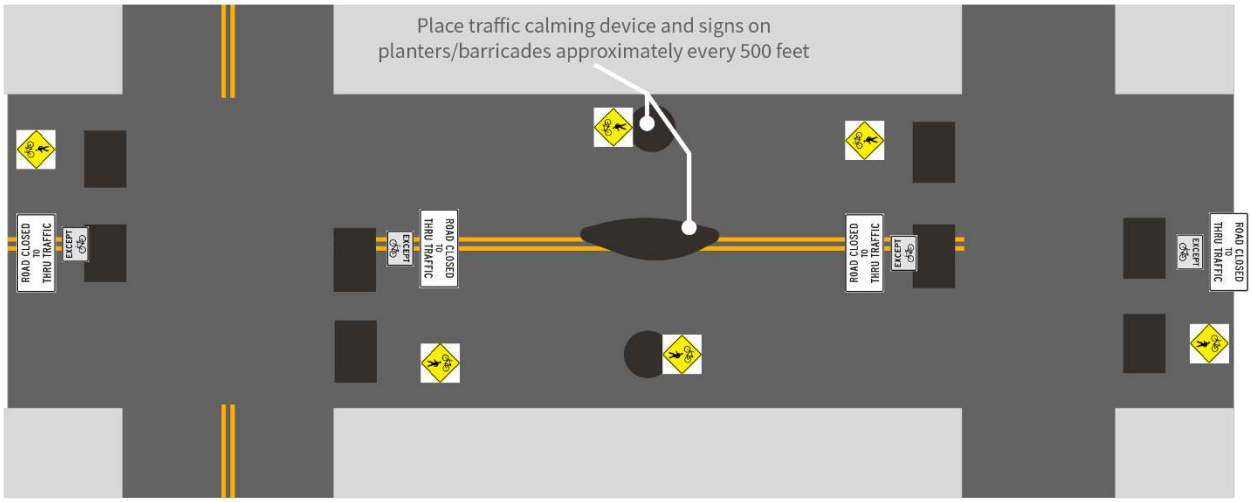
Treatment	Description	Advantages	Disadvantages	Example
Planters	**What is it?** Barriers placed across half of a street closing it to through traffic, leaving one lane open for local access. Planters have a vegetation element incorporated into the barrier. **How and where can it be applied?** Planters should be placed across half of a street at intersections every 500 feet accompanied by signage. Planters are ideal for quick-build solutions	• Able to maintain pedestrian and bicycle connectivity • Can be designed to maintain access for emergency vehicles	• Requires maintenance	 *Source: https://sfbike.org/news/meet-jessica-and-anthony-champions-of-slow-streets/*
Signage	**What is it?** Signs to indicate a turn or through movement restrictions such as "Road Closed - Local Traffic Only" **How and where can it be applied?** At intersections and intermittently throughout the closed segment	• Low Cost	• Requires enforcement	 *Source: https://www.boulevardsentinel.com/up-for-debate/*

Treatment	Description	Advantages	Disadvantages	Example
Diagonal Diverter	**What is it?** A diverted island built diagonally across a street intersection which prevents certain through and/or turning movements **How and where can it be applied?** At intersections at the end of a closed street segment	• Able to maintain pedestrian and bicycle connectivity • Opportunity for planting • Reduces cut-through traffic	• May impact stormwater flow and drainage patterns • May impact volumes on parallel streets and network connectivity • Emergency vehicle access should be reviewed with local agency • Any compliance issues should be addressed during design	 *Source: http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=41*

Source: Fehr & Peers, 2021

Figure 2: Example Local Access





Traffic Calming Slow Street

A slow street that implements traffic calming measures remains open to all vehicles but uses design treatments such as speed lumps and chokers to maintain slow travel speeds or encourage pass-through vehicles to take alternative routes. A traffic calming slow street may be implemented instead of a full or partial closure if private vehicle access is necessary for some buildings/land uses, or if there are no other suitable routes for the diverted traffic. Traffic calming measures are recommended on street segments where slower vehicle speeds would greatly improve the safety and connectivity through the Presidio but where a full closure or local access restriction may not be possible. **Table 3** lists example treatments for traffic calming. Striping and speed lumps/cushions are preferred because they are easy to install and effective in reducing speeds. Striping and speed lumps/cushions maintain emergency vehicle access and are easily traversable by bikes. **Figure 3** shows a typical installation of speed lumps/cushions for a traffic calming slow street.

Table 3: Traffic Calming Slow Street Treatment Options

Treatment	Description	Advantages	Disadvantages	Example
Striping	**What is it?** Paint or thermoplastic used to narrow the travel lanes for vehicles, thereby inducing drivers to lower their speeds **How and where can it be applied?** Striping can be used on roads with lanes wider than 11 feet	• Inexpensive • Can be used to create bicycle lanes or delineate on-street parking • Does not slow emergency vehicles	• Has not been shown to significantly reduce travel speeds • Requires regular maintenance	
Speed Lumps/Cushions	**What is it?** Rounded raised areas placed across the road with two wheel cutouts designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal slowing. The design limits passenger cars and mid-size SUVs from fully passing through the cut-outs and requires travel over the lump. **How and where can it be applied?** Speed lumps/cushions should be placed approximately every 500 feet and are suitable for streets with a low grade	• Effective in reducing speeds • Maintains rapid emergency response times • Relatively easy for bicyclists to cross	• Non-emergency vehicles with wide wheelbases can pass through the lump using the wheel cut-outs • Increased noise from vehicles accelerating	

