



SB 1 Program Application Transmittal Sheet

Project Name: Jefferson Street Improvements, Phase II

Nominating Agency/Agencies: City & County of San Francisco

Implementing Agency/Agencies: San Francisco Public Works

Total Project Cost: \$14,883,000

Requesting Cost: \$6,782,000

Project Location: _____

City/Cities: San Francisco

County/Counties: San Francisco

Post Miles: N/A

Legislative Districts:

Assembly Districts: 17

Senate Districts: 11

Program(s) Applying for:

* Local Partnership Program (LPP@catc.ca.gov)

Solutions to Congested Corridors Program (SCCP@catc.ca.gov)

Trade Corridor Enhancement Program (TCEP@catc.ca.gov)

For Agencies with Multiple Project Submissions:
Priority # 1 of 3 projects



**San Francisco
Planning**



January 23, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Local Partnership Program Competitive Program – City & County of San Francisco's Project Nomination and Documentation of Agreement between Taxing Authority and Implementing Agency

On behalf of the City & County of San Francisco (CCSF), we would like to express our appreciation to the California Transportation Commission (CTC) for considering our project nomination to the Local Partnership Program (LPP) Competitive Program for the Jefferson Street Improvements Phase II project. This cover letter serves as the agreement between CCSF, the San Francisco Planning Department (SF Planning), and San Francisco Public Works (SFPW) to implement CCSF's nomination to the LPP Competitive Program.

SF Planning administers CCSF's legislated neighborhood-specific development impact fees, a set percentage of which is dedicated to Streetscape and Pedestrian Infrastructure, Bicycle Infrastructure, and Transit Infrastructure. Use of fees on specific CCSF capital projects is determined by the Interagency Plan Implementation Committee (IPIC), a committee consisting of staff from Planning, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco County Transportation Authority (SFCTA), and San Francisco Public Works, among other agencies. IPIC funding decisions are made with ongoing engagement with various citizen advisory committees and the community at large. SF Planning also calculates the city-wide Transportation Sustainability Fee (TSF). The TSF has replaced the Transit Impact Development Fee (TIDF), which remains effective for grandfathered projects. TIDF and TSF fees are remitted directly to the San Francisco Municipal Transportation Agency (SFMTA), a department of CCSF. Through fiscal year 2023, CCSF anticipates \$436 million in impact fees from TIDF and TDF, as well as Area Plan transportation related revenue for complete streets and transit.

CCSF has approved the following project priorities, as required by the LPP Competitive Program guidelines:

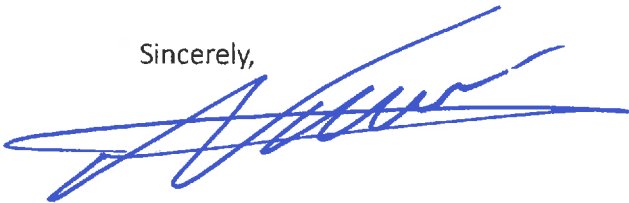
- Priority 1. Jefferson Street Improvements Phase II
- Priority 2. Mission Bay Ferry Landing
- Priority 3. Better Market Street Segment 1

SFPW, which will act as the implementing agency, is modernizing the Jefferson Street design to accommodate increased pedestrian and bicycle users in the area. The Jefferson Street Improvements Phase II project will widen pedestrian footpaths along a three-block segment of Jefferson Street, improving pedestrian safety and comfort in Fisherman's Wharf, the second most visited neighborhood in San Francisco. Jefferson Street was recently included in San Francisco's High-Injury Network, and is part of the regional 400-mile Bay Trail, which provides a continuous bicycle and pedestrian path around the San Francisco Bay.

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 Andres Power, Senior Advisor, Office of the Mayor, at (415) 554-6591 or andres.power@sfgov.org, or contact Rachel Alonso, SFPW Transportation Finance Analyst at 415-554-4139 or rachel.alonso@sfdpw.org. We look forward to seeing this project advance as part of 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



John Rahaim
Director of Planning
San Francisco Planning Department

Attachments:

1. Jefferson Street Improvements Phase II Project Application

cc: AP, SN – CCSF
RA, PH – SFPW

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Executive Summary

Project Title: Jefferson Street Improvements, Phase II

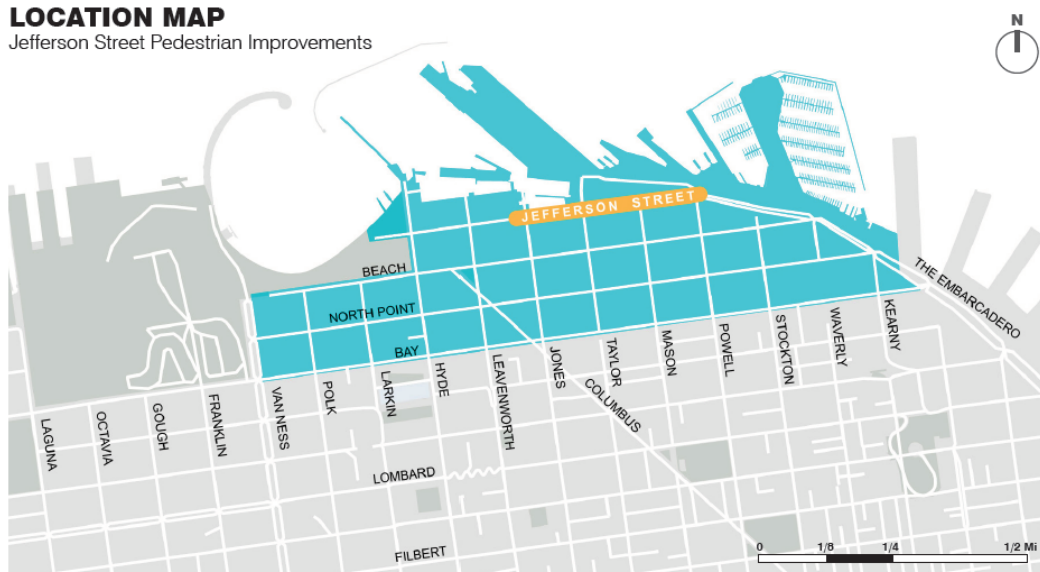
Project Description: Phase II of the Jefferson Streetscape Improvement Project completes the 3 blocks of the streetscape design developed from the 2010 Fisherman’s Wharf Public Realm Plan. The project includes the installation of narrowed geometrically-patterned streets, widened sidewalks, pedestrian-scale lighting, bike parking, new landscaping, trees, and public seating.

Project Location: Jefferson Street, between Powell Street and Jones Street, in the Fisherman's Wharf district and North Beach neighborhood of the City and County of San Francisco. Below, Figure 1 provides the project’s location context.

Figure 1: Jefferson Street Phase II Project Limits

LOCATION MAP

Jefferson Street Pedestrian Improvements



SAN FRANCISCO

Jefferson Street Phase II : Pedestrian Improvements

LEGEND

- Jefferson Street Improvements Phase II
- Fisherman's Wharf Public Realm Plan Boundary

Request Summary:

Current Phase: Design (95% PS&E)

Fiscal Year of Programming: 2018-19

Total Construction Cost: \$13,565,000

LPP Amount Requested: \$6,782,000

Local Match: \$6,783,000 (City and County of San Francisco General Fund, San Francisco County Transportation Authority Proposition K sales tax)

Project Area: Fisherman's Wharf

Fisherman's Wharf, located in San Francisco's North Beach neighborhood, is one of the city's most popular tourist destinations. The Wharf is a vibrant shopping, restaurant, and entertainment center and is home to some of San Francisco's most famous attractions, such as the Ghirardelli Square, Hyde Street Pier, the San Francisco Maritime National Historical Park, and the Pier 39 sea lion colony.

