

Agenda Item 5.

Maintaining the System:

Street Repaving

Bicycle & Pedestrian Facilities



San Francisco
County Transportation
Authority

September 23, 2021

Preliminary Draft New Expenditure Plan



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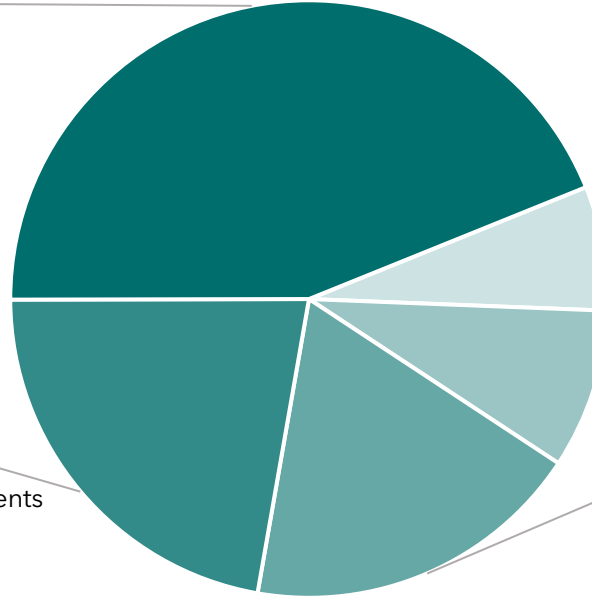
Transit Maintenance & Enhancements, 43.7%

Muni, BART, Caltrain, Ferry
Maintenance, rehabilitation and
replacement

Station/Access improvements
Next generation transit planning

Major Transit Projects, 22.1%

Muni Bus Reliability & Efficiency Improvements
Muni Rail Core Capacity
BART Core Capacity
Caltrain Service Vision: Capital Investments
Downtown Rail Extension & Pennsylvania Alignment



Transportation System Development & Management, 6.7%

Community-based and citywide planning
Equity studies
Demand management (including pilots)

Paratransit, 8.6%

Transit service for seniors and
people with disabilities

Streets & Freeways, 18.4%

Bicycle & pedestrian improvements
Traffic calming and signals
Street repaving
Bicycle & pedestrian facility maintenance
Freeway safety and operations
Freeway redesign planning

Maintenance, Rehabilitation and Replacement



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- Well-maintained infrastructure is essential to ensuring safe and reliable transportation for everybody
- San Francisco's system suffers from chronic underinvestment; deferred maintenance work often costs more to address
- **About 50% of the Preliminary Draft Expenditure Plan would fund maintenance, rehabilitation and replacement**



Maintenance, Rehabilitation and Replacement



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- Project types being highlighted today are funded through a combination of sources including **federal**, **state** and **local** funding.
- Some project types are more difficult to fund than other project types (e.g. transit maintenance facilities)





Sales Tax Reauthorization

Streets and Freeways

Maintenance, Rehabilitation and Replacement

Expenditure Plan Advisory Committee

September 23, 2021

Streets and Freeways

Maintenance, Rehabilitation and Replacement

Funding Category (in Millions)	Funding Need	Proposed Funding	% of Need
Street Resurfacing and Reconstruction	2,285.0	88.0	3.9%
Street Repair and Cleaning Equipment	166.5	17.0	10.2%



30-year costs in
constant 2020 dollars



Funding to maintain
Pavement Condition
Index of 75 and
replace equipment
according to industry
standards