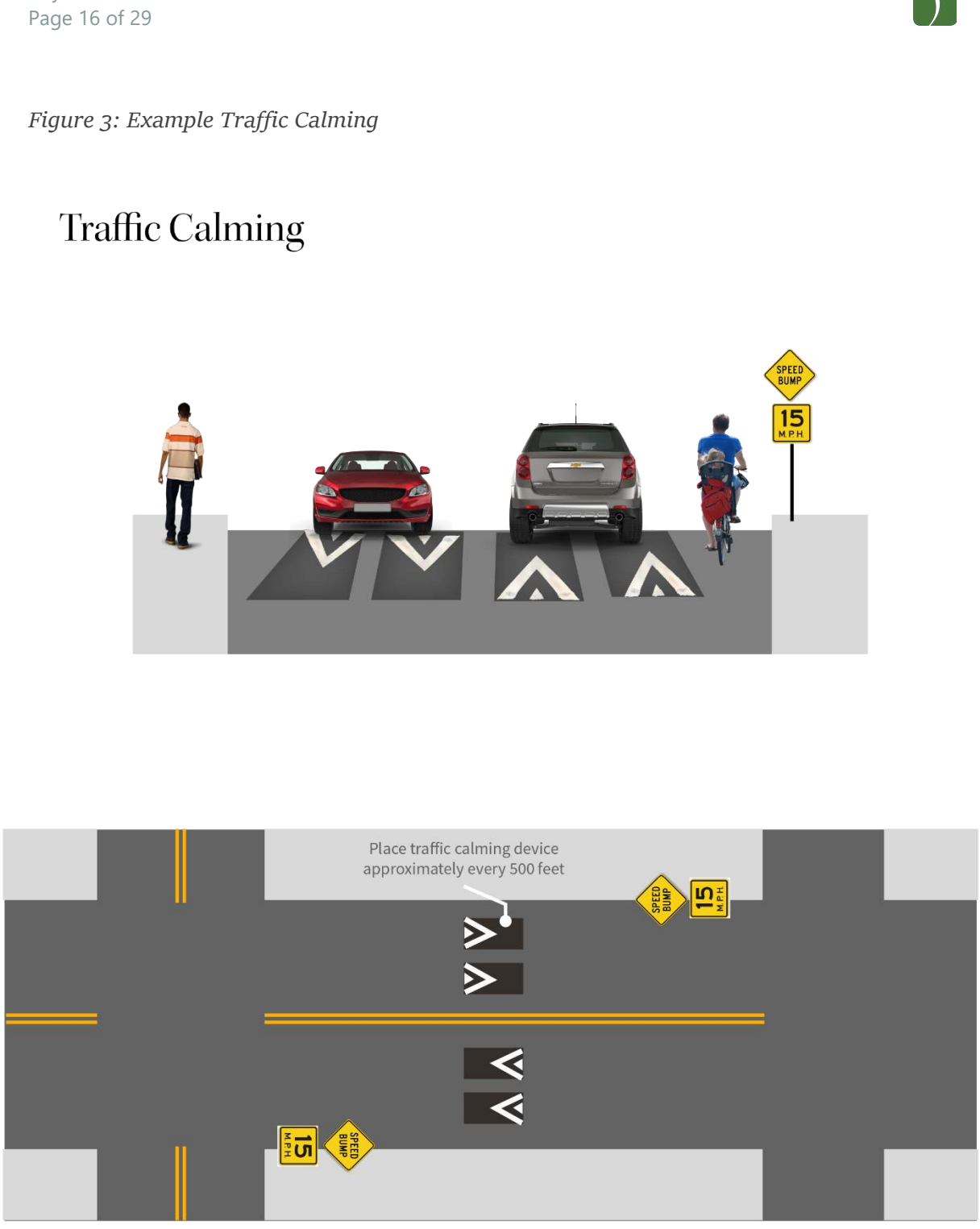
Treatment	Description	Advantages	Disadvantages	Example
Chokers	**What is it?** Curb extensions at midblock that narrow a street **How and where can it be applied?** Chokers can be applied midblock on wide streets	• Easily negotiable by emergency vehicles and buses • Can have positive aesthetic value • Reduces speeds • Opportunity for planting	• Effect on vehicle speeds is limited by the absence of vertical or horizontal deflection • May require bicyclists to briefly merge with vehicular traffic • Loss of on-street parking • Build-up of debris in the gutter	
Chicanes	**What is it?** A series of alternating midblock curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path, discouraging speeding **How and where can it be applied?** Chicanes are best used on narrow streets to prevent cars from swinging out to maintain their speed	• Narrows the roadway which may cause motorists to reduce their operating speeds and may reduce the volume • Reduces impervious cover and has a positive environmental impact • Negotiable by emergency vehicles and buses	• Curb realignment and landscaping may be costly • Some on-street parking may be eliminated • Bicyclists may briefly have to merge with vehicular traffic • Local street drainage may be impacted	 *Source: https://www.transportphoto.net/dt?dtid=1204*

Treatment	Description	Advantages	Disadvantages	Example
Speed feedback sign (or trailer)	**What is it?** Signs that display drivers' real-time speeds **How and where can it be applied?** Signs can be used on any street but may be most effective where drivers typically surpass speed limits or there are no physical treatments to encourage reduced speeds	• Relatively low cost • Quick implementation • Provides immediate feedback • Does not require an officer to be present • Can be permanent (sign) or moved to different locations (trailer) • Data can be recorded • Does not physically slow emergency vehicles or buses	• Effectiveness may be temporary • Only effective for one direction of travel • Subject to vandalism	
Physical barrier separators				
Concrete Buttons	**What is it?** Low, mountable buttons that can be used to achieve a curb-like barrier **How and where can it be applied?** Concrete buttons can be applied at intersections or at midblock bulbouts in instances where larger vehicles such as emergency vehicles or delivery trucks may need to mount a curb	• Durable and mountable for emergency vehicles	• Low visible profile may lead to decreased safety perception for people walking/biking compared to other taller vertical treatments	

Treatment	Description	Advantages	Disadvantages	Example
Parking Stops	**What is it?** Low, mountable plastic, rubber, or concrete curb that can be bolted to the pavement and used as a barrier element **How and where can it be applied?** Parking stops can be applied as bike lane separators	• Easy to install and remove • Durable and mountable for emergency vehicles	• Low profile may present a trip or bicycle hazard	 *Source: http://tacticalurbanismguide.com/materials/parking-stops/*
Armadillos	**What is it?** Low, mountable plastic bump that can be used to achieve a curb-like barrier **How and where can it be applied?** Armadillos are typically used as bike lane separators	• Easy to install and remove • Durable and meant to last several years • Mountable for emergency vehicles • Minimal/no stormwater obstruction • Can be set at angles to allow cyclists to cross barriers	• Low visible profile may lead to decreased safety perception for people walking/biking compared to other taller vertical treatments	 *Source: https://www.cyclehoop.com/news/april-2014/salford-city-council-address-cycle-lane-safety-by-introducing-the-armadillo/*

Source: Fehr & Peers, 2021.