Figure 2: Bird's Eye View of Jefferson Street



The Wharf's popularity can partially be attributed to its many transportation options. The Wharf is walking distance to San Francisco's Chinatown neighborhood, Lombard Street, and the many popular restaurants on Columbus Avenue. It is located along the San Francisco Bay Bike Trail, a 500 mile walk and bike path that runs around the San Francisco Bay and connects the Wharf to San Francisco's South Beach neighborhood and the San Francisco Giants' AT&T Park. Regional focused transportation options are also accessible in the south and east along the Embarcadero, including BART and Caltrain. Many San Francisco Municipal Transportation Agency (SFMTA) transit lines, including the historic Muni F Line streetcar run through the Wharf. As a part of the San Francisco Port, the Wharf also provides ferry service to Sausalito, Angel Island, Alcatraz, Oakland, and Alameda.

Fisherman's Wharf has many hotels, stores, and restaurants that make it a bustling contributor to San Francisco's economy. North Beach has the fourth-densest employment density in San Francisco.¹ The Wharf's 500 businesses support over 8,384 jobs, most of them in the service, hospitality, restaurant, and retail industries.² The estimated 10-12 million visitors each year

¹ San Francisco Travel Association/Destination Analysts "Findings, Final Report: San Francisco Visitor Profile Research," http://www.sanfrancisco.travel/sites/sftraveldev.prod.acquia-sites.com/files/San%20Francisco%20Fact%20Sheet%202015_1.docx

² "Annual Report 2015-2016," Fisherman's Wharf Community Benefit District, 2017, December 9 http://static1.squarespace.com/static/565080eee4b03de1ac9f6805/t/5651da4ce4b037d305df7db4/1448206308220/FWCBD+14-15+Annual_Report.pdf

generated over \$65.6 million in revenue for the City and County of San Francisco.³ On average, 24,383 people visit Fisherman’s Wharf on a daily basis. The number can swell as high as 100,000 people, depending on the season and the weather.

The many attractions, hotels, and transportation options at Fisherman’s Wharf make the Wharf a must-go for millions of people travelling to San Francisco from all over the world. Unfortunately, the Wharf’s popularity has made the streets and sidewalks extremely congested and dangerous for the many pedestrians and bicyclists. Improvements to the street infrastructure is necessary to make the Wharf friendlier and safer for the millions of people who visit every year.

Project Background, Need, and Purpose

Jefferson Street is the “main street” of San Francisco’s Fisherman’s Wharf, a global destinations for locals and tourists alike. On top of the millions of people who visit Fisherman’s Wharf annually, a total of 3,827 people live and 7,669 people work in census tract 101.^{4 5} 2,732 students attend nearby public schools.⁶ There is a great many people who rely on Jefferson Street for safe passage through the North Beach neighborhood.

In an effort to address transportation issues, the Fisherman’s Wharf Community Benefit District (FWCBD) has been working with San Francisco Public Works to make street improvements to Jefferson Street, including transforming the formerly one way street into a two way street, universally accessible pedestrian corridor.

In 2016, over 20 million footfalls and 590,000 bikes were logged along Jefferson Street. With an average of 55,000 footfalls and 1,600 bicyclists on any given day, Jefferson Street's current sidewalk and bike infrastructure is over capacity.⁷ To accommodate the increasing traffic on Jefferson Street, the San Francisco Planning Department developed the Fisherman's Wharf Public Realm Plan, which planned large-scale improvements to the street’s pedestrian and bike infrastructure. To reduce funding risks, the comprehensive Jefferson Street project was split into two phases. In 2013, San Francisco Public Works, with the assistance of the San Francisco Port and the SFMTA, constructed the first phase of the Jefferson Street Improvements project, between Hyde and Jones.

³ *Ibid.*

⁴ MTC Communities of Concern GIS map and data for census tract 101, <http://arcg.is/1WlmpHl>

⁵ U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014), Work Area Profile Report, 2014 Total All Jobs for Census Tract 101, <http://onthemap.ces.census.gov/>

⁶ California Department of Education Analysis, Measurement, and Accountability Reporting Division, 2015-16 California Longitudinal Pupil Achievement Data System, Free and Reduced Price Meal, <http://www.cde.ca.gov/ds/sd/sd/filesfp.asp>

⁷ Counts provided by the Fisherman’s Wharf Community Benefit District

Improvements on Jefferson Street and in the Fisherman's Wharf are important. Currently, North Beach ranks fifth for the rate of pedestrian injuries and fatalities.⁸ Out of 11 supervisorial districts, D3 had the second-highest cost for admitted patients related to pedestrian injury.⁹ As 76% of total costs incurred were paid for by public funding, there is a clear economic case for pedestrian- and bike-friendly infrastructure investments.

Collision data between 1/1/2011 and 03/30/2017 was extracted and analyzed from the California Highway Patrol's Statewide Integrated Traffic Records System. 79 accidents split almost evenly between bicyclists and pedestrians have occurred at 45 intersections and blocks within ¼ mile of the project site. While only 44% occurred within intersections, 100% of the non-intersection collisions have occurred along the Jefferson Street corridor. For the surrounding area, only 51% of collisions occurred at non-intersections. In other words, intersections in general are dangerous in the influence area, but street segments are uniquely dangerous along Jefferson. Furthermore, 100% of the collisions on Jefferson have occurred during daylight as compared to 83% on surrounding streets, illustrating how dangerous Jefferson is even under ideal lighting conditions.¹⁰

Of 40 pedestrian injuries in the influence area, 55% have been related to the pedestrian action of either crossing not in a crosswalk or being in the road, including the shoulder. 92% of collisions have been caused by vehicle code violations. 35% are due to a pedestrian violation or right of way. Another 35% are due to vehicle-related activities like unsafe speed, driving on the wrong side of the road, unsafe starting or backing, unsafe lane change, and hazardous parking.¹¹

Furthermore, in 2017, Jefferson Street was added to San Francisco's Vision Zero High-Injury Network, making the street one of the most dangerous for bicyclists and pedestrians. San Francisco's Vision Zero policy has the goal

Figure 3: Faded Crosswalks and Missing Curb Ramps at Jefferson and Mason



⁸ San Francisco Department of Public Health, 2012 Community Health Status Assessment, 2012, July.

<https://www.sfdph.org/dph/files/chip/CommunityHealthStatusAssessment.pdf>

⁹ San Francisco Department of Public Health, Pedestrian Safety and Vision Zero in San Francisco, 2014, May 6.