Street Resurfacing and Reconstruction

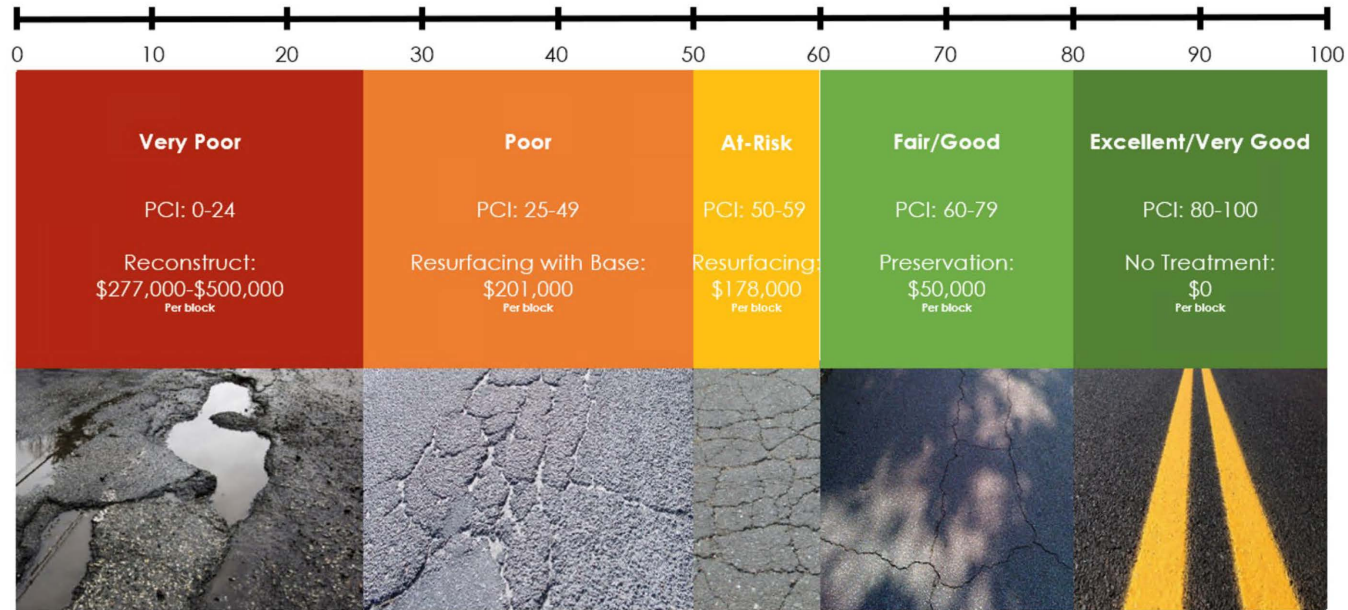


Masonic Avenue Project

- Well-maintained and accessible streets are essential for mobility
- Smooth, pothole-free streets reduces hazards and improves safety
- Preserving streets in good condition is the most cost-effective pavement management strategy

Street Resurfacing and Reconstruction

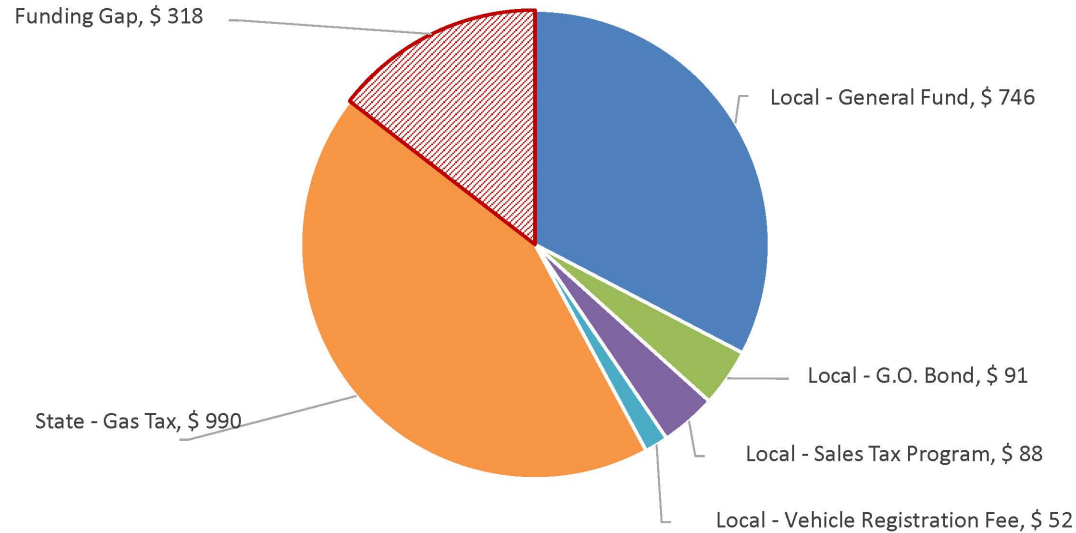
San Francisco uses the industry standard rating scale called the **Pavement Condition Index (PCI)** to score its streets.



