File No. 180647 **Committee Item No.** 1
Board Item No.

COMMITTEE/BOARD OF SUPERVISORS

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Committee: Government Audit and Oversight **Date:** October 3, 2018
Board of Supervisors Meeting: **Date:**

Cmte Board

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Prepared by: John Carroll **Date:** Sept. 28, 2018
Prepared by: **Date:**

[Accept and Expend Grant - California State Senate Bill 1 Local Partnership Program - Street Resurfacing Projects - FYs 2017-2018 and 2018-2019 - $4,189,000]

Resolution authorizing the acceptance and expenditure of California State Senate Bill 1 Local Partnership Program formulaic funding in the amount of $4,189,000 for San Francisco Public Works' street resurfacing projects for FYs 2017-2018 and 2018-2019.

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (herein referred to as SB1), a transportation funding package of more than $50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB1 created the Local Partnership Program (herein referred to as LPP) and appropriates $200 million annually to be allocated by the California Transportation Commission (herein referred to as CTC) to local or regional agencies that have sought and received voter approval of taxes or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, CTC adopted program guidelines that allocate 50% of the program ($100 million annually) through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or fees; and

WHEREAS, On December 6, 2017, CTC adopted LPP Formulaic Program share distributions for FY2017-2018 and FY2018-2019 and San Francisco's share is estimated to be $4.189 million ($2.106 million in FY2017-2018 and $2.083 million in FY2018-2019); and

WHEREAS, The San Francisco County Transportation Authority (herein referred to as SFCTA) is eligible to receive LPP Formulaic Program distributions because SFCTA administers Proposition K (herein referred to as Prop K), a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA

(herein referred to as Prop AA), an additional $10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments; and

WHEREAS, SFCTA identified San Francisco Public Works' (herein referred to as SFPW) street resurfacing projects as good candidates for the LPP Formulaic Program given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of SFCTA's LPP formulaic shares, and sufficient Prop K to provide the dollar for dollar local match requirement; and

WHEREAS, On December 12, 2017, the SFCTA Board programmed its share of LPP Formulaic Program funds from FY2017-2018 to FY2019-2020 to the following three projects:

1. FY2017-2018: Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation (also known as Parkmerced/Twin Peaks/Mt Davidson Residential Pavement Renovation)
2. FY2018-2019: Alemany Boulevard Pavement Renovation
3. FY2019-2020: Various Locations Pavement Renovation No. 42; and

WHEREAS, on December 15, 2017, SFPW and SFCTA jointly submitted nomination packages to CTC for FY2017-2018 funding for Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation and FY2018-2019 funding for Alemany Boulevard Pavement Renovation; and

WHEREAS, On January 31, 2018, CTC adopted and programmed FY2017-2018 and FY2018-2019 LPP Formulaic Program funds for San Francisco as follows:

1. Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ($2,106,000 in FY2017-2018)
2. Alemany Boulevard Pavement Renovation ($2,083,000 in FY2018-2019); and

WHEREAS, Each of the projects requires a local match, which SFPW plans to program as follows:

1. Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ($2,849,000 in Prop K Sales Tax Funds)
2. Alemany Boulevard Pavement Renovation ($3,211,000 in Prop K Sales Tax Funds); and

WHEREAS, The funding does not require an ASO amendment; and

WHEREAS, The total budgets, which includes the grant and match funds, include indirect costs totaling $1,062,483; now therefore be it

RESOLVED, That this Board of Supervisors authorizes SFPW to accept and expend up to $4,189,000 in SB1 LPP Formulaic Funds for FY2017-2018 and FY2018-2019 for the projects described above; and be it

FURTHER RESOLVED, That the Director of Public Works or his or her designee is authorized to execute all required documents for receipt of LPP Formulaic Funds; and be it

FURTHER RESOLVED, That SFPW, by adopting this resolution, will commit $6,060,000 in local matching funds.

Recommended:

Mohammed Nuru
Director of Public Works

Approved:
for Mayor

Approved:
for Controller

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET AND LEGISLATIVE ANALYST

1390 Market Street, Suite 1150, San Francisco, CA 94102 (415) 552-9292
FAX (415) 252-0461

September 27, 2018

TO: Government Audit and Oversight Committee

FROM: Budget and Legislative Analyst

SUBJECT: October 3, 2018 Government Audit and Oversight Committee Meeting

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Item 2 File 18-0907	Department: Municipal Transportation Agency (MTA)

EXECUTIVE SUMMARY

Legislative Objectives

- The proposed resolution would approve amendments to the contract between San Francisco Municipal Transportation Agency (SFMTA) and Aon Risk Services West, Inc. (Aon) for excess insurance coverage for the Central Subway Project, increasing the contract amount retroactively by $684,382 (Amendment No. 3) to cover increased premium costs, and by $6,321,304 (Amendment No. 4) to extend excess insurance coverage by two years through June 2020, for a total contract amount of $25,094,436.

Key Points

- SFMTA created the Owner Controlled Insurance Program (OCIP) to provide excess insurance coverage for the Central Subway Project in addition to the insurance coverage provided by the two construction contractors. SFMTA entered into a contract with Aon in 2012 to serve as the insurance broker to purchase $300 million in excess insurance coverage: $150 million for construction of the subway tunnels by Barnard Impregelo Healey (Barnard), and $150 million for construction of trackways, stations, and control systems by Tutor Perini Corporation (Tutor).
- Amendment No. 3 retroactively increases the contract amount by $684,382 to pay increased insurance premium costs for construction of trackways, stations, and control systems due to the increased difficulty and complexity of the work. The excess insurance coverage for this work remains at $150 million.
- Amendment No. 4 increases the contract amount by $6,321,304 to extend excess insurance coverage by two years, from the current end date of June 2018 to the new end date of June 2020. According to Amendment No. 4, excess insurance coverage remains at $150 million of the tunnel construction and $150 million for construction of trackways, stations, and control systems, totaling $300 million.
- According to SFMTA, the original end date of June 2018 for excess insurance coverage was considered sufficient because the original Central Subway Project completion date was December 2018 with substantial completion in February 2018. Project completion is now expected in December 2019, requiring extension of excess coverage through June 2020.
- According to the City's Risk Management Division, excess coverage provides for 10-year "tail" coverage for any construction defects that may arise in the 10 years following project completion. Because the excess coverage lapsed in June 2018, this tail coverage is not currently in effect. Approval of Amendment No. 4 to the contract with Aon would reinstate the tail coverage once SFMTA pays the premium. The 10-year tail coverage will begin upon substantial completion of the Central Subway Project.

Fiscal Impact

- The proposed resolution increases the amount of the Aon contract $7,005,686, which is funded through the Central Subway Project budget of approximately $1.58 billion.

Recommendation

- Approve the proposed resolution.

MANDATE STATEMENT

City Charter Section 9.118(b) states that any contract entered into by a department, board or commission that (1) has a term of more than ten years, (2) requires expenditures of $10 million or more, or (3) requires a modification of more than $500,000 is subject to Board of Supervisors approval.

BACKGROUND

The Central Subway project will connect the Muni's light rail T-line from the Caltrain station at 4th and King Streets to Washington and Stockton Streets in Chinatown. The 1.67 mile extension includes a surface station at 4th and Brannan Streets and three subway stations at Yerba Buena/Moscone Center, Union Square, and Chinatown. Revenue service for the Central Subway is expected to begin December 2019.

San Francisco Municipal Transportation Agency (SFMTA) established an Owner Controlled Insurance Program (OCIP) to provide excess coverage above the coverage required to be provided by construction contractors. The goals of the OCIP were to reduce the cost of procuring large insurance policies, reduce construction bid costs by relieving some of the contractor insurance burden, and attract more contractors to bid.

Most of the Central Subway construction is divided between two contracts for which OCIP provides excess coverage in addition to the insurance coverage provided by the construction contractors.

- SFMTA has a contract with Barnard Impregelo Healey (Barnard) for construction of the Central Subway tunnels in the amount of $241,409,170.[1] Barnard carries $350 million in insurance coverage and OCIP provides $150 million in excess coverage. Tunnel construction was completed in 2015.
- SFMTA has a contract with Tutor Perini Corporation (Tutor) for construction of stations, trackways, and control systems in the amount of $852,387,085.[2] The contract has been modified 89 times, with the modifications adding $12,710,685 to the contract amount. Tutor carries $50 million in insurance coverage and OCIP provides $150 million in excess coverage.[3] Construction is estimated be substantially complete in December 2019.[4]

[1] The contract has been modified 62 times, with modifications adding $7,825,155 to the contract amount.

[2] The contract has been modified 89 times, with the modifications adding $12,710,685 to the contract amount.

[3] In the initial competitive solicitation, SFMTA required the station contractor to provide insurance coverage of $200 million, but potential contractors received premium quotes ranging from $8 million to $13 million per subway station, which exceeded the Central Subway Project budget. SFMTA conducted a second competitive solicitation, reducing the insurance requirement for contractors by $150 million, from $200 million to $50 million. Amendment No. 2 to the contract with AON, approved by the Board of Supervisors in January 2013 (File 12-1169) increased SFMTA's insurance coverage through AON from $150 million to $300 million.

[4] Completion of construction in December 2019 is approximately one year behind schedule. According to Mr. Hoe, this one year delay is due to the construction methodology used to construct Chinatown Station. Unlike "top down" construction used at other stations, a mining technique was used at Chinatown to mitigate impacts to the

According to Mr. Albert Hoe, Central Subway Project Manager, Tutor is required to carry insurance coverage of $50 million for a project with construction costs of $852,263,645, which is significantly less than the insurance coverage carried by Barnard of $350 million for a project with construction costs of $241,409,170, because station construction carries significantly less risk to nearby buildings than tunneling does.

The contractors are liable for any latent defects not visible by inspection for a period of ten years beyond project completion. OCIP provides coverage to reduce SFMTA's exposure in the event of a catastrophe.

Contract with Aon

In January 2012, the SFMTA Board of Directors approved a contract with Aon Risk Insurance Services West, Inc. (Aon). Under the contract, Aon served as an insurance broker, obtaining insurance coverage up to $150 million for the Central Subway Project. The contract amount of $9,808,750[5] was to pay for insurance premiums, broker's fees, brokers' commissions, and other related charges. The contract term was for eight years from January 2012 to January 2020.

In August 2012, SFMTA administratively approved Amendment No. 1 to the contract, which allowed payment to different divisions within Aon, but did not change the term or not-to-exceed amount.

In January 2013, the Board of Supervisors approved Amendment No. 2 to the contract, increasing the insurance coverage for the Central Subway Project from $150 million to $300 million. The contract increased by $8,280,000 to pay for premiums for the additional insurance coverage, resulting in a total contract amount of $18,088,750 (File 12-1169).

In May 2013, SFMTA approved a Central Subway construction contract with Tutor Perini for $839,676,400.[6] Because construction costs of $839,676,400 were more than estimated by SFMTA, reflecting the increased difficulty and complexity of the work, Aon increased the premium amount for the $150 million insurance coverage pertaining to the trackways, station, and control system work by $684,381. In June 2014, the Director of Transportation approved Amendment No. 3 to the Aon contract to accommodate this increase, but approval never came to the SFMTA Board of Directors or Board of Supervisors due to an administrative error.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would:

1. Retroactively approve Amendment No. 3 to the Aon contract, increasing the contract amount by $684,382, for a total not to exceed $18,773,132; and

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neighborhood and local businesses. The mining technique is much slower than "top down" construction, and the program did not meet its predicted construction rates, delaying the overall delivery of Chinatown Station.

[5] The contract did not require Board of Supervisors approval, as it did not exceed 10 years or $10 million.

[6] As noted above, the contract with Tutor Perini increased between 2013 and 2018 by $12,710,685 to $852,387,085.

2. Approve Amendment No. 4 to the Aon contract, increasing the contract amount by $6,321,304, for a total not to exceed $25,094,436.

According to the SFMTA staff report to the SFMTA Board of Directors, the premiums for the $300 million in excess insurance coverage for the two Central Subway Project construction contracts is based on the value of the contracts and the periods of active construction. Under the proposed Amendment No. 4 to the contract with Aon, the excess coverage remains at $300 million, but the contract term would be extended.

Although the original contract with Aon to provide insurance brokerage services extends to January 2020, excess insurance coverage purchased through the contract with Aon extended only to June 2018. According to Mr. Albert Hoe, SFMTA Acting Program Director, excess insurance coverage through June 2018 was considered sufficient because the original project completion date was December 2018 with substantial completion in February 2018. Project completion is now expected in December 2019, a delay of one year.

The proposed Amendment No. 4 extends excess insurance coverage by two years, from the original end date of June 2018 to the new end date of June 2020. The $6,321,304 increase in the contract with AON is necessary to provided excess insurance coverage for the two-year extension.

Approval of Amendment No. 3 and Amendment No. 4 to the contract with Aon would increase the contract amount for the excess insurance coverage for the tunnel construction (per the contract with Barnard) and the trackways, stations, and control system construction (per the contract with Tutor Perini), as shown below.

	$150 million coverage - tunnel construction	$150 million coverage - trackways, stations, and control systems	Total	Increase
Original Contract	$9,808,750	$0	$9,808,750	
Amendment No. 2	$9,808,750	$8,280,000	$18,088,750	$8,280,000
Amendment No. 3	$9,808,750	$8,964,381	$18,773,131	$684,381
Amendment No. 4	$14,151,837	$10,942,599	$25,094,436	$6,321,304

Source: Contract and Contract Amendments

10-Year Tail Coverage

According to Mr. Matt Hansen, Director of the City's Risk Management Division, the excess insurance coverage provides for 10-year "tail" coverage for any construction defects that may arise in the 10 years following project completion. Because the excess insurance coverage lapsed in June 2018, this tail coverage is not in currently in effect. Approval of Amendment No. 4 to the contract with Aon would reinstate the tail coverage once SFMTA pays the premium. The 10-year tail coverage will begin upon substantial completion of the Central Subway Project.

FISCAL IMPACT

The proposed resolution would increase the not-to-exceed amount of the Aon contract by $684,381 for Amendment No. 3 and $6,321,304 for Amendment No. 4, totaling $7,005,686. According to Mr. Hoe, this amount is included in the total Central Subway project budget of approximately $1.58 billion.

RECOMMENDATION

Approve the proposed resolution.

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET AND LEGISLATIVE ANALYST

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July 13, 2018

TO: Government Audit and Oversight Committee

FROM: Budget and Legislative Analyst

SUBJECT: July 18, 2018 Government Audit and Oversight Committee Meeting

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Item 9 File 18-0647	Department: General Services Agency - Department of Public Works (DPW)

EXECUTIVE SUMMARY

Legislative Objectives

- The proposed resolution would authorize the acceptance and expenditure of California State Senate Bill 1 Local Partnership Program (LPP) formulaic funding in the amount of $4,189,000 for the Department of Public Works (DPW) street resurfacing projects for FY 2017-18 and FY 2018-19. The $4,189,000 in LPP funds will fund the following two projects: (1) Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ($2,106,000 in LPP funds, $2,794,000 in required local matching funds); and (2) Alemany Boulevard Pavement Renovation ($2,083,000 in LPP funds, $3,417,000 in required local matching funds).

Key Points

- On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1, a transportation funding package of more than $50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations. Senate Bill 1 created the Local Partnership Program (LPP), which appropriates $200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of taxes or imposed fees solely dedicated to transportation.
- DPW worked with the San Francisco County Transportation Authority (SFCTA) to request LPP Formulaic Program funding for DPW's street resurfacing projects. On January 31, 2018, the CTC adopted and programmed $4,189,000 in FY 2017-18 and FY 2018-19 LPP Formulaic Program funds for DPW street resurfacing projects.

Fiscal Impact

- The total budget for the Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project is $4,900,000. Of this amount, the LPP grant will fund $2,106,000, and DPW will contribute the additional $2,794,000 in matching funds. The source of $2,794,000 is Proposition K Sales Tax funds, which is a half-cent local sales tax for transportation that was approved by San Francisco voters in November 2003.
- The total budget for the Alemany Boulevard Pavement Renovation Project is approximately $5,500,000. Of this amount, the LPP grant will fund $2,083,000, and DPW will contribute the additional $3,417,000 in matching funds. The source of $3,157,000 in matching funds is Proposition K Sales Tax funds. The source of $260,000 in matching funds is DPW's Street Resurfacing General Fund.

Recommendation

- Approve the proposed resolution.

MANDATE STATEMENT

City Administrative Code Section 10.170-1 states that accepting Federal, State, or third-party grant funds in the amount of $100,000 or more, including any City matching funds required by the grant, is subject to Board of Supervisors approval.

BACKGROUND

On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1, a transportation funding package of more than $50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations. Senate Bill 1 created the Local Partnership Program (LPP), which appropriates $200 million annually[1] to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of taxes or imposed fees solely dedicated to transportation.

The Department of Public Works (DPW) worked with the San Francisco County Transportation Authority[2] (SFCTA) to request LPP Formulaic Program funding for DPW's street resurfacing projects. SFCTA identified DPW street resurfacing projects as good candidates for the LPP Formulaic Program given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of SFCTA's LPP formulaic shares, and sufficient Proposition K funds to provide the dollar for dollar local match requirement. On January 31, 2018, the CTC adopted and programmed $4,189,000 in FY 2017-18 and FY 2018-19 LPP Formulaic Program funds for the following two DPW street resurfacing projects:

- Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ($2,106,000): Street resurfacing of 2.8 miles of residential streets (43 blocks) in the Parkmerced, Twin Peaks, and Glen Park neighborhoods in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.
- Alemany Boulevard Pavement Renovation ($2,083,000): Street resurfacing of 1.3 miles of a key arterial road[3] in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would authorize the acceptance and expenditure of California State Senate Bill 1 Local Partnership Program (LPP) formulaic funding in the amount of $4,189,000 for

[1] (CTC) has both a formulaic program and a competitive program, both of which allocate $100 million annually. The LPP Formulaic Program allocates its annual $100 million to cities and counties throughout California that have voter approved sales taxes, tolls, or fees that dedicate funding to transportation.

[2] The San Francisco County Transportation Authority is eligible to receive LPP Formulaic Program distributions because SFCTA administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional $10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments.

[3] An arterial road or arterial thoroughfare is a high-capacity urban road.

the Department of Public Works' (DPW) street resurfacing projects for FY 2017-18 and FY 2018-19. The $4,189,000 in LPP funds will fund the following two projects, as detailed below:

- Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ($2,106,000 in LPP funds, $2,794,000 in required local matching funds): Street resurfacing of 2.8 miles of residential streets (forty-three blocks) in the Parkmerced, Twin Peaks, and Glen Park neighborhoods in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs. The project will resurface the following residential street segments in southwest San Francisco: Clairview Court (Panorama Drive to End), Darien Way (Aptos Avenue to Kenwood Way/Upland Drive), Dorado Terrace (Jules Avenue/Ocean Avenue to End), Font Boulevard (Juan Bautista Circle to Lake Merced Boulevard), Midcrest Way (Panorama Drive to End), Oak Park Drive (Clarendon Avenue to End), Olympia Way (Panorama Drive to Clarendon Avenue), San Aleso Avenue (Monterey Boulevard to Upland Drive), and Upland Drive (Darien Way/Kenwood Way to San Benito Way). The grant project period is from November 2018 through May 2020.
- Alemany Boulevard Pavement Renovation ($2,083,000 in LPP funds, $3,417,000 in required local matching funds): Street resurfacing of 1.3 miles of a key arterial road in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs. The project will resurface Alemany Boulevard, between Congdon Street and Seneca Avenue. The grant project period is from April 2019 through August 2020.

DPW applied for the LPP funds in December 2017. The LPP Formulaic Program grant funds require dollar for dollar local matching funds, which mean that at least 50 percent of the construction costs must come from local funds. The total amount of local matching funds for the two projects is $6,211,000.