<https://www.sfdph.org/dph/files/sfchip/VisionZero-PedestrianSafety-HealthCommission-May2014.pdf>

¹⁰ California Highway Patrol, Statewide Integrated Traffic Records System,

<http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp>

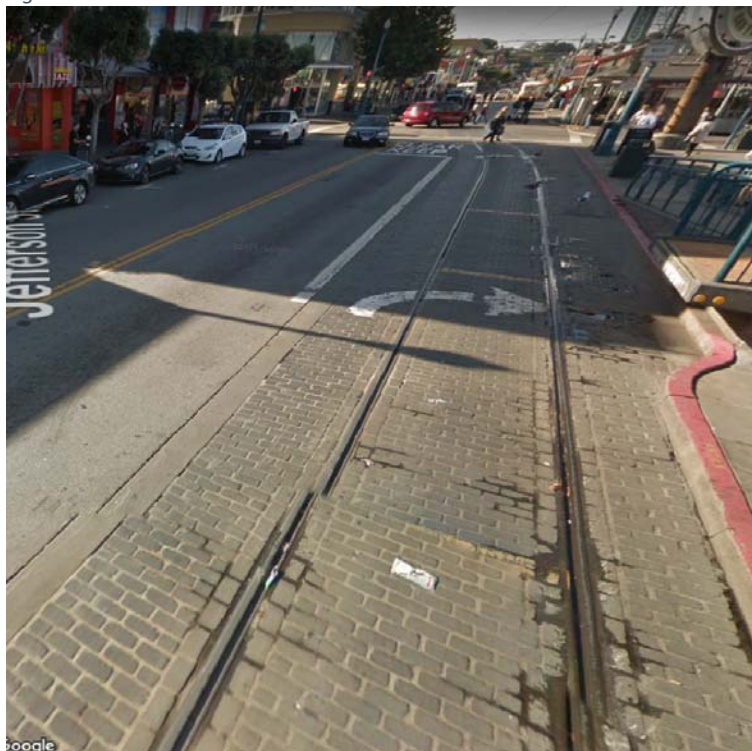
¹¹ *Ibid.*

of reaching zero traffic fatalities by 2024, but allowing Jefferson Street to exist in its current state is actively preventing the city from meeting its goal.

There are serious deficiencies and infrastructure gaps along Jefferson Street that contribute to the dangers faced by pedestrians and bicyclists. Jefferson Street, Phase I was able to greatly improve the area, but the remaining segment along the Jefferson Street corridor proves to be extremely damaging. Completion of Jefferson Street, Phase II is necessary.

Pedestrian traffic represents 80% of human movement in the Phase II project area, but pedestrian infrastructure only represents 20% of the total area. With tens of thousands of people walking on the streets every day, the current 15 foot sidewalks are too narrow and crowded. Cluttered landscape design creates more congestion and a narrower, uninviting sidewalk. Jefferson's sidewalks are crowded and overcapacity; people are forced off the sidewalk onto the roadway, risking their safety and putting themselves in conflict with motor vehicle traffic. Long intersections crosswalks, unclear crosswalk delineation, and poor lighting that benefits only motor vehicles make walking along the Phase II portions of Jefferson extremely dangerous for pedestrians. Furthermore, Fisherman's Wharf has larger blocks in comparison with city centers, which have comparable levels of pedestrian activity.¹² Longer blocks are less pedestrian-friendly, necessitating additional investments to compensate for this inadequacy.

Figure 4: F-Line Tracks between Powell St. and Mason St.



A citywide bicycle assessment found the coastal and waterfront facilities to be fragmented, uncomfortable, and poorly defined.¹³ The three blocks of Jefferson Street, Phase II are especially problematic for bicyclists, contributing to the fragmentation of the bike facilities. The bike lane disappears within the Phase II project limits, only to reappear several blocks later. To further complicate the corridor, the Muni F-Line streetcar tracks run along the curb in the street rather than in a separate, protected lane. Confused cyclists often end up using the streetcar lane as a bike lane, which adds to roadway congestion, and, more dangerously, increases

¹² Gehl Architects, *Public Space and Public Life in Fisherman's Wharf*.

¹³ San Francisco Municipal Transportation Agency, *SFMTA Bike Strategy*, May 2010.

the risk of bicycles getting their tires caught in the tracks, leading to deadly accidents. An improved cycle network is needed in Fisherman's Wharf to fill in the gaps in the Bay Trail.

Jefferson Street needs to become a safer pedestrian and bike roadway. The remaining three blocks between Jones and Powell is the missing link between Phase I and the Embarcadero. The project closes the gap between the first phase and the Embarcadero, the roadway of the Port of San Francisco, and improves a portion of the San Francisco Bay Trail, a planned 500-mile walking and cycling path around the entire San Francisco Bay. Without this work, the existing pedestrian and bicyclist gaps will ensure that Jefferson Street continues to be one of the city's most dangerous streets.

Jefferson Street, Phase II Description and Scope

Phase II of the Jefferson Street Improvements Project is designed to improve the safety, vibrancy, and travel within Fisherman's Wharf and to close the infrastructure gap between Phase I of the project and the Embarcadero, the roadway of the Port of San Francisco. The project will create safer streets for all modes of transportation along Jefferson Street and improves a portion of the San Francisco Bay Trail.

The project will include the following improvements:

- Narrowing of the roadway by 16% (from 44 feet to 37 feet)
- Removal of 35 parking spaces
- Widening of sidewalk space by 46% on southern blocks (from 15 feet to 22 feet)
- Installation of pedestrian-scale lighting (50 poles along 1,400 linear feet)
- Continental crosswalks at 4 intersections
- Pedestrian bulb-outs at 1 intersection
- Clear definition of bike lanes, intersections, and crosswalks
- 5 benches
- 22 shade trees
- 30 bike racks
- Concrete roadways

Pedestrians will see significantly wider sidewalks, a major increase in pedestrian infrastructure capacity for Jefferson Street. More space for pedestrians to travel on greatly improves sidewalk circulation and reduces the collision risks caused by people who are forced to walk on the roadway. The subsequent reduction in roadway area, along with the elimination of 35 parking spots, will force motor vehicles to slow traffic and potentially reduce motor vehicle volume.

Bulb outs along curb ramps will further widen the sidewalks and also provide pedestrians with greater visibility when crossing intersections. Crossing distances will also shorten, as a result of the sidewalk widening and bulb out work. Shorter crosswalks will make traversing intersections easier for people of all abilities, and safer, because less time will be spent between in dangerous

intersections. The crosswalks at Jones, Taylor, Mason, and Powell Streets will also be upgraded and repainted and the unmarked crossing between Mason and Powell will be remediated with a new raised pedestrian crossing. New tree plantings will help pedestrians clearly demarcate the curb line, and pedestrian-scale lighting will increase visibility of the sidewalk. These improvements help safely guide pedestrian traffic, while giving motorists visual cues on pedestrian travel.

For bikes, a reduced roadway will remove gaps around the dangerous F-line tracks and remove the area around the tracks that many bicyclists currently travel along. Removing this space means that bicyclists will be forced to use the shared bike lane, removing the conflict between bikes and streetcars, thereby removing the risk of bikes getting caught in the tracks. The roadway will be repaved with concrete, which will distinctly outline the bike path, directing bicyclists down a safer path along the San Francisco Bay Trail.

Project Delivery Plan

San Francisco Public Works is the agency responsible for implementation of Jefferson Street Improvements, Phase II.

As of January 2018, the project is at 95% design. Once funding is secured, the project construction contract can be advertised, with construction estimated to start within 6 months of contract advertisement. With LPP funds programmed in FY 2018/19, construction can begin January 2019, with an open for use date of January 2020. For the complete project schedule, please refer below to Table 1.

