

2023 Prop L 5-Year Prioritization Program

Street Resurfacing, Rehabilitation, and Maintenance

Approved: July 25, 2023



**San Francisco
County Transportation
Authority**

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



Table of Contents

1. Introduction
2. Eligibility and Expected Fund Leveraging
3. Public Engagement
4. Performance Measures
5. Project Delivery Snapshot
6. Project Prioritization
7. Project List
 - Project Scoring Table
 - 5-Year Program of Projects (Project List)
 - Anticipated Leveraging

Appendices

- Appendix A: Project Information Forms
- Appendix B: Proposed Projects and EPC Map
- Appendix C: SFPW's 5-Year Street Resurfacing Program All Funding Sources

1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Street Resurfacing, Rehabilitation, and Maintenance is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for the Street Resurfacing, Rehabilitation, and Maintenance program as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Repaving and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost-effective roadway maintenance. May include sidewalk rehabilitation and curb ramps and elements to improve resilience to climate change. Includes project development and capital costs. Sponsor Agency: SFPW. Total Funding: \$1,952M; EP: \$88M.

Replacement of street repair and cleaning equipment according to industry standards, including but not limited to asphalt pavers, dump trucks, sweepers, and front-end loaders. Includes capital costs only. Sponsor Agency: SAS. [SFPW]. Total Funding: \$32M; EP: \$17M.”

SFPW stands for San Francisco Public Works, and SAS stands for Department of Sanitation and Streets. In the November 8, 2022 election, San Francisco voters approved Prop B, retaining the Sanitation and Streets Commission, but eliminating the Department of Sanitation and Streets and transferring its duties back to San Francisco Public Works.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels for the Street Resurfacing, Rehabilitation, and Maintenance program, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$17.90 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) level as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 – Winter 2022. The New Expenditure Plan for San Francisco’s Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including feedback that resurfacing streets was essential for all modes including bikes and transit, and that potholes present safety concerns for cyclists and make it difficult for those with disabilities to ride the bus if the ride is too bumpy. We also heard feedback that SFPW should prioritize paving on streets that have bicycle facilities.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority’s website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Street Resurfacing, Rehabilitation, and Maintenance 5YPP:

- Pavement Condition Index (PCI) score (citywide for SFPW streets)

While not recommended as a performance measure, the Transportation Authority will also track the following metrics for this program to understand trends:

- Number of city blocks repaved

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously funded projects is one important consideration when we evaluate project sponsors’ proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded Street Resurfacing, Rehabilitation, and Maintenance since 2004.

Table 1 shows the Project Status of open Street Resurfacing, Rehabilitation, and Maintenance grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 6/6/23)	OPEN FOR USE?
SFPW	Potrero Avenue Pavement Renovation	Construction	2013/14	\$4,413,014	\$590,294	Yes
SFPW	Haight Street Resurfacing and Pedestrian Lighting	Construction	2016/17	\$1,248,251	\$67,771	Yes

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 6/6/23)	OPEN FOR USE?
SFPW	Parkmerced/Twin Peaks/Mt Davidson Manor Residential Street Resurfacing	Construction	2017/18	\$2,849,000	\$443,658	Yes
SFPW	Alemanly Blvd Pavement Renovation	Construction	2018/19	\$1,750,000	\$183,477	Yes
SFPW	Taraval Street Pavement Renovation (West Portal to Sunset Blvd)	Construction	2018/19	\$1,400,000	\$1,400,000	
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	Construction	2019/20	\$1,602,871	\$1,602,871	Partially
SFPW	Golden Gate Ave and Laguna St Pavement Renovation	Construction	2021/22	\$3,000,000	\$2,780,149	
SFPW	Junipero Serra Blvd Pavement Renovation	Construction	2021/22	\$4,397,129	\$4,397,129	
SFPW	Mission and Geneva Pavement Reconstruction	Construction	2021/22	\$1,093,827	\$1,093,827	
SFPW	Sunset Blvd Pavement Renovation	Construction	2022/23	\$3,100,000	\$3,100,000	
SFPW	Street Repair and Cleaning Equipment	Construction	2015/16	\$738,072	\$23,682	
SFPW	Street Repair and Cleaning Equipment	Construction	2019/20	\$1,294,294	\$32,048	Yes
SFPW	Street Repair and Cleaning Equipment	Construction	2019/20	\$871,364	\$704,170	
SFPW	Street Repair and Cleaning Equipment	Construction	2020/21	\$908,990	\$908,990	
SFPW	Street Repair and Cleaning Equipment	Construction	2022/23	\$983,021	\$983,021	

Projects are sorted by sub-program, allocation year, then name.

One of the main project delivery challenges for SFPW's street resurfacing program is the necessary coordination with City agencies and private companies (e.g., utility companies) for street resurfacing projects. To minimize disruption to the public during construction, paving projects often become part of contracts covering other scopes of work in addition to paving, or SFPW may coordinate their paving contracts with other agency contracts such as those led by SFMTA and SFPUC. SFPW issues Notices of Intent to alert partners of the potential need to coordinate work, attends the City's interagency coordination meetings to facilitate information sharing and coordination, and hosts project-specific coordination meetings to finalize scope decisions before detailed design is completed.

SFPW has experienced very long lead times for procuring equipment over the last 3 years due to supply chain shortages largely fueled by pandemic-related issues. SFPW

has ordered all of the equipment funded through FY23 but has not received the equipment yet.

SFPW has been experiencing accounting staff resource issues exacerbated by the pandemic which has slowed billing and explains the remaining balances on many completed and underway projects.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project Readiness
- Relative Level of Need or Urgency
- Benefits to Disadvantaged Populations
- Level and Diversity of Community Support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>.

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Street Resurfacing, Rehabilitation, and Maintenance 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from this program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or project list recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

As shown in the project list, SFPW has not requested advancement of funds beyond the pay-go amounts in the Strategic Plan Baseline for the Street Resurfacing, Rehabilitation, and Maintenance program.

Prop L Project Submissions Evaluation - EP 15 Street Resurfacing, Rehabilitation, and Maintenance

		Prop L-Wide Criteria					Program Specific Criteria			
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Pavement Condition Index	Multi-Modal Benefits	Total
Repaving and Reconstruction of City Streets (sub-program)										
3,5,6	Various Locations Pavement Renovation No. 62	5	4	5	0	4	4	4	4	30
1,5,7,10,11	Various Locations Pavement Renovation No. 68	5	2	5	0	4	4	4	4	28
6	Mission Downtown West	4	4	5	0	2	4	3	4	26
1,2	Geary Boulevard Improvements Phase 2	4	4	5	0	2	4	3	4	26
8	Market St from Octavia St to Castro St Pavement Renovation	4	0	5	0	2	4	4	4	23
	Total Possible Score	5	4	5	5	4	4	4	4	35
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Need		Total
Replacement of Street Repair and Cleaning Equipment (sub-program)										
Citywide	Street Repair and Cleaning Equipment	5	0	1	0	0	0	3		9
	Total Possible Score	5	4	5	5	4	4	3		30
	Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.									
	Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.									
	Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.									
	Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.									
	Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process. Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations. Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations. One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations. Zero points for a project that was not developed out of a community-based planning process or did not have other forms of demonstrated community support.									
	Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.									

