



7

SUNSET AND PARKSIDE STREETS PAVEMENT RENOVATION

SB1 Local Partnership Program Cycle 2

Fiscal Year 2019-20 Programming

Formula Fund Application

San Francisco Public Works

August 2018

Table of Contents

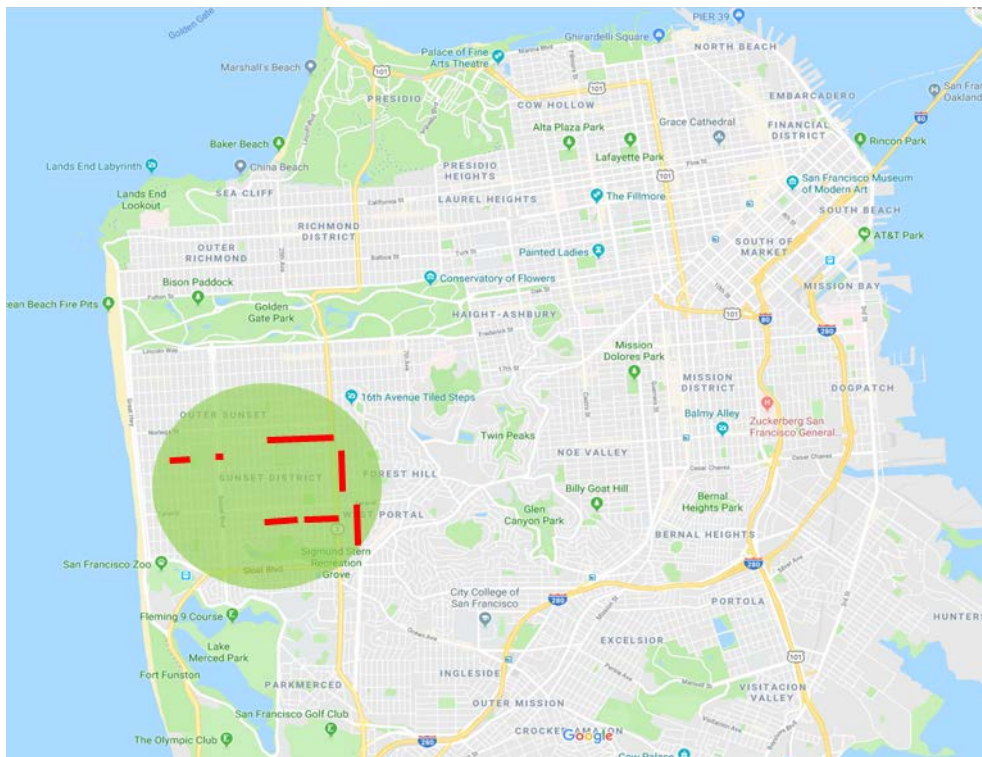
Basic Project Information.....	2
Street Resurfacing Program Background.....	3
San Francisco’s Street Resurfacing Needs	4
Sunset and Parkside Project Information	8
Anticipated Benefits from the Sunset and Parkside Project.....	13
Monetary Benefits	13
Climate Impacts	14
Land Use, Housing Planning, Transportation Goals.....	15
Conclusion.....	16
Attachment A: Funding Plan	i
Attachment B: Cost Estimate	ii
Attachment C: Project Map	iii
Attachment D: Anticipated Project Schedule	iv

Basic Project Information

Project Name: Sunset and Parkside Street Pavement Renovation

Project Description: Repaving of 2.5 miles of residential streets (30 block) in the Sunset and Parkside neighborhoods in San Francisco. The project consists of demolition and pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.

Project Location: The project will resurface the following residential street segments in San Francisco: Ortega Street (19th Avenue to 29th Avenue), Pacheco Street (36th Avenue to 37th Avenue and 41st Avenue to 44th Avenue), Ulloa Street (19th Avenue to 23rd Avenue and 24th Avenue to 29th Avenue), 16th Avenue (Taraval to Wawona Street), 18th Avenue (Pacheco Street to Santiago Street).



Project Phase: Construction

Fiscal Year of Programming: 2019/20

Total Project Cost: \$4,972,000

LPP Amount Requested: \$333,000 from Cycle 1 programming amendment for Fiscal Year 2018-2019, \$2,007,000 from Cycle 2 Fiscal Year 2019-2020

Local Match: \$2,632,000

Street Resurfacing Program Background

San Francisco Public Works (Public Works) is responsible for more than 900 miles of streets and roadways, comprising more than 12,900 street segments and blocks. The Public Works Street Resurfacing Program (Street Resurfacing) maintains deteriorated City streets through various treatment types, such as grinding and paving from curb to curb and pavement preservation. Roadway surfaces must be routinely maintained, renewed, and resurfaced to extend the service life of the pavement.



Street Resurfacing inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from 0 ("Very Poor") to 100 ("Excellent"). These scores assist Public Works with implementing the pavement management strategy of preserving streets by applying the right treatment to the right roadway at the right time. Streets are prioritized and selected

based on PCI scores as well as the presence of transit and bicycle routes, scheduled street clearance, and geographic equity.

In San Francisco, the goal of the Street Resurfacing Program is to maximize every dollar received. Street Resurfacing has adopted asset management best practices to minimize life cycle costs. A street's typical life cycle is approximately 30 years, but can vary depending on usage and other factors. Best practices in street management recommend preserving streets before they become more costly to fix later. This cycle keeps San Francisco streets at a higher lifetime average PCI score, while reducing reconstruction costs.

Since 2011, Street Resurfacing has performed over 110 joint and coordinated projects with public and private agencies. Public Works maintains regular communication with other public and private agencies and tracks the City's projects to determine whether paving should join or coordinate on a project with other agencies. Coordinating street resurfacing work with other major San Francisco projects maximizes the efficiency and effectiveness of public dollars, while minimizing disruption to San Francisco residents, visitors, and businesses.



In the spirit of coordinating projects, Street Resurfacing also helps build curb ramps in San Francisco. The **American Disabilities Act of 1990 (ADA)** requires that the City build out curb ramps to ensure accessibility on the public right-of-way. San Francisco is committed to providing full and fair access to all City streets and complying with ADA accessibility requirements. The City’s 2008 update of the **ADA Transition Plan for Curb Ramps and Sidewalks** sets an aggressive goal of putting a curb ramp at every street corner in the City. In accordance with this aggressive goal, Street Resurfacing has constructed over 5,000 curb ramps between 2013 and 2016.