Table 1: Jefferson Street Phase II - Project Schedule

Phase	Start Date		End Date	
	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	Jun	2008	Apr	2012
Environmental Studies (PA&ED)	Jan	2012	Sep	2012
Design Engineering (PS&E)	Feb	2016	Jun	2018
Advertise Construction	Sep	2018	Mar	2018
Start Construction (e.g. Award Contract)	Apr	2019	-	-
Project Completion (i.e. Open for Use)	-	-	Apr	2020

Risk Management

Since design is fully funded and nearly complete, Jefferson Street Improvements, Phase II does not have the same risks associated with less shovel-ready projects. Stakeholders, merchants and community members were deeply involved in the planning process, and as result, the project has

had enormous political and community support. The project has received environmental clearance and utility conflicts have been identified and accounted for.

Currently, the project’s biggest risk is securing funding for construction. To minimize this risk, Public Works has actively requested funding for the project through the city’s annual capital budget and pursued grant funds, when available. Because of the importance of the project, Public Works anticipates that local funds will continue to contribute to the project by providing the 50% LPP match requirement.

Project Cost Estimate and Request

San Francisco Public Works requests \$6,782,000 in LPP funds to construct Jefferson Street Phase II. Below, Table 2 shows a cost summary by project phase. For the detailed construction cost estimate, please refer to Attachment B.

Table 2: Project Budget Summary by Phase

Phase	Budget
Environmental	\$107,000
Design	\$1,389,000
Construction	\$13,565,000
Total	\$15,061,000

The Jefferson Street Improvements Project is a longstanding priority of the city and its leadership, including the late Mayor Edwin Lee. San Francisco Public Works was able to fund nearly the entirety of Phase I’s \$4.95 million budget with the city’s General Fund. Public Works has actively pursued funding for Phase II, successfully funding planning, environmental, and design work with General Fund as well.

The LPP award would be matched with \$6,783,000 in local funds. The match is planned to be a combination of General Fund, currently in the city’s annual capital budget request process, and Proposition K sales tax funds, which were identified as being available to the project by collaborating with the San Francisco County Transportation Authority.

Uncommitted Funds and Overruns

The implementing agency, San Francisco Public Works, will be responsible for securing any uncommitted funds. Public Works will also be responsible for seeking funds to cover any overruns. If LPP funds are awarded, the grant will not be expected to pay for any cost overruns.

Project Benefits

Phase II of the Jefferson Street Improvements Project, despite only updating three blocks of sidewalk and roadway, is an important connection for the Fisherman's Wharf and its surrounding areas. Completing the project will maximize the anticipated safety benefits. The benefits

associated with Phase II are outlined below. These benefits were calculated using the California Department of Transportation (Caltrans) Active Transportation Life-Cycle Benefit Cost Analysis Model. Benefits to disadvantaged communities and the project's adherence to transportation, land use, and housing planning goals are also outlined and were analyzed based on regional and local priorities.

Monetary Benefits

Caltrans' model calculated a benefit cost ratio of 110.8. Over 20 years, the \$13 million construction investment in Phase II will generate an estimated \$1.5 billion in journey quality improvements, safety benefits, health benefits, and emission cost savings. This comes out to average of \$75.1 million worth of benefits each year. The calculated benefits are summarized in Table 3 and 4.

Table 3: Benefit Cost Analysis Model Summary Results

Life-Cycle Costs (mil. \$)	\$13.6
Life-Cycle Benefits (mil. \$)	\$1,502.9
Net Present Value (mil. \$)	\$1,489.3
Benefit/Cost Ratio	110.8
Rate of Return on Investment	129.9%
Payback Period	2 years

Table 4: Jefferson Street Improvements, Phase II Calculated Benefits

Itemized Benefits	Total Over 20 Years	Average Annual
Journey Quality	\$20,100,000	\$1,000,000
Additional Safety Benefits	\$97,400,000	\$4,900,000
Health Benefits	\$1,384,000,000	\$69,200,000
Emission Cost Savings	\$1,300,000	\$100,000
Total Benefits	\$1,502,900,000	\$75,100,000

Climate Benefits:

The quantification of reduced greenhouse gas emissions is included in Caltrans' Life-Cycle model. Based on Table 3, the expected benefits over 20 years from emission cost savings is \$1,300,000. This saving is associated with a 20-year total carbon monoxide emission reduction of 103 tons and carbon dioxide emission reduction of 40,214 tons.

On top of the calculated benefits, Phase II will advance many of San Francisco's climate change and greenhouse gas policies, including those outlined in the SFMTA Climate Action Strategy and the San Francisco Department of Public Health (DPH) Strategic Plan. This means that Phase II climate benefits are pervasive and will contribute to citywide climate change goals. The city's

current goal is to have greenhouse gas emissions reduced to 52% of 1990 levels by 2030, and the city is on track thanks to projects such as Jefferson Street, II.¹⁴

Phase II will connect Jefferson Street, Phase I and the Embarcadero, creating a more pedestrian and bike trail, as well as completing the infrastructure in the Bay Trail. This means a safer and more pleasant bike and pedestrian path, which will encourage people to walk and bike more. Furthermore, DPH's active education, engagement, and advocacy campaigns support a larger cultural shift, further ensuring that San Franciscans are educated in pedestrian and road safety, and training future generations to become walkers and bikers, rather than drivers. As biking and walking become more appealing, a reduction in motorists can be expected, further mitigating greenhouse gas emissions and its associated effects on the neighborhood.

There is evidence that many of the city's policies are working and that San Franciscans are seeking means for healthier and cleaner living. DPH findings show that community visioning event participants and many focus groups emphasized the importance of active living in their conception of what it means to be healthy and noted the need for safe and affordable opportunities for physical activity.¹⁵

Benefits for San Francisco's Disadvantaged Populations:

In Plan Bay Area 2040, the Metropolitan Transportation Commission (MTC) developed a framework for addressing the inequity in the San Francisco Bay Area. Communities of Concerns (CoC), which are defined by populations with concentrations of minority and low-income households, as well as concentrations of people with disabilities, seniors 75 and over, severely rent burdened households, single-parent families, zero-vehicle households, and limited English proficiency, are used in Plan Bay Area 2040 to identify neighborhoods that require important transportation and infrastructure investment to directly benefit underserved populations.

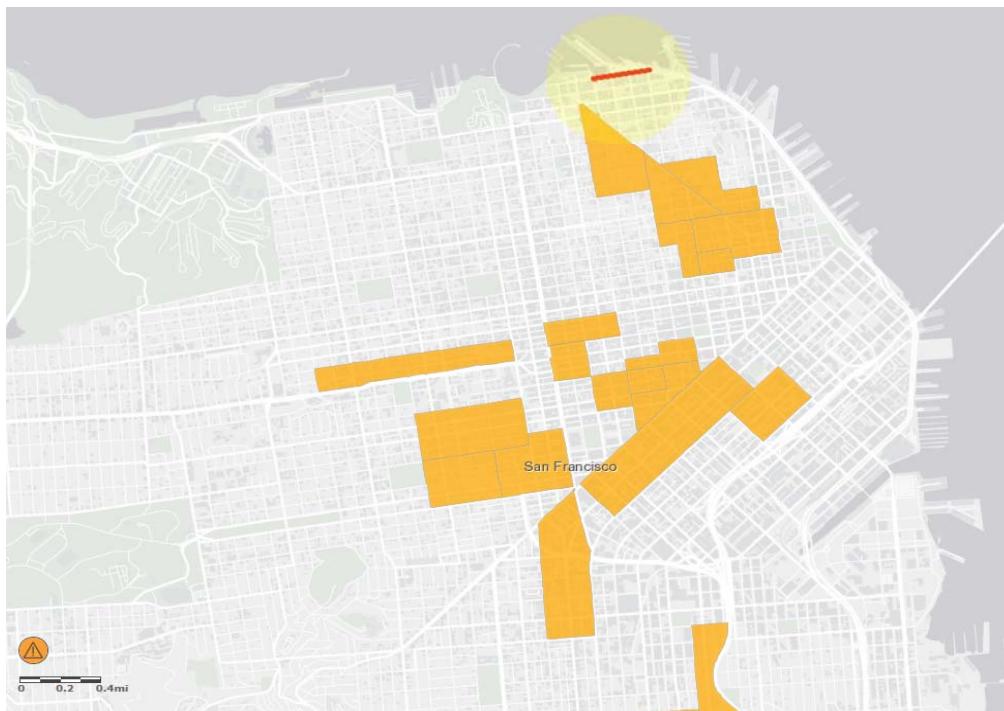
The project is located within three blocks from census tract 103, which is a CoC. Within the tract, 43% of residents are minorities and 32% are defined as low income (7% more than the Bay Area average). Furthermore, residents of this area twice as likely to live car-free in other areas of the Bay. At 12%, the CoC also has twice the Bay Area average percentage of seniors.¹⁶