Prop L Project Submissions Evaluation - EP 15 Street Resurfacing, Rehabilitation, and Maintenance

	Repaving and Reconstruction of City Streets - Safety: Highest possible score is 4. Project includes streets on the High Injury Network.
	Repaving and Reconstruction of City Streets - Pavement Condition Index: Highest possible score is 4. Project includes streets with identified maintenance requirements based on the Pavement Condition Index. Streets are categorized as requiring pavement preservation (PCI 60-80), resurfacing (PCI 50-60), or paving with base repair/reconstruction (PCI 0-50). Projects with a PCI score of 60 or below will receive higher priority.
	Repaving and Reconstruction of City Streets - Multi-Modal Benefits: Highest possible score is 4. Streets that are transit routes and/or bicycle routes will receive higher priority.
	Replacement of Street Repair and Cleaning Equipment - Safety: Highest possible score is 4. Project improves or mitigates a documented unsafe condition for employees. Points are based on the safety information presented in the Project Information Form.
	Replacement of Street Repair and Cleaning Equipment - Need: Highest possible score is 3. Projects that are replacing assets at the end of their useful life will be prioritized. Clean fuel vehicles shall be considered if feasible.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
15- Street Resurfacing, Rehabilitation, and Maintenance
Programming Year

Pending July 25, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFPW	Various Locations Pavement Renovation No. 62	Construction	\$1,600,000					\$1,600,000
SFPW	Various Locations Pavement Renovation No. 68	Construction		\$1,800,000				\$1,800,000
SFPW	Mission Downtown West	Construction			\$1,400,000			\$1,400,000
SFPW	Geary Boulevard Improvements Project Phase 2	Construction				\$1,800,000		\$1,800,000
SFPW	Market St from Octavia St to Castro St Pavement Renovation	Construction					\$1,400,000	\$1,400,000
SFPW	Street Repair and Cleaning Equipment	Construction	\$380,000					\$380,000
SFPW	Street Repair and Cleaning Equipment	Construction		\$435,000				\$435,000
SFPW	Street Repair and Cleaning Equipment	Construction			\$400,000			\$400,000
SFPW	Street Repair and Cleaning Equipment	Construction				\$300,000		\$300,000
SFPW	Street Repair and Cleaning Equipment	Construction					\$420,000	\$420,000
Funds Requested in 2023 5YPP			\$1,980,000	\$2,235,000	\$1,800,000	\$2,100,000	\$1,820,000	\$9,935,000
Cumulative Remaining Programming Capacity			\$7,954,819	\$5,719,819	\$3,919,819	\$1,819,819	(\$181)	(\$181)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
15- Street Resurfacing, Rehabilitation, and Maintenance
Cash Flow (Maximum Annual Reimbursement)
Pending July 25, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement							Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
Various Locations Pavement Renovation No. 62	Construction	\$400,000	\$800,000	\$400,000					\$1,600,000
Various Locations Pavement Renovation No. 68	Construction		\$1,260,000	\$540,000					\$1,800,000
Mission Downtown West	Construction			\$200,000	\$800,000	\$400,000			\$1,400,000
Geary Boulevard Improvements Project Phase 2	Construction				\$800,000	\$1,000,000			\$1,800,000
Market St from Octavia St to Castro St Pavement Renovation	Construction						\$700,000	\$700,000	\$1,400,000
Street Repair and Cleaning Equipment	Construction		\$380,000						\$380,000
Street Repair and Cleaning Equipment	Construction			\$435,000					\$435,000
Street Repair and Cleaning Equipment	Construction				\$400,000				\$400,000
Street Repair and Cleaning Equipment	Construction					\$300,000			\$300,000
Street Repair and Cleaning Equipment	Construction						\$420,000		\$420,000
Cash Flow Requested in 2023 5YPP		\$400,000	\$2,440,000	\$1,575,000	\$2,000,000	\$1,700,000	\$1,120,000	\$700,000	\$9,935,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$1,103,869	\$2,207,738	\$2,207,738	\$2,207,738	\$2,207,738	\$0	\$0	\$9,934,819
Cumulative Remaining Cash Flow Capacity		\$703,869	\$471,606	\$1,104,344	\$1,312,082	\$1,819,819	\$699,819	(\$181)	(\$181)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 – 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Street Resurfacing, Rehabilitation, and Maintenance (overall)	94.7%	64.0%/97.6% ¹
Repaving and Reconstruction of City Streets (sub-program)		64.9%
Street Repair and Cleaning Equipment (sub-program)		17.6%

¹64.0% is for the recommended program of projects. 97.6% reflects the anticipated full 5-year street resurfacing program, including Prop L and non-Prop L funded projects.

Expected leveraging for the Street Resurfacing, Rehabilitation, and Maintenance program over the life of the 30-year measure is 94.7%, which is based on the leveraging for the entire street resurfacing program (all funding sources including gas tax subventions, Prop AA, etc.). Based on the PIFs, the anticipated leveraging is good for the proposed projects with paving projects averaging 64%. Anticipated leveraging for the full 5 year street resurfacing program, including Prop L and non-Prop L funded projects, exceeds the leveraging assumptions for the program at 98%. The full 5-year street resurfacing program funding plan is shown in Appendix C.

The FY2023/24 Project Information Form shows the anticipated General Fund amount for the Street Repair and Cleaning Equipment with leveraging of 88%. There are few options beyond the sales tax and General Fund for funding street cleaning and repair equipment, resulting in 0% leveraging for equipment projects. We will work with SFPW to identify potential discretionary funding opportunities for equipment projects such as those that replace gas or diesel-powered vehicles with electric-powered vehicles.

Prop L Project Information Forms

Project Name and Sponsor			
Project Name:	Various Locations Pavement Renovation No. 62		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15a- Repaving and reconstruction of city streets		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation of 35 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.		
Project Location and Limits:	Project Locations in District 3, 5 and 6 1st St from Folsom St to Harrison St - 3 Blocks 12th St from Stevenson St to Mission St - 1 Block Cyril Magnin St from 5th St to Eddy St - 1 Block Ellis St from Taylor St to Jones St - 1 Block Grove St from Larkin St to Van Ness Ave - 2 Blocks Harrison St from 5th St to 6th St, 9th St to 10th St - 6 Blocks Jessie St from Annie St to 3rd St, Mint Plz to 6th St - 2 Blocks Larkin St from McAllister St to OFarrell St - 7 Blocks Main St from Folsom St to Bryant St - 2 Blocks Mason St from Ellis St to OFarrell St, Sutter St to Bush St - 2 Blocks Post St from Grant Ave to Stockton St, Taylor St to Leavenworth St - 6 Blocks Rincon St from Bryant St to Federal St - 1 Block Stevenson St from Annie St to 3rd St - 1 Block		
Supervisory District(s):	District 06, District 03, District 05		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	012501, 012301, 012502, 012402, 017802, 012202, 012201, 012401, 011700, 012302		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Public Works (SFPW) requests FY 2023/24 Prop L funds to partially fund the construction of the Various Locations Pavement Renovation No. 62 project. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City. SFPW is actively coordinating with SFPUC Wastewater as an agency that will have joint work into the paving project.</p> <p>SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50's.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		

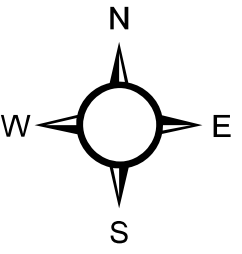
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	(1) Map of project limits					
Type of Environmental Clearance Required:	Categorically Exempt					
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPUC (staff TBD), potentially SFMTA (staff TBD)					
Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	65%	In-house	Q1-Jul-Aug-Sep	2021/22	Q1-Jul-Aug-Sep	2023/24
Advertise Construction	0%	In-house	Q2-Oct-Nov-Dec	2023/24		
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26
Notes						

Project Name:		Various Locations Pavement Renovation No. 62								
Project Cost Estimate			Funding Source							
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ 550,000	\$ -	\$ 550,000	SFPW Estimate to Complete						
Construction	\$ 5,300,000	\$ 1,600,000	\$ 3,700,000	65% Engineer's Estimate						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 5,850,000	\$ 1,600,000	\$ 4,250,000							
Percent of Total		27%	73%							
Funding Plan - All Phases - All Sources						Cash Flow for <u>Prop L Only</u> (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Highway Users Tax Account		Design Engineering (PS&E)	Allocated	2021/22	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2023/24	\$ 1,600,000	\$ 400,000	\$ 800,000	\$ 400,000	\$ -	\$ -
Highway Users Tax Account		Construction	Planned	2023/24	\$ 3,700,000	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 5,850,000	\$ 400,000	\$ 800,000	\$ 400,000	\$ -	\$ -
Notes										