Figure 3: Example Traffic Calming



Candidate List

The following table lists all suitable slow street segments, applicable selection criteria, slow street type recommendation, and whether it is a top candidate segment at this moment in time.

Table 4: Slow Street Candidate Segments

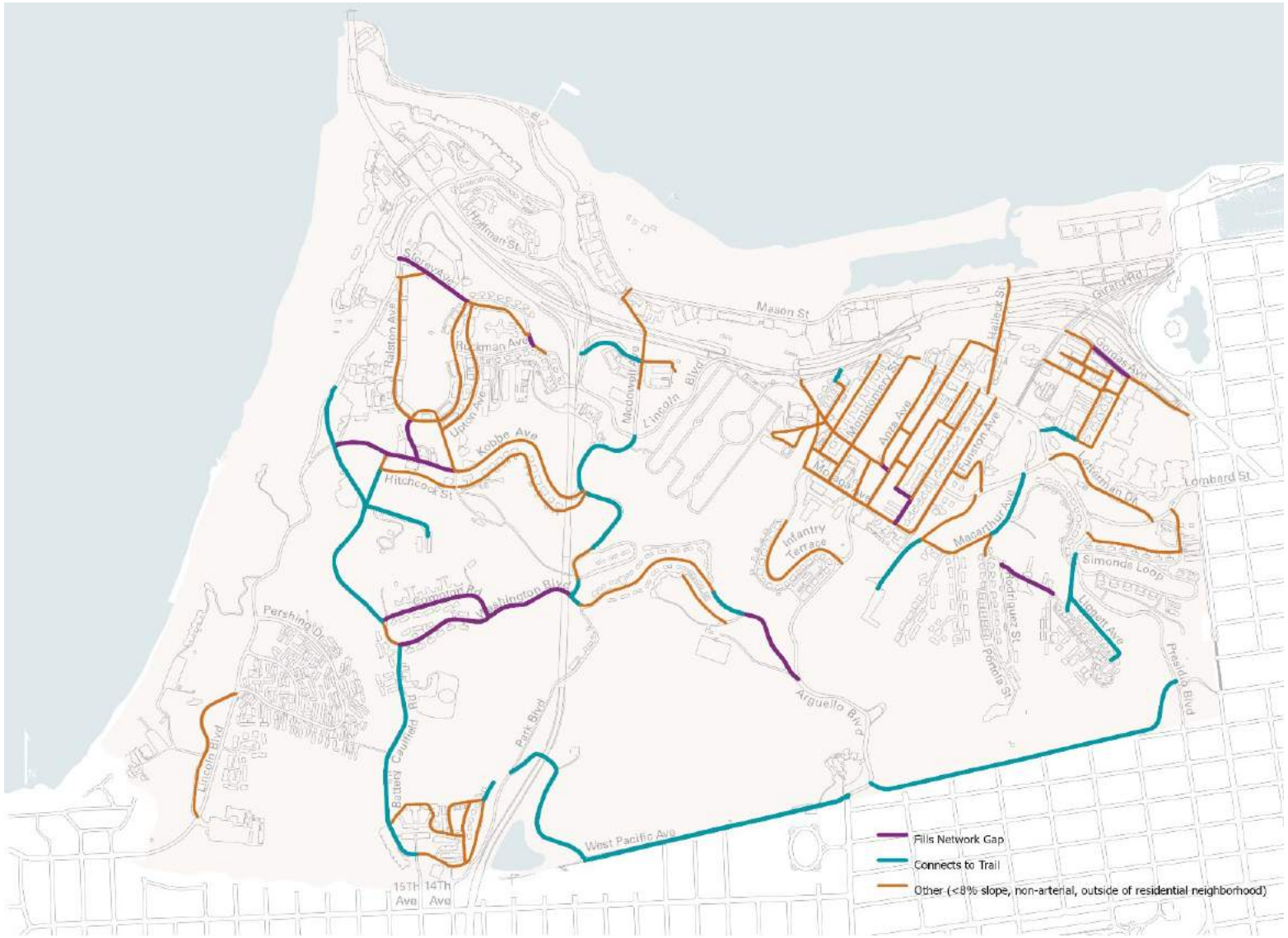
Street Segment	Extents	Selection Criteria	Slow Street Type	Top Candidate	Notes
Storey Ave	Lincoln Blvd to Ralston Ave; Battery Wagner Rd to Rod Rd	Gap Closure, Other	Local Access or Traffic Calming		
Battery Wagner Rd	All	Other	Full Closure		
Stone St	All	Other	Pavement Removal Opportunity		Retain parking access but there may be opportunity to narrow curb cuts / remove pavement.
Ralston Ave	All	Other	Local Access		Low-stress alternative to Lincoln Blvd.
Upton Ave	All		Local Access or Traffic Calming		Choose Ralston OR Upton but not both
Kinzey St	All	Other	Full Closure		
Greenough Ave	All	Gap Closure	Full Closure		Choose Greenough OR Upton but not both
Kobbe Ave	Washington Blvd to Park Blvd	Gap Closure, Other	Local Access or Traffic Calming		
Hitchcock St	All	Other	Local Access		Choose Kobbe OR Hitchcock but not both
Harrison Blvd					
Washington Blvd	All	Gap Closure, Trail Connection, Other	Full Closure, Local Access, Traffic Calming (see below for specifics)	Yes	Currently a Slow Street
Central Magazine Rd	All	Trail Connection	Local Access or Traffic Calming		