¹⁴ San Francisco Department of Environment, San Francisco Climate Action Strategy 2013 Update, 2013, October 21. https://sfenvironment.org/sites/default/files/engagement_files/sfe_cc_ClimateActionStrategyUpdate2013.pdf

¹⁵ San Francisco Department of Public Health, Community Health Assessment and Profile, "Healthy Eating and Physical Activity, <https://www.sfdph.org/dph/files/chip/HealthyEatingActiveLiving.pdf>

¹⁶ MTC, Communities of Concern GIS map and data for census tracts 101 and 103, <http://arcg.is/1WlmpHl>

Figure 5: Neighboring CoCs



The area surrounding the project can be considered disadvantaged in ways that are not incorporated into the Census or CoC data. First, in 2015, the citywide homeless count yielded 242 people inhabiting District 3. Based on San Francisco’s 2017 Homeless Count, the homeless population has more than doubled in the last two years; the survey counted 500 homeless people in the district.¹⁷ Within a ½ mile of the project are three public schools with a total enrollment of 2,732 students, 73% of whom are eligible for free/reduced meals.¹⁸ Based on DPH findings, 47.5% of zip code 94133 residents had Medicare as the source of payment for health services versus the citywide average of 36%.¹⁹ There are also two SF Housing Authority sites with 391 total units are also located in tract 101.²⁰ Located in Fisherman’s Wharf is the SF Senior Center, which serves very low income residents and is the country’s oldest nonprofit senior center. Finally, the U.S Health Resources and Services Administration has identified the

¹⁷ Housing Instability Research Department, San Francisco 2017 Homeless Count and Survey: Comprehensive Report, accessed 2018 January 3. <http://hsh.sfgov.org/wp-content/uploads/2017/06/2017SanFrancisco-PIT-FINAL.pdf>

¹⁸ California Department of Education Analysis, Measurement, and Accountability Reporting Division, 2015-16 California Longitudinal Pupil Achievement Data System, Free and Reduced Price Meal, <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp>

¹⁹ San Francisco Department of Public Health, 2012 Community Health Status Assessment, 2012, July. <https://www.sfdph.org/dph/files/chip/CommunityHealthStatusAssessment.pdf>

²⁰ San Francisco Housing Authority Properties Map, <https://www.google.com/maps/d/viewer?mid=1fbDctM0cBbbx483gMa05TfHzkMo&hl=en&usp=sharing>

neighborhood as a Medically Underserved Areas (MUA) due to few primary care providers, high infant mortality, high poverty and/or high elderly population.²¹

For these disadvantaged neighborhoods, especially those who do not have access to a car, Phase II is an important connection to the rest of San Francisco. Public housing residents can walk or bike north for 1/4 mile on flat terrain and arrive at the project site. The segment is well-served by transit, with three local Muni bus lines, 2 streetcar lines, and one regional Golden Gate Transit bus line. Many disadvantaged groups rely on public transit options to live their day to day lives, including for their commute to work or school, or to access important social and medical services in other parts of the city. For homeless communities, public transit in the District 3 helps guide them to services in the downtown San Francisco neighborhoods. SF Senior Center actively provided input during the project planning process, which resulted in a flatter and safer Jefferson Street. The Senior Center’s input have made Phase II flatter and safer for pedestrian and bicycle traffic, which will make access to transit lines considerably easier for all people who travel along Jefferson Street and on its many transit connections.

Local and Regional Transportation Strategies and Goals

Jefferson Street Phase II will help achieve the goals established in Plan Bay Area 2040, the regional long-range transportation plan and sustainable communities strategy for the nine-county area governed by the Metropolitan Transportation Commission. As outlined in Table 5, the Jefferson Street Project aligns with many of Plan Bay Area 2040 goals.

Table 5: MTC Plan Bay Area 2040 Goals

Goal	Jefferson Street’s Contribution
Climate Protection	<ul style="list-style-type: none"> - Reduces emissions by increasing mode shift from driving to biking and walking - Improves air quality from less motor vehicle traffic - Directly benefits sensitive communities
Adequate Housing	<ul style="list-style-type: none"> - Improves access for residents in neighboring San Francisco Housing Authority sites. (391 total units)
Healthy and Safe Communities	<ul style="list-style-type: none"> - Improves biking and walking conditions - Builds more accessible and safer bicycle and pedestrian infrastructure - Reduces roadway area and motor vehicle mileage - Promotes a more active, physical lifestyle
Equitable Access	<ul style="list-style-type: none"> - Improves pedestrian, bike, and transit access for neighboring CoCs (Tract 103)
Economic Vitality	<ul style="list-style-type: none"> - Upgrades pedestrian and bike pathways to better accommodate the growing number of visitors at Fisherman’s Wharf. - Safer facilities will encourage more tourists to stay, walk around, and patronize Fisherman’s Wharf’s businesses.

²¹ San Francisco Department of Public Health, 2012 Community Health Status Assessment, 2012, July. <https://www.sfdph.org/dph/files/chip/CommunityHealthStatusAssessment.pdf>

Jefferson Street is located in a Priority Development Area (PDA), which are “locally-identified, infill development opportunity areas within existing communities that are primed for a pedestrian- and bicycle-friendly environment served by transit.”²² The Jefferson Street project is wholly located in the Downtown-Van Ness-Geary PDA. Phase II’s location in a PDA aligns with Plan Bay Area’s strategy of funneling infrastructure and transportation investment into some of the fastest changing neighborhoods.²³ The city is committed to investing in these PDAs to make infrastructure improvements, such as those included in Phase II of the Jefferson Street Improvements Project.

Furthermore, by making pedestrian and bike pathways safer, Phase II will help the city reach its goal of eliminating traffic fatalities by 2024, as outlined in its Vision Zero policy. By closing the gaps along Jefferson Street and the Embarcadero, pedestrian and bike safety will greatly increase. Jefferson’s recent addition to the Vision Zero High Injury Network will be short lived if Phase II is completed in a quickly and timely manner.

Community and Regional Support

The Jefferson Street Improvements Project has a wide range of community and political support. In previous funding applications, the project has received up to eight letters of support, including letters from the late Mayor Edwin Lee, and the District 3 Supervisor, Aaron Peskin.

For this application, the project has received 6 letters of support from the following organizations, individuals, and community members. A selection is included as Attachment D.