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Various Locations Pavement Renovation No. 62</i>
Relative Level of Need or Urgency (time sensitive)	Project is time sensitive due to pavement resurfacing needs and coordination with other agencies.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	The resurfacing project is in/adjacent to Equity Priority Communities (as defined by the San Francisco County Transportation Authority). Resurfacing of roads provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians and disabled people.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Environmental Sustainability, Economic Vitality, Safety and Livability</p> <p>Equity - The Street Resurfacing Program considers geographic equity when programming projects to ensure smoother streets in all areas of the City.</p> <p>Environmental Sustainability - The Street Resurfacing Program strives to resurface the right road at the right time with the right treatment for the right price. Resurfacing candidates in this project during the proposed project timeline will minimize disruption to the public and ensure the roadway network is resilient.</p> <p>Economic Vitality - Resurfacing the streets in the project will provide smoother streets for people to more easily access destination by all modes of transportation.</p> <p>Safety and Livability - Resurfacing the streets in the project provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians, and disabled people.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
15- Street Resurfacing, Rehabilitation, and Maintenance	
Safety (Repaving and Reconstruction of City Streets - Sub-program)	1st St from Folsom St to Harrison St 12th St from Stevenson St to Mission St Ellis St from Taylor St to Jones St Grove St from Larkin St to Van Ness Ave Harrison St from 5th St to 6th St, 9th St to 10th St Larkin St from McAllister St to O'Farrell St Main St from Folsom St to Bryant St Mason St from Ellis St to O'Farrell St, Sutter St to Bush St Post St from Taylor St to Leavenworth St
Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)	50s. The streets are in the At-Risk category based on remaining useful life based on the Pavement Condition Index score. The street should be resurfaced in order to mitigate more costly repairs in the future.
Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)	Cyril Magnin - Market to Eddy Ellis - Taylor to Jones Harrison - 5th to 10th Larkin - McAllister to O'Farrell Main - Folsom to Bryant Mason - Ellis to O'Farrell Post - Grant to Leavenworth

Street Resurfacing Program -- Prop L Project Candidate



Legend

— Various Locations Pavement Renovation No 62

Information as of May 2023

NOTES:
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.

Project Name and Sponsor			
Project Name:	Various Locations Pavement Renovation No. 68		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15a- Repaving and reconstruction of city streets		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation of 38 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.		
Project Location and Limits:	Districts 1, 5, 7, 10, 11 Anza St from Parker Ave to Beaumont Ave - 1 Block Arellano Ave from Serrano Dr to Holloway Ave - 1 Block Buchanan St from Fell St to Hayes St - 2 Blocks Cardenas Ave from Gonzalez Dr to Cambon Dr - 1 Block Crespi Dr from Gonzalez Dr to Juan Bautista Cir - 6 Blocks Faxon Ave from Grafton Ave to Holloway Ave - 1 Block Gonzalez Dr from Crespi Dr to Crespi Dr - 1 Block Holloway Ave from Junipero Serra Blvd to Stratford Dr, Arellano Ave Tapia Dr - 4 Blocks Jennings St from Cargo Way to Evans Ave - 3 blocks Juan Bautista Cir from Fuente Ave to Font Blvd, Crespi Dr to Bucareli Dr - 9 Blocks Lake St from Arguello Blvd to 2nd Ave - 1 Block Sargent St from Bright St to Head St, Ramsell St to Arch St - 2 Blocks Varela Ave from Holloway Ave to Crespi Dr - 1 Block Winston Dr from Junipero Serra Blvd to 19th Ave, Buckingham Way to Lake Merced Blvd - 5 Blocks		
Supervisory District(s):	District 07, District 01, District 05, District 10, District 11		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	033204, 023103, 031302		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Public Works (SFPW) requests FY 2024/25 Prop L funds to partially fund the construction of the Various Locations Pavement Renovation No. 68 project. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City. The Various Locations 68 project will coordinate with SFMTA to determine if protected bicycle lanes will be included in the project. The Prop L funds in the projects will partially fund the full repaving of the road, including existing bike lanes.</p> <p>SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is upper 40's.</p> <p>All candidates are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		

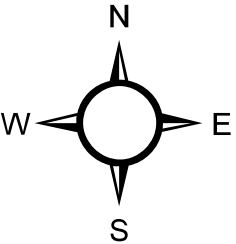
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	(1) Map of project limits					
Type of Environmental Clearance Required:	Categorically Exempt					
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPUC, SFMTA, PG&E, AT&T, Rec & Park, Comcast, SF Port, Verizon, Astound, CALTRANS, Clearway, Crowncastle, Sprint/T-Mobile Point to Point, Transbay					
Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	65%	In-house	Q1-Jul-Aug-Sep	2021/22	Q3-Jan-Feb-Mar	2023/24
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2023/24		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q3-Jan-Feb-Mar	2025/26
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2025/26
Notes						

Project Name:		Various Locations Pavement Renovation No. 68								
Project Cost Estimate			Funding Source							
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ 630,000	\$ -	\$ 630,000	SFPW Estimate to Complete						
Construction	\$ 7,370,000	\$ 1,800,000	\$ 5,570,000	65% Engineer's Estimate						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 8,000,000	\$ 1,800,000	\$ 6,200,000							
Percent of Total		23%	78%							
Funding Plan - All Phases - All Sources						Cash Flow for <u>Prop L Only</u> (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Highway Users Tax Account		Design Engineering (PS&E)	Allocated	2022/23	\$ 630,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2024/25	\$ 1,800,000	\$ -	\$ 1,260,000	\$ 540,000	\$ -	\$ -
Highway Users Tax Account		Construction	Planned	2024/25	\$ 5,570,000	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 8,000,000	\$ -	\$ 1,260,000	\$ 540,000	\$ -	\$ -
Notes										

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Various Locations Pavement Renovation No. 68</i>
Relative Level of Need or Urgency (time sensitive)	Project is time sensitive due to pavement resurfacing needs and coordination with other agencies.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	The resurfacing project is in/adjacent to Equity Priority Communities (as defined by the San Francisco County Transportation Authority). Resurfacing of roads provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians and disabled people.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Environmental Sustainability, Economic Vitality, Safety and Livability</p> <p>Equity - The Street Resurfacing Program considers geographic equity when programming projects to ensure smoother streets in all areas of the City.</p> <p>Environmental Sustainability - The Street Resurfacing Program strives to resurface the right road at the right time with the right treatment for the right price. Resurfacing candidates in this project during the proposed project timeline will minimize disruption to the public and ensure the roadway network is resilient.</p> <p>Economic Vitality - Resurfacing the streets in the project will provide smoother streets for people to more easily access destination by all modes of transportation.</p> <p>Safety and Livability - Resurfacing the streets in the project provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians, and disabled people.</p>

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
15- Street Resurfacing, Rehabilitation, and Maintenance	
Safety (Repaving and Reconstruction of City Streets - Sub-program)	Holloway Ave from Arellano Ave Tapia Dr
Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)	40's The streets are in the Poor category based on remaining useful life based on the Pavement Condition Index score. The street should be resurfaced in order to mitigate more costly repairs in the future.
Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)	Cardenas Ave from Gonzalez Dr to Cambon Dr Gonzalez Dr from Crespi Dr to Crespi Dr Holloway Ave from Junipero Serra Blvd to Stratford Juan Bautista Cir from Fuente Ave to Font Blvd, Crespi Dr to Bucareli Dr Winston Dr from Buckingham Way to Lake Merced Blvd

Street Resurfacing Program -- Prop L Project Candidate



Legend

 Various Locations Pavement Renovation No 68



Information as of May 2023

NOTES:
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.