FISCAL IMPACT

Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation

The total budget for the Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project is $4,900,000. Of this amount, the LPP grant will fund $2,106,000, and DPW will contribute the additional $2,794,000 in matching funds. The source of $2,794,000 is Proposition K Sales Tax funds, which is a half-cent local sales tax for transportation that was approved by San Francisco voters in November 2003. Table 1 below summarizes grant funding for the Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project.

Table 1. Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project Grant Budget

Sources	
Senate Bill 1 Local Partnership Program (LPP)	$2,106,000
Proposition K Sales Tax (matching funds)	2,794,000
Total Sources	**$4,900,000**
Uses	
Construction	$4,900,000
Total Uses	**$4,900,000**

Details of construction costs of $4.9 million are shown in Table 2 below.

Table 2. Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project Construction Budget

Item Description	Estimated Quantity	Unit	Average Cost/ Unit	Cost
Traffic Routing Work	---	---	---	$322,088
Planing	757,853	Square feet	$1.10	833,638
Hot Mix Asphalt (HMA)	9,473	Ton	$140.00	1,326,243
Concrete Base 8-Inch	68,207	Square feet	$13.00	886,687
Concrete Sidewalk	7,579	Square feet	$12.50	94,732
Combined Concrete Curb And Concrete Gutter	1,895	Linear feet	$60.00	113,678
Concrete Curb Ramp With Detectable Tiles	76	Each	$4,300.00	325,877
Adjust City-Owned Manhole Frame And Casting To Grade	76	Each	$405.00	30,693
Adjust City-Owned Hydrant And Water Main Valve Box Casting To Grade	152	Each	$150.00	22,736
City-Owned Pull Box Type I (New or Replacement)	38	Each	$510.00	19,325
Temporary 4-Inch Broken White/Yellow Striping	49,261	Linear feet	$1.50	73,891
			Construction :	$4,049,588
			Construction Contingency @ 10% :	404,958
			Construction Management @ 11% :	445,454
			Total:	**$4,900,000**

According to Ms. Rachel Alonso, DPW Transportation Finance Analyst, DPW will not incur any ongoing costs for the pavement renovation project once the grant funds expire.

Alemany Boulevard Pavement Renovation

The total budget for the Alemany Boulevard Pavement Renovation Project is approximately $5,500,000. Of this amount, the LPP grant will fund $2,083,000, and DPW will contribute the additional $3,417,000 in matching funds. The source of $3,157,000 in matching funds is Proposition K Sales Tax funds. The source of $260,000 in matching funds is DPW's Street Resurfacing General Fund. Table 3 below summarizes grant funding for the Alemany Boulevard Pavement Renovation Project.

Table 3. Alemany Boulevard Pavement Renovation Project Grant Budget

Sources	
Senate Bill 1 Local Partnership Program (LPP)	$2,083,000
Proposition K Sales Tax (matching funds)	$3,157,000
DPW Street Resurfacing General Fund (matching funds)	$260,000
Total Sources	**$5,500,000**
Uses	
Construction	$5,500,000
Total Uses	**$5,500,000**

Details of construction costs of $4.9 million are shown in Table 4 below.

Table 4. Alemany Boulevard Pavement Renovation Project Construction Budget

Item Description	Estimated Quantity	Unit	Average Cost/ Unit	Cost
Traffic Routing Work	---	---	---	$361,443
Planing	850,455	Square Feet	$1.10	935,500
Hot Mix Asphalt (HMA)	10,631	Ton	$140.00	1,488,295
Concrete Base 8-Inch	76,541	Square Feet	$13.00	995,031
Concrete Sidewalk	8,505	Square Feet	$12.50	106,307
Combined Concrete Curb And Concrete Gutter	2,126	Linear Feet	$60.00	127,568
Concrete Curb Ramp With Detectable Tiles	85	Each	$4,300.00	365,695
Adjust City-Owned Manhole Frame And Casting To Grade	85	Each	$405.00	34,443
Adjust City-Owned Hydrant And Water Main Valve Box Casting To Grade	170	Each	$150.00	25,514
City-Owned Pull Box Type I (New or Replacement)	43	Each	$510.00	21,687
Temporary 4-Inch Broken White/Yellow Striping	55,279	Linear feet	$1.50	82,919
			Construction :	$4,544,402
			Construction Contingency @ 10% :	454,849
			Construction Management @ 11% :	500,749
			Total :	**$5,500,000**

According to Ms. Alonso, DPW will not incur any ongoing costs for the pavement renovation project once the grant funds expire.

RECOMMENDATION

Approve the proposed resolution.

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Senate Bill 1 Local Partnership Formulaic Fund Program

2. Department: San Francisco Public Works

3. Contact Person: Rachel Alonso Telephone: 415.554.4139

4. Grant Approval Status (check one):
[x] Approved by funding agency [ ] Not yet approved

5. Amount of Grant Funding Approved or Applied for: $4,189,000

Grant Contract ID	Project
TBD	Parkmerced/ Twin Peaks/ Glen Park Residential Pavement Renovation
TBD	Alemany Boulevard Pavement Renovation

6. a. Matching Funds Required:
Minimum: $4,189,000
Actual: $6,060,000

b. Source(s) of matching funds (if applicable):
Proposition K Local Sales Tax

7. a. Grant Source Agency:
California Transportation Commission

b. Grant Pass-Through Agency (if applicable):
Not Applicable

8. Proposed Grant Project Summary:
Parkmerced: Street resurfacing of 2.8 miles of residential streets (forty-three blocks) in the Parkmerced, Twin Peaks, and Glen Park neighborhoods in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.

Alemany: Street resurfacing of 1.3 miles of a key arterial in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Parkmerced Start-Date: 11/2018 End-Date: 05/2020
Alemany Start-Date: 04/2019 End-Date: 08/2020

10. a. Amount budgeted for contractual services:
$8,513,272

b. Will contractual services be put out to bid?
Yes

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements?
Yes, the contract will meet our department's LBE requirement.

d. Is this likely to be a one-time or ongoing request for contracting out?
One-time request.

11. a. Does the budget include indirect costs?
[X] Yes (DPW and MTA) [ ] No

b. 1. If yes, how much?
$1,062,483

b. 2. How was the amount calculated?
FY17/18 indirect cost plan

c. 1. If no, why are indirect costs not included?

[ ] Not allowed by granting agency [ ] To maximize use of grant funds on direct services
[ ] Other (please explain):

c. 2. If no indirect costs are included, what would have been the indirect costs?
Not Applicable

12. Any other significant grant requirements or comments:
Not applicable

****Disability Access Checklist***(Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

[X] Existing Site(s)	[ ] Existing Structure(s)	[X] Existing Program(s) or Service(s)
[ ] Rehabilitated Site(s)	[ ] Rehabilitated Structure(s)	[ ] New Program(s) or Service(s)
[ ] New Site(s)	[ ] New Structure(s)	

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Kevin Jensen
(Name)

Disability Access Coordinator
(Title)

Date Reviewed: MAY 24, 2018 _____
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Mohammed Nuru
(Name)

Director, San Francisco Public Works
(Title)

Date Reviewed: 05/31/2018 _____
(Signature Required)

Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project
SB1 Local Partnership Program Formulaic Funds Budget
Construction Phase Only

Sources		**Amount**
SB1 LPP	$	2,106,000
Proposition K (EP 34)	$	2,849,000
TOTAL REVENUE:	$	4,955,000

Uses		**Amount**
Construction	$	4,955,000
TOTAL COST:	$	4,955,000

Alemany Boulevard Project
SB1 Local Partnership Program Formulaic Funds Budget
Construction Phase Only

Sources		Amount
SB1 LPP	$	2,089,000
Proposition K (EP 34)	$	3,211,000
TOTAL REVENUE:	$	5,300,000

Uses		Amount
Construction	$	5,300,000
TOTAL COST:	$	5,300,000

December 15, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Local Partnership Program Formulaic Program - San Francisco's Project Nominations and Documentation of Agreement between Taxing Authority and Implementing Agency

On behalf of the San Francisco County Transportation Authority (SFCTA) and San Francisco Public Works (SFPW), we would like to express our appreciation to the California Transportation Commission (CTC) for considering our project nominations to the Local Partnership Program (LPP) Formulaic Program. This cover letter serves as the agreement between SFCTA and SFPW to implement San Francisco's share of the LPP Formulaic Program.

The SFCTA administers Proposition K, a half-cent local sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional $10 annual vehicle registration fee approved by San Francisco voters in November 2010, both with revenues solely dedicated to fund transportation investments. On December 6, 2017, the CTC adopted the Cycle 1 LPP Formulaic Program funding share distribution for Fiscal Years (FYs) 2017/18 and 2018/19, and SFCTA's total funding share was determined to be $2,106,000 for FY 2017/18 and $2,083,000 for FY 2018/19.

SFPW, which will act as the implementing agency, routinely maintains over 900 miles of local streets to extend the useful life of pavement and provide mobility to motorists, cyclists, and pedestrians. On December 12, 2017, the SFCTA Board approved programming San Francisco's share of the LPP Formulaic Program for FYs 2017/18 and 2018/19 to the following two SFPW street resurfacing projects:

1. FY 2017/18: Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project ($2,106,000)
2. FY 2018/19: Alemany Boulevard Pavement Renovation Project ($2,083,000)

Both projects will provide critical improvements to San Francisco's local road system, improving both neighborhood streets and an important arterial for San Francisco's road network. For both projects, Proposition K funds are programmed to provide the required dollar for dollar local match.

As the implementing agency, SFPW assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC in the LPP Guidelines adopted on October 18, 2017. In this capacity, SFPW will submit allocation requests to

Caltrans during the fiscal year of project programming, will award contracts within 6 months of allocation of funds by the CTC, complete the project as proposed in the project nomination, and comply with reporting and accountability guidelines as established by the CTC and Caltrans.

Thank you for your consideration of our project nominations. If you have any questions about this request, please contact Anna LaForte, SFCTA Deputy Director for Policy and Programming, at 415-522-4805 or anna.laforte@sfcta.org, or contact Rachel Alonso, San Francisco Public Works Transportation Finance Analyst, at 415-554-4139 or rachel.alonso@sfdpw.org. We look forward to the advancing the first cycle of LPP programming and to working in partnership with the CTC to deliver the benefits of SB 1 to San Francisco residents and visitors.

Sincerely,

Mohammed Nuru
Director
San Francisco Public Works

Tilly Chang
Executive Director
San Francisco County Transportation Authority

Attachments:
1. Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Project Application
2. Alemany Boulevard Pavement Renovation Project Application

cc: MEL, ALF, OQ, AS – SFCTA
RA, PH – SFPW

San Francisco Public Works
Local Partnership Program Cycle 1 – Formula Funds
Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project

Contents

Street Resurfacing Program Background

San Francisco Public Works (Public Works) is responsible for more than 900 miles of streets and roadways, comprising more than 12,800 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 city 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. Since 2011, the PCI goal has been reiterated in the City's **10 Year Capital Plan**.

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)

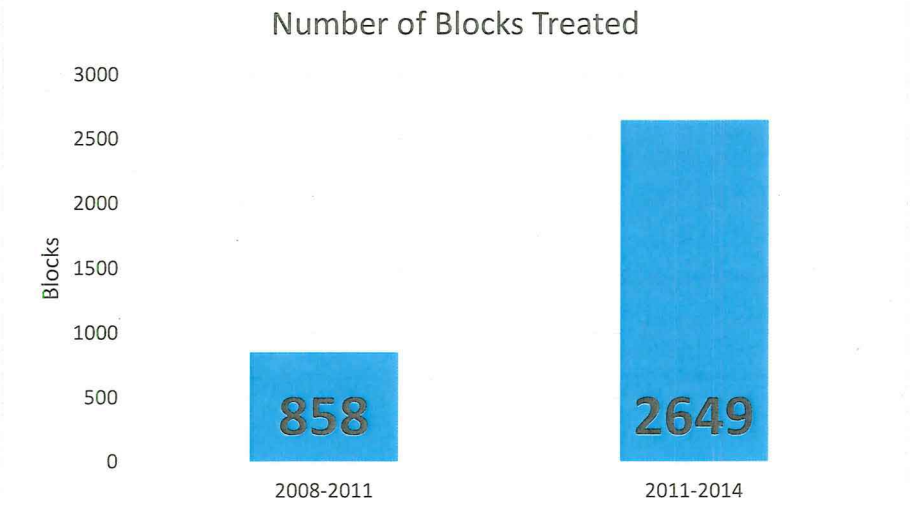
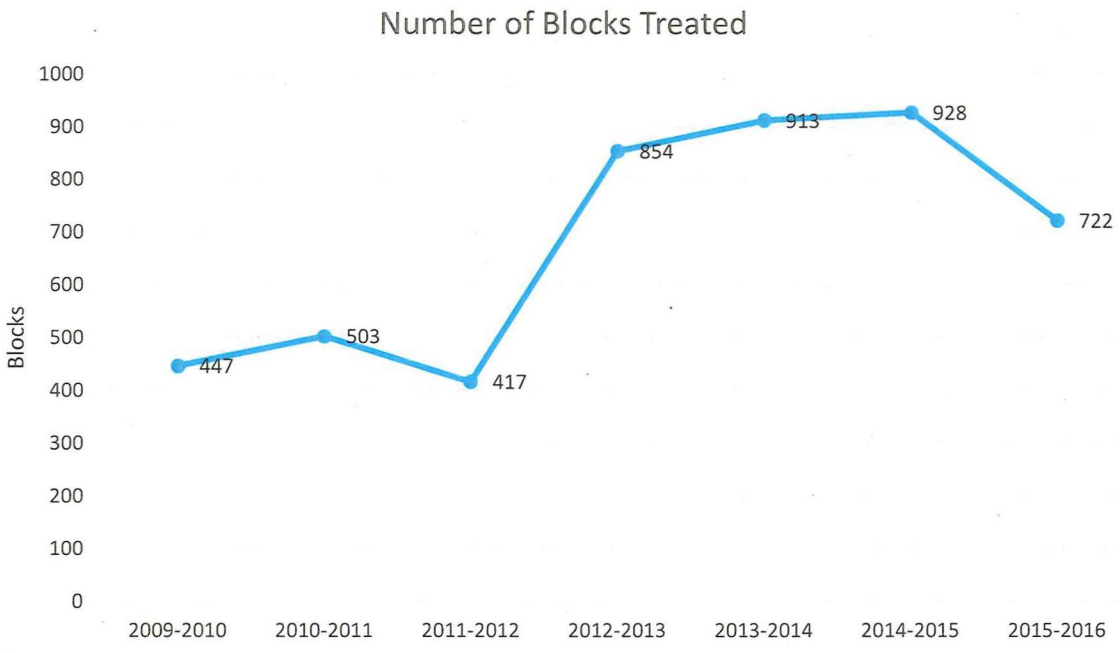


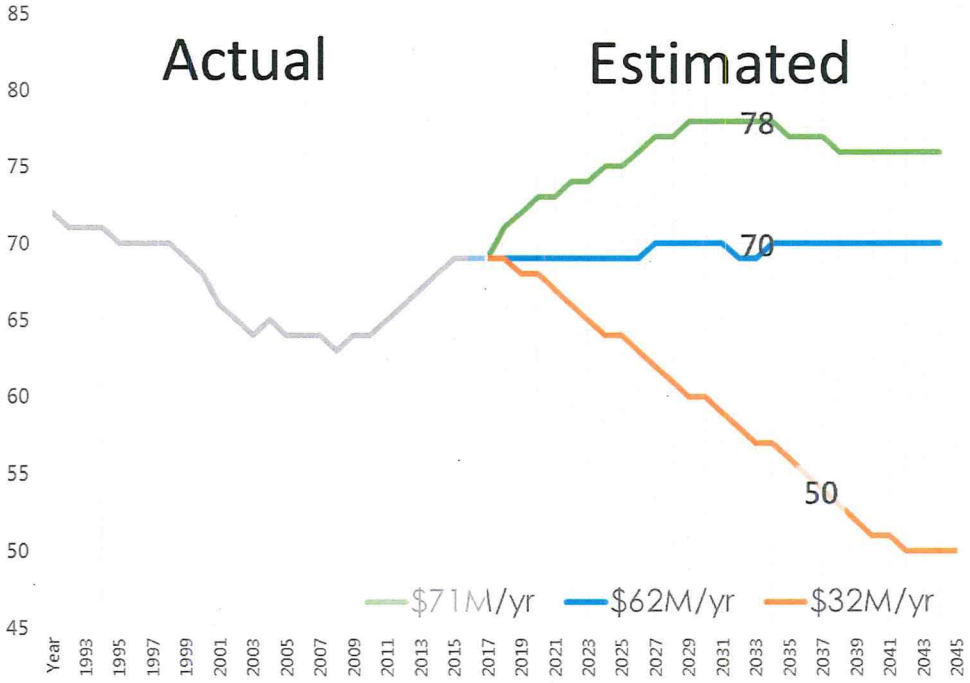
Figure 2: Annual Number of Blocks Treated Since Fiscal Year 2009-2010



The voter approved target PCI score of 70 aims to make San Francisco streets "Good," by Fiscal Year 2025. As of December 2016, the average citywide PCI score is 69. This PCI score has increased from the historical low of 63 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.

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 62 by 2027. A score of 62 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 50 by 2045 (see Figure 3). Fully funding the Street Resurfacing Program is necessary to sustain the improvements made since 2011 and reach the target PCI score of 70.

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.

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

SF Goal: PCI of 70

As of December 2016: PCI of 69

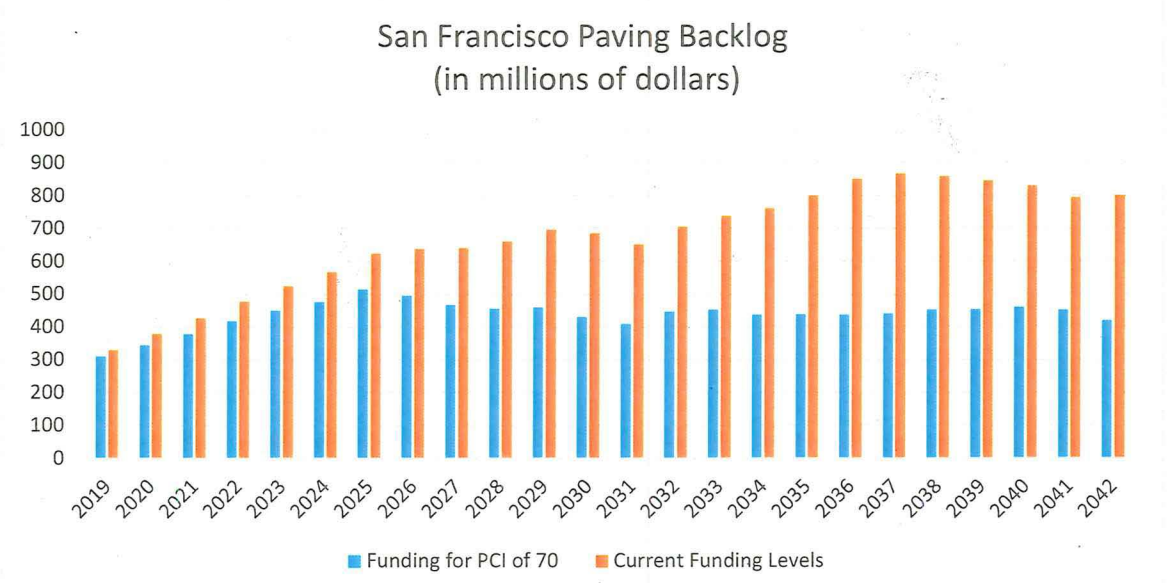
PCI Score	Rating	Cost of Repair (Per Block)	Treatment Method
85-100	Excellent		No treatment
70-84	Good	$35k	Preservation
50-69	At-Risk	$143k	Resurfacing
25-49	Poor	$161k	Resurfacing with base
0-24	Very Poor	$261k	Reconstruction

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 70 will reduce the maintenance and repair costs of San Francisco streets from $143,000 per block to $35,000 per block (see Table 1).