- Aaron Peskin, District 3 Supervisor
- San Francisco Fisherman’s Wharf Merchants Association
- Hotel Zephyr
- Fisherman’s Wharf Community Benefit District
- Fong Real Estate Company
- Cannizzaro Realty

The community engagement process for the Jefferson Street Improvements Project has been extensive, involving city departments, such as the Planning Department and Public Works, as well as active support and outreach by the FWCBD. The community outreach process began in 2006, kicked off with a two-day charrette, which began the discussions regarding future development in Fisherman’s Wharf and the development of the Fisherman's Wharf Public Realm Plan. To further gather support and input for the Public Realm Plan, the Planning Department set up a field office in the district for 12 months to regularly meet with local stakeholders.

²² San Francisco County Transportation Authority, Priority Development Areas in San Francisco, accessed 2018 January 5. http://www.sfcta.org/sites/default/files/content/Programming/OBAG/OBAG_SF_PDAs.pdf

²³ Metropolitan Transportation Commission, Plan Bay Area 2040, Accessed 2018, January 3. <http://2040.planbayarea.org/strategies-and-performance>

During the construction of Phase I, the FWCBD held weekly meetings with stakeholders, including community members, property owners, and business interests. These meetings have averaged an attendance of 52 participants and provided updates on a job-specific website blog that encouraged community members to subscribe to. Now, the FWCBD maintains a Facebook page for the project to keep community members informed of the milestones.

During the development of Phase II, Public Works has worked on continuing to keep the local stakeholders engaged. While Phase II was in detailed design, Public Works held a stakeholder update meeting in July 2016 and a community open house in August 2016, in an effort to provide project updates and to solicit feedback. The FWCBD also convenes a Public Realm Committee for this project, which includes five property owners in the Wharf and a representative of the Port of San Francisco. The committee met in late 2017 and vocalized their continued support for Phase II of the Jefferson Street Improvements Project. Public Works plans to reach out to the community again before and during construction to coordinate minimizing disruptions.

The FWCBD and San Francisco Public Works will continue outreach through construction of Phase II, using the following resources:

1. A website build out on fwcbd.com;
2. A Facebook page with updates during the project implementation;
3. Updates and community meeting announcements shared in FWCBD's monthly newsletter and in community blast announcements;
4. Postings to the community's intranet service Townsquared; and
5. Weekly meetings with the contractors.

Project Priority

Jefferson Street Improvements, Phase II is the City and County of San Francisco's first priority, and the San Francisco County Transportation Authority's second priority in this LLP grant application cycle.

Conclusion

The Jefferson Street Improvements Project is located in one of the most popular and iconic destinations in San Francisco. Millions of people traverse Jefferson Street every year while visiting Fisherman's Wharf's many attractions.

Sadly, the gap in infrastructure on Jefferson Street between Jones and Powell is transforming the street into a dangerous roadway for the many local and global visitors in Fisherman's Wharf. The street's recent addition to San Francisco's Vision Zero High Injury Network is indicative of the dangers that pedestrians and bicyclists face on Jefferson Street. Phase II of the Jefferson Street Improvement project will correct the roadway's gaps and provide much needed updates to the existing pedestrian and bicycle infrastructure, making the street safer and more walkable.

The project is extremely cost effective; a \$13 million construction investment can produce over \$1.5 billion in calculated benefits, which do not even fully capture the potential climate benefits associated with the project. The project is also one of the most shovel ready projects in the city. As soon as funding is fully committed, the Phase II project can advertise its contract and start construction. The project is also extremely popular amongst community and political stakeholders, with Phase I and the design and planning of Phase II paid for entirely with local funds.

The magnitude of people that visit Jefferson Street every year means that Phase II will have far reaching benefits, and continue to make Fisherman's Wharf the international quality destination it has historically been.

Attachment A: Funding Plan

Source	Project Phases			Total by Fund Source
	ENV	PS&E	CON	
General Fund	\$107	\$1,389	\$6,783	\$8,279
SB1 LPP			\$6,782	\$6,782
Total by Phase	\$107	\$1,389	\$13,565	\$15,061

*costs in \$1,000

Attachment B: Cost Estimate

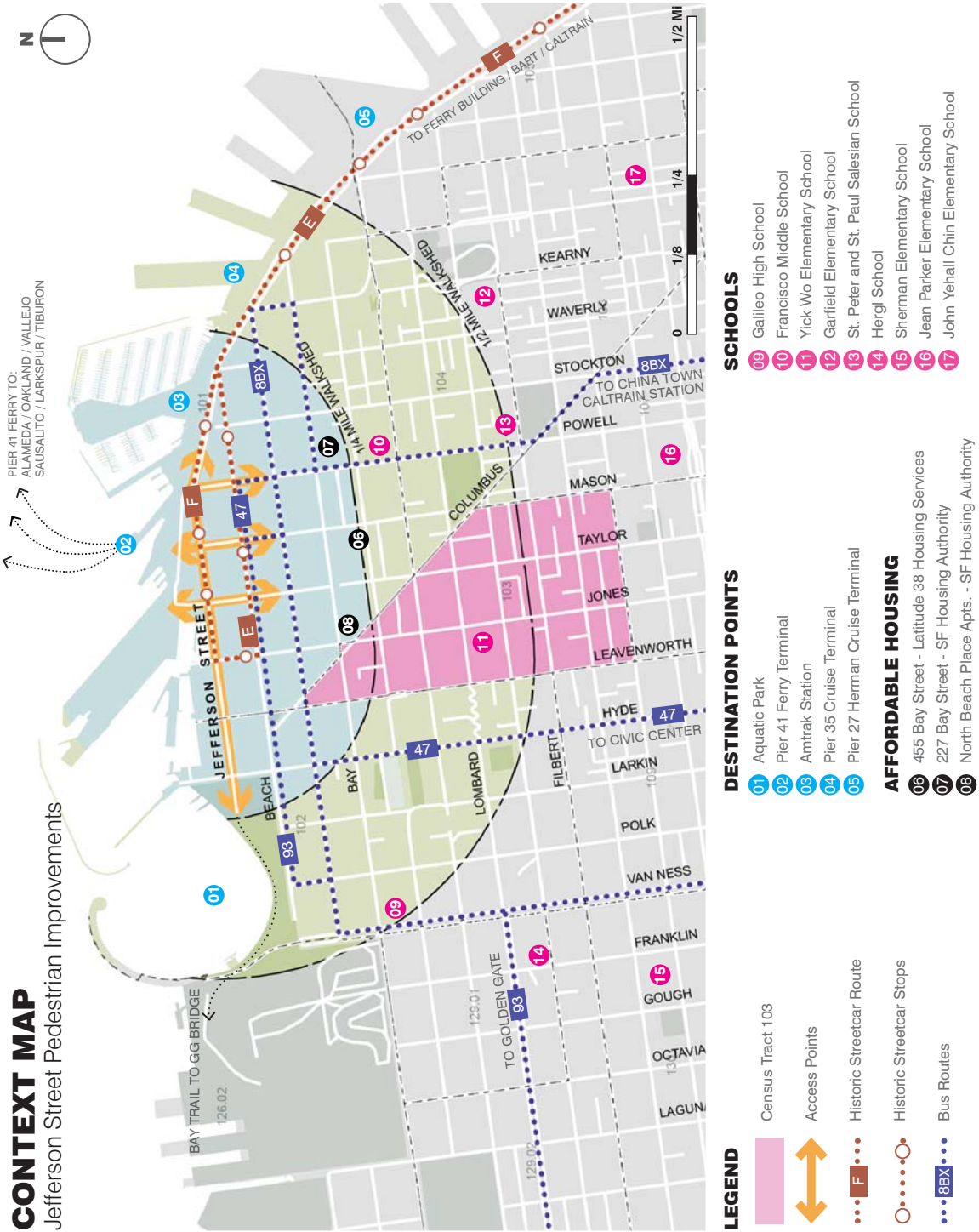
Jefferson St Improvements - Phase II Between Jones & Powell Construction Cost Estimate