Project Name and Sponsor			
Project Name:	Mission Downtown West		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15a- Repaving and reconstruction of city streets		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Paving is joined to an SFMTA-lead Muni Forward project. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation of 18 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.		
Project Location and Limits:	Mission St from 3rd St to 11th St - 18 Blocks		
Supervisory District(s):	District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	17601		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Public Works (SFPW) requests FY 2025/26 Prop L funds to partially fund the construction of the Joint SFMTA-led MUNI Forward project - Mission Downtown West. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project is joined to a SFMTA project and the project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City.</p> <p>SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is in the 60's.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	(1) Map of project limits		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA; Potentially SFPUC (Staff TBD)		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2023/24	Q2-Oct-Nov-Dec	2025/26
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2025/26		
Start Construction (e.g. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2025/26		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2027/28
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2027/28
Notes						
The Street Resurfacing Program scope of work will be able to meet the lead project schedule and adjust accordingly if changes are needed.						

Project Name:		Mission Downtown West								
Project Cost Estimate			Funding Source							
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ 220,000	\$ -	\$ 220,000	Estimated 10% of construction cost						
Construction	\$ 2,200,000	\$ 1,400,000	\$ 800,000	Based on average joint block cost						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 2,420,000	\$ 1,400,000	\$ 1,020,000							
Percent of Total		58%	42%							
Funding Plan - All Phases - All Sources						Cash Flow for <u>Prop L Only</u> (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Highway Users Tax Account		Design Engineering (PS&E)	Planned	2024/25	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2025/26	\$ 1,400,000	\$ -	\$ -	\$ 200,000	\$ 800,000	\$ 400,000
Highway Users Tax Account		Construction	Planned	2025/26	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 2,420,000	\$ -	\$ -	\$ 200,000	\$ 800,000	\$ 400,000
Notes										

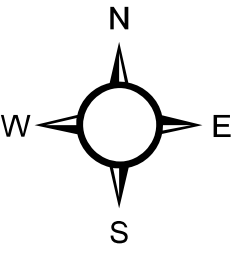
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Mission Downtown West</i>
Relative Level of Need or Urgency (time sensitive)	Project is time sensitive due to pavement resurfacing needs and coordination with other agencies.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	The resurfacing project is in/adjacent to Equity Priority Communities (as defined by the San Francisco County Transportation Authority). Resurfacing of roads provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians and disabled people.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability
	Equity - The Street Resurfacing Program considers geographic equity when programming projects to ensure smoother streets in all areas of the City.
	Environmental Sustainability - The Street Resurfacing Program strives to resurface the right road at the right time with the right treatment for the right price. Resurfacing candidates in this project during the proposed project timeline will minimize disruption to the public and ensure the roadway network is resilient.
	Economic Vitality - Resurfacing the streets in the project will provide smoother streets for people to more easily access destination by all modes of transportation. Safety and Livability - Resurfacing the streets in the project provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians, and disabled people.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

15- Street Resurfacing, Rehabilitation, and Maintenance

Safety (Repaving and Reconstruction of City Streets - Sub-program)	Mission St from 3rd St to 11th St
Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)	60's The streets are entering the At-Risk category based on remaining useful life based on the Pavement Condition Index score. The street should be resurfaced in order to mitigate more costly repairs in the future.
Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)	Mission St from 5th St to 11th St

Street Resurfacing Program -- Prop L Project Candidate



Legend

— Joint SFMTA MUNI Forward Lead-Mission Downtown West

Information as of May 2023

NOTES:
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.

Project Name and Sponsor			
Project Name:	Geary Boulevard Improvements Project Phase 2		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15a- Repaving and reconstruction of city streets		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Paving is joined to an SFMTA-lead project. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation of 69 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.		
Project Location and Limits:	District 1, 2 Geary Blvd from Stanyan Blvd to 32nd Ave - 69 Blocks		
Supervisory District(s):	District 01, District 02		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	042601, 042700		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Public Works (SFPW) requests FY 2026/27 Prop L funds to partially fund the construction of the Joint - SFMTA Lead - Geary Boulevard Improvements Project Phase 2. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project is joined to a SFMTA project and the project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City. The Public Works Street Resurfacing Program plans to utilize the Prop L funding to fund a portion of paving for the Geary Boulevard surface project. The Geary Boulevard project will be split into two contracts - (a sub-surface SFPUC lead contract and a Public Works surface contract, which will include the SFMTA surface improvements). Meetings are already occurring for these two contracts. As the projects continue, a Notice of Intent (NOI) will be issued through the City's 5 Year Plan system, which notifies City agencies and private utilities of the project and opportunities to coordinate.</p> <p>SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is in the 60's.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	(1) Map of project limits		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA; Potentially SFPUC (Staff TBD)		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul- Aug-Sep	2024/25	Q1-Jul- Aug-Sep	2026/27
Advertise Construction	0%	In-house	Q2-Oct- Nov-Dec	2026/27		
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan- Feb-Mar	2026/27		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q3-Jan- Feb-Mar	2028/29
Project Completion (means last eligible expenditure)					Q4-Apr- May-Jun	2028/29
Notes						

Project Name:		Geary Boulevard Improvements Project Phase 2									
Project Cost Estimate			Funding Source								
Phase	Cost	Prop L	Other	Source of Cost Estimate							
Planning/Conceptual Engineering	\$ -	\$ -	\$ -								
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -								
Right of Way	\$ -	\$ -	\$ -								
Design Engineering (PS&E)	\$ 300,000	\$ -	\$ 300,000								
Construction	\$ 2,700,000	\$ 1,800,000	\$ 900,000								
Operations (i.e. paratransit)	\$ -	\$ -	\$ -								
Total Project Cost	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000								
Percent of Total		60%	40%								
Funding Plan - All Phases - All Sources							Cash Flow for <u>Prop L Only</u> (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	
Highway Users Tax Account		Design Engineering (PS&E)	Planned	2024/25	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2026/27	\$ 1,800,000	\$ -	\$ -		\$ 800,000	\$ 1,000,000	
Highway Users Tax Account		Construction	Planned	2026/27	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total By Fiscal Year	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,000,000	
Notes											