Street Segment	Extents	Selection Criteria	Slow Street Type	Top Candidate	Notes
Compton Rd	All	Gap Closure	Local Access or Traffic Calming		
Bowley St	All	Other	Traffic Calming		Only access to Baker Beach parking
Battery Caulfield / Wedemeyer St	Hayes St to Washington Blvd	Trail Connection	Local Access and Traffic Calming	Yes	Hybrid approach that allows through traffic in the downhill direction and local access only in the uphill direction
Hays St	None	Other	No slow street		No clear benefit
Belles St	None	Other	No slow street		No clear benefit
Wyman Ave	None	Other	No slow street		No clear benefit
Brown St	None	Other	No slow street		No clear benefit
Park Blvd	All	Trail Connection, Other	Local Access south of Kobbe, Traffic Calming north of Kobbe	Yes, Kobbe Ave to Washington Blvd	
Compton Rd	All	Gap Closure	Local Access		If Washington is Local Access Only, Compton becomes a de facto local access street
McDowell Ave / Crissy Field Ave	Patten Rd to Mason St	Other	Traffic Calming		
Cowles St	None	Trail Connection, Other	No slow street		Important maintenance operations
Piper Loop	None	Other	No slow street		Important residential access
Infantry Terrace	Thomas Ave to Arguello Blvd	Other	Local Access		Monitor cut-through effect of suggested Main Post closures
West Pacific Ave	All	Connects to Trail, Gap Closure	TBD		Further study needed to determine closure configuration

Street Segment	Extents	Selection Criteria	Slow Street Type	Top Candidate	Notes
Fisher Loop	None	Other	No slow street		Important chapel access
Sheridan Ave	All	Gap Closure, Other	TBD	Yes, Montgomery to Graham	
Ord St	None	Other	No slow street		No clear benefit
Riley Ave	None	Other	No slow street		No clear benefit
Taylor Rd	None	Other	No slow street		No clear benefit
Montgomery St	All	Other	TBD	Yes	Careful planning for business access and wayfinding required
Anza Ave	None	Other	No slow street		Parking lot access
Owen St	None	Other	No slow street		No clear benefit
Graham St	All				
Keyes Ave / Pena St	All	Other, Gap Closure	Local Access		Possible alternative to Funston
Mesa St	All	Other, Gap Closure	Local Access		Possible alternative to Funston
Funston Ave	All	Other	Local Access	Yes	
Moraga Ave	All	Other	Traffic Calming		
Arguello Blvd	Moraga Blvd to Sheridan Ave	Other	Full Closure		
Martinez St	None	Other	No slow street		No clear benefit
Barnard Ave	All	Trail Connection, Other	Full Closure	Yes	
Fernandez St/McArthur Ave	All	Trail Connection, Other	Traffic Calming		Redundant with Barnard
Morton St	All	Gap Closure	Traffic Calming		Consider closing pedestrian gap with a trail or sidewalk
Halleck St	None	Other	No slow street		Once complete, Tunnel Tops will serve as a “slow street” between Main Post and Mason Street

Street Segment	Extents	Selection Criteria	Slow Street Type	Top Candidate	Notes
Gorgas Ave	All	Gap Closure, Other	Traffic Calming		
Edie Rd	None	Other	No slow street		No clear benefit
Thornburg Rd	None	Other	No slow street		No clear benefit
General Kennedy Ave	None	Other	No slow street		No clear benefit
O'Reilly Ave	None	Other	No slow street		No clear benefit
Torney Ave	None	Trail Connection, Other	No slow street		No clear benefit
Letterman Dr	All	Other	Local Access		LDAC Garage
Sherman Rd	None	Other	No slow street		No clear benefit
Ruger St	None	Other	No slow street		No clear benefit
Liggett Ave	All	Trail Connection	Local Access Presidio Blvd to Clark St or Traffic Calming		