1/17/2018

Item	Description	Quantity	Unit	Unit Price	Extension
Pavement Work					
R-1	Temporary Pavement Markings	2,500	LF	\$2.00	\$ 5,000
R-2	Changeable Message Signs	2	EA	\$6,500.00	\$ 13,000
R-3	Imported Fill		CY	\$50.00	\$ -
R-4	Full Depth Planing Per 2-Inch Depth Of Cut (Intersection of Jefferson and Powell)	2,500	SF	\$1.00	\$ 2,500
R-5	Asphalt Concrete (Type A, 1/2-Inch Maximum With Medium Grading)	32	TON	\$180.00	\$ 5,760
R-6	8-Inch Thick Concrete Base	3,400	SF	\$13.00	\$ 44,200
R-7	8-Inch Thick Concrete Pavement, Parking Strip or Gutter	200	SF	\$16.00	\$ 3,200
R-8	Reinforced 10-Inch Thick Concrete Pavement	40,500	SF	\$22.00	\$ 891,000
R-9	6-Inch Wide Concrete Curb	380	LF	\$35.00	\$ 13,300
R-10	Combined 6-Inch Wide Concrete Curb and 2-Foot Wide Concrete Gutter (@ North side of Jefferson and at CRs)	1,340	LF	\$65.00	\$ 87,100
R-11	Combined 12-Inch Wide Concrete Curb and 2-Foot Wide Concrete Gutter (@ South side of Jefferson)	1,700	LF	\$85.00	\$ 144,500
R-12	Concrete Curb Ramp w/ Concrete Detectable Surface Tiles	26	EA	\$3,700.00	\$ 96,200
R-13	Concrete Detectable Surface Tiles	250	SF	\$50.00	\$ 12,500
R-14	Adjust City-Owned Manhole and Catchbasin Frame And Casting To Grade (CONTINGENCY BID ITEM)	10	EA	\$350.00	\$ 3,500
R-15	Adjust City-Owned High Pressure Hydrant and Watermain Valve Box Casting Cover To Grade (CONTINGENCY BID ITEM)	20	EA	\$300.00	\$ 6,000
R-16	Allowance of Excavation, Transportation, and Disposal of Contaminated Soil for paving	---	AL	---	\$ 400,000
Landscaping & Trees					
L-1	4-Inch Concrete Sidewalk W/ Integral Color	39,700	SF	\$15.00	\$ 595,500
L-2	Granite Unit Paving	8,250	SF	\$30.00	\$ 247,500
L-3	Asphalt Paving @ Breezeway	1,200	SF	\$12.00	\$ 14,400
L-4	Cobblestone Paving	1,400	SF	\$30.00	\$ 42,000
L-5	Precast Concrete Walls	240	LF	\$575.00	\$ 138,000
L-6	Precast Concrete Benches	134	LF	\$575.00	\$ 77,050
L-7	Precast Concrete Light Pole Base	5	EA	\$2,500.00	\$ 12,500
L-8	Precast Concrete Curb (at Guardrail)	310	EA	\$150.00	\$ 46,500
L-9	Aluminum Guardrail and Gates	310	LF	\$700.00	\$ 217,000
L-10	Bike Rack	25	EA	\$750.00	\$ 18,750
L-11	Retrofit (E) OCS Poles	16	EA	\$5,000.00	\$ 80,000
L-12	Tree Planting - 36" Box (Palm Trees)	3	EA	\$2,500.00	\$ 7,500
L-13	Tree Planting - 36" Box (Infill Trees)	21	EA	\$1,800.00	\$ 37,800
L-14	Taylor Plaza	-	LS	\$200,000.00	\$ 200,000
Sewer					
SW-1	Clean and Spray Entire Circumference of Existing Brick Manhole with Minimum 1-Inch Thick Single Component Microsilica Enhanced, Fiber Reinforced Wet Spray Mortar.	3	EA	\$4,000.00	\$ 12,000
SW-2	Television Inspection Of Existing 6-Inch Or 8-Inch Diameter Side Sewers and 10-Inch Diameter Culverts (Conditional Bid Item)	191	EA	\$100.00	\$ 19,100
SW-3	10-Inch Diameter VCP Including Earthwork and Shoring	172	EA	\$250.00	\$ 43,000
SW-4	6-Inch Or 8-Inch Diameter VCP Side Sewer Including Earthwork and Shoring	1,052	LF	\$200.00	\$ 210,400
SW-5	Connections of 6-Inch to 10-Inch Diameter VCP to Existing RC Sewers	172	EA	\$200.00	\$ 34,400
SW-6	Concrete Catch Basin Without Curb Inlet And With New Frame And Grating Per SFDPW Standard Plan 87,188, and Cast Iron Water Trap Including Cleanout Cap, Earthwork and Shoring	52	EA	\$450.00	\$ 23,400
SW-8	Relocation of Air Vents, P-Trap and Extension of 4-Inch Diameter CIP Including Earthwork and Shoring	46	EA	\$450.00	\$ 20,700
SW-9	Imported Backfill Material (Conditional Bid Item)	571	CY	\$100.00	\$ 57,100
SW-10	Reconstruct Pavement Outside Of Sewer T-trench With 8-Inch Thick Concrete Base Per Excavation As Directed By The Engineer (Conditional Bid Item)	6,000	SF	\$10.00	\$ 60,000
SW-11	Exploratory Holes or Potholes (Conditional Bid Item)	5	EA	\$2,000.00	\$ 10,000
SW-12	Post Construction Television Inspection Of Newly Constructed Sewers, Culverts, Side Sewers and Building Sewers	4	EA	\$150.00	\$ 600
SW-13	Contingency Allowance For AWWSS Settlement Reference and Monitory Points, Structural Support For SFDPW Facilities Located Within Sewer Trench And Controlled Density Fill Bedding Material for Water Main and AWWSS Pipes Within The Sewer Trench Prior To Backfill	-	AL	\$87,000.00	\$ 87,000
SW-14	Contingency Allowance For pre-excavation Soil Sampling, Handling, Transportation And Disposal Of Hazardous Excavated Materials And Contaminated Soils	-	AL	\$25,000.00	\$ 25,000
SW-15	Contingency Allowance To Perform Necessary Work Due To Unforeseen Conditions Related To Sewer Work and Drainage Work	-	AL	\$30,000.00	\$ 30,000
SW-16	Port Requested Side Sewer work	1	LS	\$178,750.00	\$ 178,750
Electrical					
E-1	F/I Pedestrian Post Top Fixture, Pole with Banner Arm, and Foundation	55	EA	\$10,000.00	\$ 550,000
E-2	F/I Decorative Fixture and Pole (see Structural for Foundation)	5	EA	\$7,000.00	\$ 35,000
E-3	F/I City Standard Streetlight, Pole, and Foundation	12	EA	\$7,500.00	\$ 90,000
E-4	F/I Type 1 Pullbox	55	EA	\$700.00	\$ 38,500
E-5	F/I 1 1/2" Conduit	3,100	LF	\$90.00	\$ 279,000
E-6	R/C Pole Top Fixture, Pole, and Foundation	14	EA	\$4,000.00	\$ 56,000
E-7	R/C Pole Top Fixture	15	EA	\$500.00	\$ 7,500
E-8	Spare Pedestrian Post Top Fixture and Pole with Banner Arm	12	EA	\$4,500.00	\$ 54,000
E-9	Miscellaneous Electrical Work	-	LS	\$60,000.00	\$ 60,000
Structural					
ST-1	Structural Work at Boat Basin Sidewalk	-	LS	\$390,000.00	\$390,000.00
Mechanical					
M-1	Back-Flow Preventer (2")	7	EA	\$901.55	\$ 6,311
M-2	Copper Pipe (2")	1,000	LF	\$22.23	\$ 22,230
M-3	Elbow (2")	60	EA	\$49.40	\$ 2,964
M-4	Bracing	150	EA	\$37.05	\$ 5,558
M-5	Miscellaneous Items	-	LS	\$4,322.50	\$ 4,323
Traffic					
TS-1	Traffic Signals (EA per intersection)	3	EA	\$277,000.00	\$ 831,000
TS-2	Striping and Signage (LS)	-	LS	\$14,000.00	\$ 14,000
Water Dept Work					
WD-1	Relocate Low Pressure Fire Hydrants (EA)	2	EA	\$15,000.00	\$ 30,000
WD-2	Relocate Water Line	500	LF	\$500.00	\$ 250,000
SUBTOTAL					
					\$ 7,000,095
G-1	Mobilization (5%)	-	LS	\$ -	\$ 350,005
G-2	Traffic Control (10%)	-	LS	\$ -	\$ 700,009
G-3	Partnering	-	AL	\$ -	\$ 15,000
					\$ 350,005
SUBTOTAL CONSTRUCTION ESTIMATE					\$ 8,415,114
Construction Contingency (10%)					\$ 841,511
Mini Support					
Muni Shut Down/Bus Substitution (LS)					\$ -
TOTAL CONSTRUCTION ESTIMATE					\$ 11,256,625
Construction Support (18%)					\$ 2,026,193
TOTAL PROJECT COST					\$ 13,282,818
Escalation (2.5%)					\$ 281,416
Total with Escalation					\$ 13,564,233
TOTAL WITH ESCALATION - ROUNDED					\$ 13,565,000