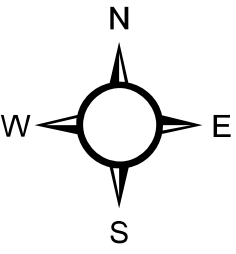
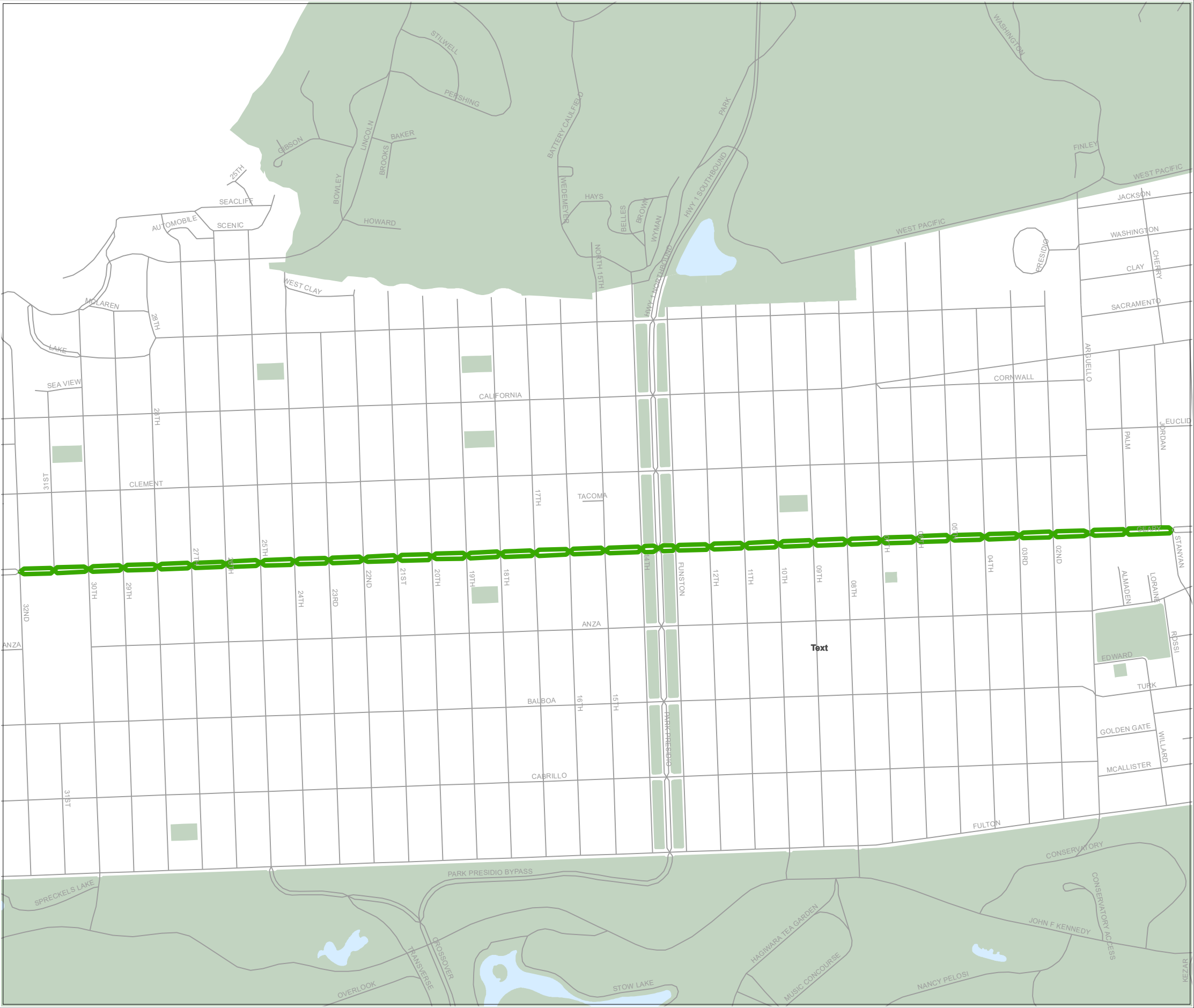
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Geary Boulevard Improvements Project Phase 2</i>
Relative Level of Need or Urgency (time sensitive)	Project is time sensitive due pavement resurfacing needs and coordination with other agencies.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	The resurfacing project is in/adjacent to Equity Priority Communities (as defined by the San Francisco County Transportation Authority). Resurfacing of roads provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians and disabled people.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability
	Equity - The Street Resurfacing Program considers geographic equity when programming projects to ensure smoother streets in all areas of the City.
	Environmental Sustainability - The Street Resurfacing Program strives to resurface the right road at the right time with the right treatment for the right price. Resurfacing candidates in this project during the proposed project timeline will minimize disruption to the public and ensure the roadway network is resilient.
	Economic Vitality - Resurfacing the streets in the project will provide smoother streets for people to more easily access destination by all modes of transportation.
	Safety and Livability - Resurfacing the streets in the project provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians, and disabled people.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

15- Street Resurfacing, Rehabilitation, and Maintenance

Safety (Repaving and Reconstruction of City Streets - Sub-program)	Geary Blvd from Stanyan Blvd to 32nd Ave
Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)	60's The streets are entering the At-Risk category based on remaining useful life based on the Pavement Condition Index score. The street should be resurfaced in order to mitigate more costly repairs in the future.
Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)	Geary Blvd from Stanyan Blvd to 32nd Ave

Street Resurfacing Program -- Prop L Project Candidate



Legend

 Joint SFMTA Lead-Geary Boulevard Improvements Project Phase 2

Information as of May 2023

NOTES:
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.

Project Name and Sponsor			
Project Name:	Market St from Octavia St to Castro St Pavement Renovation		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15a- Repaving and reconstruction of city streets		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation of 18 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.		
Project Location and Limits:	Market St from Octavia St to Castro St - 17 Blocks Noe St from, Market St to 17th St - 1 Block		
Supervisory District(s):	District 08		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	020100, 020200		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Public Works (SFPW) requests FY 2027/28 Prop L funds to partially fund the construction of the Market St from Octavia St to Castro St Pavement Renovation. The Prop L funds requested will fund the paving scope of work which includes demolition, pavement renovation, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City.</p> <p>SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is low 50's.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	(1) Map of project limits		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Potentially SFMTA (Staff TBD); Potentially SFPUC (Staff TBD)		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2025/26	Q3-Jan-Feb-Mar	2027/28
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2027/28		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2028/29		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q3-Jan-Feb-Mar	2029/30
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2029/30
Notes						

Project Name:	Market St from Octavia St to Castro St Pavement Renovation											
Project Cost Estimate		Funding Source										
Phase	Cost	Prop L	Other	Source of Cost Estimate								
Planning/Conceptual Engineering	\$ -	\$ -	\$ -									
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -									
Right of Way	\$ -	\$ -	\$ -									
Design Engineering (PS&E)	\$ 320,000	\$ -	\$ 320,000									
Construction	\$ 3,200,000	\$ 1,400,000	\$ 1,800,000									
Operations (i.e. paratransit)	\$ -	\$ -	\$ -									
Total Project Cost	\$ 3,520,000	\$ 1,400,000	\$ 2,120,000									
Percent of Total		40%	60%									
Funding Plan - All Phases - All Sources						Cash Flow for <u>Prop L Only</u> (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Highway Users Tax Account		Design Engineering (PS&E)	Planned	2026/27	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2027/28	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000
Highway Users Tax Account		Construction	Planned	2027/28	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 3,520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000
Notes												

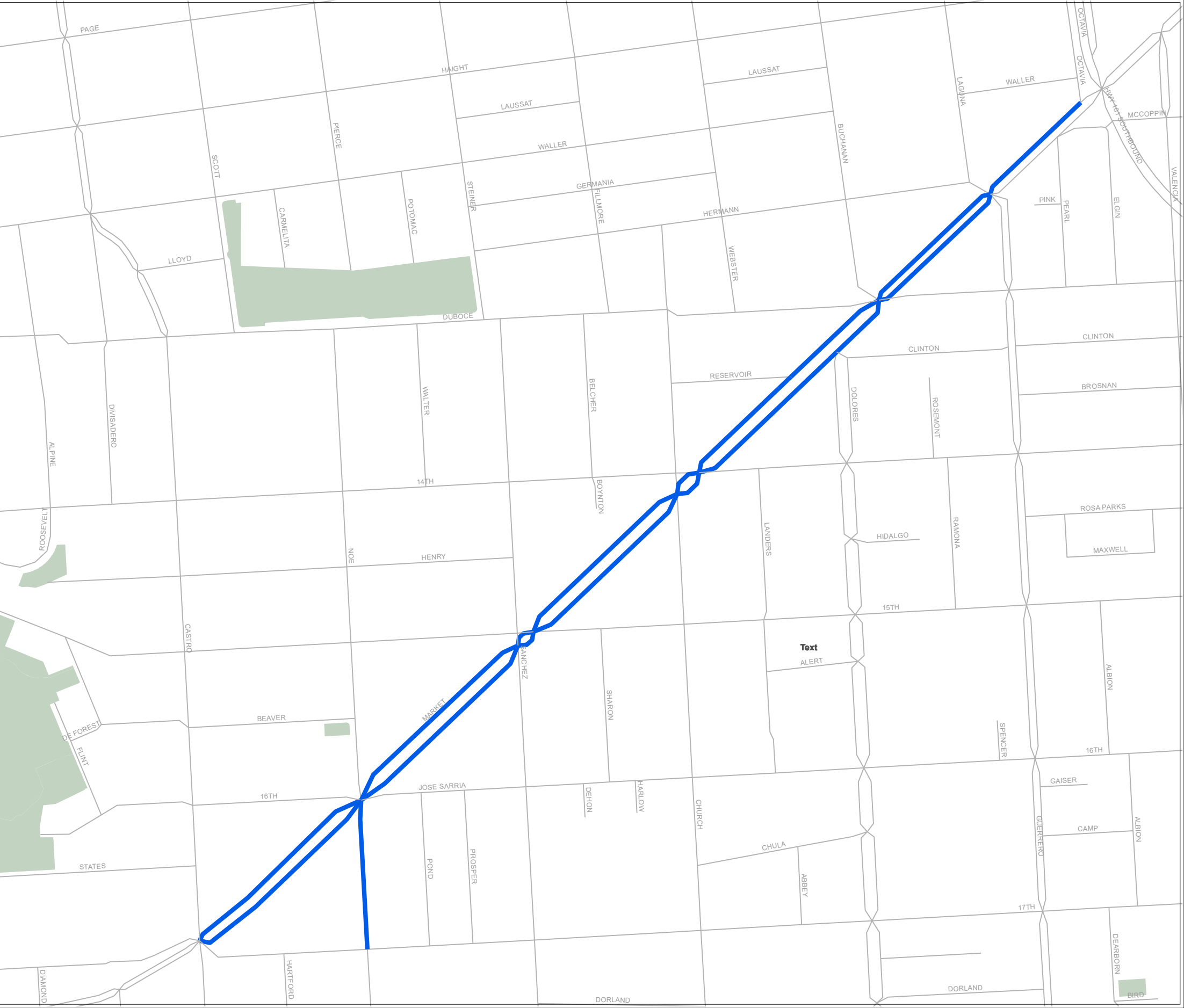
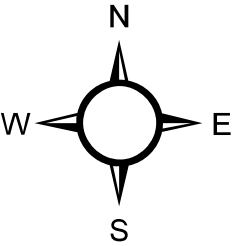
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Market St from Octavia St to Castro St Pavement Renovation</i>
Relative Level of Need or Urgency (time sensitive)	Project is time sensitive due to pavement resurfacing needs and coordination with other agencies.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	The resurfacing project is in/adjacent to Equity Priority Communities (as defined by the San Francisco County Transportation Authority). Resurfacing of roads provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians and disabled people.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability
	Equity - The Street Resurfacing Program considers geographic equity when programming projects to ensure smoother streets in all areas of the City.
	Environmental Sustainability - The Street Resurfacing Program strives to resurface the right road at the right time with the right treatment for the right price. Resurfacing candidates in this project during the proposed project timeline will minimize disruption to the public and ensure the roadway network is resilient.
	Economic Vitality - Resurfacing the streets in the project will provide smoother streets for people to more easily access destination by all modes of transportation.
	Safety and Livability - Resurfacing the streets in the project provides a smoother street for all modes of transportation, including buses, private vehicles, bicyclists, skateboarders, walking pedestrians, and disabled people.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