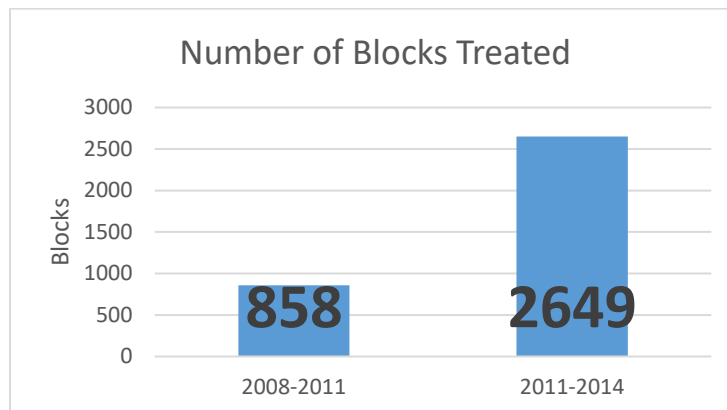
San Francisco’s Street Resurfacing Needs

Well maintained streets provide multi-modal benefits. Motorists, cyclists, and transit benefit from smoother and safer paved streets. Public transportation and the movement of goods and services would not be possible without a network of even and dependable streets.

In 2011, San Francisco voters overwhelmingly approved the **2011 Road Repaving and Street Safety Bond (Streets Bond)** and set a citywide target PCI score of 70. Over 68% of San Francisco voters approved the proposition and since 2011, the PCI goal has been reiterated in the City’s **10 Year Capital Plan**. As of December 2017, the Metropolitan Transportation Commission, San Francisco’s metropolitan planning organization, implemented a PCI measurement protocol change, which boosted the network PCI scores of all nine Bay Area counties by 5 points, effectively making San Francisco’s new target a PCI of 75.

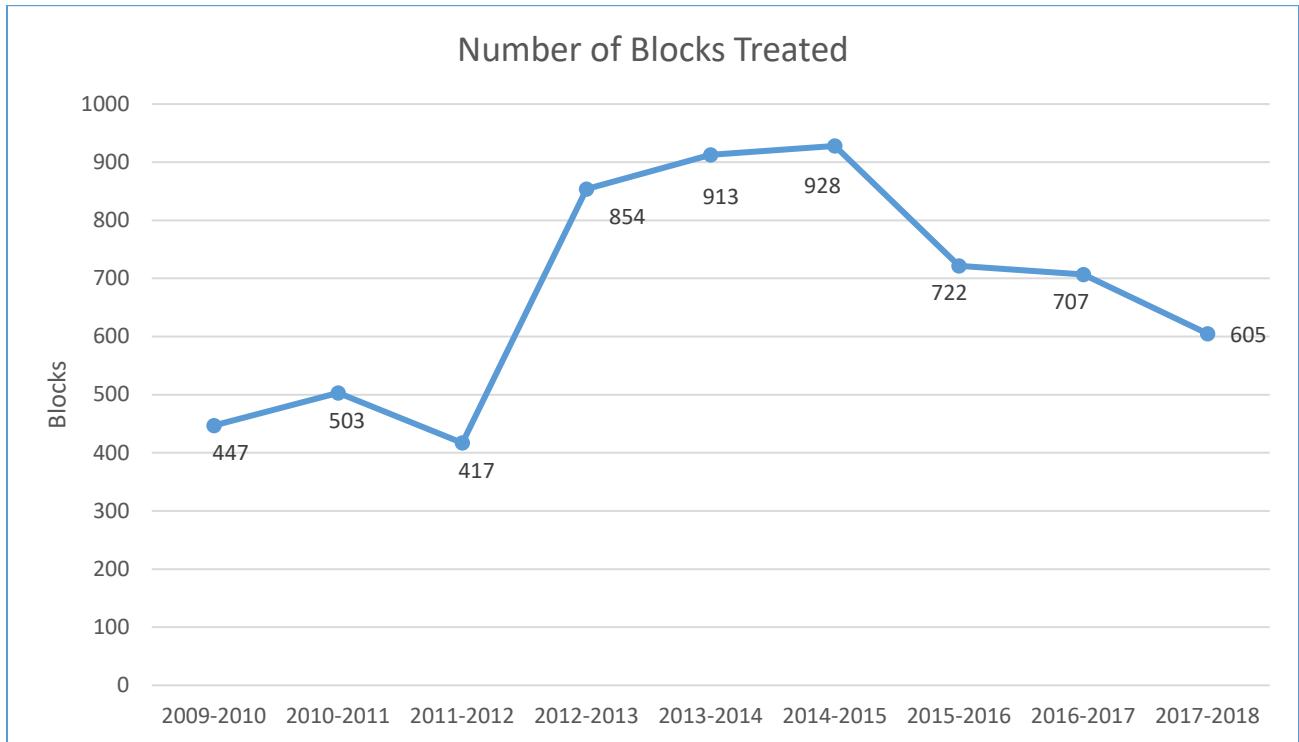
The Street Resurfacing program’s use of Streets Bond funds proved that the number of blocks treated each year is directly tied to funding. Street Resurfacing has maximized the Streets Bond funds and, in the three years after the Streets Bond passed, the number of blocks treated in San Francisco has tripled (see Figure 1). Since 2011, Street Resurfacing has treated a total of 4,299 block (see Figure 2).

Figure 1: Number of Blocks Paved (Pre- and Post- Streets Bond)



San Francisco Public Works
Local Partnership Program Cycle 2 - Formula Funds
Sunset and Parkside Streets Pavement Renovation

Figure 2: Annual Number of Blocks Treated Since Fiscal Year 2009-2010



The target PCI score of 75 aims to make San Francisco streets “Good,” by Fiscal Year 2025. As of December 2017, the average citywide PCI score is 74.¹ This PCI score has increased from the historical low of 68 in 2009, with the bulk of the improvements occurring between 2011 and 2016, largely because of the dedicated funding stream from the Streets Bond during this five year period.²

Public Works has made great strides in improving the City’s network PCI score, but with the depletion of Streets Bond funds, dependable and sufficient funding for the program does not currently exist. With current levels of funding, San Francisco can expect the average citywide PCI score to drop to 67 by 2027.³ A score of 67 not only erases all improvements to the citywide network, but also is the lowest average network score San Francisco streets have ever received. If this funding level continues, San Francisco streets can expect to fall to an average PCI score of 55 by 2045 (see Figure 3).⁴ Fully funding the Street Resurfacing Program is necessary to sustain the improvements made since 2011 and reach the target PCI score of 75.

¹ This score was calculated after the 2017 protocol change and is equal to a PCI of 69 prior to the protocol change.