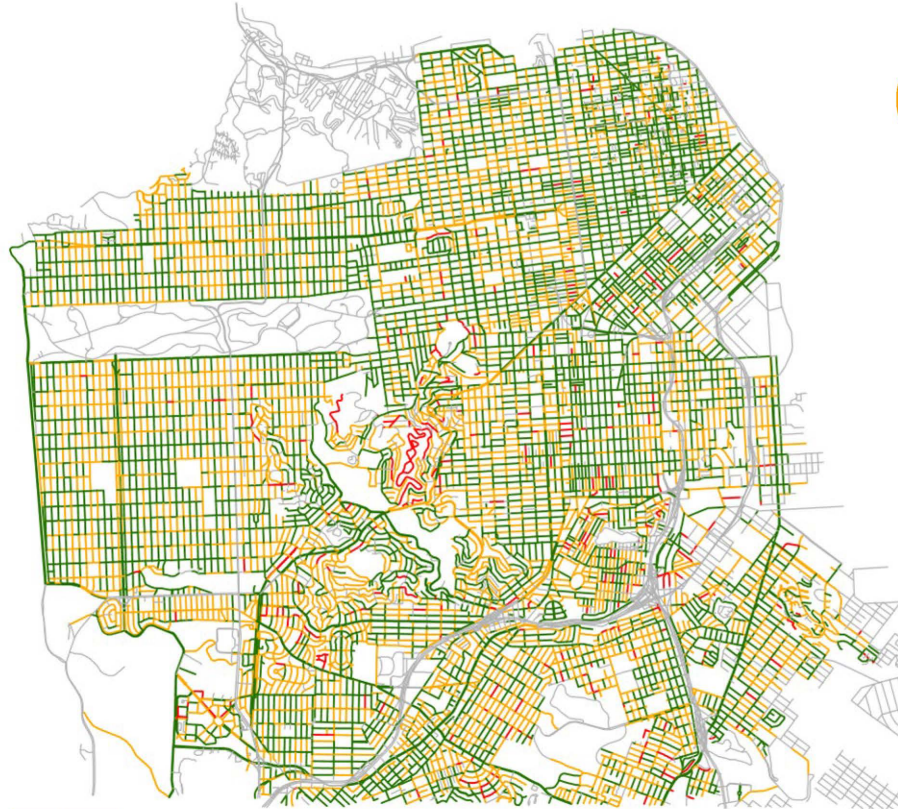
Street Resurfacing: Funding Outlook

30-Year Cost (in Millions)	Sales Tax	Other Sources	Shortfall	% Funded
2,285	88	1,879	318	86.1%

Street Resurfacing Program - 30-year Funding Outlook



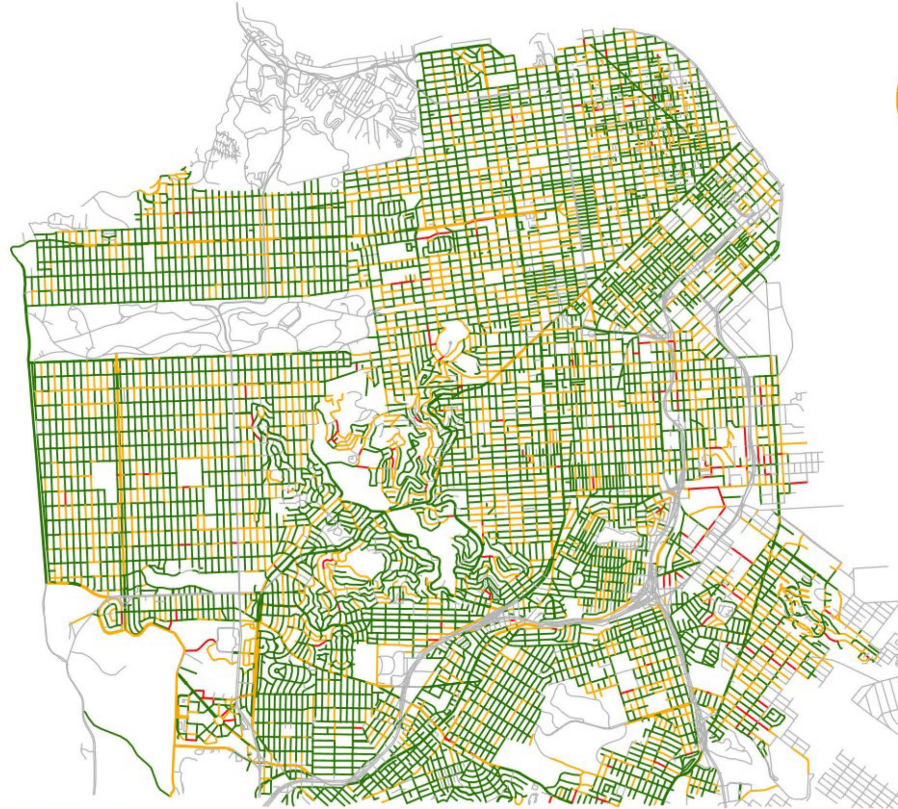
Street Resurfacing: Network Condition FY 2013-14