Figure 4: Map of Slow Street Suitability



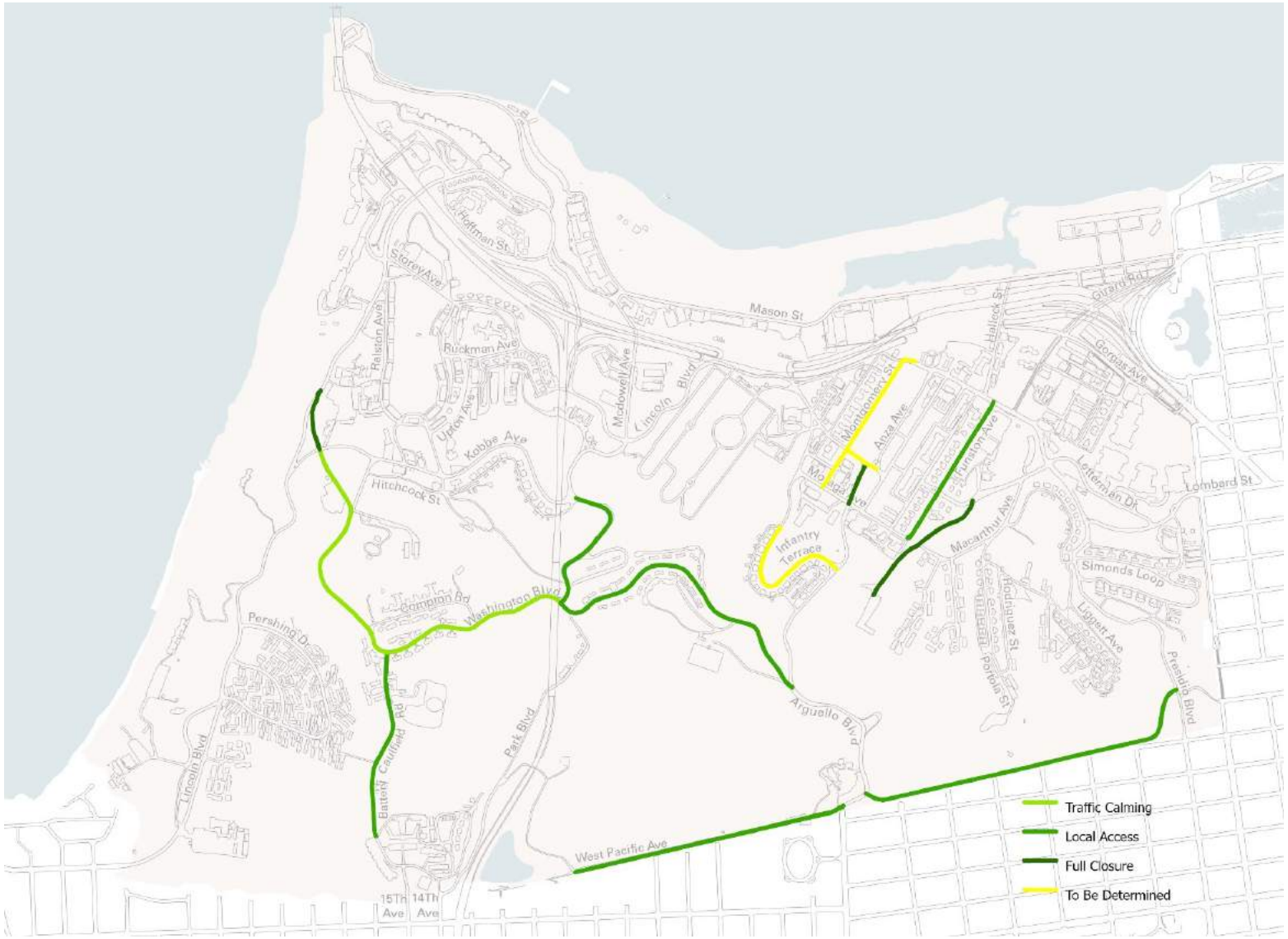
Top Candidates

For each slow street recommendation, we describe the characteristics of the street, the reasoning behind the recommended slow street type, and the expected effects of slow street treatment.

Top Candidate Map

The map shown in **Error! Reference source not found.** highlights our top priority recommendations for slow streets. These selections were made from among the longer list of candidate street segments identified in table to fill a gap, connect a trail, or make a good slow street for the other reasons described above.

Figure 5: Map of Top Slow Street Recommendations



Funston Avenue

Funston Avenue is a two-lane, north-south street connecting Lincoln Boulevard and Moraga Avenue, providing access to Crissy Field. Businesses and schools front Funston Avenue but most loading activity could be shifted to Mesa Street, which runs parallel. We recommend converting Funston Avenue to a local access slow street between the southern side of the YMCA parking lot to Moraga Avenue. Funston Avenue is a good candidate for a local access slow street due to the high number of schools and opportunity to connect activity centers such as the Inn at the Presidio and the Presidio Officers Club with the YMCA and Tunnel Tops (via a direct line to Halleck Street).

A local access slow street is recommended for Funston Avenue to provide a safe space for children to walk and bike and for families and visitors on the east side of the Main Post to have a direct connection to Crissy Field via Halleck Street. A traffic calming slow street was not selected because of the low vehicle volumes and the desire to maximize safety benefits for the land uses on the street.

Effects of Slow Street Implementation

Any loading activity that may have occurred on Funston Avenue would be encouraged to use Mesa Street. Currently, Mesa Street is one-way northbound between Canby Street and Lincoln Boulevard but vehicles can still turn onto Funston Avenue if local access is needed. Westbound vehicles would be encouraged to access Mesa Street from Presidio Boulevard. Signage should be placed at the intersection of Mesa Street and Moraga Avenue to encourage vehicles to turn off before reaching Funston Avenue. Before a local access slow street is implemented in Funston, evaluate how traffic volumes on Graham Street would be affected.

Sheridan Avenue

Sheridan Avenue is a two-lane, east-west street connecting Lincoln Boulevard and Graham Street, providing access to the Main Post Lawn. We recommend converting two blocks of Sheridan Avenue to a full closure slow street between Taylor Road and Arguello Boulevard. Combined with a full closure on Montgomery Street, a full closure on Sheridan Avenue would complete a “ring” around the Main Post Lawn dedicated to pedestrian and bicycle access. Sheridan Avenue provides high-quality east-west pedestrian and bicycle connections in the Main Post. A local access slow street type was not selected for these two blocks of Sheridan Avenue because no buildings are fronting this segment. The segment between Montgomery Street and Anza Avenue has been successfully closed during Presidio Picnics.

Effects of Slow Street Implementation

A full closure for two blocks of Sheridan Street would force vehicles to travel around the Main Post Lawn, using Moraga Avenue. Mesa Street would still be accessible via Moraga Avenue. Vehicle access would still be provided to the parking lots in Main Post via Anza Avenue. Closure

of Sheridan Avenue would create a pedestrian-oriented zone within the Main Post Lawn, while still providing vehicle access to all buildings via Moraga Avenue. Moraga Avenue also serves loading access for Building 387, requiring vehicle access, thus the need for two parallel streets is reduced.

Arguello Boulevard

Arguello Boulevard is a two-lane, north-south street that provides connection from the southern entrance of the Presidio to the Main Post. We recommend converting one block of Arguello Boulevard between Sheridan Avenue and Moraga Avenue to a full closure slow street in tangent with the two-block closure of Sheridan Avenue between Taylor Road and Arguello Boulevard. With the closure of Sheridan Avenue, there becomes no need for private vehicles to access this block of Arguello Boulevard as there are no loading zones, parking, or driveways. Thus, a local access slow street or a traffic calming slow street would provide minimal benefit. The full closure of this block would formalize the "ring" of vehicle access around the Main Post Lawn. This section of roadway has been successfully used for closures during past Presidio Picnic Events.

Effects of Slow Street Implementation

A full closure of Arguello Boulevard between Sheridan Avenue and Moraga Avenue would require vehicles going to the Main Post parking lot to turn right on Moraga Avenue and use Graham Street to get to Anza Avenue. Vehicles looking to exit the Presidio would be required to travel on the west side of the Main Post via Moraga Avenue to Lincoln Boulevard if Funston Avenue were to also become a local access slow street.