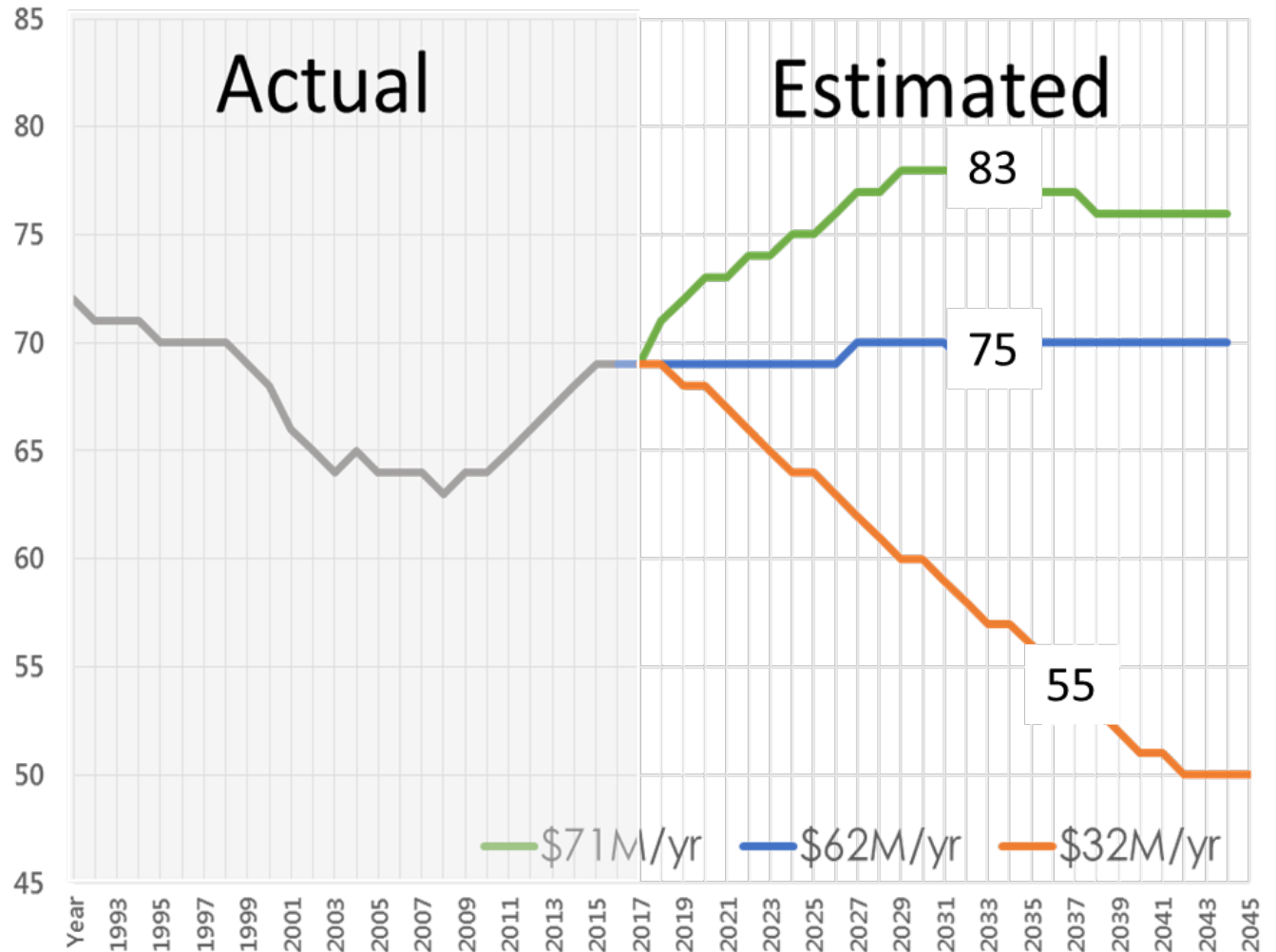
² This score was calculated after the 2017 protocol change and is equal to a PCI of 63 prior to the protocol change.

³ This score was calculated after the 2017 protocol change and is equal to a PCI of 62 prior to the protocol change.

⁴ This score was calculated after the 2017 protocol change and is equal to a PCI of 50 prior to the protocol change.

San Francisco Public Works
 Local Partnership Program Cycle 2 - Formula Funds
 Sunset and Parkside Streets Pavement Renovation

Figure 3: PCI Outcomes from Different Budget Scenarios



As of December 2016, approximately 40% of San Francisco streets are still considered “At-Risk,” “Poor,” or “Very Poor.” These streets are quickly deteriorating and require larger scale maintenance and repair. Work on “At-Risk” and worse streets has significantly higher costs and is more labor-intensive than maintaining “Good” and “Excellent” streets. In order to continue to improve and prevent a drop in the network PCI score, Street Resurfacing must focus repaving efforts on San Francisco’s “At-Risk” and worse streets.

San Francisco Public Works
 Local Partnership Program Cycle 2 - Formula Funds
 Sunset and Parkside Streets Pavement Renovation

Table 1: Cost of Per Curb Repair Based on PCI Score (as of December 2016)

PCI Score	Rating	Cost of Repair (Per Block)	Treatment Method
90-100	Excellent		No treatment
75-89	Good	\$35k	Preservation
40-74	At-Risk	\$143k	Resurfacing
30-49	Poor	\$161k	Resurfacing with base
0-29	Very Poor	\$261k	Reconstruction

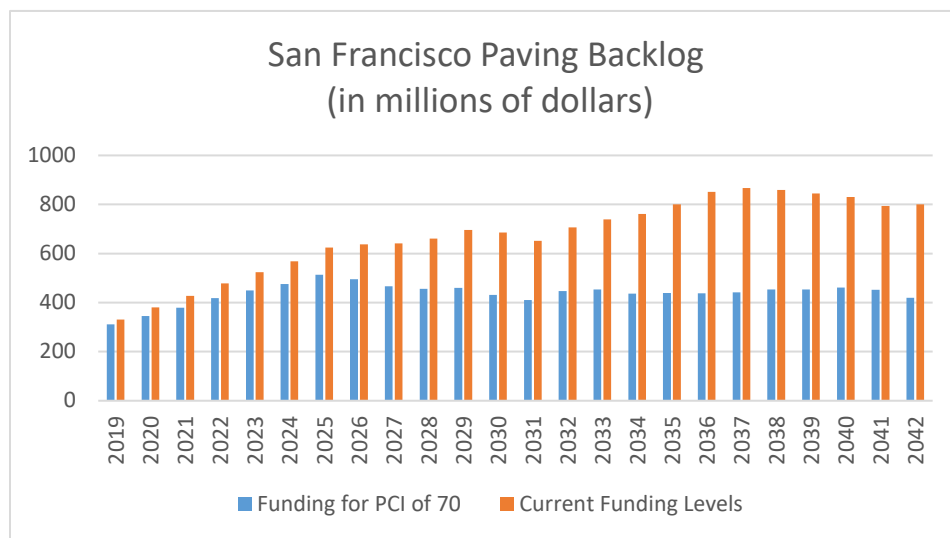
SF Goal: PCI of 75 →

As of December 2017: PCI of 74 →

The quality of the City’s street network affects the cost burden that San Francisco residents will bear. These costs are incurred as personal vehicle maintenance and repair costs, as well as the tax burden needed to upkeep San Francisco roads. As the PCI increases, the cost of maintenance and repair of local roads drastically decreases. According to the costs outlined in Table 2, a PCI score 75 will reduce the maintenance and repair costs of San Francisco streets from \$143,000 per block to \$35,000 per block (see Table 1).