Currently, residential streets make up two-thirds of San Francisco's street network. Street Resurfacing has previously focused on repaving large profile arterials and corridors, which, because of the size of these streets, has greatly boosted the City's PCI score. However, with many of the City's major streets in a state of good repair, in order to hit the City's target PCI score of 70, Street Resurfacing must receive funding to focus on the many, smaller residential street segments that are in great need of maintenance and repair.

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 70	Current Funding Levels	PCI in High 70s.
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 70 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 high 70s 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.[1]

Project Information

Public Works requests Local Partnership Program (LPP) formula funds for the construction phase of the pavement portion of the Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project. The construction portion of the project will cost $4,900,000. Street Resurfacing is requesting $2,106,000 in Fiscal Year 2017-2018 LPP funds. The LPP request will be matched with $2,794,000 in Proposition K Sales Tax funds. For further information on project costs, please refer to the attached Project Funding Plan (Attachment A) and Project Cost Estimate (Attachment B).

The project will resurface forty-three (43) blocks on 2.8 miles of residential streets. The project will include the following street segments:

- Clairview Court between Panorama Drive to End (0.1 miles)

[1] American Society of Civil Engineers, 2017 Infrastructure Report Card, accessed 2017, November 22. https://www.infrastructurereportcard.org/infrastructure-super-map/

- Darien Way between Aptos Avenue to Kenwood Way and Upland Drive (0.4 miles)
- Dorado Terrace between Jules Avenue and Ocean Avenue to End (0.3 miles)
- Font Boulevard between Juan Bautista Circle to Lake Merced Boulevard (0.5 miles)
- Midcrest Way between Panorama Drive to End (0.2 miles)
- Oak Park Drive between Clarendon Avenue to End (0.5 miles)
- Olympia Way between Panorama Drive to Clarendon Avenue (0.2 miles)
- San Aleso Avenue between Monterey Blvd to Upland Drive (0.2 miles)
- Upland Drive between Darien Way and Kenwood Way to San Benito Way (0.4 miles)

These segments are located in southwest San Francisco, in the vicinity of the city's many residential neighborhoods, such as the Parkmerced, Twin Peaks, and Glen Park.

The segments include streets with proximity to important neighborhood destinations, such as San Francisco State University, Laguna Honda Hospital and Rehabilitation Center. The segments also include important connections to many neighborhood schools, parks, and shopping centers.

Figure 5: Project Area Map

Clairview Court, between Panorama Drive to End

Clairview Court in is located 0.5 mile away from the Twin Peaks Park, a popular tourist destination that provides panoramic views of San Francisco. Clairview Court is also located 0.4 mile from the Sutro Reservoir, which includes a playground and picnic area.

Darien Way, between Aptos Avenue to Kenwood Way and Upland Drive

This segment located right outside the Aptos Middle School, which has an enrollment of approximately 1,000 students, and Aptos Park, a 4.81 acre urban playground located on Ocean Avenue, less than a block away from the segments' Upland Drive and San Aleso Avenue.[2] [3]

Dorado Terrace, between Jules Avenue and Ocean Avenue to End

Dorado Terrace is one of the side streets off of the Ocean Avenue Corridor. The street is populated entirely of residential homes, which are blocks away from Ocean Avenue's Target, 24 Hour Fitness, and other retailers and restaurants.

Figure 6: Condition of Project (Dorado Terrace)

[2] San Francisco Unified School District, Aptos Middle School, 2017, accessed 2017 December 6. http://www.sfusd.edu/en/schools/school-information/aptos.html
[3] San Francisco Recreation and Parks Department, Aptos Playground, 2017, accessed 2017 December 6. http://sfrecpark.org/destination/aptos-playground/

Font Boulevard between Juan Bautista Circle to Lake Merced Boulevard

Font Boulevard runs along the southwest border of San Francisco State University. Motor vehicles share the road with Muni bus line 57, which has 6 stops within the project limit. Font Boulevard is also located 0.7 miles away from Lake Merced Park, nature and recreation park in southwest San Francisco.

Midcrest Way, between Panorama Drive to End

Midcrest Way is a residential street located at the foot of the Twin Peaks Park. The residential street is located within 0.2 miles of the Ruth Asawa San Francisco School of the Arts, a public arts focused high school with an annual enrollment of approximately 600 students.[4]

Oak Park Drive, between Clarendon Avenue to End

Oak Park Drive is predominantly residential. However, the street is located at the foot of the Mount Sutro Open Space Reserve. The trailhead located within 0.2 miles from Oak Park Drive. Oak Park Drive is also located 0.3 miles from the Clarendon Alternative Elementary School.

Olympia Way, between Panorama Drive to Clarendon Avenue

This segment located on the southern border of the Sutro Reservoir. San Francisco Municipal Rail (Muni) bus line 36 runs along the segment and has four bus stops within the project limits. Olympia Way is also located 0.2 miles away from the Clarendon Alternative Elementary School, which has an annual enrollment of approximately 550 students.[5]

Figure 7: Current Project Conditions (Olympia Way)

[4] San Francisco Unified School District, Asawa San Francisco School of the Arts, 2017, accessed 2017 December 6. http://www.sfusd.edu/en/schools/school-information/ruth-asawa-san-francisco-school-of-the-arts.html
[5] San Francisco Unified School District, Clarendon Alternative Elementary School, 2017, accessed 2017 December 6. http://www.sfusd.edu/en/schools/school-information/clarendon-school.html

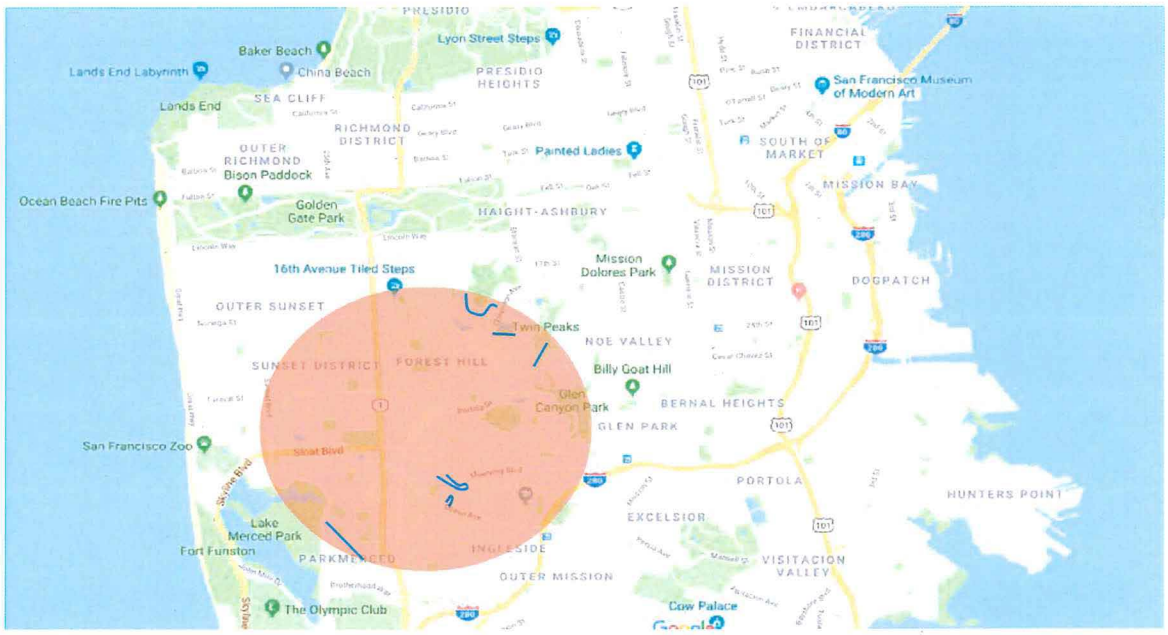
San Aleso Avenue, between Monterey Blvd to Upland Drive

This segment is located right outside the Aptos Middle School, which has an enrollment of approximately 1,000 students, and Aptos Park, a 4.81 acre urban playground located on Ocean Avenue, less than a block away from the segments' Upland Drive and San Aleso Avenue.[6] [7]

Upland Drive, between Darien Way and Kenwood Way to San Benito Way

This segment is located right outside the Aptos Middle School, which has an enrollment of approximately 1,000 students, and Aptos Park, a 4.81 acre urban playground located on Ocean Avenue, less than a block away from the segments' Upland Drive and San Aleso Avenue.[8] [9]

Figure 8: Project Location



For further information on the project location, please refer to the attached Project Map (Attachment C).

Currently, the average PCI score within the project limits is in the mid 50's, making the roads "At-Risk." This project will boost the PCI score to 100, and, subsequently, help boost the City's

[6] San Francisco Unified School District, Aptos Middle School, 2017, accessed 2017 December 6. http://www.sfusd.edu/en/schools/school-information/aptos.html
[7] San Francisco Recreation and Parks Department, Aptos Playground, 2017, accessed 2017 December 6. http://sfrecpark.org/destination/aptos-playground/
[8] San Francisco Unified School District, Aptos Middle School, 2017, accessed 2017 December 6. http://www.sfusd.edu/en/schools/school-information/aptos.html
[9] San Francisco Recreation and Parks Department, Aptos Playground, 2017, accessed 2017 December 6. http://sfrecpark.org/destination/aptos-playground/

network PCI. This construction work will, in conjunction with Street Resurfacing's asset management strategy, decrease the lifetime maintenance and repair costs, while providing a smoother and safer road for drivers, public transit riders, and bicyclists.

The project will consist of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.

The project is currently in the design phase. As of November 2017, design is 25% completed. The project is scheduled to start construction in Fall 2018 and complete construction in Spring 2020. For further project schedule information, please refer to the attached Project Schedule (Attachment D).

Anticipated Benefits from the Project

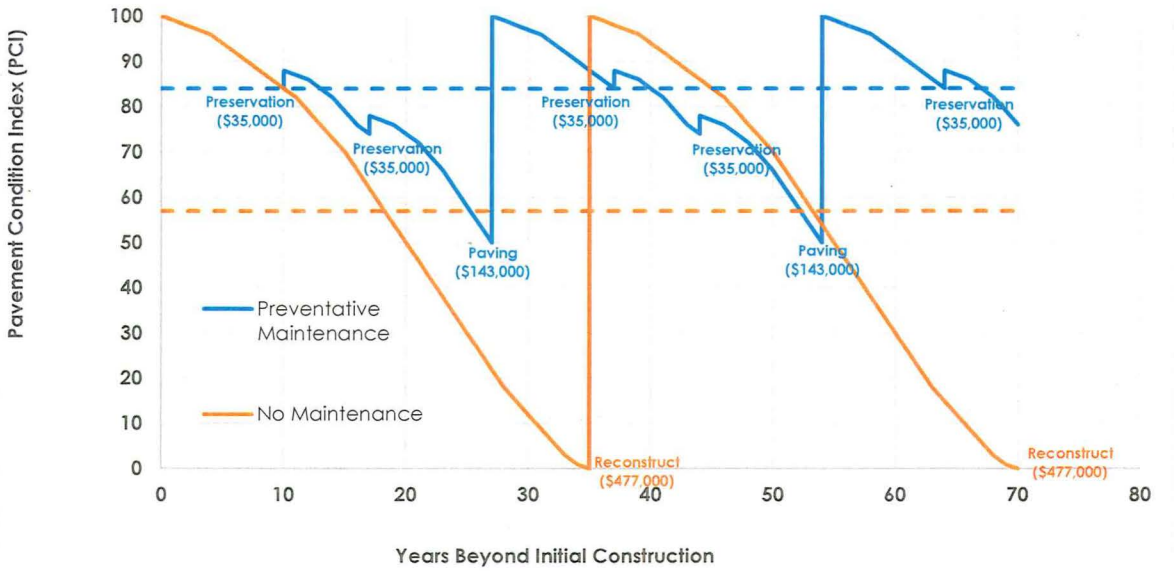
The Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project will provide a multitude of benefits both to the citywide population and to the project's neighboring communities. This application does not use the recommended California Department of Transportation Life-Cycle benefit-Cost Analysis 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 segments in this project are currently in need of paving treatment to stay on track with asset management best practices. In comparison, if the nine segments in this project were to follow a traditional reconstruction cycle, with no maintenance, the streets would continue to deteriorate, making them substantially more expensive to fix at a later time.

As shown in Figure 8, a 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.

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 Parkmerced/Twin Peaks/Glen Park Project could potentially save the City approximately $9.8 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: Citywide Cost Savings

Cost Savings from Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project (Year 0-40)		
	Best Practices	Traditional
Blocks	43	43
Cost of Repair (Per Block)	$248,000	$477,000
Cost of Repair (Total)	$10,664,000	$20,511,000
Savings for the City:	**$9,847,000**	

Furthermore, Street resurfacing work on residential streets, such as the segments included in this project, is more cost effective than the equivalent work on major arterials and corridors. Residential streets are primarily used by local residents, and therefore, residential street projects are less complicated, require less traffic control expenses, and can be completed faster. These factors add up to lower overall project costs.

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.[10] Based on this argument, this project, which will repave 2.8 miles of two lane residential streets, has the potential to reduce greenhouse gases by the equivalent of the emissions from 60 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." [11] 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.[12] 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.[13]

The project will greatly improve the condition of residential streets in the Parkmerced, Twin Peaks and Glen Park neighborhoods. Drivers on the segments 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 Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing 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.[14] Residential streets are smaller and less publicly visible, but these streets are important connections for San Francisco's

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

[11] 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

[12]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

[13] 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

[14] 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

neighborhoods. The different project segments are located near major destination points such as the Twin Peaks Park, Lake Merced Park, and San Francisco State University, all important locations for residents and visitors. These segments are also located near major commercial corridors, such as Ocean Avenue. The streets are also on the path of travel for Muni buses. Having well paved street segments will ensure that travel through these neighborhoods are safe and reliable for motor vehicles and transit.

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 stresses the importance of improving pavement condition in the region.[15] The completion of the Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project will improve San Francisco's network PCI score, as well as the Bay Area regional network PCI score.

Conclusion

The funding for the Parkmerced/Twin Peaks/ Glen Park Residential Street Resurfacing 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 the segments in these projects 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 $4.9 million investment in this project and an adherence to the best practices asset management strategy, this project has the potential to generate almost $10 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.

[15] 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
Construction	LPP Funds	Planned	17/18	$2,106,000	43%
Construction	Prop K	Programmed	17/18	$2,794,000	57%
Total Construction Phase Funding				**$4,900,000**	**100%**

Prop K funds for this project were programmed by the San Francisco County Transportation Authority Board on December 12, 2017, through resolution 2018-029.

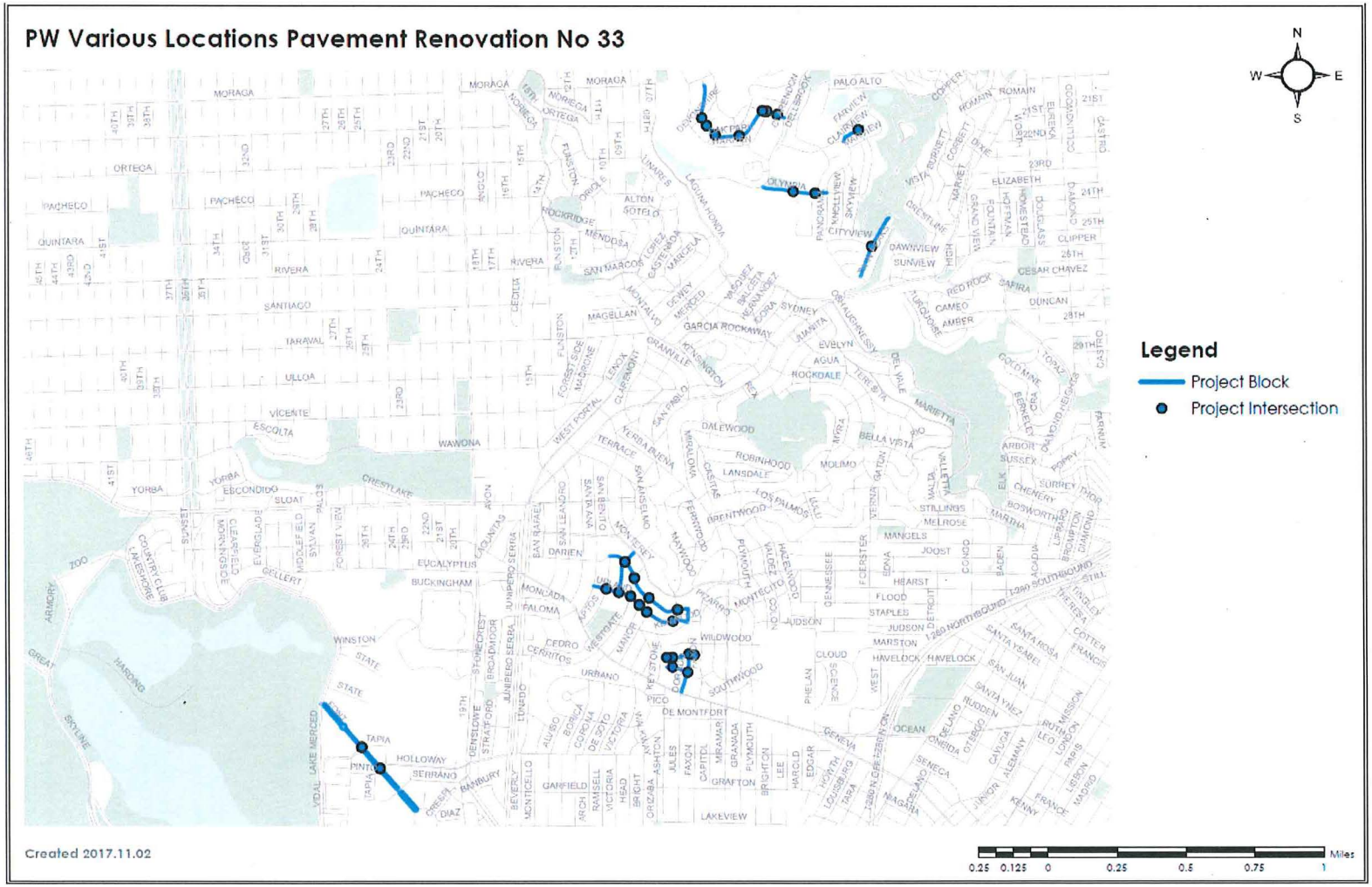
San Francisco Public Works
Local Partnership Program Cycle 1 – Formula Funds
Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing Project

Attachment B: Cost Estimate

Parkmerced/Twin Peaks/ Glen Park Residential Street Resurfacing Project Cost Estimate				
Item	**Item Description**	**Estimated Quantity**	**Unit***	**Cost**
1	Traffic Routing Work	---	LS	$320,000.00
2	Grinding	750,000	SF	$830,000
3	Hot Mix Asphalt	9,500	TON	$1,300,000
4	Concrete Base 8-Inch	68,000	SF	$890,000
5	Concrete Sidewalk	7,600	SF	$95,000
6	Concrete Curb And Concrete Gutter	1,900	LF	$110,000
7	Concrete Curb Ramp With Detectable Tiles	80	EA	$350,000
8	Adjust City-Owned Castings	80	EA	$32,000
9	Adjust City-Owned Hydrant And Water Main Valve Castings	150	EA	$23,000
10	City-Owned Pull Box	40	EA	$21,000
11	Temporary 4-Inch White/Yellow Striping	49,000	LF	$74,000
			Construction :	$4,045,000
			Construction Contingency:	$405,000
			Construction Management:	$450,000
			TOTAL :	$4,900,000

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.