Barnard Avenue

Barnard Avenue is a single lane two-way road, north-south street providing access to the Ecology Trail from Presidio Boulevard. The entire street is currently a slow street, and we recommend it remains a full closure slow street, creating an extension of the trails. There are no uses accessed via Barnard Avenue, thus a local access slow street or a traffic calming slow street would provide minimal benefit.

Effects of Slow Street Implementation

There would be no impact to vehicle circulation with the full closure of Barnard Avenue. Some informal parking near the trail at the end of Barnard Avenue would be eliminated.

Washington Boulevard

Washington Boulevard is a two-lane, east-west street that provides the main connection between the southern entrance at Arguello Boulevard and Lincoln Boulevard. A heavily utilized pedestrian and bicycle connection, Washington Boulevard serves residential buildings. Washington Boulevard is currently a local access slow street, and we recommend the entirety of Washington

Boulevard remain a slow street, with some segments open to local access, some segments implemented with traffic calming, and a small segment fully closed. The current slow street program implemented on Washington Boulevard in response to the COVID-19 Shelter in Place order has been successful; counts taken in December 2020 indicate that approximately 2,700 bicyclists and pedestrians per day during the week and approximately 4,000 per day during the weekend traverse the street. The Presidio Hills shuttle route currently runs on Washington Boulevard and will continue to be allowed access.

Arguello Boulevard to Battery Caulfield Road – Local Access Slow Street

We recommend the segment of Washington Boulevard between Arguello Boulevard and Park Boulevard remain a local access slow street due to the number of residential homes that require vehicle access. A local access slow street would discourage cut-through traffic through signage and traffic calming infrastructure while remaining accessible for private and delivery vehicles. Cut-through traffic is encouraged to travel on the outer edges of the park to travel east/west.

Battery Caulfield Road to Kobbe Avenue - Traffic Calming Slow Street

We recommend the segment of Washington Boulevard between Park Boulevard and Kobbe Avenue convert to a traffic calming slow street to continue minimizing cut-through traffic while maintaining local access to residential units and destinations such as campgrounds, playgrounds, and look-outs. Traffic calming measures will reduce speeds without restricting vehicle access, allowing for safer bicycle and pedestrian travel.

Kobbe Avenue to Lincoln Boulevard - Full Closure Slow Street

We recommend the short segment of Washington Boulevard between Kobbe Avenue and Lincoln Boulevard fully close since there are no destinations or residential buildings. A full closure would allow pedestrians and bicyclists to avoid Lincoln Boulevard south of Washington Boulevard where vehicle traffic is high and there are no dedicated bike lanes in the downhill direction. North of Washington Boulevard, the California Coastal Trail widens and there are striped bike lanes on both sides of Lincoln Boulevard to Merchant Road/Storey Avenue.

Park Boulevard: Kobbe to Washington

We recommend this segment of Park Boulevard as a local access slow street because this segment supports the Washington Boulevard treatments by detouring through traffic onto alternative routes before they approach the slow street.

Battery Caulfield Road/Wedemeyer Street: Hays Street to Washington Boulevard

Battery Caulfield Road/Wedemeyer Street is a two-lane, north-south street that connects the park entrance at 14th and 15th Avenues to Washington Boulevard. The street provides access to residential complexes, Playgroup, and Building 1450 the Natural Resources/Landscaping

maintenance facility. Lincoln Boulevard provides a parallel alternate route if through traffic is restricted on Battery Caulfield Road/Wedemeyer Street. While the slope of Battery Caulfield is higher than eight percent, with an average of 8.8 percent, it is well utilized by pedestrians and bicyclists as a current slow street implemented during the COVID-19 Shelter in Place order. December 2020 counts indicate approximately 700 pedestrians and bicyclists traverse this segment a day during weekdays and approximately 950 per day on weekends.

Despite the slightly steeper grade, we recommend Battery Caulfield Road/Wedemeyer Street remain a slow street to reduce the amount of cut-through traffic and to detour through traffic onto alternative routes before they approach the slow street on Washington. We recommend a hybrid local access/traffic calming approach that allows through traffic in the downhill direction and local access only in the uphill direction. Allowing through traffic in the downhill direction provides an outlet for vehicles traveling east on Washington Boulevard that get diverted at the Local Access Only signs at Battery Caulfield.

West Pacific Avenue

West Pacific Avenue is a two-lane, east-west street that runs on the southern perimeter of the presidio and provides access to the Presidio Wall Playground and sports fields, the Presidio Golf Course, and trails. West Pacific is a low-volume road that provides ample formal and informal parking spaces. During the COVID-19 Shelter in Place order, West Pacific was a full closure slow street from Arguello Boulevard to Presidio Boulevard and a local access slow street west of Arguello. Counts taken in December 2020 indicate that approximately 1,500 bicyclists and pedestrians per day travel along West Pacific during the weekday and approximately 1,700 per day during the weekend.

We recommend converting West Pacific, both west and east of Arguello Boulevard, to a slow street to restrict cut-through traffic, but further study should be done to determine the appropriate type of slow street. Previous considerations for cul de sacs or one-way conversions may be worth further exploration. Additional considerations such as bicycle speed and roadway grade, should be studied further before implementing slow street treatments.

Effects of Slow Street Implementation

The restriction to local travel on West Pacific would push cut-through vehicles further south to Jackson Street or Washington Street, but there is no need for private vehicles to use West Pacific other than accessing the playground, trailheads, and golf course. The reduction in cut-through traffic would greatly benefit the pedestrians and bicyclists who use West Pacific for recreation as the only east-west street on the southern side of the Presidio.

Streets to Consider

Infantry Terrace

Infantry Terrace is a two-lane residential street near the Main Post that provides a connection between Arguello Boulevard and Sheridan Avenue and to the YMCA Tennis Courts. We recommend monitoring Infantry Terrace for cut-through traffic as a result of closures in the Main Post and consider a local access slow street if necessary.