As San Francisco’s network of streets and roads deteriorate, maintaining the citywide network becomes more expensive, and San Francisco’s paving needs increase. More expensive repairs mean that more financial and labor resources are needed to repave the City’s streets. Street Resurfacing will need to spend more time and money to pave less streets. As a result, the citywide paving backlog grows (see Figure 4).

Figure 4: Backlog Trends Based on Funding Levels



The backlog represents streets within the City’s network that require maintenance and repair. However, because of prioritization and resource scarcity, Street Resurfacing lacks the capacity to work on these streets now. Streets in the City’s backlog continue to deteriorate; the longer the streets stay in the backlog, the more expensive they become to repair and maintain.

Table 2: Backlog Growth Based on Funding Levels

	PCI of 75	Current Funding Levels	PCI in Mid 80s
Backlog Growth	37%	161%	-15%
Backlog in 2045	\$420 mil	\$800 mil	\$260 mil

Currently, the San Francisco streets and roads network has a backlog of \$307 million. Based on September 2017 estimates, if the City does not receive additional funding, San Francisco can expect to see a backlog of \$800 million by 2045. If San Francisco secures funding to reach the target PCI score of 75 by 2025, the City’s backlog will still grow, but only by 37%. In this scenario, the backlog will be \$420 million by 2045. If the City was interested in reducing the backlog, funding to reach and maintain a PCI score in the low 80s is needed (see Table 2).

Smoother streets also save individual drivers from paying significant personal vehicle repair and maintenance costs. According to the **American Society of Civil Engineers 2017 Infrastructure Report Card**, deteriorating roads cost the average driver approximately \$800 in annual vehicle repair fees.⁵

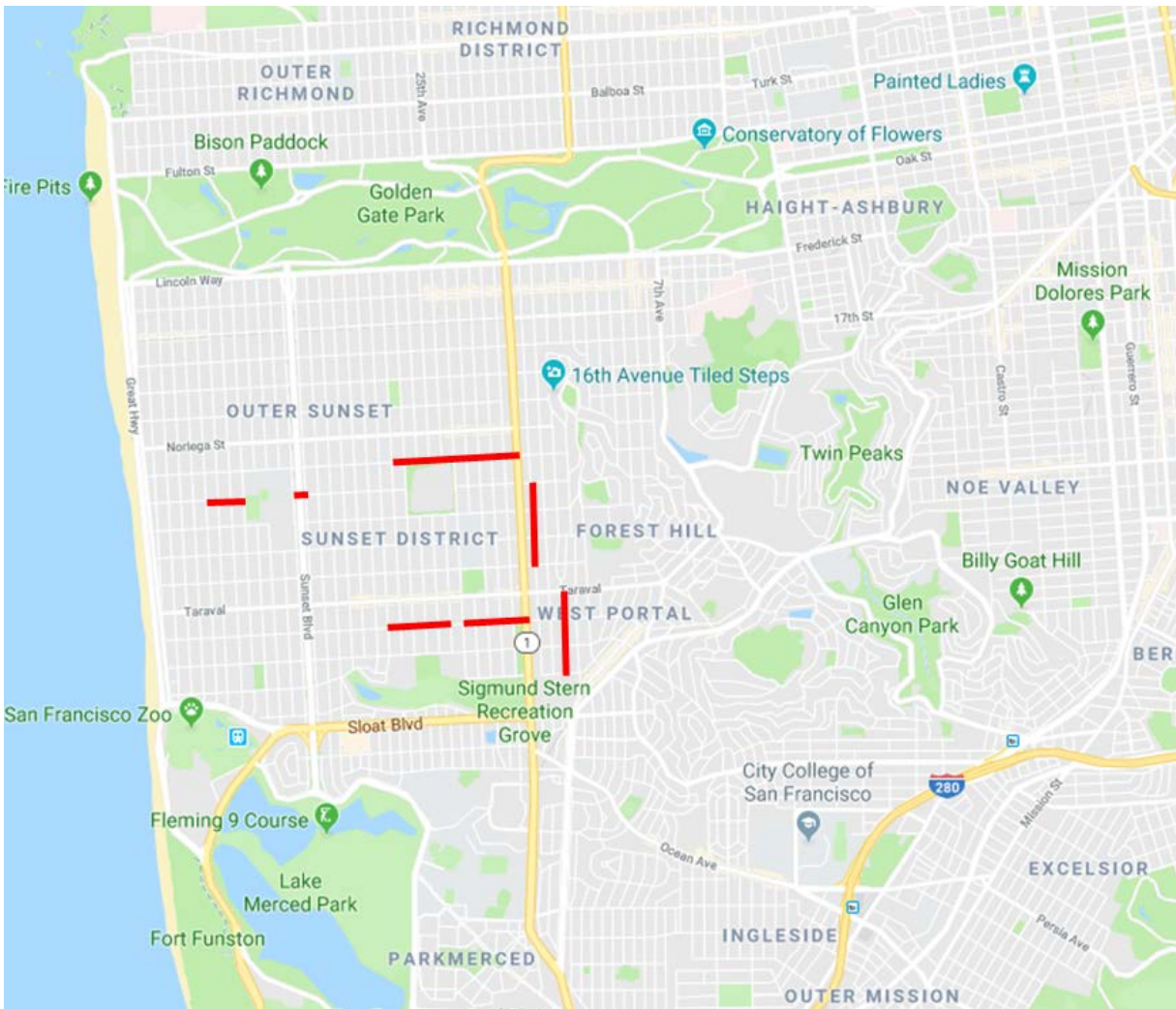
Sunset and Parkside Project Information

Public Works requests Cycle 2 Fiscal Year 2019-2020 Local Partnership Program (LPP) formula funds for the construction phase of the pavement portion of the Sunset and Parkside Streets Pavement Renovation project. The total project will cost approximately \$4.97 million, with a construction phase that will cost \$4.5 million. Street Resurfacing is requesting \$2.34 million in Fiscal Year 2018-2019 and FY 2019-2020 LPP funds for construction. These funds will be matched with \$2.63 million of local General Fund. For further information on project costs, please refer to the attached Project Funding Plan (Attachment A) and Project Cost Estimate (Attachment B).

⁵ American Society of Civil Engineers, 2017 Infrastructure Report Card.
<https://www.infrastructurereportcard.org/infrastructure-super-map/>

San Francisco Public Works
Local Partnership Program Cycle 2 - Formula Funds
Sunset and Parkside Streets Pavement Renovation

Figure 5: Sunset and Parkside Project Limits



The project is located on 2.5 miles or 30 blocks of street. The project will include the following street segments:

- Ortega Street from 19th Avenue to 29th Avenue (0.6 miles)
- Pacheco Street from 36th Avenue to 37th Avenue and 41st Avenue to 44th Avenue (0.47 miles)
- Ulloa Street from 19th Avenue to 23rd Avenue and 24th Avenue to 29th Avenue (0.6 miles)
- 16th Avenue from Taraval to Wawona Street (0.4 miles)
- 18th Avenue from Pacheco Street to Santiago Street (0.4 miles).