15- Street Resurfacing, Rehabilitation, and Maintenance

Safety (Repaving and Reconstruction of City Streets - Sub-program)	Market St from Buchanan St to 14th St, Sanchez St to Castro St
Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)	Low-50's The streets are in the At-Risk category based on remaining useful life based on the Pavement Condition Index score. The street should be resurfaced in order to mitigate more costly repairs in the future.
Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)	Market St from Guerrero St to Castro St

Street Resurfacing Program -- Prop L Project Candidate



Legend

 **Market -- Octavia to Castro Project**

Information as of May 2023

NOTES:
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.

Project Name and Sponsor			
Project Name:	Street Repair and Cleaning Equipment		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15b- Replacement of street repair and cleaning equipment		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Replacement of street repair and cleaning equipment according to industry-standards. For FY 2023/24, SFPW will purchase 1 full size street sweeper. This requested equipment is California Air Resources Board compliant and will meet current emissions standards.		
Project Location and Limits:	N/A		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	N/A	Is the project located in an Equity Priority Community (EPC)?	N/A
Which EPC(s) is the project located in?	N/A		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Purchase 1 full size street sweeper that is beyond its useful life. This requested equipment is California Air Resources Board compliant and will meet current emissions standards.</p> <p>To reduce maintenance costs, increase efficiency, and reduce down time, San Francisco Public Works needs to replace its vehicles according to industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years, and front end loaders and Street Flusher trucks every 8 years). In addition, there is a backlog of equipment that was due for replacement in previous years, but has not been replaced. The street cleaning program currently double and triple-shifts its trucks and is keeping equipment past its normal scheduled replacement, which has led to increased vehicle maintenance costs. Furthermore, Public Works' fleet includes many vehicles and equipment that have become non-California Air Resources Board compliant.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Street Cleaning and Repair Equipment backlog (as of 6/9/23)		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	N/A		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2024/25
Notes						

Project Name:		Street Repair and Cleaning Equipment								
Project Cost Estimate			Funding Source							
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ -	\$ -								
Construction	\$ 3,266,624	\$ 380,000	\$ 2,886,624	Recent purchase orders or quotes						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 3,266,624	\$ 380,000	\$ 2,886,624							
Percent of Total		12%	88%							
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2023/24	\$ 380,000	\$ -	\$ 380,000	\$ -	\$ -	\$ -
City General Fund		Construction	Planned	2023/24	\$ 2,886,624	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 3,266,624	\$ -	\$ 380,000	\$ -	\$ -	\$ -
Notes										
The General Funds are subject to approval in the CCSF annual budget, expected July 2023.										

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Street Repair and Cleaning Equipment</i>
Relative Level of Need or Urgency (time sensitive)	Proposed equipment are replacements for units that are either (1) not CARB-compliant, or (2) at or beyond their useful life.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Not directly applicable, but there is general consensus that updates and replacements for SFPW's fleet are urgently needed.
Benefits to Disadvantaged Populations and Equity Priority Communities	Equity Priority Communities often bear a higher degree of pollution burden. Use of CARB-compliant equipment and newer, upgraded equipment will reduce pollution burden while traversing regular service routes.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability
	Environmental Sustainability - CARB-compliant equipment and newer, upgraded equipment will reduce pollution burden while traversing regular service routes. Up-to-date and properly scaled equipment ensures efficient operations.
	Economic Vitality/Safety and Livability - Ensuring cleanliness of streets, and providing sufficient heavy equipment to implement resurfacing projects to maintain the condition of the City's road network.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
15- Street Resurfacing, Rehabilitation, and Maintenance	
Safety (Replacement of Street Repair and Cleaning Equipment - Sub-program)	Proposed equipment are replacements for units that are either (1) not CARB-compliant, or (2) at or beyond their useful life. Because of the age of the equipment, modern safety features are often non-existent or inadequate, jeopardizing the safety of the operating crew or driver. In addition, exposure to pollutants is disproportionately higher for employees, as they spend most working hours in close proximity to the outdated equipment.
Need (Replacement of Street Repair and Cleaning Equipment - Sub-program)	Proposed equipment are replacements for units that are at or beyond their useful life. Most have cumulative maintenance costs that exceed the cost of replacement, and are no longer efficient in supporting department operations. Clean fuel alternatives - if available and adequate for the scope of work - are considered and prioritized.

Attachment 1: SFPW Street Repair and Cleaning
Equipment Backlog (as of 6/9/2023)

Purpose	Equipment Title	Total Units
Street Cleaning	Sweeper	5
Street Cleaning	Front End Loader	1
Street Cleaning	Flusher	1
Street Cleaning	Pickup Trucks (Full Size)	5
Street Cleaning	1-Ton Pick Up Truck	9
Street Cleaning	Flat Rack	3
Street Repair	10-Wheel Dump Truck	1
Street Repair	Asphalt Grinder	1
Street Repair	Crack Filling Machine	1
Street Repair	Excavator	1
Street Repair	Loader	1
Street Repair	Trailer	1
Street Repair	Asphalt Utility Truck	1
Street Repair	3/4-Ton Pickup	2
Street Repair	Mini Pickup	2
Street Repair	Bulldozer	1
TOTAL		36