Attachment C: Project Map



Attachment D: 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)	85%	Both	August	2016	April	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	July	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	November	2018	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	May	2020

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised July 2017) *General Instructions*

Amendment (Existing Project) No					Date: 12/14/17	
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**
Rachel Alonso	415-554-4139	rachel.alonso@sfdpw.org

Project Title

Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing

Location (Project Limits), Description (Scope of Work)

Street resurfacing of 2.8 miles of residential streets (forty-three blocks) in the Parkmerced, Twin Peaks, and Glen Park neighborhoods in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs. The project will resurface the following segments: Clairview Court (Panorama Dr to End), Darien Way (Aptos Ave to Kenwood Way/Upland Dr), Dorado Terrace (Jules Ave/Ocean Ave to End), Font Boulevard (Juan Bautista Circle to Lake Merced Boulevard), Midcrest Way (Panorama Drive to End), Oak Park Drive (Clarendon Ave to End), Olympia Way (Panorama Dr to Clarendon Ave), San Aleso Ave (Monterrey Blvd to Upland Dr), and Upland Dr (Darien Way/Kenwood Way to San Benito Way).

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:	17,19	**Senate:**	11	**Congressional:**	12

Project Benefits

This construction work will, in conjunction with San Francisco Public Works' asset management strategy, decrease the lifetime maintenance and repair costs, while providing a smoother and safer road for drivers, public transit riders, bicyclists, and pedestrians. The project will improve neighborhood connections within the city, potentially reduce greenhouse gas emissions, and support San Francisco's efforts to ensure accessibility on the public right-of-way.

Purpose and Need

The quality of the City's street network affects the cost burden that San Francisco residents will bear. Currently, residential streets make up two-thirds of San Francisco's street network. In order to hit the City's target Pavement Condition Index (PCI) score of 70, Street Resurfacing must focus on the many, smaller residential street segments that are in great need of maintenance and repair. The average PCI score within the project limits is in the mid 50's ("At-Risk").

Category	**Outputs/Outcomes**	**Unit**	**Total**
Local streets and roads	Local road lane-miles rehabilitated	Miles	5.6

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		08/01/16
End Design Phase (Ready to List for Advertisement Milestone)		04/01/18
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)		11/01/18
End Construction Phase (Construction Contract Acceptance Milestone)		05/01/20
Begin Closeout Phase		11/01/20
End Closeout Phase (Closeout Report)		11/01/21

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/14/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SF	Residential				
Project Title:	Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing					

Existing Total Project Cost ($1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	**Implementing Agency**
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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,900						4,900	
TOTAL		4,900						4,900	

Fund No. 1:	**LPP Cycle 1 Formula Fund (FY 17/18 Funds)**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,106						2,106	
TOTAL		2,106						2,106	

Fund No. 2:	**Proposition K Local Sales Tax**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	**Funding Agency**
E&P (PA&ED)									SFCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Prop K funds for this project were programmed by the San Francisco County Transportation Authority Board on December 12, 2017, through resolution 2018-029.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,794						2,794	
TOTAL		2,794						2,794	

Alemany Boulevard Pavement Renovation

SB1 Local Partnership Program Cycle 1

Fiscal Year 2018-2019

Formula Funds Application

San Francisco Public Works
December 2017

Table of Contents

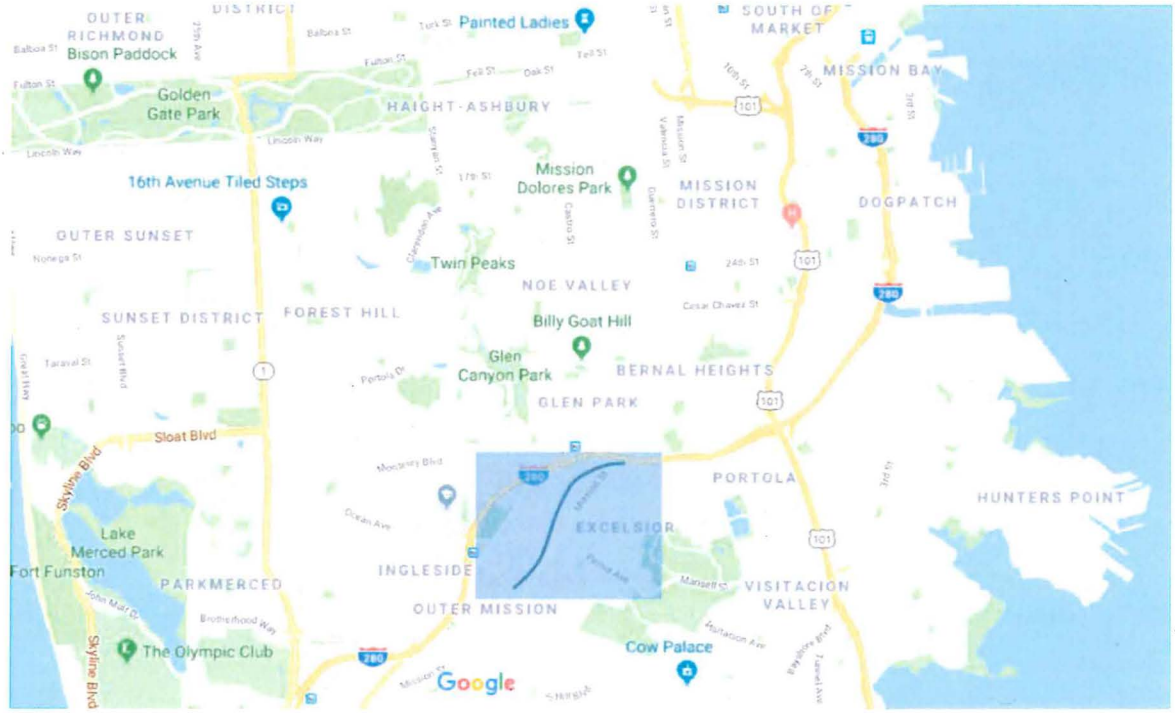
San Francisco Public Works
Local Partnership Program Cycle 1 - Formula Funds
Alemany Boulevard Pavement Renovation

Basic Project Information

Project Name: Alemany Boulevard Pavement Renovation

Project Description: Street resurfacing of 1.3 miles of a key arterial in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs. This construction work will, in conjunction with San Francisco Public Works' asset management strategy, decrease the lifetime maintenance and repair costs, while providing a smoother and safer road for drivers, public transit riders, bicyclists, and pedestrians.

Project Location: The project will resurface Alemany Boulevard, between Congdon St and Seneca Ave.



Project Phase: Construction

Fiscal Year of Programming: 2018/19

Total Project Cost: $5,500,000

LPP Amount Requested: $2,083,000

Local Match: $3,417,000 in Proposition K sales-tax funds and local General Fund

Street Resurfacing Program Background

San Francisco Public Works (Public Works) is responsible for more than 900 miles of streets and roadways, comprising more than 12,800 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. Since 2011, the PCI goal has been reiterated in the City's **10 Year Capital Plan**.

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)

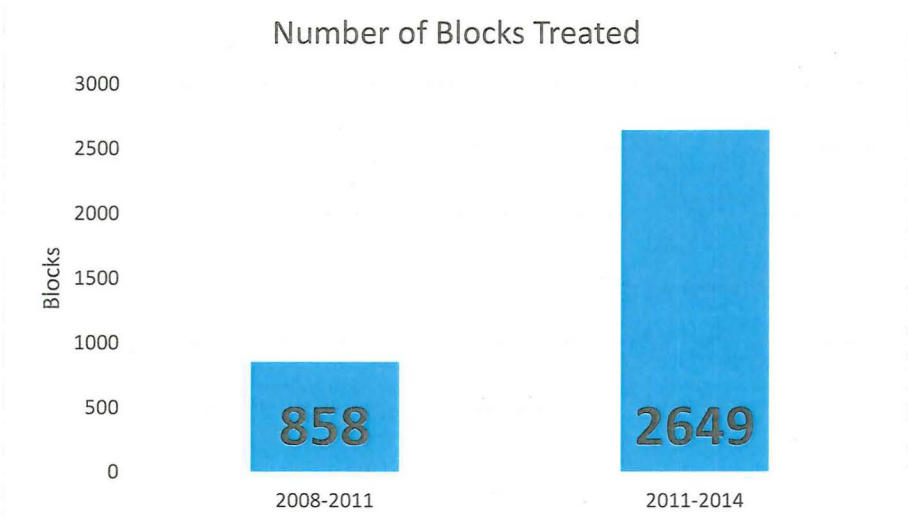
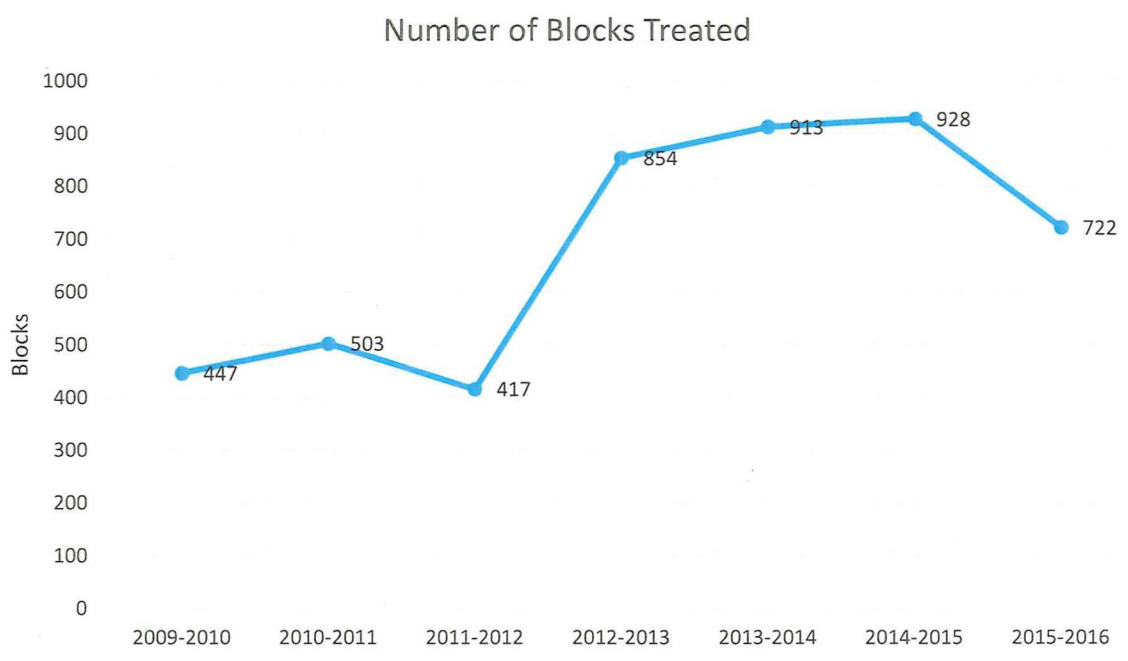


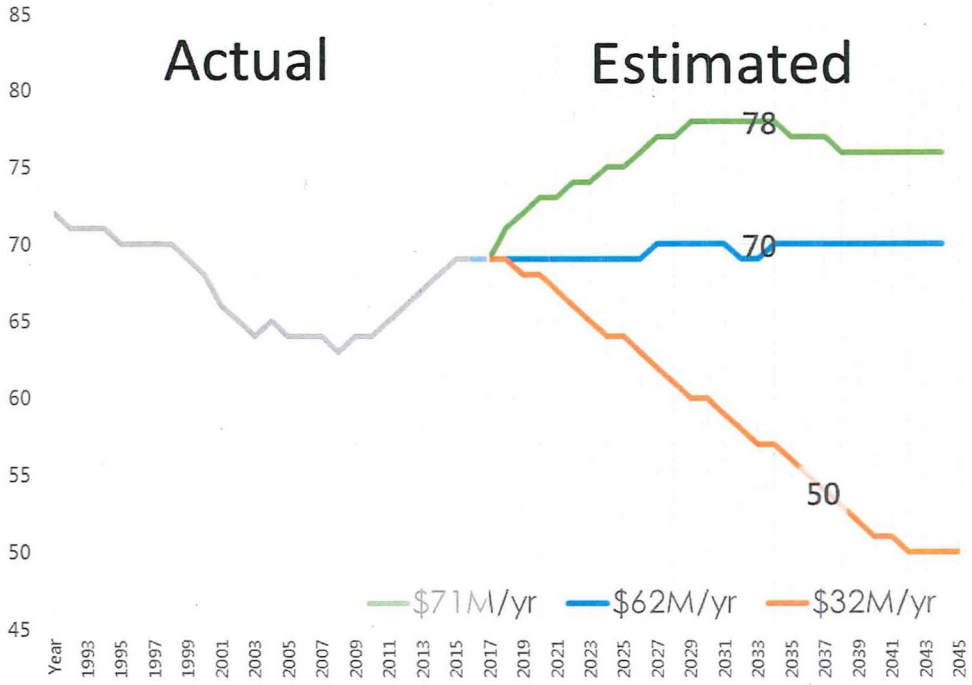
Figure 2: Annual Number of Blocks Treated Since Fiscal Year 2009-2010



The voter approved target PCI score of 70 aims to make San Francisco streets "Good," by Fiscal Year 2025. As of December 2016, the average citywide PCI score is 69. This PCI score has increased from the historical low of 63 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.

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 62 by 2027. A score of 62 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 50 by 2045 (see Figure 3). Fully funding the Street Resurfacing Program is necessary to sustain the improvements made since 2011 and reach the target PCI score of 70.

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.

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

SF Goal: PCI of 70

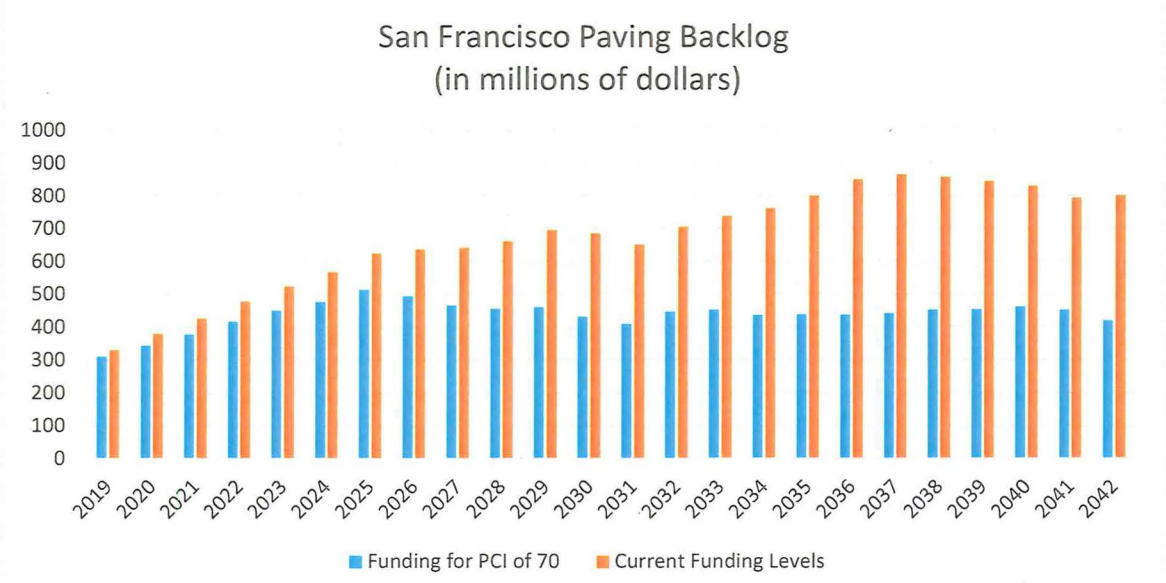
As of December 2016: PCI of 69

PCI Score	Rating	Cost of Repair (Per Block)	Treatment Method
85-100	Excellent		No treatment
70-84	Good	$35k	Preservation
50-69	At-Risk	$143k	Resurfacing
25-49	Poor	$161k	Resurfacing with base
0-24	Very Poor	$261k	Reconstruction

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 70 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 70	Current Funding Levels	PCI in High 70s.
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 70 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 high 70s 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.[1]

Alemany Boulevard Project Information

Public Works requests Cycle 1 Fiscal Year 2018-2019 Local Partnership Program (LPP) formula funds for the construction phase of the pavement portion of the Alemany Boulevard Pavement Renovation Project. The project construction phase will cost approximately $5.5 million. Street Resurfacing is requesting $2.083 million in Fiscal Year 2018-2019 LPP funds for construction. These funds will be matched with $3.417 million of local General Fund and Proposition K Sales Tax funds. For further information on project costs, please refer to the attached Project Funding Plan (Attachment A) and Project Cost Estimate (Attachment B).

[1] American Society of Civil Engineers, 2017 Infrastructure Report Card, accessed 2017, November 22. https://www.infrastructurereportcard.org/infrastructure-super-map/

Figure 5: Alemany Project Limits

The project is located on 1.3 miles of Alemany Boulevard, between Congdon Street and Seneca Avenue and will repave thirty (30) blocks. This project is situated on a major arterial in the Balboa Park and Mission Terrace neighborhoods of San Francisco. The project will perform work in proximity to many important neighborhood and community centers, such as:

Balboa Park

Located 0.3 miles away from Alemany Boulevard, Balboa Park is a twenty-four acre athletic park. Amenities include a stadium, four ball fields, and an indoor pool. San Francisco Recreation and Parks Department recently updated the playground. There are more improvements planned for the park in the near future.[2]

Monroe Elementary School

Located 0.3 miles away from Alemany Boulevard and in the Excelsior neighborhood, the Monroe Elementary School is a diverse K-5 school with annual enrollment averaging around

[2] San Francisco Recreation and Parks Department, Balboa Park, 2017, accessed 2017, December 4. http://sfrecpark.org/destination/balboa-park/

500 students. The school provides important access to language programs to help students become bilingual in Spanish, Chinese, and/or English.[3]

James Denman Middle School

Located 0.2 miles away from Alemany Boulevard, the James Denman Middle School serves the Outer Mission neighborhood's 6th to 8th grade students. The middle school has seen an increase in enrollment over the last five years. The school had an enrollment of over 800 students during the 2016-2017 school year, up from the approximately 700 students enrolled during the 2015-2016 school year.[4] In the 2016-2017 school year, approximately 60% of the student body received free and reduced-priced meals.[5]

Balboa High School

Located 0.1 miles away from Alemany Boulevard, Balboa High School has an average enrollment of over 1,200 high school students. The school serves a large population of minority students, as well as low income students. Based on California Department of Education data, approximately 95% of enrolled students are considered ethnic minorities. Approximately 66% of enrolled students received free and reduced-priced meals.[6]

City College of San Francisco (Ocean Campus)

Located 0.7 miles away from Alemany Boulevard, the Ocean Campus is the main campus in the City College of San Francisco (CCSF) network. CCSF provides two year accredited education and vocational training to approximately 30,000 students a year.[7] CCSF gives San Francisco residents an affordable higher education option.