These segments are located in western San Francisco, in vicinity to the city's Sunset and Parkside neighborhoods. The project improve the street network near many important neighborhood and community centers, such as:

Robert Louis Stevenson Elementary School: An elementary school that provides rigorous curriculum that ensures students engage in authentic learning experiences in and out of the classroom. The school an enrollment of approximately 500 students, of which over 95%are considered minorities and 53% are considered socioeconomically disadvantaged.⁶

Sunset Elementary School: An elementary school that embraces the best teaching practices to implement a comprehensive curriculum that addresses all students' needs. This school has an enrollment of approximately 400 students, of which 72% are minorities and 26% are considered socioeconomically disadvantaged.⁷

A.P. Giannini Middle School: Both previously mentioned elementary schools feed into this middle school, which has aims to build a strong connection to the community, as well as the capacity of teachers to meet the diverse needs of the student body. This school has an enrollment of approximately 1,200 students, of which 84% are minorities and 40.9% are considered socioeconomically disadvantaged⁸.

Abraham Lincoln High School: High school with an enrollment of approximately 2,000 students annually. The school provides a positive, nurturing school environment supporting academic success and responsiveness to different student learning needs, including a comprehensive English Language Learner program and Special Education curriculum.⁹

Sunset Recreation Center: This recreation center has been around since 1940 and is a main hub of activity for children in the outer Sunset District. Recently renovated, this facility sports facilities for art, yoga, early childhood development, dance, as well as full size gym, outdoor basketball court and new children's playground.¹⁰

McCoppin Square: A quiet and safe grassy play area with tennis courts, a baseball diamond, a half basketball court and a gated playground. The square provides Sunset residents with a family-friendly, open greenspace¹¹

⁶Robert Louis Stevenson Elementary School, San Francisco Public Schools.

<http://www.sfusd.edu/en/schools/school-information/robert-l-stevenson.html>

⁷ Sunset Elementary School, San Francisco Public Schools. <http://www.sfusd.edu/en/schools/school-information/sunset.html>

⁸ A.P. Giannini Middl School, San Francisco Public Schools. <http://www.sfusd.edu/en/schools/school-information/giannini-a-p.html>

⁹Abraham Lincoln High School, San Francisco Public Schools. <http://www.sfusd.edu/en/schools/school-information/abraham-lincoln.html>

¹⁰ Sunset Rec Center, San Francisco Recreation and Parks. <http://sfrecpark.org/destination/sunset-rec-center-park/>

¹¹McCoppin Square, San Francisco Recreation and Parks. <http://sfrecpark.org/destination/mccoppin-square/>

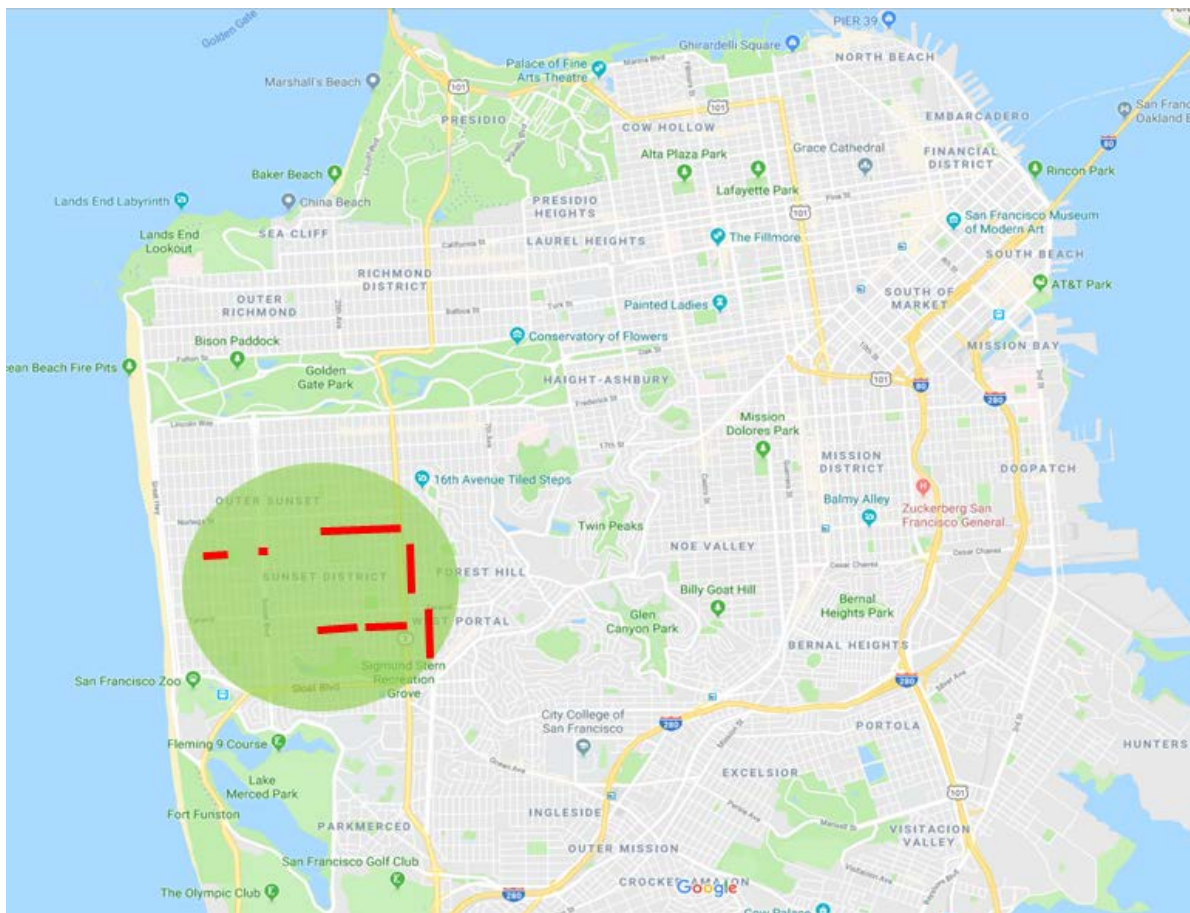
San Francisco Public Works
Local Partnership Program Cycle 2 - Formula Funds
Sunset and Parkside Streets Pavement Renovation

West Sunset Playground: This playground is located bordered by three schools and the Ortega Branch Library. The facilities include a club house, a playground, baseball fields, a soccer field, and tennis courts. In 2018, the playground will undergo a renovation to improve the sports facilities and park amenities.¹²

Ortega Branch Library: Library branch located in western San Francisco, with various monthly programs, including Teen STEM, Monthly Crafts, and Family Storytime for children and teens. The library also boasts a medium-sized Chinese language collection and a small-sized Russian language collection.¹³

For more information on the project location, please refer to the attached project map (Attachment C).