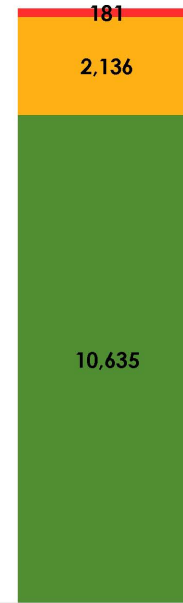
PCI Score: 71



Street Resurfacing: Network Condition FY 2019-20



PCI Score: 74



Street Resurfacing: Project Selection Criteria



Pavement Condition
Index (PCI) Score



Inquiries, project
readiness and
coordination

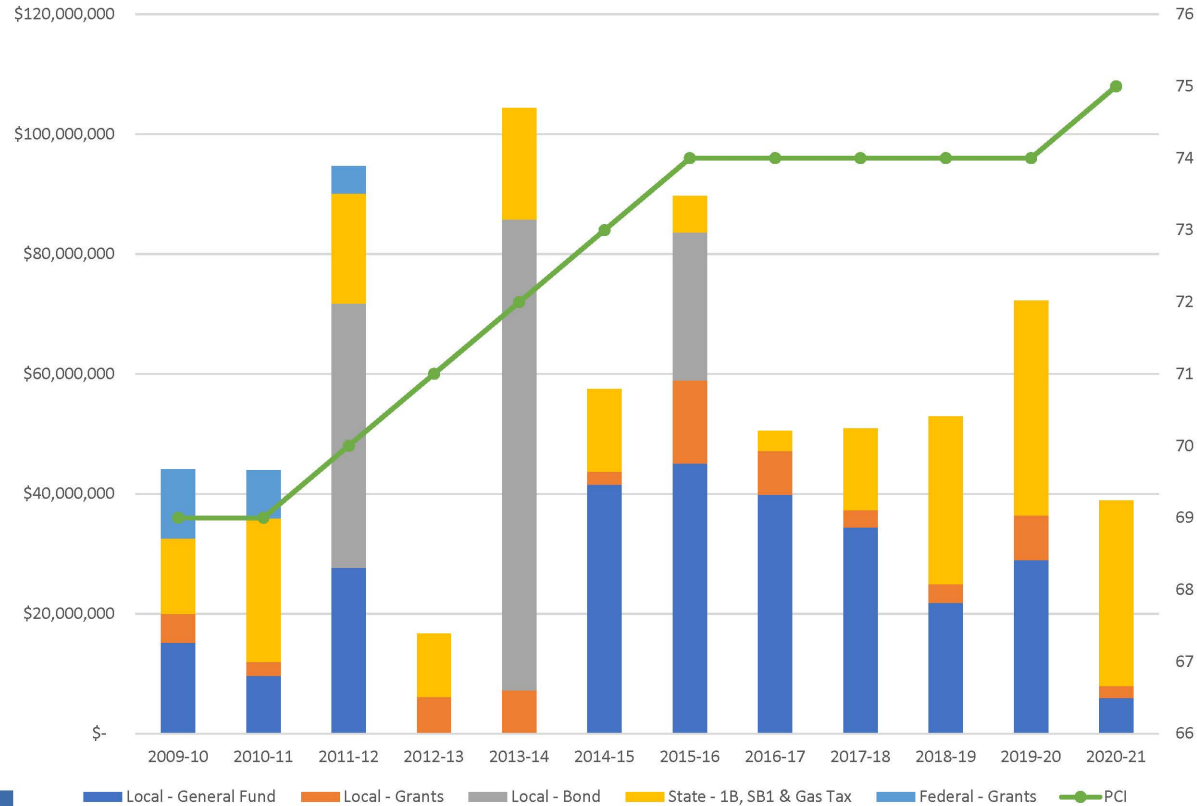


Geographic equity



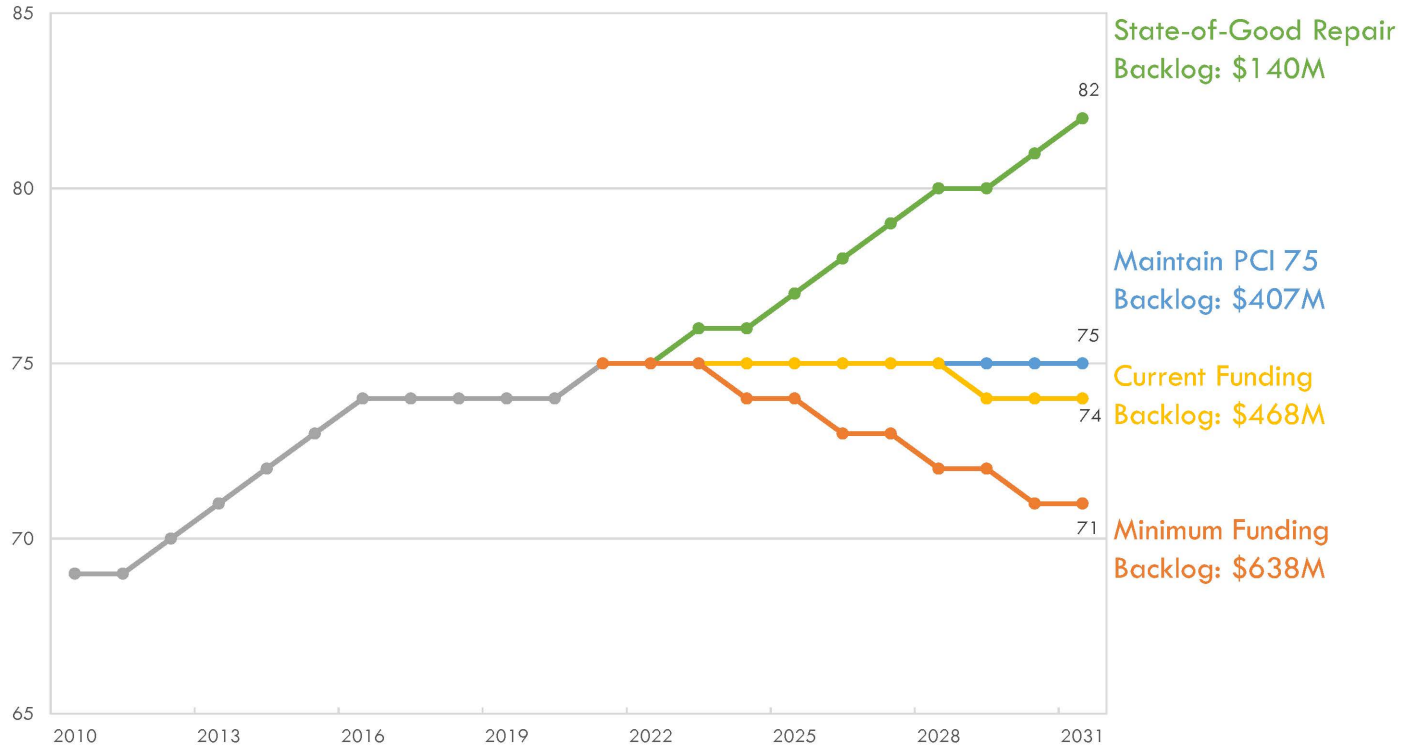
Funding, multi-modal
routes

Street Resurfacing: Historical Budget and PCI



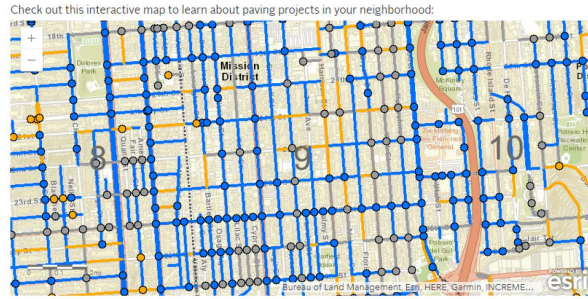
Local Grants include Prop K Sales Tax and Prop AA Vehicle Registration Fee funds.