Montgomery Street

Montgomery Street is a two-lane, north-south street connecting Lincoln Boulevard and Moraga Avenue, providing access to the Main Post Lawn, the Disney Museum, the Lodge at the Presidio, Presidio Bowl, and connections to Crissy Field. Different configurations of the Main Post would allow Montgomery Street to fully close, but further study should be done to look at the Main Post holistically. Montgomery Street is a good candidate for a full closure slow street due to the high number of attractions and for its proximity to the Main Post Lawn where numerous pedestrian activities occur. Given that ADA access may be a concern for patrons, exceptions could be made for loading needs by implementing treatment similar to a local access slow street but with signs that say "ADA Access Only."

In lieu of a full closure on Montgomery Street, a local access slow street with a diagonal diverter at the intersection of Montgomery Street and Sheridan Avenue would help provide a safer space for the large number of pedestrians and bicyclists enjoying the Main Post Lawn and attending the attractions. Montgomery Street also provides users a direct connection to the forthcoming Tunnel Tops project.

Effects of Slow Street Implementation

A full closure on Montgomery Street would force vehicles to travel around the Main Post Lawn, using Taylor Road, Lincoln Boulevard, Sheridan Avenue, Moraga Avenue, and Graham Street. Closure of Montgomery would create a pedestrian-oriented zone within the Main Post Lawn, while still providing vehicle access to all buildings from parallel roads. Challenges include finding solutions with the Disney Museum and the Lodge at the Presidio, who may expect vehicle access and front door parking to remain. Potential solutions could include limited ADA access and additional wayfinding signs for patrons of the Disney Museum and the Lodge at the Presidio directing them to use the parking lots in the Main Post Lawn. Consider providing additional ADA parking spaces in Anza parking lot. Due to the high volumes on Graham Street, additional study of Graham Street should be done in conjunction with changes to Montgomery Street. The Presidio Picnics events have proposed closing this segment of roadway to better connect the lawns and bathrooms in Building 103. However, the tenants on the roadways have historically not been accommodating of this this request and would need to be diligently included in any

decisions about converting this roadway to a Slow Street. One option could be a renewed effort to test this closure out on a trial basis for single-day events such as Presidio Picnic before implementing it as a semi-permanent slow street.

Appendix J: LoTIS Project List

CAPITAL PROJECTS

Project Name	Project Score	Project Cost
Arguello & Presidio Gates Pedestrian Improvements	In Progress	$ 310,000
Traffic Counter Installation at 25th Ave, Merchant, 14th/15th and GG Bridge Plaza	In Progress	$ 75,000
Washington Blvd Bike Improvements	In Progress	$ 6,006,000
14th/15th Ave Gate Ped & Bike Improvements	In Progress	$ 1,387,100
Halleck Lighting Improvements	In Progress	$ 312,000
Presidio: Letterman to Lombard Bike Improvements	In Progress	$ 91,000
FY26-30 Accessibility Improvements	438	$ 6,325,000
FY31-40 Accessibility Improvements	438	$ 5,750,000
FY41-50 Accessibility Improvements	438	$ 5,865,000
FY22-25 Accessibility Improvements	438	$ 1,424,700
Accessibility Public ROW Plan	398	$ 50,000
Trail Gap Closure: Lincoln between S. Pershing & Kobbe	387	$ 402,700
Storey/ Battery Howe Wagner Bike & Ped Improvements	367	$ 3,429,400
Arguello Ped & Bike Improvements: Gate to Washington	343	$ 356,850
Sidewalk Renewal as Coordinated with Storm Drain Improvements	315	$ 60,000
FY23-25 Sidewalk Renewal ($660,000/year)	315	$ 1,980,000
Lincoln: Gate to S. Pershing Class IV Bike Improvements	278	$ 405,600
Gorgas South Sidewalk	272	$ 345,000
FY22 Pavement Rehabilitation	267	$ 2,415,000
FY23 Pavement Rehabilitation	267	$ 315,000
FY23 Pavement Rehabilitation	267	$ 2,100,000
FY24 Pavement Rehabilitation	267	$ 2,415,000
FY25 Pavement Rehabilitation	267	$ 2,415,000
Greenwich Gate & Presidio Promenade	262	$ 2,024,000
Mason II: Halleck to McDowell	254	$ 2,235,605
Funston Traffic Calming & Bike Route	250	$ 237,250
Lincoln/Bowley/Pershing Intersection	247	$ 390,000
Mason I: Gate to Halleck	244	$ 2,473,505
Kobbe, Lincoln to Park Corridor: Intersection Safety Improvements, Bike Network Improvements, Pedest	243	$ 1,820,000
Washington/Arguello Intersection Reconfiguration	239	$ 805,000
Washington Blvd Pedestrian Improvements	235	$ -
Lincoln-Merchant-Storey Intersection	233	$ 390,000
Marina-Mason-Girard Intersection	231	$ 975,000
Girard Bike Improvements	230	$ 873,600
Sidewalk Gap Closure Mason at mid-Crissy	225	$ 350,000
Slow Streets 2021/2022	196	$ 150,000
Main Post Ped Gap Closures: Multiple Locations	187	$ 1,229,800
Mason III: McDowell to West Bluff parking lot: Separated bikeway, improved crossings, new traffic ci	185	$ 2,780,633
Arguello-Washington to Moraga: Infantry Terrance Intersection Reconfiguration, east sidewalk, downhi	170	$ 2,269,800
Lincoln: Merchant to GG Bride Plaza Ent: Downhill Class II Bike Lane	158	$ 572,000
Presidio Blvd: Gate to Lombard: Low-stress bike/ped network connector	155	$ 1,092,000
McDowell Ave: Lincoln to Mason: New bike path, context-sensitive lighting	147	$ -