Figure 6: Project Location



¹² West Sunset Playground, San Francisco Recreation and Parks. <http://sfrecpark.org/project/west-sunset-playground/>

¹³ Ortega Branch Library, San Francisco Public Library. <https://sfpl.org/?pg=0100001601>

San Francisco Public Works
Local Partnership Program Cycle 2 - Formula Funds
Sunset and Parkside Streets Pavement Renovation

Figure 7: Current Conditions on Ortega Street



Figure 8: Current Conditions on Ulloa Street



Currently, the average PCI score within the project limits is in the mid 40's, making the roads "At-Risk." This project will boost the PCI score to 100, and, subsequently, help boost the City's network PCI. This construction work will, in conjunction with Street Resurfacing's asset management strategy, decrease the lifetime maintenance and repair costs on the Sunset and

Parkside neighborhoods' streets, while providing a smoother and safer road for drivers, public transit riders, and bicyclists.

The project consists of demolition of existing pavement, the pavement renovation of three 30 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.

The project is currently in the design phase. As of August 2018, design is 65% complete. The project is scheduled to start construction Spring 2020 and complete construction in Spring 2021. For further project schedule information, please refer to the attached Project Schedule (Attachment D).

Anticipated Benefits from the Sunset and Parkside Project

The Sunset and Parkside Streets Renovation project will provide a multitude of benefits both to the citywide population and to the project's neighboring communities. This application does not use the recommended California Department of Transportation Life-Cycle benefit-Cost Analysis Model because the model proved to have limitations when calculating local streets and roads related benefits. The model uses the International Roughness Index (IRI) to measure pavement condition, while Street Resurfacing uses Pavement Condition Index (PCI). Public Works does not currently have the ability to convert PCI into IRI. Instead, benefits in this application are based on research and literature review.

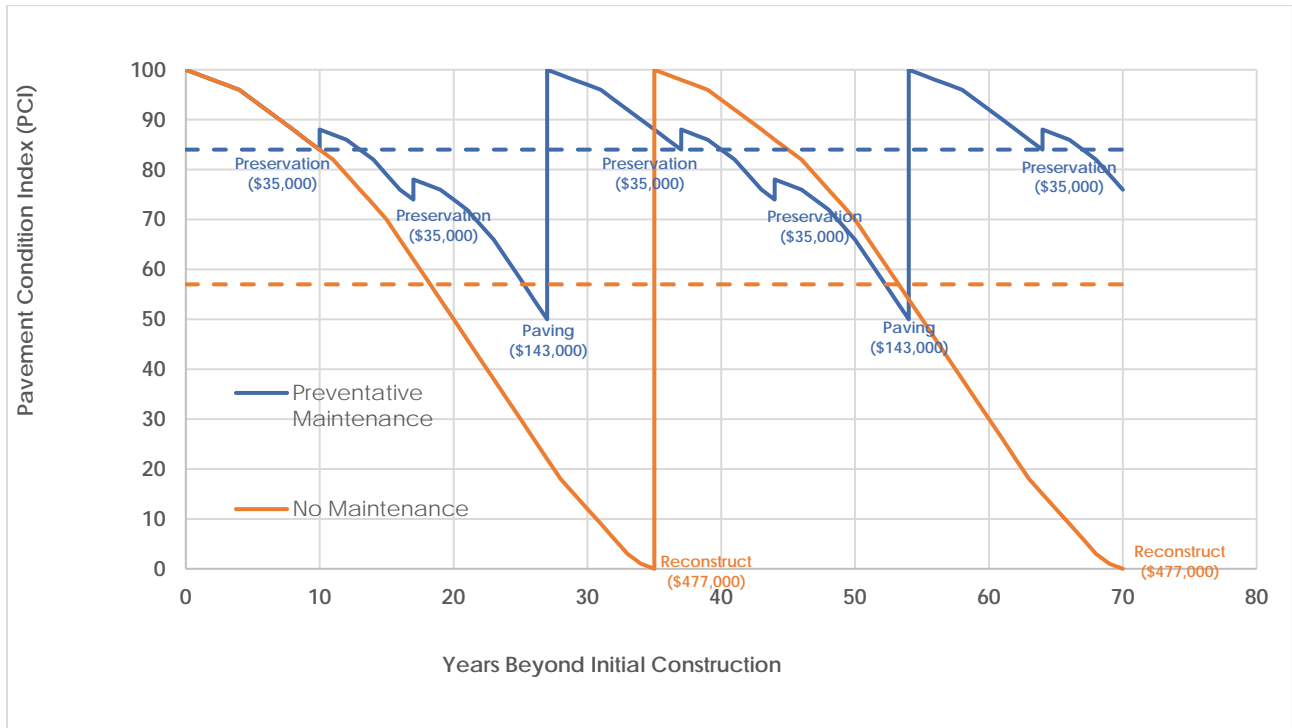
Monetary Benefits

Street Resurfacing's strategy is to perform preservation treatments approximately every 10 years, with a paving treatment approximately every 30 years. The streets in the Sunset and Parkside project are currently in need of paving treatment to stay on track with asset management best practices. In comparison, if these streets were to follow a traditional reconstruction cycle, with no maintenance, the streets will continue to deteriorate, making them substantially more expensive to fix at a later time.

As shown in Figure 8, San Francisco's preserve-and-pave cycle is more cost effective than reconstructing streets every 30 years. Additionally, the average PCI over the life of streets, using this best practices strategy, can be as high as 84 (dotted blue line in Figure 8); comparatively, using the traditional reconstruction life cycle, the average PCI of a streets is estimated to be only in the mid-50s (orange dotted line in Figure 8). Using the Street Resurfacing's adopted strategy, maintenance and repair costs, the backlog, and personal motor vehicle damages are expected to decrease.

San Francisco Public Works
 Local Partnership Program Cycle 2 - Formula Funds
 Sunset and Parkside Streets Pavement Renovation

Figure 9: "Traditional" vs. "Best Practices" Asset Management Cycle



If a preserve-and-pave cycle is followed (“Preventative Maintenance” line in Figure 8), between Year 0 and Year 40, the Sunset and Parkside Streets Pavement Renovation project could potentially save the City approximately \$9 million in maintenance and repair costs (see Table 3 for calculations). In order for these savings to be realized, asset management best practices must be continuously used.