Project Name and Sponsor			
Project Name:	Street Repair and Cleaning Equipment		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	15- Street Resurfacing, Rehabilitation, and Maintenance		
Prop L Sub-Program (if applicable):	15b- Replacement of street repair and cleaning equipment		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Replacement of street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders.		
Project Location and Limits:	N/A		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	N/A	Is the project located in an Equity Priority Community (EPC)?	N/A
Which EPC(s) is the project located in?	N/A		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Annual funding to replace street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders.</p> <p>To reduce maintenance costs, increase efficiency, and reduce down time, San Francisco Public Works needs to replace its vehicles according to industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years, and front end loaders and Street Flusher trucks every 8 years). In addition, there is a backlog of equipment that was due for replacement in previous years, but has not been replaced. The street cleaning program currently double and triple-shifts its trucks and is keeping equipment past its normal scheduled replacement, which has led to increased vehicle maintenance costs. Furthermore, Public Works' fleet includes many vehicles and equipment that have become non-California Air Resources Board compliant.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Street Cleaning and Repair Equipment backlog (as of 6/9/23)		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	N/A		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28
Notes						

Project Name:		Street Repair and Cleaning Equipment									
Project Cost Estimate		Cost	Funding Source								
Phase		Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering		\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -							
Right of Way		\$ -	\$ -	\$ -							
Design Engineering (PS&E)		\$ -	\$ -								
Construction		\$ 1,555,000	\$ 1,555,000	\$ -	Recent purchase orders or quotes						
Operations (i.e. paratransit)		\$ -	\$ -	\$ -							
Total Project Cost		\$ 1,555,000	\$ 1,555,000	\$ -							
Percent of Total			100%	0%							
Funding Plan - All Phases - All Sources						Cash Flow for <u>Prop L Only</u> (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2024/25	\$ 435,000	\$ -	\$ -	\$ 435,000	\$ -	\$ -	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2025/26	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2026/27	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -
Prop L	15- Street Resurfacing, Rehabilitation, and	Construction	Planned	2027/28	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,000
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				Total By Fiscal Year	\$ 1,555,000	\$ -	\$ -	\$ 435,000	\$ 400,000	\$ 300,000	\$ 420,000
Notes											
SFPW will need to demonstrate appropriate leveraging at time of Prop L allocation.											

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Street Repair and Cleaning Equipment</i>
Relative Level of Need or Urgency (time sensitive)	Proposed equipment are replacements for units that are either (1) not CARB-compliant, or (2) at or beyond their useful life.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Not directly applicable, but there is general consensus that updates and replacements for SFPW's fleet are urgently needed.
Benefits to Disadvantaged Populations and Equity Priority Communities	Equity Priority Communities often bear a higher degree of pollution burden. Use of CARB-compliant equipment and newer, upgraded equipment will reduce pollution burden while traversing regular service routes.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Environmental Sustainability, Economic Vitality, Safety and Livability</p> <p>Environmental Sustainability - CARB-compliant equipment and newer, upgraded equipment will reduce pollution burden while traversing regular service routes. Up-to-date and properly scaled equipment ensures efficient operations.</p> <p>Economic Vitality/Safety and Livability - Ensuring cleanliness of streets, and providing sufficient heavy equipment to implement resurfacing projects to maintain the condition of the City's road network.</p>
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
15- Street Resurfacing, Rehabilitation, and Maintenance	
Safety (Replacement of Street Repair and Cleaning Equipment - Sub-program)	Proposed equipment are replacements for units that are either (1) not CARB-compliant, or (2) at or beyond their useful life. Because of the age of the equipment, modern safety features are often non-existent or inadequate, jeopardizing the safety of the operating crew or driver. In addition, exposure to pollutants is disproportionately higher for employees, as they spend most working hours in close proximity to the outdated equipment.
Need (Replacement of Street Repair and Cleaning Equipment - Sub-program)	Proposed equipment are replacements for units that are at or beyond their useful life. Most have cumulative maintenance costs that exceed the cost of replacement, and are no longer efficient in supporting department operations. Clean fuel alternatives - if available and adequate for the scope of work - are considered and prioritized.

Attachment 1: SFPW Street Repair and Cleaning
Equipment Backlog (as of 6/9/2023)

Purpose	Equipment Title	Total Units
Street Cleaning	Sweeper	5
Street Cleaning	Front End Loader	1
Street Cleaning	Flusher	1
Street Cleaning	Pickup Trucks (Full Size)	5
Street Cleaning	1-Ton Pick Up Truck	9
Street Cleaning	Flat Rack	3
Street Repair	10-Wheel Dump Truck	1
Street Repair	Asphalt Grinder	1
Street Repair	Crack Filling Machine	1
Street Repair	Excavator	1
Street Repair	Loader	1
Street Repair	Trailer	1
Street Repair	Asphalt Utility Truck	1
Street Repair	3/4-Ton Pickup	2
Street Repair	Mini Pickup	2
Street Repair	Bulldozer	1
TOTAL		36



**EP 15: Street
Resurfacing,
Rehabilitation, and
Maintenance**

Proposed Projects

- Market St from Octavia to Castro St Pavement Renovation
- Geary Boulevard Improvements Project Phase 2
- Mission Downtown West
- Various Locations Pavement Renovation No. 68
- Various Locations Pavement Renovation No. 62
- Equity Priority Communities

Appendix C: SFPW's 5-Year Street Resurfacing Program All Funding Sources

Funding Need	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28
Maintain PCI at 75	81,000,000	85,000,000	89,000,000	94,000,000	98,000,000
Total	81,000,000	85,000,000	89,000,000	94,000,000	98,000,000
<i>PCI</i>	75	75	75	75	75
Fund Source	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28
TBD	3,692,262	22,086,762	4,712,388	4,401,151	4,805,041
General Fund ¹	-	17,024,000	36,956,866	40,763,899	42,790,297
COP ¹	32,800,000	-	-	-	-
Prop L ²	1,807,738	1,807,738	1,807,738	1,807,738	1,807,738
Prop AA ³	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000
HUTA ⁴	10,800,000	10,854,000	10,908,270	10,962,811	11,017,625
RMRA ⁵	29,500,000	30,827,500	32,214,738	33,664,401	35,179,299
Total	81,000,000	85,000,000	89,000,000	94,000,000	98,000,000
1. FY 24 General Fund and Certificates of Participation, pending FY 24 AAO Approval					
2. Prop L Baseline Draft, May 2023					
3. Prop AA Strategic Plan					
4. HUTA SHC Section 2103 - Gas Tax Subvention for Local Streets and Roads, growth rate set to 0.5% from FY 24-33					
5. SB1 RMRA - Local Streets and Roads, growth rate set to 4.5% from FY 24-33					

Street Resurfacing Project Candidates

All Fund Sources Including Prop L

Note: 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.