Lincoln: Long to Patten: Close ped gap Storey to McDowell, lighting, improve Bike facilities, traffi	145	$	699,400
Lincoln: Kobbe to Merchant: Improve ped facilities, improve bike connection to GG Bridge, traffic ca	143	$	6,388,824
Moraga St Sidewalk widening, curb ramps and lighting, Class III bike improvements, traffic calming &	139	$	387,374
Lincoln: GG Bridge Plaza Ent to Long: Add Class II bike lane, improve trail/roadway intersection. Cl	135	$	276,900
Mason/McDowell/Crissy Field Ave Intersection: Formalize Bay Trail Improvements, lighting.	128	$	201,500
Presidio Blvd: Letterman to Mesa: Bike lanes, widen sidewalk, context-sensitive lighting, traffic ca	124	$	194,675
Battery Caulfield Ped & Bike Improvements	123	$	1,372,800
Greenough Ped & Bike Improvements & lighting.	122	$	400,660
Montgomery - Advisory Bike Lanes (pending NCTCD approval)	117	$	29,250
Ralston Ped & Bike Improvements	117	$	379,860
Ped/Bike Gateway Improvements: Marina, 15th Ave, Gorgas, 25th Ave	113	$	260,000
West Pacific: Mtn Lake access gate to Arguello (Slow Street overlap)	112	$	1,237,600
PresidiGo Route Restructuring: New Route out Arguello gate and/or interlining Hills and Downtown rou	109	$	-
Bowley Bike & Pedestrian Improvements	109	$	404,950
South Hills Ped Gap Closure	107	$	1,081,600
Letterman Drive: Prioritize buses, bikes and local access	102	$	383,630
West Pacific: Arguello to Presidio: Improve ped faciltiies, charge for parking, stormwater managemen	97	$	459,550
Torney Corridor Ped & Wayfinding Improvements	82	$	364,000
Park Trail: South of Washington	82	$	2,540,200
Park Trail: Washington to Lincoln	82	$	1,314,040
Graham Street Lighting Improvements	80	$	208,000
Trail Improvements between Arguello and Ecology Trail	77	$	-
Presidio Promenade: McDowell to Long: Improve connection between Ruckman and Patten, lighting	72	$	271,700
Sheridan Class II Bike Completion & Pavement Removal	70	$	61,776
Lincoln: Patten to Sheridan: Improve trail/Lincoln intersections at Patten and Sheridan	62	$	442,000
East Housing Ped Gap Closure	59	$	1,151,800
Arguello: Moraga to Sheridan: Close gap Sheridan to Moraga. Remove excess pavement.	52	$	121,160
Park Blvd: Washington to Lincoln: Striping, lighting & pavement removal	51	$	357,500
Lombard Safety Improvements, ped gap & lighting.	47	$	41,860
Lovers' Lane Widening	43	$	1,996,800
Traffic Management: Lincoln from Gate to GG Bridge: improve ped facilities & lighting.	39	$	345,800
Harrison: Discourage vehicles, consider lighting.	39	$	28,600
Traffic Management: Lombard/Presidio: Turn restrictions and/or traffic calming	34	$	68,900
Battery East Trail between GGB and Lincoln (Area A): Consider context-sensitive lighting	29	$	325,000
Pavement Removal / Green Stormwater Improvements: Parkwide	22	$	6,598,462

PROGRAMMATIC PROJECTS

Project Name	Project Score	Project Cost
Battery Electric Bus Fleet Conversion (3)	n/a	$ 2,400,000
Battery Electric Bus Fleet Conversion (2)	n/a	$ 1,600,000
Battery Electric Bus Fleet Conversion (2)	n/a	$ 1,600,000
Bus Stop Accessibility & Amenity Improvements	n/a	$ 60,000
Battery Electric Bus Charging Station - Transit Center and Ft. Scott	n/a	$ 1,611,087
Main Post Circulation Plan	n/a	$ 39,000
Pay-by-Plate Park-wide Implemenation	n/a	$ 25,000
Pay by Plate Pilot	n/a	$ 5,000
Guardrail Renewal	n/a	$ 300,000
Bus Yard Relocation	n/a	$ 1,200,000
Parking Meter Replacement Phase 2	n/a	$ 150,000
Communicate rates by the hour and only use hourly rates that end in $0.50 or $1.00 increments.	n/a	$ -
Delegate authority to approve rates to Transportation Manager within ET and Board approved rules.	n/a	$ -
Different hourly rates for weekdays vs. weekends. In parking rate zones that have high parking deman	n/a	$ -
Make planned shift to enforce via license plate recognition (LPR).	n/a	$ -
Expand parking management to currently unregulated areas of the park.	n/a	$ -
Reduce number of pricing zones.	n/a	$ -
Use pre-determined higher hourly special events rates at all paid parking.	n/a	$ -
Communicate rate changes via digital screen on pay stations, simplified PDF map, e-mail messages to	n/a	$ -
Use time limits sparingly; otherwise use pricing to ensure turnover in high-demand areas.	n/a	$ -
Implement demand-based parking rate structure within Board-approved range.	n/a	$ -
Adjust rates by $0.50 every 6-12 months if occupancy data warrants.	n/a	$ -
Develop a comprehensive public-facing document that summarizes the how the Trust manages parking (e.	n/a	$ -
Eliminate the daily rate. Charge for parking only by the hour	n/a	$ -
Explore new source for occupancy data: aerial imagery, LPR or payment data.	n/a	$ -
Explore how to have (or increase) consequences for not paying for parking citations.	n/a	$ -
Hire a Trust employee or contractor to enforce parking and other duties.	n/a	$ -
PresidiGo Stops Relocation	n/a	$ -
PresidiGo Inner Richmond Pilot	n/a	$ -
Interline Downtown and PH routes	n/a	$ -
High-speed internet in residential neighborhoods	n/a	$ -
Annual employee transportation coordinatior training	n/a	$ -
Develop program for corporate carshare and bikeshare memberships	n/a	$ -
Implement more aggressive telecommute policies	n/a	$ -
Annual tenant surveys, monitoring, and program adjustments	n/a	$ 2,000
PresidiGo Service Frequency Adjustments	n/a	$ -
Bike Rack Expansion	n/a	$ 28,750
Presidio Vehicle Pricing/Fee Collection	n/a	$ 400,000
Bike Station Installation II (4 stations) Ruger, Tunnel Tops, Tides, East	n/a	$ -
Dockless Bike Expansion	n/a	$ 160,000
MUNI 30 Extension II	n/a	$ 1,800,000
PresidiGo Signage Upgrade II	n/a	$ 50,000