Table 3: Cost Savings

Cost Savings from Sunset and Parkside Project (Year 0-40)		
	Best Practices	Traditional
Blocks	30	30
Cost of Repair (Per Block)	\$164,000	\$477,000
Cost of Repair (Total)	\$4,972,000	\$14,310,000
Total savings for City:	\$9,338,000	

Climate Impacts

Research shows that smoother, well-paved streets have associated positive climate impacts. Street Resurfacing incorporates Reclaimed Asphalt Paving (RAP), a sustainable pavement strategy, in the paving process. San Francisco includes, at a minimum, 15% recycled asphalt in all paving projects. Using RAP, Street Resurfacing uses less natural resources and reduces the amount of waste diverted to landfills. According to a New Civil Engineers report, every lane-

mile recycled is the equivalent of removing 11 cars off the road for a year, reducing overall greenhouse gas emissions.¹⁴ Based on this argument, the Sunset and Parkside project, which will repave 2-lane street segments, has the potential to reduce greenhouse gases by the equivalent of the emissions from 55 cars in a year.

According to the Concrete Sustainability Hub at Massachusetts Institute of Technology, “rougher roads lead to a greater fuel consumption [...] having a potentially huge impact when aggregated.”¹⁵ The National Cooperative Highway Research Program found that vehicles driving on rough, damaged, unpaved streets can have up to almost 5% increase in fuel consumption.¹⁶ The Federal Highway Administration links the increase in fuel consumption to the energy needed for a vehicle to stabilize itself while sustaining the speed limit on rough and bumpy roads.¹⁷

The project will greatly improve the condition of streets in the Sunset and Parkside neighborhoods. Drivers on the streets after the completion of the project will experience smoother streets; drivers will no longer require the use of the extra 5% in fuel consumption to stabilize their vehicles.

Land Use, Housing Planning, Transportation Goals

The Sunset and Parkside Streets Pavement Renovation project also aligns with many of the City’s land use and transportation goals.

According to the **San Francisco General Plan**, a priority of the City’s streets and roadways is to accommodate human movement and join the districts of the City.¹⁸ Residential streets are smaller and less publicly visible, but these streets are important connections for San Francisco’s neighborhoods. The different project segments are located near important local destinations, including San Francisco public K-12 schools and public open parks and spaces. Renovation of street segments in the project will improve connections for San Francisco residents travelling to and from the Sunset District.

The project also falls in line with infrastructure investment goals outlined in **Plan Bay Area 2040**. The plan prioritizes maintaining San Francisco Bay Area’s local streets and roads and

¹⁴ New Civil Engineers, Final Report: California Statewide Local Street and Roads Needs Assessment, 2016 October, pp. 23-24, accessed 2017 November 30. <http://www.savecaliforniastreet.org/wp-content/uploads/2016/10/2016-CA-Statewide-Local-Streets-and-Roads-Needs-Assessment-Final-Report.pdf>

¹⁵ Greene, Suzanne, et al. Pavement Roughness and Fuel Consumption, Massachusetts Institute of Technology Concrete Sustainability Hub, 2013 August, pp. 11-15, accessed 2017 November 30. https://cshub.mit.edu/sites/default/files/documents/PVIRoughness_v15.pdf

¹⁶ Chatti, Karim and Imen Zaabar, National Cooperative Highway Research Program Report 720: Estimating the Effects of Pavement Condition on Vehicle Operating Costs, Transportation Research Board, 2012, pp. 19-23, accessed 2017 November 30. <https://www.nap.edu/read/22808/chapter/4#21>

¹⁷ U.S. Department of Transportation Federal Highway Administration, Pavements, 2017 June 27, accessed 2017 November 30. https://www.fhwa.dot.gov/pavement/sustainability/articles/vehicle_fuel.cfm

¹⁸ San Francisco Planning Department, San Francisco General Plan: Urban Design Element, amended 2010, December 7, accessed 2017 November 30. http://generalplan.sfplanning.org/I5_Urban_Design.htm

stresses the importance of improving pavement condition in the region.¹⁹ The completion of the Sunset and Parkside Streets Pavement Renovation project will improve San Francisco's network PCI score, to hit the PCI 75 goal, as well as the Bay Area regional network PCI score.

Conclusion

The funding for the Sunset and Parkside Streets Pavement Renovation project will help deliver a project with wide ranging benefits. The project will help boost San Francisco's network PCI score continuing the will San Francisco voters established in the **2011 Streets Bond** and **10 Year Capital Plan**, while providing more safe and reliable roadways for multi-modal transportation. Repaving streets in the Sunset and Parkside neighborhoods will significantly reduce life cycle costs, freeing up funds and capacity for the Street Resurfacing Program to work on projects in the City's growing backlog.

With a \$4.97 million investment in this project and an adherence to the best practices asset management strategy, the Sunset and Parkside project has the potential to generate almost \$9 million (realized over in the 40 years after construction) in maintenance and repair cost savings to the City. With the addition of greenhouse gas emission reductions and increased neighborhood connections, the benefits of this project greatly outweigh the requested investment.

¹⁹ Metropolitan Transportation Commission, Plan Bay Area 2040, adopted 2017 July 26, accessed 2017 November 30.
<http://2040.planbayarea.org/strategies-and-performance>

Attachment A: Funding Plan

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Total	Percent of Total
Design	SF General Fund	Programmed	19/20	\$472,000	9.5%
Construction	LPP Cycle 1 Funds	Planned	18/19	\$333,000	6.7%
Construction	LPP Cycle 2 Funds	Planned	19/20	\$2,007,000	40.4%
Construction	SF General Fund	Planned	19/20	\$2,160,000	43.4%
Total Funding				\$4,972,000	100%