San Francisco Public Library (Excelsior Branch)

Located 0.1 miles away from Alemany Boulevard, the Excelsior Branch of the San Francisco Public Library is an important cultural center in the neighborhood. The library holds the neighborhood history file, as well as a collection of Filipino interest materials in English and Tagalog. The library also sports a collection of English, Chinese, and Spanish language materials.[8]

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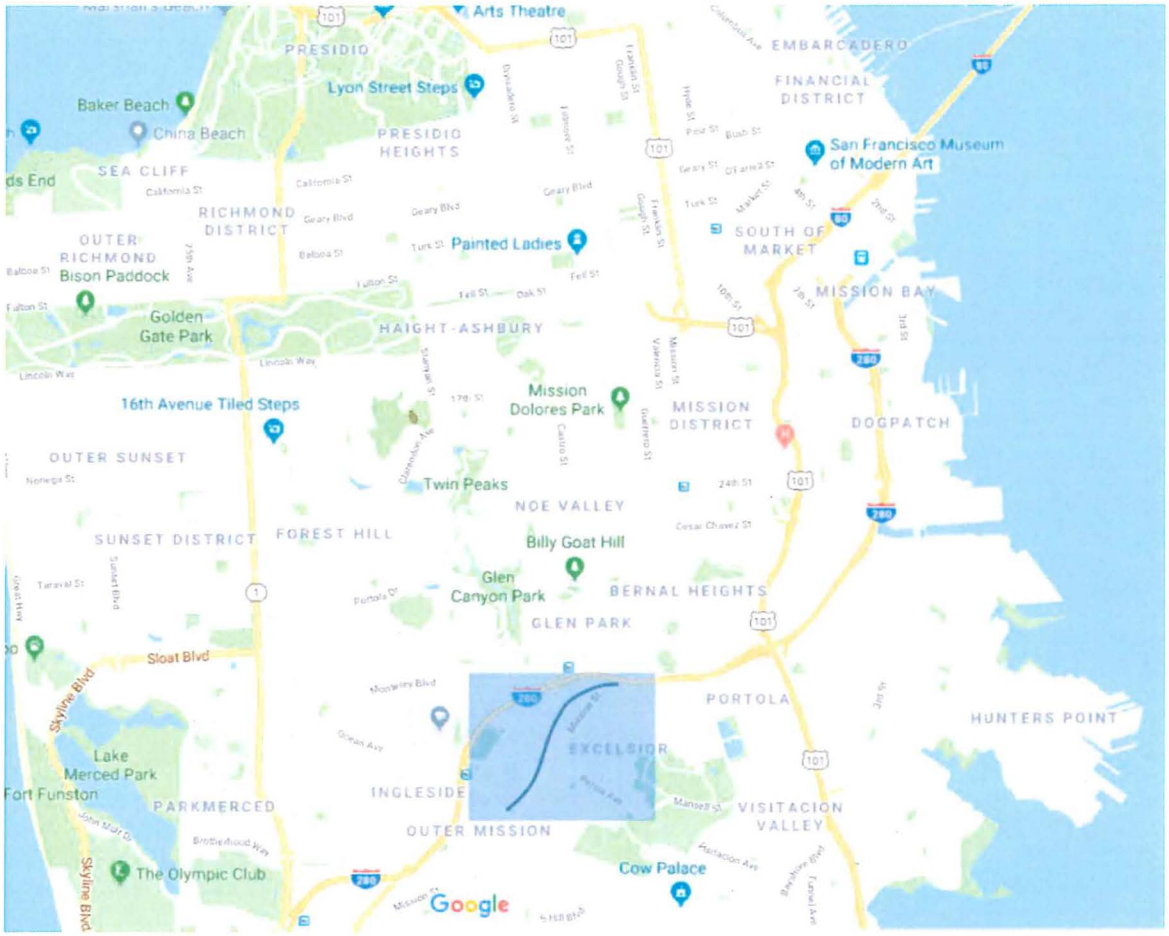
[3] San Francisco Unified School District, Monroe Elementary School, 2017, accessed 2017 December 4. http://www.sfusd.edu/en/schools/school-information/monroe.html
[4] San Francisco Unified School District, James Denman Middle School, 2017, accessed 2017 December 4. http://www.sfusd.edu/en/schools/school-information/james-denman.html
[5] Education Data Partnership, Denman (James) Middle, 2017, accessed 2017 December 5. http://www.ed-data.org/school/San-Francisco/San-Francisco-Unified/Denman-(James)-Middle
[6] Education Data Partnership, Balboa High, 2017, accessed 2017 December 5. http://www.ed-data.org/school/San-Francisco/San-Francisco-Unified/Balboa-High
[7] California Community Colleges Chancellor's Office, Management Information Systems Data Mart, accessed 2017 December 5. http://datamart.cccco.edu/Students/Student_Term_Annual_Count.aspx
[8] San Francisco Public Library, Excelsior, 2017, accessed 2017 December 4. https://sfpl.org/?pg=0100000601

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

Figure 6: Project Location

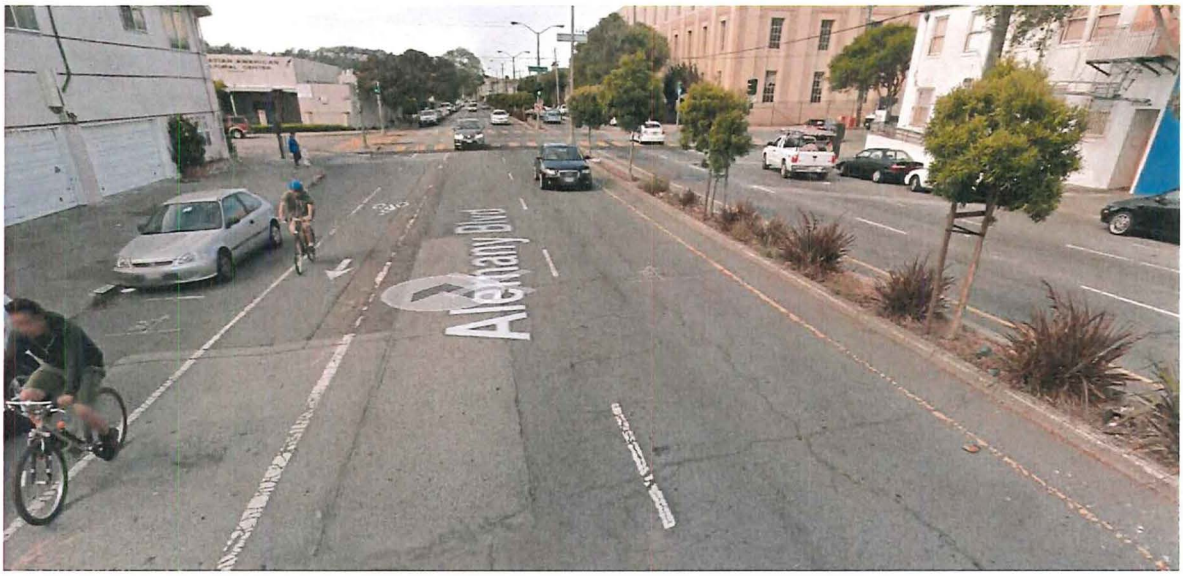


The project is a key motor vehicle connection off the United States Route 101 freeway. In terms of public transit, San Francisco bus lines 44 and 52, both with important service to the western and southern neighborhoods of San Francisco, run and stop along Alemany Boulevard. The Balboa Park Station, with Bay Area Rapid Transit (BART) and San Francisco Municipal Railway (Muni) service, is located 0.4 miles away from the project. Balboa Park Station sees heavy transit traffic; in November 2017, the station registered 10,350 passenger exits from BART riders.[9]

[9] Bay Area Rapid Transit, Ridership: November 2017, 2017 December 3, Accessed 2017 December 6. http://64.111.127.166/ridership/

Alemany is also a major bicycle corridor, with dedicated on-road bicycle lanes. Alemany has the closest bike lanes on a major arterial south of Balboa Park; this means, for many bicyclists, the boulevard is the safest arterial connection for bike traffic in the Balboa Park and Mission Terrace neighborhoods.

Figure 7: Current Conditions on Alemany Boulevard



Currently, the average PCI score within the project limits is in the mid 50'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 Alemany Boulevard, while providing a smoother and safer road for drivers, public transit riders, and bicyclists.

The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs. In an effort to coordinate with other projects in this location, and therefore reduce mobilization costs and minimize public disruption, the project will also include sewer replacement and traffic signals work. The sewer replacement will be funded by San Francisco Public Utilities Commission (SFPUC) and the traffic signals work will be funded by San Francisco Municipal Transportation Agency (SFMTA).[10]

The project is currently in the design phase. As of November 2017, design is 10% complete. The project is scheduled to start construction Spring 2019 and complete construction in Fall 2020.

[10] Due to the nature of the SFPUC and SFMTA work, the sewer replacement and traffic signal work are considered non-participating. The sewer replacement and traffic signal work will not receive LPP formula funds.

For further project schedule information, please refer to the attached Project Schedule (Attachment D).

Anticipated Benefits from the Alemany Boulevard Project

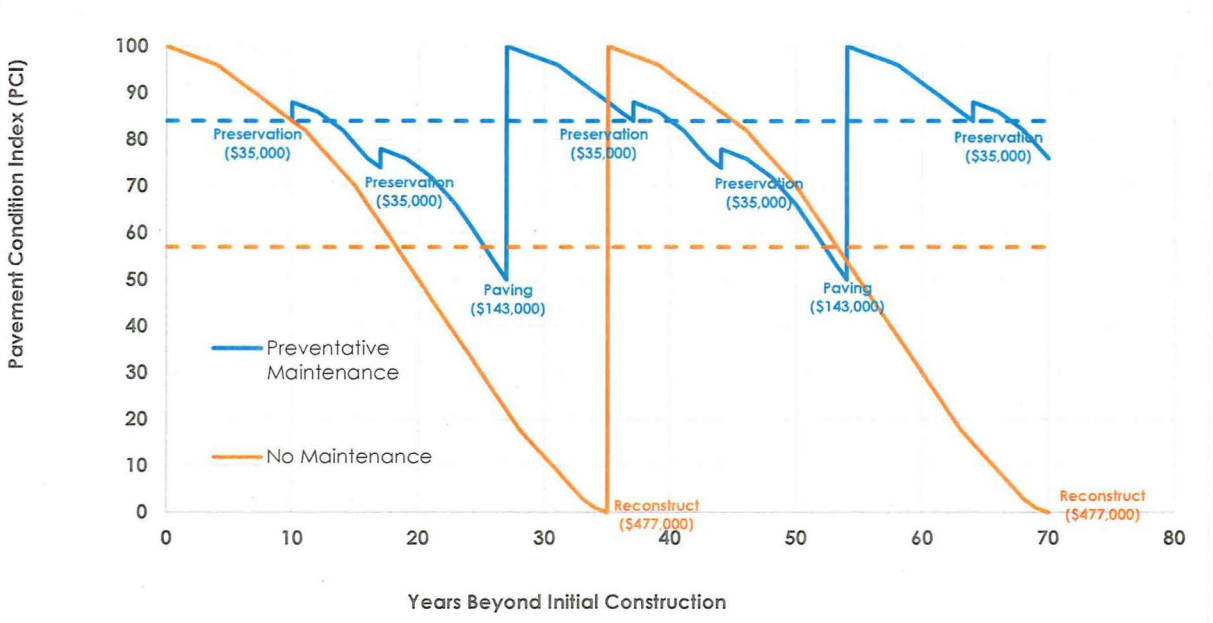
The Alemany Boulevard Pavement Renovation Project will provide a multitude of benefits both to the citywide population and to the project's neighboring communities. This application does not use the recommended California Department of Transportation Life-Cycle benefit-Cost Analysis Model because the 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. Alemany Boulevard is currently in need of paving treatment to stay on track with asset management best practices. In comparison, if Alemany were to follow a traditional reconstruction cycle, with no maintenance, the boulevard will continue to deteriorate, making it substantially more expensive to fix at a later time.

As shown in Figure 8, a 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.

Figure 8: "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 Alemany Boulevard Project could potentially save the City approximately $6.9 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 Alemany Boulevard Project (Year 0-40)		
	Best Practices	Traditional
Blocks	30	30
Cost of Repair (Per Block)	$248,000	$477,000
Cost of Repair (Total)	$7,440,000	$14,310,000
Total savings for City:	**$6,870,000**	

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.[11] Based on this argument, this project, which will repave four lanes, has the potential to reduce greenhouse gases by the equivalent of the emissions from 57 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." [12] 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.[13] 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.[14]

The project will greatly improve the condition of Alemany Boulevard. Drivers on the boulevard 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.

Furthermore, a smoother Alemany Boulevard means a safer bike path for bicyclists. According to the SFMTA study, when asked about their decision to bike, 70% of respondents cited safety as a major factor for not biking.[15] Currently, bikes represent between 0 - 2% of the mode share on Alemany Boulevard.[16] The Alemany Boulevard Project will help make the area more bike friendly by providing a smoother ride. By making Alemany Boulevard safer for bikes, the project can boost bike ridership, therefore potentially reducing private vehicle ridership, and subsequently, greenhouse gas emissions from fossil fuel consumption.

Land Use, Housing Planning, Transportation Goals

The Alemany Boulevard Pavement Renovation Project also aligns with many of the City's land use and transportation goals.

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

[12] 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

[13]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

[14] 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

[15] San Francisco Municipal Transportation Agency, Pedaling Forward, 2017 July 7, accessed 2017 December 6. https://www.sfmta.com/sites/default/files/reports-and-documents/2017/09/booklet_final_web_version.pdf

[16] San Francisco Municipal Transportation Agency, ACS Bicycle Commute Mode Share 2011-2015, accessed 2017 December 6. https://www.sfmta.com/sites/default/files/acs_bicyclecommutemodeshare_2011-2015.pdf

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.[17] Alemany Boulevard is an important arterial for facilitating movement in the City and connecting San Francisco's southern neighborhoods to the rest of the City. Alemany's closeness to transportation facilities, such as Muni bus stops (44 and 52 lines run on Alemany), a BART/Muni station (0.4 miles away), and the Interstate 101 off ramp (1.1 miles from Congdon and Alemany), makes it an important pathway for San Francisco residents travelling in and out of the Balboa Park and Mission Terrace neighborhoods.

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 stresses the importance of improving pavement condition in the region.[18] The completion of the Alemany Boulevard Pavement Renovation Project will improve San Francisco's network PCI score, to hit the PCI 70 goal, as well as the Bay Area regional network PCI score.

Conclusion

The funding for the Alemany Boulevard 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 Alemany Boulevard 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 $5.5 million investment in this project and an adherence to the best practices asset management strategy, the Alemany Boulevard Project has the potential to generate almost $7 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.

[17] 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
[18] Metropolitan Transportation Commission, Plan Bay Area 2040, adopted 2017 July 26, accessed 2017 November 30. http://2040.planbayarea.org/strategies-and-performance

San Francisco Public Works
Local Partnership Program Cycle 1 - Formula Funds
Alemany Boulevard Pavement Renovation

Attachment A: Funding Plan

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Total	Percent of Total
Construction	LPP Funds	Planned	18/19	$2,083,000	38%
Construction	Prop K	Programmed	18/19	$3,157,000	57%
Construction	SF General Fund	Planned	18/19	$260,000	5%
Total Construction Phase Funding				**$5,500,000**	**100%**

Prop K funds for this project were programmed by the San Francisco County Transportation Authority Board on December 12, 2017, through resolution 2018-029.

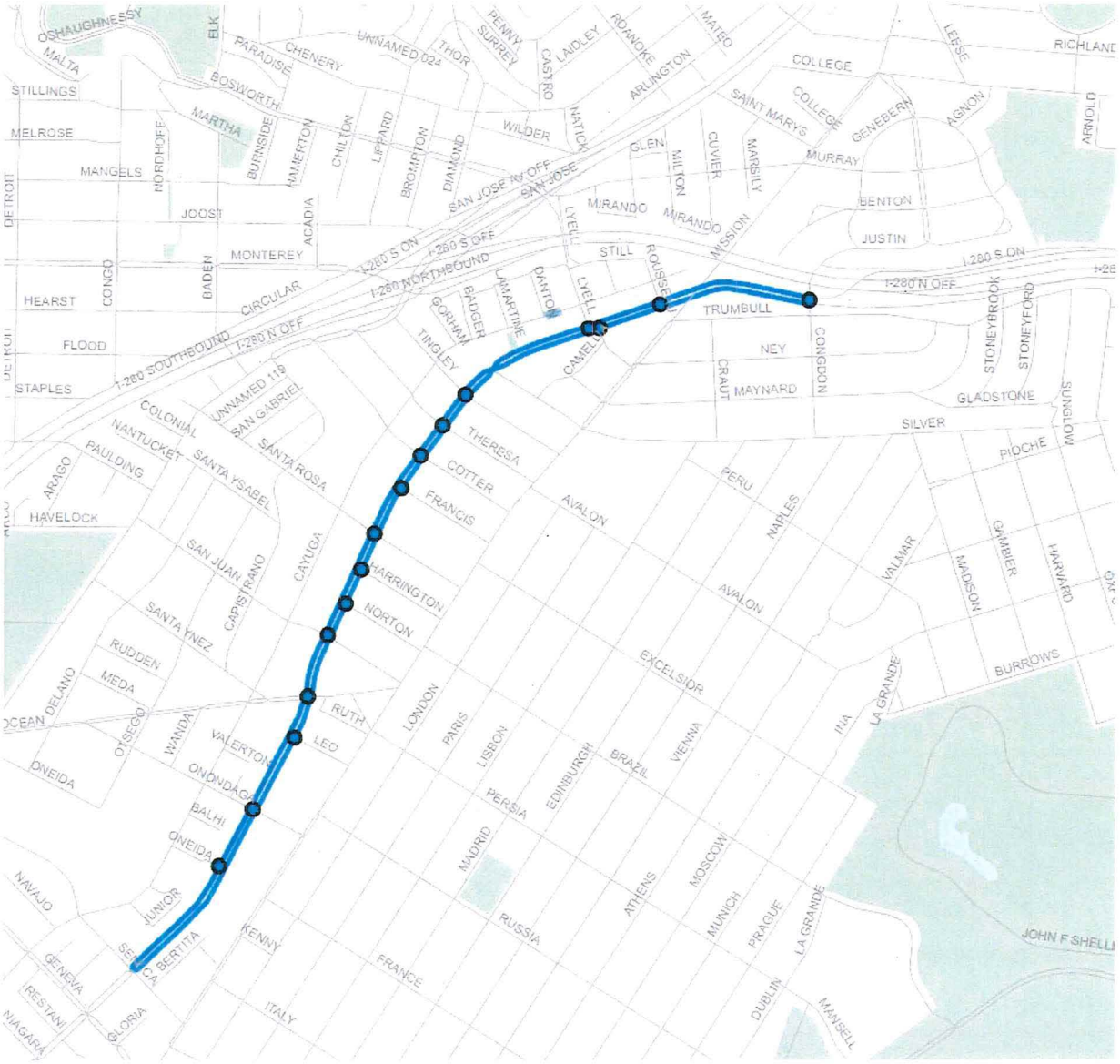
San Francisco Public Works
Local Partnership Program Cycle 1 - Formula Funds
Alemany Boulevard Pavement Renovation

Attachment B: Cost Estimate

Alemany Boulevard Project Cost Estimate				
Item	**Item Description**	**Estimated Quantity**	**Unit***	**Cost**
1	Traffic Routing Work	---	LS	$360,000
	Grinding	850,000	SF	$950,000
3	Hot Mix Asphalt	11,000	TON	$1,150,000
4	Concrete Base 8-Inch	76,000	SF	$1,000,000
5	Concrete Sidewalk	8,500	SF	$100,000
6	Concrete Curb And Concrete Gutter	2,100	LF	$130,000
7	Concrete Curb Ramp With Detectable Tiles	90	EA	$400,000
8	Adjust City-Owned Castings	90	EA	$40,000
9	Adjust City-Owned Hydrant And Water Main Valve Castings	170	EA	$30,000
10	City-Owned Pull Box	40	EA	$20,000
11	Temporary 4-Inch White/Yellow Striping	5,500	LF	$10,000
			Construction :	$4,190,000
			Construction Contingency:	$410,000
			Construction Management:	$900,000
			TOTAL :	$5,500,000

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.

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised July 2017) *General Instructions*

Amendment (Existing Project) No					Date: 12/14/17	
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID**	
04						

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SF	Alemany Boulevard			San Francisco Public Works	
				MPO	**Element**
				MTC	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Rachel Alonso	415-554-4139	rachel.alonso@sfdpw.org

Project Title

Alemany Boulevard Pavement Renovation

Location (Project Limits), Description (Scope of Work)

Street resurfacing of 1.3 miles of a key arterial in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.
The project will resurface Alemany Boulevard, between Congdon St and Seneca Ave.

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

This construction work will, in conjunction with San Francisco Public Works' asset management strategy, decrease the lifetime maintenance and repair costs, while providing a smoother and safer road for drivers, public transit riders, bicyclists, and pedestrians. The project is along a key motor vehicle connection off the US 101 freeway, supports MUNI bus service, and is also a major bicycle corridor, with dedicated on-road bicycle lanes.

Purpose and Need

The quality of the City's street network affects the cost burden that San Francisco residents will bear. In order to hit the City's target Pavement Condition Index (PCI) score of 70, Street Resurfacing must focus on the street segments that are in great need of maintenance and repair. The average PCI score within the project limits is in the mid 50's ("At-Risk").