Street Resurfacing: Network PCI by Funding Scenarios



Street Resurfacing: Resources

Program Website

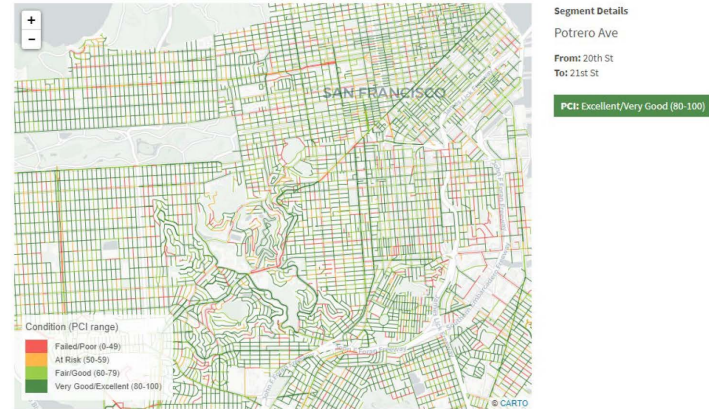


NOTE FOR MAP ABOVE: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges, such as increased work scope, changing priorities, cost increases or declining revenue may arise, causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

<https://sfpublicworks.org/street-resurfacing>

PCI Score by block

2018 Street Pavement Condition by City and by Street Segment



<https://www.vitalsigns.mtc.ca.gov/street-pavement-condition>

Street Repair and Cleaning Equipment

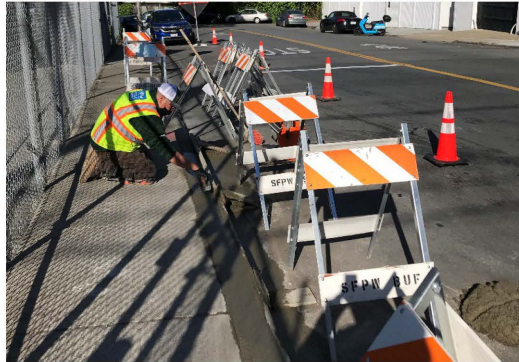
30-Year Cost (in Millions)	Sales Tax	% of Need
166.5	17	10.2%



- Cost of replacing vehicles and equipment that reach their useful life
- Current inventory includes 193 vehicles and equipment including sweepers, high pressure cleaners, rollers, pavement grinders, dump trucks and pavers.

Public Sidewalk and Curb Repair

30-Year Cost (in Millions)	Local Sales Tax	State Sales Tax	% Funded
27	13.6	13.4	100%



- Repairs damaged public sidewalks, curb and gutters not related to street tree damage. Damage is typically caused by trucks driving up on curbs, old age, heavy equipment, vehicular crashes
- 1,850 outstanding repair request, with more added every year

Thank You



SFMTA

San Francisco Transportation Sales Tax Reauthorization

Repairs and Maintenance: Bicycle & Pedestrian Facility Maintenance

Expenditure Plan Advisory Committee
September 23, 2021

Transportation 2050





Transportation 2050 – Needs and Gaps



The SFMTA took the vision of ConnectSF and the capital needs in the agency's capital plan and looked at operational and capital needs for the next 30-years. The result was **Transportation 2050**.

Maintaining Bike and Ped Infrastructure is Key to Maintaining the Benefit of that Infrastructure



- Maintaining foundational infrastructure such as paint and posts are integral to reaching our Vision Zero Goals.
- Ensuring new infrastructure such as new Bike Lane and Pedestrian Safety Zones maintain their effectiveness and visibility



Pedestrian and Bicycle Facility Maintenance

Financial Need:

- Restoring and replacing pedestrian and bicycle infrastructure such as paint, soft hit posts, signs and signals.
- ~\$226 million needed through 2050
- Need will continue to grow as new infrastructure is installed.

Available Funding:

- No dedicated sources outside of Prop K.
- Currently funded through SFMTA Operating Budget.



Improving Safety
and Access



More Repairs and
Maintenance

Reference: [Transportation 2050](#)

Questions?



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Authority**