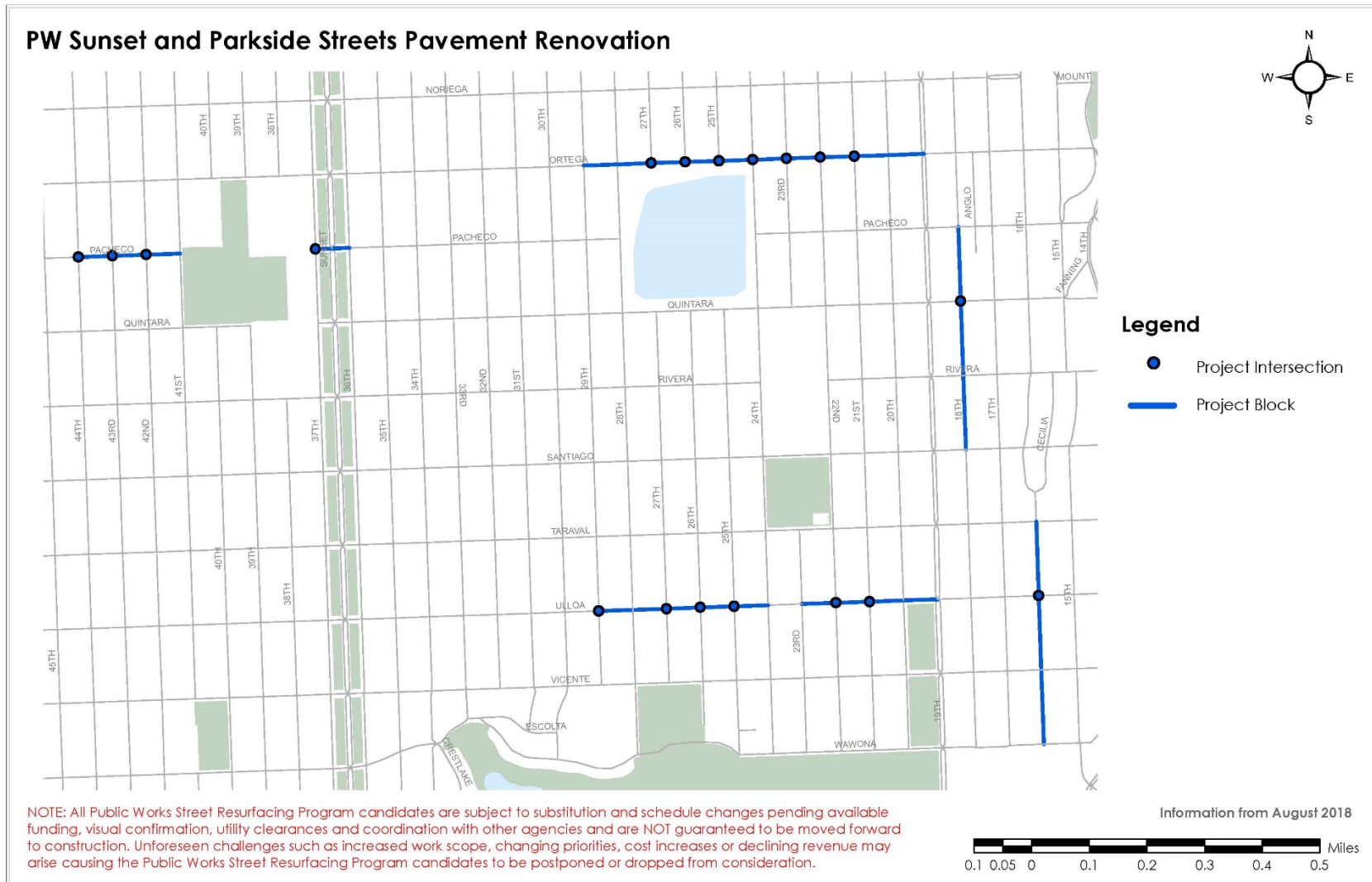
Attachment B: Cost Estimate

Sunset and Parkside Streets Pavement Renovation Project Construction Cost Estimate		
Item	Item Description	Cost
1	Traffic Routing Work	\$300,000
2	Grinding and Asphalt	\$1,510,000
3	Concrete Base 8-Inch	\$930,000
4	Concrete Sidewalk	\$80,000
5	Concrete Curb And Concrete Gutter	\$100,000
6	Concrete Curb Ramp With Detectable Tiles	\$600,000
7	Adjust City-Owned Facilities	\$70,000
8	Temporary 4-Inch White/Yellow Striping	\$10,000
	Construction :	\$3,600,000
	Construction Contingency:	\$360,000
	Construction Support:	\$540,000
	TOTAL :	\$4,500,000

This cost estimate is provided by the San Francisco Public Works Street Resurfacing Program. This is an order of magnitude estimate and will be updated as design comes closer to completion.

San Francisco Public Works
 Local Partnership Program Cycle 2 - Formula Funds
 Sunset and Parkside Streets Pavement Renovation

Attachment C: Project Map



Attachment D: Anticipated Project Schedule

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	10%		October	2017	September	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	December	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	April	2019	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	August	2020

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	8/29/18		
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID
04								
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF	Residential Streets				San Francisco Public Works			
					MPO		Element	
					MTC		Local Assistance	
Project Manager/Contact			Phone		E-mail Address			
Elizabeth Ramos			415-554-4069		elizabeth.ramos@sfdpw.org			
Project Title								
Sunset and Parkside Streets Pavement Renovation								
Location (Project Limits), Description (Scope of Work)								
The LPP funds requested will fund the paving scope of work which includes demolition, pavement renovation of 30 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average PCI score within the proejct limits is in the mid 40s.								
The project will perform the above work on the following street segments: On Ortega St from 19th Ave to 29th Ave, On Pacheco St from 36th Ave to 37th Ave and 41st Ave to 44th Ave, On Ulloa St from 19th Ave to 23rd Ave and 24th Ave to 29th Ave, On 16th Ave from Taraval to Wawona , On 18th Ave from Pacheco to Santiago								
Component		Implementing Agency						
PA&ED		San Francisco Public Works						
PS&E		San Francisco Public Works						
Right of Way		Not Applicable						
Construction		San Francisco Public Works						
Legislative Districts								
Assembly:	19		Senate:	11		Congressional:	12	
Project Benefits								
See Project Info Page 2								
Purpose and Need								
See Project Info Page 2								
Category			Outputs/Outcomes			Unit	Total	
Local streets and roads			Local road lane-miles rehabilitated			Miles	5	
ADA Improvements Yes			Bike/Ped Improvements Yes			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes			
Project Milestone						Existing	Proposed	
Project Study Report Approved						N/A		
Begin Environmental (PA&ED) Phase							N/A	
Circulate Draft Environmental Document				Document Type			N/A	
Draft Project Report							N/A	
End Environmental Phase (PA&ED Milestone)							N/A	
Begin Design (PS&E) Phase							08/01/17	
End Design Phase (Ready to List for Advertisement Milestone)							09/01/18	
Begin Right of Way Phase							N/A	
End Right of Way Phase (Right of Way Certification Milestone)							N/A	
Begin Construction Phase (Contract Award Milestone)							04/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)							08/01/20	
Begin Closeout Phase								
End Closeout Phase (Closeout Report)								

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/29/18

Additional Information

Project Benefits:

Anticipated benefits include reduced costs associated with project coordination and lower future maintenance and repair costs, improved neighborhood connections within the city, and potential reduced greenhouse gas emissions.

Purpose and Need:

Public Works (DPW) requests FY 2019/20 LPP funds to partially fund the construction of the Sunset and Parkside Streets Pavement Renovations project. Project will also be funded with General Funds. The LPP funds requested will fund the paving scope of work which includes demolition, pavement renovation of 30 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.

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.

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/29/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SF	Residential				
Project Title: Sunset and Parkside Streets Pavement Renovation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									San Francisco Public Works
PS&E									San Francisco Public Works
R/W SUP (CT)									Not Applicable
CON SUP (CT)									San Francisco Public Works
R/W									Not Applicable
CON									San Francisco Public Works
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E			472					472	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,500					4,500	
TOTAL			4,972					4,972	

Fund No. 1:	LPP Cycle 1 Formula Fund (FY 18/19 Funds)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			333					333	
TOTAL			333					333	

Fund No. 2:	LPP Cycle 2 Formula Fund (FY 19/20 Funds)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,007					2,007	
TOTAL			2,673					2,673	