Category	**Outputs/Outcomes**	**Unit**	**Total**
Local streets and roads	Local road lane-miles rehabilitated	Miles	5.2

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		10/01/17
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		02/01/21
End Closeout Phase (Closeout Report)		02/01/22

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/14/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SF	Alemany				

Project Title: Alemany Boulevard Pavement Renovation

Existing Total Project Cost ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Implementing Agency**
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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,500						5,500	
TOTAL		5,500						5,500	

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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,083						2,083	
TOTAL		2,083						2,083	

Fund No. 2:	**Proposition K Local Sales Tax**								**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)									SFCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Prop K funds for this project were programmed by the San Francisco County Transportation Authority Board on December 12, 2017, through resolution 2018-029.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,157						3,157	
TOTAL		3,157						3,157	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/14/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SF	Alemany				
Project Title:	Alemany Boulevard Pavement Renovation					

Fund No. 3:	**General Fund**								**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)									City and County of SF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		260						260	
TOTAL		260						260	

RESOLUTION PROGRAMMING THE TRANSPORTATION AUTHORITY'S SHARE OF LOCAL PARTNERSHIP PROGRAM (LPP) FORMULAIC PROGRAM FUNDS IN FISCAL YEARS 2017/18 – 2019/20 TO SAN FRANCISCO PUBLIC WORKS (SFPW) STREET RESURFACING PROJECTS, AUTHORIZING THE EXECUTIVE DIRECTOR TO DESIGNATE SFPW AS THE IMPLEMENTING AGENCY FOR THE AFOREMENTIONED FUNDS

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, a transportation funding package of more than $50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB 1 created the LPP and appropriates $200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, the CTC adopted program guidelines that allocate 50% of the program ($100 million annually) through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional $10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On December 6, 2017 the CTC adopted LPP Formulaic Program formula

share distributions for Fiscal Years (FYs) 2017/18 and 2018/19 and the Transportation Authority's share is estimated to be $4.189 million ($2.106 in FY 2017/18 and $2.083 in FY 2018/19); and

WHEREAS, Project nominations for the initial LPP call for projects covering FY 2017/18 and 2018/19 are due on December 15, 2017, with the CTC adopting annual programs of projects thereafter; and

WHEREAS, Transportation Authority staff identified SFPW's street resurfacing projects shown in Attachment 1 as good candidates for LPP funding given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of the Transportation Authority's LPP formula shares, and sufficient Prop K to provide the dollar for dollar local match requirement; and

WHEREAS, To provide the local match funds for the proposed street resurfacing projects requires amending the Prop K Street Resurfacing 5-Year Prioritization Program (5YPP) to add the proposed projects as detailed in Attachments 2 and 3; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs its share of LPP Formulaic Program funds in FY 2017/18 – 2019/20 to SFPW street resurfacing projects as shown in Attachment 1; and be it further

RESOLVED, That as a condition of programming the aforementioned LPP funds, the Executive Director shall impose such terms and conditions as are necessary for SFPW to comply with LPP guidelines including timely use of funds and reporting requirements; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Street Resurfacing 5YPP, as detailed in Attachments 2 and 3.

Attachments (3):

1. Projects Recommended for Fiscal Years 2017/18 – 2019/20 of LPP Formulaic Funds
2. Prop K Project Information Forms

3. Prop K Street Resurfacing 5-Year Prioritization Program Amendment

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 12th day of December, 2017, by the following votes:

Ayes: Commissioners Cohen, Farrell, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Breed and Fewer (2)

12-18-17

Aaron Peskin Date
Chair

ATTEST: 12/18/17

Tilly Chang Date
Executive Director

Attachment 1

San Francisco County Transportation Authority

Proposed SB 1 - Local Partnership Program (LPP), Formulaic Program Priorities

PROJECTS RECOMMENDED FOR FISCAL YEARS 2017/18 - 2019/20 OF LPP FORMULAIC FUNDS							
Fiscal Year	**Sponsor**[1]	**Project Description**	**Phase**	**Districts**	**Total Project Cost**	**Proposed LPP Formulaic Funds**[2]	**Local Match Amount**
2017/18	SFPW	**Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation** - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations.	Construction	7	$4,900,000	$2,106,000	$2,794,000
2018/19	SFPW	**Alemany Boulevard Pavement Renovation** - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs on Alemany Boulevard, between Cogdon Street and Seneca Avenue. The project is being coordinated with the San Francisco Public Utilities Commission and the San Francisco Municipal Transportation Agency projects for sewer replacement and new traffic signals at various locations.	Construction	8, 9, 11	$5,500,000	$2,083,000	$3,417,000
2019/20	SFPW	**Various Locations Pavement Renovation No 42** - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations. Proposed streets include 31st Avenue, Ortega Street, Pacheco Street, Quintara Street, and Ulloa Street.	Construction	4, 7	$4,000,000	$2,000,000	$2,000,000
				Totals:	**$14,400,000**	**$6,189,000**	**$8,211,000**
				Total Estimated LPP Formulaic Funds Available:		**$6,189,000**	

Notes:

[1] SFPW stands for San Francisco Public Works.

[2] Amounts were adopted by the CTC at its December 6, 2017 meeting.

Attachment 2
Proposed New Programming
Street Resurfacing 5YPP
Project Information Forms
and Prioritization Mechanism

San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation
Project Location:	Clairview Ct : Panorama Dr to End Darien Way : Aptos Ave to Kenwood Way\Upland Dr Dorado Ter : Jules Ave \ Ocean Ave to End Font Blvd : Juan Bautista Cir to Lake Merced Blvd Miderest Way : Panorama Dr to End Oak Park Dr : Clarendon Ave to End Olympia Way : Panorama Dr to Clarendon Ave San Aleso Ave : Monterey Blvd to Upland Dr Upland Dr : Darien Way \ Kenwood Way to San Benito Way
Project Supervisorial District(s):	7
Project Description:	This project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs in three neighborhoods of District 7. All segment 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.
Purpose and Need:	Public Works 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 Public Works 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, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

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)	85%	Both	August	2016	April	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	July	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	November	2018	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	May	2020

San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Project Name:	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation

Project Cost Estimate

Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	$0		
Environmental Studies (PA&ED)	$0		
Design Engineering (PS&E)	$0		
R/W	$0		
Construction	$4,900,000	$2,794,000	$2,106,000
Procurement (e.g. rolling stock)	$0		
Total Project Cost	$4,900,000	$2,849,000	$2,051,000
Percent of Total		58%	72%

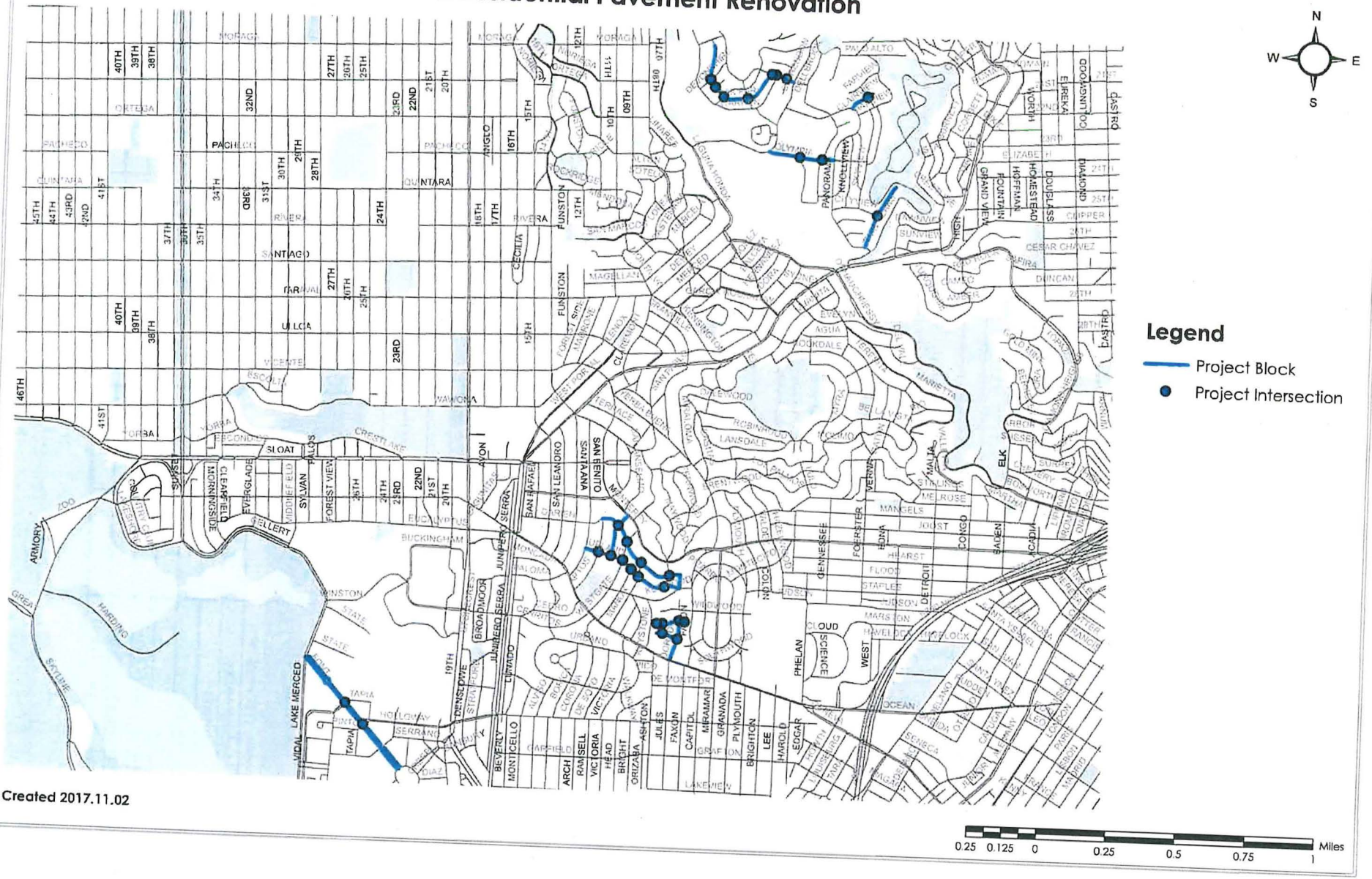
Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update						
				14/15	15/16	16/17	17/18	18/19	19/20	Total
Construction	LPP Funds	Planned	17/18					$842,400	$1,263,600	$2,106,000
Construction	Prop K	Planned	17/18					$1,117,600	$1,676,400	$2,794,000
										$0
Total By Fiscal Year				**$0**	**$0**	**$0**	**$0**	**$1,960,000**	**$2,940,000**	**$4,900,000**

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/18 for CTC approval in June 2018.

Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation



San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Alemany Blvd Pavement Renovation
Project Location:	Alemany Blvd : Congdon St to Seneca Ave
Project Supervisorial District(s):	8, 9, 11
Project Description:	The project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs, sewer replacement and traffic signals at various locations. The sewer replacement and traffic signals will be funded by PUC and SFMTA. The proposed limits of work are at the following locations: Alemany Blvd : Hwy 101 S Off Ramp\Congdon St to Seneca Ave 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.
Purpose and Need:	Public Works 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 Public Works 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, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

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

San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Project Name:	Alemany Blvd Pavement Renovation

Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$0		
Environmental Studies (PA&ED)	$0		
Design Engineering (PS&E)	$0		
R/W	$0		
Construction	$5,500,000	$3,157,000	$2,343,000
Procurement (e.g. rolling stock)	$0		
Total Project Cost	$5,500,000	$3,157,000	$2,343,000
Percent of Total		57%	43%

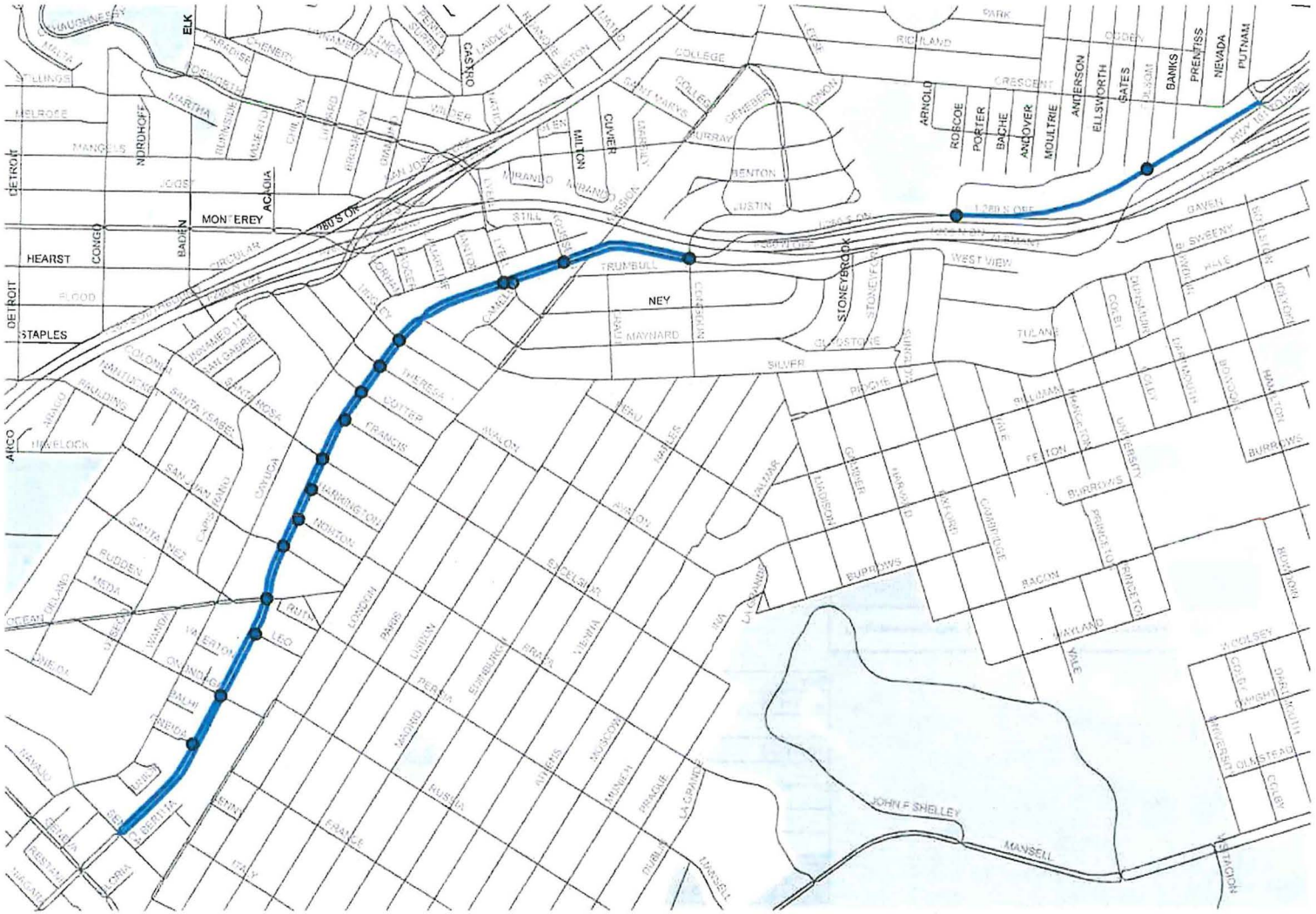
Project Expenditures By Fiscal Year (Cash Flow)

				Programming Fiscal Years in the 5-Year Prioritization Program Update						
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Programmed**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**Total**
Construction	LPP Funds	Planned	18/19					$624,900	$1,458,100	$2,083,000
Construction	Prop K	Planned	18/19					$947,100	$2,209,900	$3,157,000
Construction	General Fund	Planned	18/19					$78,000	$182,000	$260,000
										$0
Total By Fiscal Year				**$0**	**$0**	**$0**	**$0**	**$1,650,000**	**$3,850,000**	**$5,500,000**

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/19 for CTC approval in June 2019. Based on the current design schedule, we expect to submit the allocation request by 10/1/18 for approval at CTC's November 2018 meeting.

Alemany Blvd Pavement Renovation



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San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project
Project Location:	US-101 and I-280
Project Supervisorial District(s):	6, 9, 10, 11
Project Description:	San Francisco's US 101/I-280 Managed Lanes is a performance based strategy for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The conceptual planning phase, called the Freeway Corridor Management Study (FCMS), underway since 2015, produced near and mid-term recommendations for improving travel time and reliability in the next five to ten years. The study explored options for dedicating a lane on portions of US 101 and I-280 for High Occupancy Vehicles (carpools and transit) only. The study also explored the feasibility of Express Lanes, which are carpool lanes that non-carpools can pay to use. The study found that Express Lanes could provide the right tool to achieve a balance of traffic that gives buses, carpoolers, and other vehicles in the lane faster travel time and reliability without adding significant delay to the remaining general purpose lanes, and could be implemented without extensive construction or changes in the size of the freeways in San Francisco. The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and found the following design to be most feasible: • Southbound, the existing configuration of the I 280 and US 101 freeways allows for the creation of a continuous lane by restriping the existing freeway. An Express Lane could operate along I-280 between 5th/King and US 101, continuing through the interchange to US 101 into San Mateo County, covering a distance of about 5 miles. • Headed northbound, because I-280 exits from the right side of Northbound US 101, any lanes entering San Francisco from San Mateo county will likely end at or near the county line. However, the study identified an opportunity to provide priority for Northbound carpools and buses for approximately 1 mile along the I-280 headed into South of Market, from about 18th St to 5th St. This preliminary concept would advance into the Caltrans scoping phase and could be refined over time.
Purpose and Need:	To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor,the Transportation Authority conducted the Freeway Corridor Management Study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Commute travel between San Francisco and Silicon Valley has experienced significantly increased congestion and delays as the economy along the Peninsula corridor has boomed. Yet, while parts of San Francisco's freeway network are critically congested, there are many empty seats in cars, vans and buses. The projects seeks to improve person throughput and to provide a more reliable travel time for high occupancy vehicles from San Mateo County into downtown San Francisco, in coordination with with similar projects in San Mateo County, Santa Clara County, and across the region.
Community Engagement/Support:	During the feasibility study the project team prepared and began implementing an Outreach Plan to gain an understanding of key stakeholder interest, concerns, and questions on the project. The audience for this effort includes commissioners, community groups, merchants, residents, and likely users, especially those who work or live close to the highways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow and help us refine our understanding of what is of most importance to the various stakeholders.
Implementing Agency:	San Francisco County Transportation Authority
Project Manager:	Anna Harvey
Phone Number:	415.522.4813
Email:	anna.harvey@sfcta.org

San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Project Name:	San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project

Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$2,288,000	$500,000	$1,788,000
Environmental Studies (PA&ED)	$5,000,000	$4,100,000	$900,000
Design Engineering (PS&E)	$6,150,000		$6,150,000
Right of Way	$1,200,000		$1,200,000
Construction	$41,000,000		$41,000,000
Procurement (e.g. rolling stock)	N/A		N/A
Total Project Cost	$55,638,000	$4,600,000	$51,038,000
Percent of Total		8%	92%

Project Expenditures By Fiscal Year (Cash Flow)

				Programming Fiscal Years in the 5-Year Prioritization Program Update				
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Programmed**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**
Planning/Conceptual Engineering	Prop K	Programmed	14/15		$300,000		$200,000	
Planning/Conceptual Engineering	Caltrans Planning Grant	Allocated	15/16			$300,000		
Planning/Conceptual Engineering	STP 3%	Allocated	16/17			$338,000		
Planning/Conceptual Engineering	STP 3%	Allocated	17/18				$500,000	
Planning/Conceptual Engineering	SMCTA (local funds)	Planned	17/18				$650,000	
Environmental Studies (PA&ED)	Prop K	Planned	18/19					$2,500,000
Environmental Studies (PA&ED)	TBD	Planned	18/19					
Right of Way	TBD	Planned	19/20					
Design Engineering (PS&E)	TBD	Planned	19/20					
Construction	TBD	Planned	21/22					
Total By Fiscal Year				**$0**	**$300,000**	**$638,000**	**$1,350,000**	**$2,500,000**

Comments/Concerns

Costs estimates for the environmental phase through construction are preliminary planning-level estimates based on the feasibility study and will be refined during the Project Initiation Document and environmental studies phase. Costs assume project occurs within existing freeway footprint (i.e., with no freeway widening). Prop K funds will advance the project from conceptual engineering through the selection of alternatives and the environmental review phase. Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named "targeted" corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources include recommendations stemming from the San Francisco Transportation Task Force 2045 and private funds.