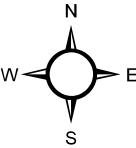
Project names	Estimated Schedule
8th St, Clay St and Leavenworth St Pavement Renovation	Candidates in the next 2 years
As Needed Citywide Pavement Preservation Contract 5 (General As-Needed Contract G23)	Candidates in the next 2 years
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	Candidates in the next 2 years
Joint - Streetscape Lead - Mission Downtown East	Candidates in the next 2 years
McAllister St, 20th St and 24th St Pavement Renovation and Sewer Replacement project	Candidates in the next 2 years
PW Beale St Improvement Project	Candidates in the next 2 years
PW StreetResurfacingPro- BBSR Pavement Prese FY 23-24	Candidates in the next 2 years
PW StreetResurfacingPro- BBSR Pavement Prese FY 24-25	Candidates in the next 2 years
PW Sunset Blvd Pavement Renovation	Candidates in the next 2 years
Street Resurfacing Program- BBSR Paving FY 23-24	Candidates in the next 2 years
Street Resurfacing Program- BBSR Paving FY 24-25	Candidates in the next 2 years
Various Locations Pavement Renovation No 58	Candidates in the next 2 years
Various Locations Pavement Renovation No 60 and Sewer Replacement (Rebid)	Candidates in the next 2 years
Various Locations Pavement Renovation No 61	Candidates in the next 2 years
Various Locations Pavement Renovation No 62	Candidates in the next 2 years
Various Locations Pavement Renovation No 63	Candidates in the next 2 years
Various Locations Pavement Renovation No 64	Candidates in the next 2 years
Various Locations Pavement Renovation No 66 and Sewer Replacement	Candidates in the next 2 years
Various Locations Pavement Renovation No 67A	Candidates in the next 2 years
Various Locations Pavement Renovation No 67B	Candidates in the next 2 years
Various Locations Pavement Renovation No 68	Candidates in the next 2 years
Various Locations Pavement Renovation No 69	Candidates in the next 2 years
Various Locations Pavement Renovation No 70	Candidates in the next 2 years
Various Locations Pavement Renovation No 71	Candidates in the next 2 years
Various Locations Pavement Renovation No 73	Candidates in the next 2 years
Various Locations Pavement Renovation No 74	Candidates in the next 2 years
Various Locations Pavement Renovation No 75	Candidates in the next 2 years
Various Locations Pavement Renovation No 76	Candidates in the next 2 years
Various Locations Pavement Renovation No 77	Candidates in the next 2 years
Various Locations Pavement Renovation No 78	Candidates in the next 2 years
Various Locations Pavement Renovation No 79	Candidates in the next 2 years
Various Locations Pavement Renovation No 80	Candidates in the next 2 years
Various Locations Pavement Renovation No 81	Candidates in the next 2 years
Various Locations Pavement Renovation No 82	Candidates in the next 2 years
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	Candidates in year 3 and Onward
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	Candidates in year 3 and Onward
Innes Avenue Rebuild	Candidates in year 3 and Onward
Joint - MTA Lead - Fillmore St Pavement Renovation	Candidates in year 3 and Onward
Joint - SFMTA Lead - Geary Boulevard Improvements Project Phase 2	Candidates in year 3 and Onward
Joint - SFMTA Lead - Mission St Pavement Renovation 2	Candidates in year 3 and Onward
Joint - SFMTA MUNI Forward Lead - Mission Downtown West	Candidates in year 3 and Onward
Market St from Octavia St to Castro St Pavement Renovation	Candidates in year 3 and Onward
Mission Street Pavement Renovation	Candidates in year 3 and Onward
Monterey Blvd Pavement Renovation	Candidates in year 3 and Onward
Ocean Avenue Pavement Renovation	Candidates in year 3 and Onward
PW StreetResurfacingPro- BBSR Pavement Prese FY 25-26	Candidates in year 3 and Onward
Street Resurfacing Program- BSSR Paving FY 26-27	Candidates in year 3 and Onward
Street Resurfacing Program- BSSR Paving FY25-26	Candidates in year 3 and Onward
Union Street Pavement Renovation	Candidates in year 3 and Onward

Street Resurfacing Project Candidates

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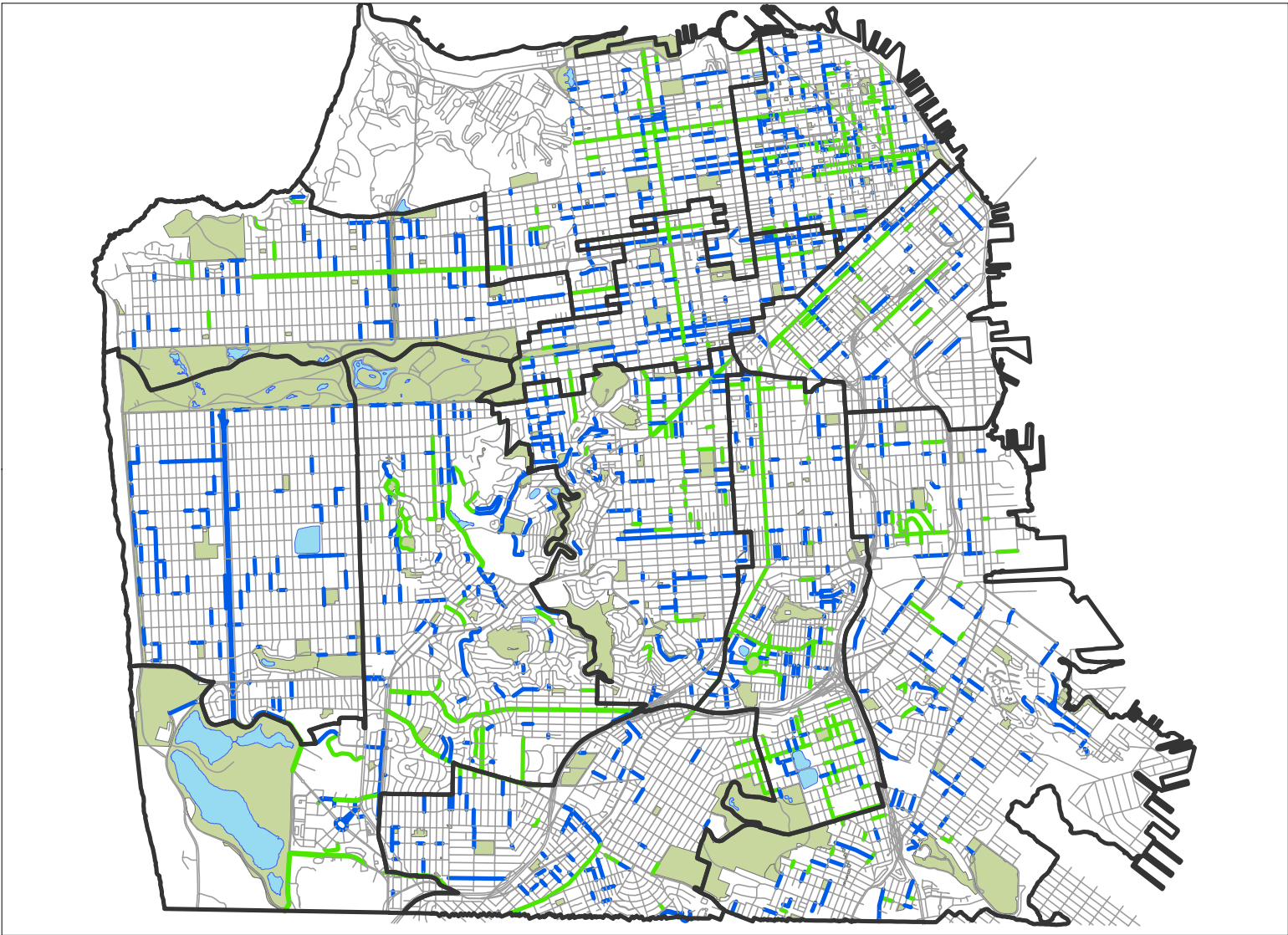
Various Locations Pavement Renovation Concrete No 88	Candidates in year 3 and Onward
Various Locations Pavement Renovation Concrete No 93	Candidates in year 3 and Onward
Various Locations Pavement Renovation Concrete No 94	Candidates in year 3 and Onward
Various Locations Pavement Renovation Concrete No 95	Candidates in year 3 and Onward
Various Locations Pavement Renovation Concrete No 96	Candidates in year 3 and Onward
Various Locations Pavement Renovation Concrete No 97	Candidates in year 3 and Onward
Various Locations Pavement Renovation No 85	Candidates in year 3 and Onward
Various Locations Pavement Renovation No 86	Candidates in year 3 and Onward
Various Locations Pavement Renovation No 87	Candidates in year 3 and Onward
Various Locations Pavement Renovation No 89	Candidates in year 3 and Onward
Various Locations Pavement Renovation No 90	Candidates in year 3 and Onward
Various Locations Pavement Renovation No 92	Candidates in year 3 and Onward
Various Locations Pavement Renovation Under Overhead Contact System No 1	Candidates in year 3 and Onward
Various Locations Pavement Renovation Under Overhead Contact System No 2	Candidates in year 3 and Onward
Various Locations Pavement Renovation Under Overhead Contact System No 3	Candidates in year 3 and Onward
Various Locations Pavement Renovation Under Overhead Contact System No 4	Candidates in year 3 and Onward

Street Resurfacing Project Candidates - All Fund Sources Including Prop L



Legend

- Candidates in the next 2 years
- Candidates in year 3 and Onward



NOTES:
Information as of June 2023.

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