19/20	20/21	21/22	Total
			$500,000
			$300,000
			$338,000
			$500,000
			$650,000
$1,600,000			$4,100,000
$900,000			$900,000
	$1,200,000		$1,200,000
	$6,150,000		$6,150,000
		$41,000,000	$41,000,000
$2,500,000	**$7,350,000**	**$41,000,000**	**$55,638,000**

Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				
	Project Readiness	**Community Support**	**Time Sensitive Urgency**	**Safety**	**Pavement Condition Index (PCI) Score**	**Functional Classification**		**Total**
Total Possible Score	**4**	**3**	**3**	**3**	**4**	**3**		**20**
Street Resurfacing								
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation	4	0	2	2	4	3		15
~~West Portal Ave and Quintara St Pavement Renovation~~	4	0	1	1	4	2		12
Ingalls St and Industrial St Pavement Renovation 1	4	0	2	1	4	3		14
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	4	0	2	1	4	3		14
Clayton St, Clipper St and Portola Dr Pavement Renovation	2	0	0	1	4	3		10
~~Gilman Ave and Jerrold Ave Pavement Renovation~~	1	0	0	1	4	2		8
~~Madrid St, Morse St and Paris St Pavement Renovation~~	1	0	0	0	4	1		6
~~Filbert and Leavenworth Streets Pavement Renovation~~	4	0	2	1	4	3		14
Fillmore St Pavement Renovation	1	0	0	1	4	2		8
Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation	4	0	2	1	4	2		13
Alemany Blvd Pavement Renovation	2	0	2	2	4	3		13
	Project Readiness	**Community Support**	**Time Sensitive Urgency**	**Safety**	**Need**	**Mandates**	**Cost Effectiveness**	**Total**
Total Possible Score	**4**	**3**	**3**	**3**	**3**	**2**	**2**	**20**
Street Repair and Cleaning Equipment								
2 Air Sweepers	4	0	0	1	3	0	2	10
1 Bicycle Path Sweeper	4	1	0	2	3	2	2	14

Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include 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 may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in 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. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Street Resurfacing Category:

Safety: Project receives one point if it is on a WalkFirst Safety Street, one point if located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates, and one point if it is on a Muni route.

Pavement Condition Index (PCI) Score: The Pavement Condition Index (PCI) scores are used to identify and categorize the streets based on the maintenance requirements of the streets. The streets are categorized as requiring pavement preservation (PCI 64 - 84), resurfacing (PCI 50-63), or paving with base repair/reconstruction (PCI 0-49). Project receives 4 points if it has a PCI score of 63 or below. DPW determines the amount of pavement preservation work based on the percentage recommended by the Pavement Management and Mapping System (PMMS).

Functional Classification: Streets classified as arterials or collectors get higher priority over local streets with similar PCIs because the former classifications are most heavily used. Project receives 3 points if the street is an arterial, 2 points if collector, and 1 point if residential.

Street Repair and Cleaning Equipment Category:

Safety: Project receives one point if it reduces harmful air pollution, one point if it improves or mitigates a documented unsafe condition for residents, and one point if it improves or mitigates a documented unsafe condition for employees.

Need: Equipment has reached the end of useful life per 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).

Mandates: Equipment is needed per department projects and programs (e.g., Sheriff's Work Alternative Program, which required DPW to replace its 10-passenger vans in order to carry participants to and from their cleaning worksites) or equipment is needed to comply with external regulations (e.g., alternative fuel vehicles are required by federal, state, or local regulations but they cost up to 70 percent more than a non-clean air version of the vehicle).

Cost Effectiveness: New item will minimize maintenance costs compared to item being replaced.

Attachment 3

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Programming and Allocations to Date

Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)									
SFPW	Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation [1]	CON	Programmed	$0					$0
SFPW	West Portal Ave and Quintara St Pavement Renovation	CON	Allocated	$3,002,785					$3,002,785
SFPW	West Portal Ave and Quintara St Pavement Renovation [5]	CON	Deobligated	($3,002,785)					($3,002,785)
SFPW	Ingalls St and Industrial St Pavement Renovation [1]	CON	Allocated		$3,677,233				$3,677,233
SFPW	Clayton St, Clipper St and Portola Dr Pavement Renovation [2]	CON	Allocated		$5,455,263				$5,455,263
SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation [3]	CON	Allocated		$4,785,750				$4,785,750
SFPW	Gilman Ave and Jerrold Ave Pavement Renovation [6]	CON	Programmed			$0			$0
SFPW	Filbert and Leavenworth Streets Pavement Renovation [6]	CON	Allocated			$3,479,324			$3,479,324
SFPW	Madrid St, Morse St and Paris St Pavement Renovation [8]	CON	Programmed				$0		$0
SFPW	Fillmore St Pavement Renovation [8]	CON	Programmed					$0	$0
SFPW	Haight Street Resurfacing and Pedestrian Lighting [7]	CON	Allocated				$1,248,251		$1,248,251
SFPW	Pavement Renovation Placeholder [4,7]	CON	Programmed			$0			$0
SFPW	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation [8]	CON	Planned				$2,794,000		$2,794,000
SFPW	Alemany Blvd Pavement Renovation [8]	CON	Planned					$3,157,000	$3,157,000
~~SFCTA~~	~~US 101 / I-280 Managed Lanes LPP Fund Exchange~~ [8]	~~PA&ED~~	~~Planned~~					~~$4,083,939~~	~~$4,083,939~~
	Programmed in 5YPP			$0	$13,918,246	$3,479,324	$4,042,251	$7,240,939	$28,680,760
	Total Allocated and Pending in 5YPP			$3,002,785	$13,918,246	$3,479,324	$1,248,251	$0	$21,648,606
	Total Deobligated in 5YPP			($3,002,785)	$0	$0	$0	$0	($3,002,785)
	Total Unallocated in 5YPP			$0	$0	$0	$2,794,000	$7,240,939	$10,034,939
	Programmed in 2014 Strategic Plan, as amended			$8,602,785	$5,365,230	$3,907,668	$4,519,668	$4,634,668	$27,030,019
	Deobligated from Prior 5YPP Cycles **			$1,759,741					$1,759,741
	Cumulative Remaining Programming Capacity			$10,362,526	$1,809,510	$2,237,854	$2,715,271	$109,000	$109,000

Attachment 3

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Programming and Allocations to Date

Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)									
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated	$701,034					$701,034
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated		$738,072				$738,072
SFPW	Street Repair and Cleaning Equipment [4]	PROC	Allocated			$1,499,408			$1,499,408
SFPW	Street Repair and Cleaning Equipment [4]	PROC	Programmed				$94,793		$94,793
SFPW	Street Repair and Cleaning Equipment	PROC	Programmed					$859,800	$859,800
			Programmed in 5YPP	$701,034	$738,072	$1,499,408	$94,793	$859,800	$3,893,107
			Total Allocated and Pending in 5YPP	$701,034	$738,072	$1,499,408	$0	$0	$2,938,514
			Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$0	$0	$0	$94,793	$859,800	$954,593
			Programmed in 2014 Strategic Plan, as amended	$701,034	$738,072	$1,499,408	$94,793	$859,800	$3,893,107
			Deobligated from Prior 5YPP Cycles **	$0					$0
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
ROLL-UP of EPs 34-35									
			Total Programmed in 5YPPs	$701,034	$14,656,318	$4,978,732	$4,137,044	$8,100,739	$32,573,867
			Total Allocated and Pending in 5YPP	$3,703,819	$14,656,318	$4,978,732	$1,248,251	$0	$24,587,120
			Total Deobligated in 5YPP	($3,002,785)	$0	$0	$0	$0	($3,002,785)
			Total Unallocated in 5YPP	$0	$0	$0	$2,888,793	$8,100,739	$10,989,532
			Total Programmed in 2014 Strategic Plan, as amended	$9,303,819	$6,103,302	$5,407,076	$4,614,461	$5,494,468	$30,923,126
			Total Deobligated from Prior 5YPP Cycles	$1,759,741					$1,759,741
			Cumulative Remaining Programming Capacity	$10,362,526	$1,809,510	$2,237,854	$2,715,271	$109,000	$109,000

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Attachment 3

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Programming and Allocations to Date

Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

[1] 5YPP Amendment to add the Ingalls St and Industrial St Pavement Renovation project (Resolution 2016-018, Project 134.908024)

Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation: Reduced from $5.6 million to $0 in Fiscal Year 2014/15, with $3,677,233 added to Ingalls St and Industrial St Pavement Renovation in Fiscal Year 2015/16 and $1,922,767 added to cumulative remaining programming capacity. The project was funded with other sources.

Ingalls St and Industrial St Pavement Renovation: Added project with $3,677,233 in Fiscal Year 2015/16 funds for construction.

[2] 5YPP Amendment to fully fund the Clayton St, Clipper St, and Portola Dr Pavement Renovation project. (Resolution 2016-047, 3/22/16)

Cumulative Remaining Programming Capacity: Reduced by $90,033.

Clayton St, Clipper St, and Portola Dr Pavement Renovation: Increased by $90,033 in FY 2015/16 construction funds.

[3] 5YPP Amendment to add the Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation project. (Resolution 2016-047, 3/22/16)

Cumulative Remaining Programming Capacity: Reduced by $4,785,750.

Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation: Added project with $4,785,750 in FY 2015/16 construction funds.

[4] Strategic Plan and 5YPP Amendment to fully fund Street Repair and Cleaning Equipment (Resolution 2016-060, 6/28/16):

Finance cost neutral Strategic Plan Amendment: advanced programming ($722,582 from FY 2017/18) and cash flow ($797,101 from FY 2017/18, $313,895 from FY 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category.

Street Resurfacing 5YPP Amendment: Added Pavement Renovation Placeholder with $1,110,995 in FY16/17 funds and the following cash flow: $797,101 in FY17/18 and $313,894 in FY18/19.

[5] West Portal Ave and Quintara St Pavement Renovation: Cancelled project. This project will continue on the originally presented schedule but will be funded with 2011 Streets Bond funds, due to upcoming timely-use-of-funds requirements on that source.

[6] 5YPP amendment to add the Filbert and Leavenworth Streets Pavement Renovation project (Resolution 2017-027, 02/28/2017):

Gilman Ave and Jerrold Ave Pavement Renovation: Reduced from $3,907,668 to $0. The project will be delivered through multiple projects and funded from other sources.

Filbert and Leavenworth Streets Pavement Renovation: Add project with $3,479,324 in FY2016/17 funds.

Cumulative Remaining Programming Capacity: Increased by $428,344.

[7] 5YPP amendment to add the Haight Street Resurfacing and Pedestrian Lighting project (Resolution 2017-054, 06/27/2017):

Pavement Renovation Placeholder: Reduced from $1,110,995 to $0 in FY2016/17.

Cumulative Remaining Programming Capacity: Reduced by $137,256.

Haight Street Resurfacing and Pedestrian Lighting: Add project with $1,248,251 in FY2017/18 construction funds.

[8] 5YPP amendment to add the Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing and Alemany Street Resurfacing projects ~~and the US-101 / I-280 Managed Lanes LPP Fund Exchange project~~ (Resolution 2018-XXX, 12/12/2017):

Madrid St., Morse St. and Paris St. Pavement Renovation: Delered project; reduced from $4,519,668 to $0 in FY2017/18. Project will be funded with non-Prop K sources.

Fillmore St Pavement Renovation: Deleted project; reduced from $4,634,668 to $0 in FY 2018/19. Project will be funded with General Fund monies.

Cumulative Remaining Programming Capacity: Reduced from $989,603 to $0.

Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation: Added project with $2,794,000 in FY 2017/18 construction funds.

Alemany Boulevard Pavement Renovation: Added project with $3,157,000 in FY 2018/19 construction funds.

~~US-101 / I-280 Managed Lanes LPP Fund Exchange project: Added project with $4,083,939 in FY 2018/19 environmental funds. $2.5 million in programming is contingent on California Transportation Commission (CTC) approval of Cycle 1 Local Partnership Program, Formulaic Program funds (anticipated January 2018) and $1,583,939 is contingent on CTC approval of Cycle 2 funds (anticipated December 2019). See Resolution XX-XX for details on fund exchange which results in a net anticipated increase of about $2 million in funds for street resurfacing.~~

Attachment 3

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Cash Flow as Allocated to Date

Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Street Resurfacing (EP 34)								
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation 1	CON	$0	$0	$0				$0
West Portal Ave and Quintara St Pavement Renovation	CON	[illegible]	[illegible]					$3,002,785
West Portal Ave and Quintara St Pavement Renovation 5	CON	[illegible]	[illegible]					($3,002,785)
Ingalls St and Industrial St Pavement Renovation 1	CON		$0	[illegible]	[illegible]			$3,677,233
Clayton St, Clipper St and Portola Dr Pavement Renovation 2	CON			[illegible]	[illegible]			$5,455,263
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	CON			[illegible]	[illegible]			$4,785,750
Gilman Ave and Jerrold Ave Pavement Renovation 6	CON			$0	$0			$0
Filbert and Leavenworth Streets Pavement Renovation 6					[illegible]	[illegible]		$3,479,324
Madrid St, Morse St and Paris St Pavement Renovation8	CON				$0	$0		$0
Fillmore St Pavement Renovation8	CON					$0	$0	$0
Haight Street Resurfacing and Pedestrian Lighting7	CON				[illegible]	[illegible]	[illegible]	$1,248,251
Pavement Renovation Placeholder 4,7	CON				$0	$0		$0
Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation8	CON				$0	$1,117,600	$1,676,400	$2,794,000
Alemany Blvd Pavement Renovation8	CON					$947,100	$2,209,900	$3,157,000
~~US 101 / I-280 Managed Lanes LPP Fund Exchange8~~	~~PA&ED~~					~~$2,500,000~~	~~$1,583,939~~	~~$4,083,939~~
Total Cash Flow in 5YPP		$0	$0	$11,229,657	$5,714,166	$5,989,309	$5,747,628	$28,680,760
Total Cash Flow Allocated		$2,402,228	$600,557	$11,229,657	$5,714,166	$1,424,609	$277,389	$21,648,606
Total Cash Flow Deobligated		($2,402,228)	($600,557)	$0	$0	$0	$0	($3,002,785)
Total Cash Flow Unallocated		$0	$0	$0	$0	$4,564,700	$5,470,239	$10,034,939
Total Cash Flow in 2014 Strategic Plan		$3,402,228	$8,492,741	$5,199,180	$4,397,268	$4,611,668	$926,934	$27,030,019
Deobligated from Prior 5YPP Cycles **		$1,759,741						$1,759,741
Cumulative Remaining Cash Flow Capacity		$5,161,969	$13,654,710	$7,624,233	$6,307,335	$4,929,694	$109,000	$109,000

Attachment 3

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Cash Flow as Allocated to Date

Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Street Repair and Cleaning Equipment (EP 35)								
Street Repair and Cleaning Equipment	PROC	$350,517	$350,517					$701,034
Street Repair and Cleaning Equipment	PROC		$369,056	$369,016				$738,072
Street Repair and Cleaning Equipment 4	PROC			$1,499,408				$1,499,408
Street Repair and Cleaning Equipment 4	PROC				$0	$94,793		$94,793
Street Repair and Cleaning Equipment	PROC					$429,900	$429,900	$859,800
Total Cash Flow in 5YPP		$350,517	$719,553	$1,868,444	$0	$524,693	$429,900	$3,893,107
Total Cash Flow Allocated		$350,517	$719,553	$1,868,444	$0	$0	$0	$2,938,514
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$0	$0	$0	$0	$524,693	$429,900	$954,593
Total Cash Flow in 2014 Strategic Plan		$350,517	$719,553	$757,449	$797,101	$838,588	$429,900	$3,893,107
Deobligated from Prior 5YPP Cycles **		$0						$0
Cumulative Remaining Cash Flow Capacity		$0	$0	($1,110,995)	($313,895)	$0	$0	$0
ROLL-UP of EPs 34-35								
Cash Flow Programmed in 5YPP		$350,517	$719,553	$13,098,101	$5,714,166	$6,514,002	$6,177,528	$32,573,867
Total Cash Flow Allocated		$2,752,745	$1,320,110	$13,098,101	$5,714,166	$1,424,609	$277,389	$24,587,120
Total Cash Flow Deobligated		($2,402,228)	($600,557)	$0	$0	$0	$0	($3,002,785)
Total Cash Flow Unallocated		$0	$0	$0	$0	$5,089,393	$5,900,139	$10,989,532
Total Cash Flow in 2014 Strategic Plan		$3,752,745	$9,212,294	$5,956,629	$5,194,369	$5,450,256	$1,356,834	$30,923,126
Total Deobligated from Prior 5YPP Cycles		$1,759,741						$1,759,741
Cumulative Remaining Cash Flow Capacity		$5,161,969	$13,654,710	$6,513,238	$5,993,440	$4,929,694	$109,000	$109,000

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2018 Local Partnership Program Formulaic Program of Pr[illegible]
January 31-February 1, 2018

RESOLUTION G-18-04

1.1 **WHEREAS,** on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and

1.2 **WHEREAS,** on June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and

1.3 **WHEREAS,** the Commission adopted the 2018 Local Partnership Program Guidelines on October 18, 2017; and

1.4 **WHEREAS,** the Commission adopted the 2018 Local Partnership Program Formulaic Program distribution of shares on December 6, 2017; and

1.5 **WHEREAS,** Commission staff worked collaboratively with city, county, and transit agency representatives to develop and release a log of projects proposed by eligible agencies for funding on December 29, 2017; and

1.6 **WHEREAS,** Commission staff compiled a list of agencies that provided complete project submittals and are therefore eligible to receive Fiscal Years 2017-18 and 2018-19 formula apportionments of Local Partnership Program Formulaic Funding, as reflected in Attachment B.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission adopts the attached 2018 Local Partnership Program Formulaic Program of Projects; and

2.2 **BE IT FURTHER RESOLVED,** that the Commission staff is authorized to make minor technical changes as needed to the program of projects; and

2.3 **BE IT FURTHER RESOLVED,** that the Commission directs staff to post the 2018 Local Partnership Program Formulaic Program of Projects on the Commission's website.

Adopted 2018 LPP Formulaic Program of Projects

($1,000s)

Attachment B

Applicant Agency	Project Title	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed	LPP Shares	Unprgmd Balance
Bay Area Toll Authority	Dumbarton Bridge Operational Improvements	BATA		$8,200			
Bay Area Toll Authority	SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	MTC/BATA/CT		$2,000	**$10,200**	$10,236	$36
Alameda-Contra Costa Transit District	Customer Service Center Rehab	AC Transit	$50	$765			
Alameda-Contra Costa Transit District	Purchase 59 Hybrid Buses	AC Transit		$253	**$1,068**	$1,068	$0
Bay Area Rapid Transit District	BART Escalator Replacement (Downtown SF Stations)	BART		$1,880	**$1,880**	$1,880	$0
Orinda	Miner Road Rehab	Orinda	$200		**$200**	$200	$0
Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTC	$907	$7,073	**$7,980**	$7,980	$0
Contra Costa Transportation Authority	Route 680 NB Express Lane	CCTA		$4,799			
Contra Costa Transportation Authority	El Cerrito Pavement Project	El Cerrito		$200			
Contra Costa Transportation Authority	Martinez Pavement Project	Martinez		$200	**$5,199**	$5,199	$0
Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis		$4,544	**$4,544**	$4,544	$0
Clearlake	Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements	Clearlake		$200	**$200**	$200	$0
Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation	Chowchilla	$142				
Madera County Transportation Authority	2017-18 3R and ADA Improvements	Madera	217				
Madera County Transportation Authority	2018-19 3R and ADA Improvements	Madera		$180			
Madera County Transportation Authority	Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Madera County		$175	**$714**	$714	$0
Transportation Authority Marin County	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	$250	$250			
Transportation Authority Marin County	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	$502		**$1,002**	$1,002	$0
Fort Bragg	2019 Street Rehabilitation Project	Fort Bragg		$200	**$200**	$200	$0
Point Arena	Port Road Rehabilitation & Overlay Project	Point Arena	$200		**$200**	$200	$0
Willits	Asphalt Maintenance Program	Willits	$100		**$100**	$200	$100
Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway	TAMC	$500	$600			
Transportation Agency for Monterey County	Route 156 Safety Improvements-Blackie Road Extension	TAMC		$250			
Transportation Agency for Monterey County	Regional Wayfinding Program	TAMC		$163	**$1,513**	$1,513	$0
Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		$505	**$505**	$505	$0
Truckee	Annual Slurry Seal Project	Truckee	**$200**		**$200**	$200	$0
Sacramento Transportation Authority	21 Buses for Circulator Service Expansion	RT		$1,287			
Sacramento Transportation Authority	Roadway Rehabilitation, Street Light & Street Sign Replacement	Citrus Heights		$299			
Sacramento Transportation Authority	Upgraded Curb Ramps Pavement Sealing	Elk Grove	$323				
Sacramento Transportation Authority	Pavement Sealing	Elk Grove	$30	$261			
Sacramento Transportation Authority	Road Widening w/ Bike Lanes	Folsom		$300			
Sacramento Transportation Authority	Sunrise Blvd Roadway Rehabilitation	Rancho Cordova		$289			
Sacramento Transportation Authority	Roadway Rehabilitation	Sacramento	$1,748				
Sacramento Transportation Authority	Complete Streets Rehabilitation	Sacramento Co.	$268	$2,106	**$6,911**	$6,911	$0
San Francisco County Transportation Authority	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	$2,106				
San Francisco County Transportation Authority	Alemany Boulevard Pavement Renovation	SFPW		$2,083	**$4,189**	$4,189	$0
Santa Clara County Valley Transportation Authority	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	$9,442	$0	**$9,442**	$9,442	$0
Santa Cruz County Regional Transportation Commission	2018 Full Depth Recycle & Overlay	Santa Cruz Co.		$476	**$476**	$631	$155
Sonoma County Transportation Authority	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	$100	$473	**$573**	$1,152	$579
Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART	$1,553		**$1,553**	$1,553	$0
Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA		$23,941			
Los Angeles County Metropolitan Transportation Authority	Green Line Extension (Redondo Beach-Torrance)	LACMTA		$19,745			
Los Angeles County Metropolitan Transportation Authority	Willowbrook/Rosa Parks Station Mezzanine Improvements	LACMTA	$14,808		**$58,494**	$58,494	$0
Orange County Transportation Authority	I-5 Improvements, Rt 73-Oso Parkway (Segment 1)	Caltrans		$18,242	**$18,242**	$18,242	$0
Riverside County Transportation Commission	Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91)	RCTC	$2,000				
Riverside County Transportation Commission	Pachappa Underpass (Rt 91 HOV Remnant Work, Raise UPRR)	RCTC		$4,272			
Riverside County Transportation Commission	Temescal Canyon Road Gap Closure (widen to 4 lanes)	Riverside Co.		$7,300	**$13,572**	$13,620	$48
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell)	SANDAG	$2,000				
San Diego County Regional Transportation Commission	LOSSAN Batiquitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5)	SANDAG	$1,250	$9,470			
San Diego County Regional Transportation Commission	LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9)	SANDAG	$3,500				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253)	SANDAG	$1,720				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Signal Respacing/Optimization	SANDAG	$1,000		**$18,940**	$18,940	$0
Santa Barbara County Local Transportation Authority	Rt 101, Santa Monica Rd/Via Real Intersection Improvements	Caltrans	$754	$450			
Santa Barbara County Local Transportation Authority	Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure	Carpinteria		$410			
Santa Barbara County Local Transportation Authority	North Padaro Lane Coastal Access Improvements	SB County	$30	$180			
Santa Barbara County Local Transportation Authority	Summerland Area Coastal Access Improvements	SB County	$150	$600	**$2,574**	$2,574	$0
Tulare County Transportation Authority	Rt 198/Akers St I/C (Improve Akers/Noble+Akers/Mineral King intersect)	Visalia	$259	$2,435	**$2,694**	$2,694	$0
		Total Adopted for Formulaic Program			**$173,365**	*$174,283*	*$918*

Revised 01/31/2018

Memorandum

TAB 20

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31– February 1, 2018

Reference No.: 4.22
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Matthew Yosgott
Associate Deputy Director

Subject: **ADOPTION OF 2018 LOCAL PARTNERSHIP PROGRAM – FORMULAIC PROGRAM OF PROJECTS – RESOLUTION G-18-04**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 Local Partnership Program Formulaic Program of Projects, as recommended by staff?

RECOMMENDATION:

Staff recommends the Commission adopt the 2018 Local Partnership Program Formulaic Program of Projects, as outlined in the Staff Recommendations (Attachment B).

BACKGROUND:

Enabling Legislation
Senate Bill 1 (Chapter 5, Statutes of 2017), which created the Local Partnership Program, was signed by the Governor on April 28, 2017. Assembly Bill 115 (Chapter 20, Statutes of 2017) was signed by the Governor on June 27, 2017, which clarified language in Senate Bill 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program.

Local Partnership Program Formulaic Program of Projects
The 2018 Local Partnership Program Formulaic Program of projects is funded from $100 million annually in state funds authorized by Senate Bill 1 that are allocated from the Road Maintenance and Rehabilitation Account to the Local Partnership Program for fiscal years 2017-18 and 2018-19.

Funding for the 2018 Local Partnership Program Formulaic Program of projects is made available only to those agencies with Commission-adopted shares and committed local matching funds. On December 6, 2017 the Commission adopted the 2018 Local Partnership Program – Formulaic Program Funding Share Distribution for FYs 2017-18 and 2018-19.

The objective of the Local Partnership Program – Formulaic Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements.

Eligible jurisdictions, outlined in the Local Partnership Program Formulaic Funding Share Distribution, submitted proposals for projects by the December 15, 2017 deadline. A log of the proposals was posted for review on the Commission website on December 29, 2017.

Commission staff received feedback or verification from every eligible applicant, and reviewed the project proposals for compliance with the guidelines. Based on a thorough project review and correspondence with applicants, staff drafted and posted recommendations on the program of projects to the Commission's website on January 10, 2018. Through this process, Commission staff ensured applicant agencies had an opportunity to verify, review, and request modifications prior to adoption.

Of the 40 agencies eligible for the program, 32 agencies submitted 64 projects for programming, of which 57 projects are recommended for programming. Seven projects were voluntarily withdrawn by the applicant agency, two of which were withdrawn subsequent to the published staff recommendations. Eight agencies elected not to apply for programming at this time. The Local Partnership Program Guidelines allow all agencies with adopted formulaic shares to nominate projects for programming through the end of the current formulaic cycle.

The current program of projects will program $173.4 million over FYs 2017-18 and 2018-19. The remaining $26.6 million can be programmed through the duration of the current formulaic cycle (June 2019).

Local Partnership Program Formulaic Program of Projects – Examples

The Local Partnership Program Formulaic Program of projects will include diverse and important transportation projects throughout the state. Examples include:

Orange County Transportation Authority

- Caltrans – I-5 Improvement Project from SR-73 to Oso Parkway. Extending from the cities of Laguna Niguel, Mission Viejo, and Laguna Hills, this project adds one general purpose lane in each direction, auxiliary lanes where needed, as well as the reconstruction of interchanges at Avery Parkway. This project will directly enhance mobility and maximize the productivity of the local transportation system. Local Partnership Program – Formulaic Funding of $18.24 million is recommended for construction in FY 2018-19.

Sonoma County Transportation Authority

- City of Santa Rosa – Bicycle and Pedestrian Gap Closures along Piner Road and Dutton Avenue. The project will close a gap in a Class II bicycle lane and will rehabilitate pavement where the lanes will be installed. Additionally, the project will close a gap in a sidewalk and install additional sidewalk and ADA curb ramps. $100,000 in Local

Partnership Program – Formulaic Funding is recommended for plans, specifications, and estimates in FY 2017-18, and $473,000 in funding is recommended for construction in FY 2018-19.

Town of Truckee

- Town of Truckee – Annual Slurry Seal Project. Over a distance of 32 miles of local road, this project applies Type II slurry seal, allowing the Town to complete its annual slurry sealing improvements in order to preserve roadway integrity. Local Partnership Program – Formulaic Funding of $200,000 is recommended for construction in FY 2017-18.

Fresno County Transportation Authority

- City of Clovis – Willow Avenue Street Improvements Project. This project will entail a large reconstruction of Willow Avenue from Shepherd to Copper Avenues. Work includes constructing additional lanes, median curb, median landscape and irrigation, median concrete cap, concrete curb and gutter, sidewalk, drive approaches, valley gutters, curb return ramps, a traffic signal, striping, and signage. $1.04 million in Local Partnership Program – Formulaic Funding is recommended for Right of Way in FY 2017-18, and $3.5 million in funding is recommended for construction in FY 2018-19.

Attachments:
Attachment A: Resolution G-18-04
Attachment B: Projects Recommended for Programming

Attachment B

Staff Recommendations for the 2018 LPP Formulaic Program

($1,000s)

Applicant Agency	Project Title	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed	LPP Shares	Unprgrmd Balance
Bay Area Toll Authority	Dumbarton Bridge Operational Improvements	BATA		$8,200			
Bay Area Toll Authority	SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	MTC/BATA/CT		$2,000	**$10,200**	$10,236	$36
Alameda-Contra Costa Transit District	Customer Service Center Rehab	AC Transit	$50	$765			
Alameda-Contra Costa Transit District	Purchase 59 Hybrid Buses	AC Transit		$253	**$1,068**	$1,068	$0
Bay Area Rapid Transit District	BART Escalator Replacement (Downtown SF Stations)	BART		$1,880	**$1,880**	$1,880	$0
Orinda	Miner Road Rehab	Orinda	$200		**$200**	$200	$0
Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTC	$907	$7,073	**$7,980**	$7,980	$0
Contra Costa Transportation Authority	Route 680 NB Express Lane	CCTA		$4,799			
Contra Costa Transportation Authority	El Cerrito Pavement Project	El Cerrito		$200			
Contra Costa Transportation Authority	Martinez Pavement Project	Martinez		$200	**$5,199**	$5,199	$0
Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis		$4,544	**$4,544**	$4,544	$0
Clearlake	Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements	Clearlake		$200	**$200**	$200	$0
Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation	Chowchilla	$142				
Madera County Transportation Authority	2017-18 3R and ADA Improvements	Madera	217				
Madera County Transportation Authority	2018-19 3R and ADA Improvements	Madera		$180			
Madera County Transportation Authority	Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Madera County		$175	**$714**	$714	$0
Transportation Authority Marin County	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	$250	$250			
Transportation Authority Marin County	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	$502		**$1,002**	$1,002	$0
Fort Bragg	2019 Street Rehabilitation Project	Fort Bragg		$200	**$200**	$200	$0
Point Arena	Port Road Rehabilitation & Overlay Project	Point Arena	$200		**$200**	$200	$0
Willits	Asphalt Maintenance Program	Willits	$100		**$100**	$200	$100
Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway	TAMC	$500	$600			
Transportation Agency for Monterey County	Route 156 Safety Improvements-Blackie Road Extension	TAMC		$250			
Transportation Agency for Monterey County	Regional Wayfinding Program	TAMC		$163	**$1,513**	$1,513	$0
Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		$505	**$505**	$505	$0
Truckee	Annual Slurry Seal Project	Truckee	$200		**$200**	$200	$0
Sacramento Transportation Authority	21 Buses for Circulator Service Expansion	RT		$1,287			
Sacramento Transportation Authority	Roadway Rehabilitation, Street Light & Street Sign Replacement	Citrus Heights		$299			
Sacramento Transportation Authority	Upgraded Curb Ramps Pavement Sealing	Elk Grove	$323				
Sacramento Transportation Authority	Pavement Sealing	Elk Grove	$30	$261			
Sacramento Transportation Authority	Road Widening w/ Bike Lanes	Folsom		$300			
Sacramento Transportation Authority	Sunrise Blvd Roadway Rehabilitation	Rancho Cordova		$289			
Sacramento Transportation Authority	Roadway Rehabilitation	Sacramento	$1,748				
Sacramento Transportation Authority	Complete Streets Rehabilitation	Sacramento Co.	$268	$2,106	**$6,911**	$6,911	$0
San Francisco County Transportation Authority	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	$2,106				
San Francisco County Transportation Authority	Alemany Boulevard Pavement Renovation	SFPW		$2,083	**$4,189**	$4,189	$0
Santa Clara County Valley Transportation Authority	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	$9,442	$0	**$9,442**	$9,442	$0
Santa Cruz County Regional Transportation Commission	2018 Full Depth Recycle & Overlay	Santa Cruz Co.		$476	**$476**	$476	$0
Sonoma County Transportation Authority	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	$100	$473	**$573**	$573	$0
Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART	$1,553		**$1,553**	$1,553	$0
Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA		$23,941			
Los Angeles County Metropolitan Transportation Authority	Green Line Extension (Redondo Beach-Torrance)	LACMTA		$19,745			
Los Angeles County Metropolitan Transportation Authority	Willowbrook/Rosa Parks Station Mezzanine Improvements	LACMTA	$14,808		**$58,494**	$58,494	$0
Orange County Transportation Authority	I-5 Improvements, Rt 73-Oso Parkway (Segment 1)	Caltrans		$18,242	**$18,242**	$18,242	$0
Riverside County Transportation Commission	Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91)	RCTC	$2,000				
Riverside County Transportation Commission	Pachappa Underpass (Rt 91 HOV Remnant Work, Raise UPRR)	RCTC		$4,272			
Riverside County Transportation Commission	Temescal Canyon Road Gap Closure (widen to 4 lanes)	Riverside Co.		$7,300	**$13,572**	$13,620	$48
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell)	SANDAG	$2,000				
San Diego County Regional Transportation Commission	LOSSAN Batiquitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5)	SANDAG	$1,250	$9,470			
San Diego County Regional Transportation Commission	LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9)	SANDAG	$3,500				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253)	SANDAG	$1,720				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Signal Respacing/Optimization	SANDAG	$1,000		**$18,940**	$18,940	$0
Santa Barbara County Local Transportation Authority	Rt 101, Santa Monica Rd/Via Real Intersection Improvements	Caltrans	$754	$450			
Santa Barbara County Local Transportation Authority	Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure	Carpinteria		$410			
Santa Barbara County Local Transportation Authority	North Padaro Lane Coastal Access Improvements	SB County	$30	$180			
Santa Barbara County Local Transportation Authority	Summerland Area Coastal Access Improvements	SB County	$150	$800	**$2,574**	$2,574	$0
Tulare County Transportation Authority	Rt 198/Akers St I/C (Improve Akers/Noble+Akers/Mineral King intersect)	Visalia	$259	$2,435	**$2,694**	$2,694	$0
				Total Recommended for Formulaic Program	***$173,365***	$173,549	***$184***

Applicant Agency	Pulled Projects	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed
San Bernardino County Transportation Authority	I-10 Corridor Contract 1 (Express Lanes - D/B 2b)	SBCTA	$6,169		
San Bernardino County Transportation Authority	Redlands Passenger Rail (SBdo Transit Center - Redlands University)	SBCTA		$6,169	**$12,338**
San Joaquin County Transportation Authority	Route 99/120 Connector	Caltrans		$3,408	**$3,408**
Santa Cruz County Regional Transportation Commission	Vehicle Replacement	SC Metro		$155	**$155**
Santa Cruz Metropolitan Transit District	Vehicle Replacement	SC Metro		$631	**$631**
Sonoma County Transportation Authority	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans		$579	**$579**
Stanislaus County Transportation Authority	Route 99/Fulkerth Road Interchange Improvements	Turlock	$1,258	$1,243	**$2,501**

Unprgrmd Pulled
$19,612

Applicant Agency	No Project Proposed	Implementing Agency	2018 LPP Formulaic Shares 2017-18	2018-19	Total
Imperial County Local Transportation Authority			$538	$538	$1,076
Merced County Transportation Authority			$630	$623	$1,253
Napa Valley Transportation Authority - Effective 7/18			-	$323	$323
Nevada City			$100	$100	$200
San Mateo County Transportation Authority			$884	$873	$1,757
San Mateo County Transit District			$884	$873	$1,757
C/CAG of San Mateo County			$135	$135	$270
Yuba County			$100	$100	$200

Unprgrmd Balance
$6,836

Total Unprogrammed	***$26,632***

Revised 01/31/2018

Mark Farrell
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
tel 415-554-6920

sfpublicworks.org
facebook.com/sfpublicworks
twitter.com/sfpublicworks
twitter.com/mrcleansf

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Mohammed Nuru, Director of Public Works MCW

DATE: May 30, 2018

SUBJECT: Accept and Expend Resolution for State Grant

GRANT TITLE: Senate Bill 1 Local Partnership Program Formulaic Program

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Attached please find the original and 1 copy of each of the following:

- ☐ Proposed grant resolution; original signed by Departments
- ☐ Grant information form, including disability checklist
- ☐ Grant budgets
- ☐ Grant applications for 2 projects
- ☐ SFCTA Resolution programming the SFCTA's share of LPP formulaic funds to SFPW
- ☐ CTC Resolution programming LPP formulaic funds to two SFPW street resurfacing projects

Departmental representative to receive a copy of the adopted resolution:

Name: Rachel Alonso (Rachel.Alonso@sfdpw.org)
Phone: 415.554.4139

Interoffice Mail Address: Public Works, 1155 Market Street, 4th Floor

Certified copy required: Yes ☐ No ☒

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

Senate Bill 1 Local Partnership Program Formulaic Funds
State Grant Funds

Summary

San Francisco Public Works requests authorization to accept and expend $4,198,000 Senate Bill (SB1) Local Partnership Program (LPP) formulaic funds. Public Works will use available formulaic funding for two street resurfacing projects.

Background

On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1, a transportation funding package of more than $50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations in California. $100 million is appropriated annually through the LPP Formulaic Fund program.

San Francisco Public Works worked with the San Francisco County Transportation Authority (SFCTA) to request formulaic funding for Public Works' street resurfacing projects. On January 31, 2018, the California Transportation Commission adopted and programmed $4,198,000 in FY2017-2018 and FY2018-2019 LPP Formulaic Program funds for two San Francisco Public Works street resurfacing projects. The two projects are:

- **Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation:** Street resurfacing of 2.8 miles of residential streets (forty-three blocks) in the Parkmerced, Twin Peaks, and Glen Park neighborhoods in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.

- **Alemany Boulevard Pavement Renovation:** Street resurfacing of 1.3 miles of a key arterial in San Francisco. The project consists of repairs to the road base, paving work, curb ramp construction, and sidewalk and curb repairs.

For questions, please contact Rachel Alonso, San Francisco Public Works Transportation Finance Analyst at (415) 554-4139.

OFFICE OF THE MAYOR
SAN FRANCISCO

MARK FARRELL
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mayor Mark Farrell
RE: Accept and Expend Grant – Senate Bill 1 Local Partnership Program – Formulaic Funds - $4,189,000
DATE: June 12, 2018

Attached for introduction to the Board of Supervisors is a resolution authorizing the acceptance and expenditure of Senate Bill 1 Local Partnership Program formulaic funding in the amount of $4,189,000 for San Francisco Public Works' street resurfacing projects.

Should you have any questions, please contact Andres Power 554-5168.

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141