Assumptions:
Demolition - entire project area except for portion of F-line between Taylor & Powell
Aggregate base backfill - average 1-ft deep over entire project area
Street lights are spaced at 80-100 ft on both sides of the street-Additional ped lights are proposed in between them similar to the Embarcadero
Normal working hours - night/weekend work or restricted/short workshifts would result in higher cost
No MUNI Rail Relocation

Attachment C: Context Map



Attachment D: Letters of Support

Member, Board of Supervisors
District 3



City and County of San Francisco

AARON PESKIN
佩斯金市參事

January 8, 2018

California Transportation Commission
Attn: Susan Bransen, Executive Director
1120 N Street
Sacramento, CA 95814

Dear Ms. Bransen,

This letter serves to show my support for the Jefferson Street Phase II plan at Fisherman's Wharf. As the San Francisco Supervisor whose district includes Fisherman's Wharf, I have witnessed and been a part of the dedication and hard work included in the design process and getting this project to a broad community consensus. The motivation of property owners, community members and merchants alike were clear in the overwhelming attendance at workshops, committee meetings, town hall gatherings and the on-going support and advocacy for this project over the past decade.

The Jefferson Street Project Phase II will complete the three block stretch between Powell Street to Jones Street and provide comfort, safety and enjoyment to visitors and residents alike. This new, lively and memorable streetscape will also strengthen the identity of Fisherman's Wharf and advance a multi-modal, safe place for everyone including bicyclists and pedestrians. The project includes a connection to the Bay Trail, widened sidewalks, enhanced lighting, and the removal of on-street parking, which will result in reduced traffic congestion and a better promenade experience.

I hope the Commission agrees that this fully-vetted and widely supported project is worthy of a SBI Local Partnership Program Competitive Grant, and I look forward to the implementation of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Peskin".

Aaron Peskin

Cc: Troy Campbell, Executive Director, Fisherman's Wharf CBD



January 8, 2018

California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814
Attn: Susan Bransen, Executive Director

Re: Jefferson Street Improvements Phase II

Dear Ms. Bransen,

This letter serves to show my support for the Jefferson Street Phase II plan at Fisherman's Wharf. As the Executive Director of the Fisherman's Wharf Community Benefit District I have witnessed and/or been a part of the dedication and hard work included in the design process and getting this project to a community consensus. The motivation of property owners, community members and merchants alike were clear in the overwhelming attendance of workshops, committee meetings, town hall gatherings and the continued support and advocacy for this project from 2006 to present.

The Jefferson Street Project Phase II will complete the three block stretch between Powell Street to Jones Street and provide comfort, safety and enjoyment to visitors and residents alike. This new lively and memorable street will also strengthen the identity of Fisherman's Wharf as well as a slow, safe place for everyone including bicycles and pedestrians. The project includes a connection to the Bay Trail, widened sidewalks, enhanced lighting and streetscape, and the removal of on street parking, resulting in reduced traffic congestion and a better promenade experience.

I hope that you will concur that this fully vetted and widely supported project is worthy of a SB1 Local Partnership Program Competitive Grant.

Sincerely,

A handwritten signature in black ink, appearing to read "Troy Campbell". The signature is fluid and cursive.

Troy Campbell
Executive Director
Fisherman's Wharf CBD

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	1/26/18			
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID	
04									
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SF			N/A	N/A	San Francisco Public Works				
					MPO		Element		
					MTC		Capital Outlay		
Project Manager/Contact			Phone		E-mail Address				
David Froehlich			(415) 558-4041		david.froehlich@sfdpw.org				
Project Title									
Jefferson Street Improvements, Phase II									
Location (Project Limits), Description (Scope of Work)									
In the City and County of San Francisco, on Jefferson Street, from Powell Street to Jones Street. The project includes the installation of narrowed geometrically-patterned streets, widened sidewalks, pedestrian-scale lighting, bike parking, new landscaping, trees, and public seating.									
Component									
Implementing Agency									
PA&ED	San Francisco Public Works								
PS&E	San Francisco Public Works								
Right of Way	N/A								
Construction	San Francisco Public Works								
Legislative Districts									
Assembly:	17		Senate:	11		Congressional:	12		
Project Benefits									
Phase II of the Jefferson Street Improvements Project is designed to improve the safety, vibrancy, and travel within Fisherman's Wharf and to close the infrastructure gap between Phase I of the project and the Embarcadero. The project will create safer streets for all modes of transportation along Jefferson Street and improves a portion of the San Francisco Bay Trail.									
Purpose and Need									
Current sidewalk and bicycle infrastructure is over capacity. An improved cycle network is needed in FW to link the Bay Trail and allow cyclists to move with a limited amount of vehicular traffic. In 2017, Jefferson Street was added to San Francisco's Vision Zero High-Injury Network, making the street one of the most dangerous for pedestrians and bicyclists .									
Category			Outputs/Outcomes			Unit	Total		
Local streets and roads			Pedestrian/Bicycle Facilities miles constructed			Feet	1450		
Local streets and roads			Intersections Modified			each	4		
Local streets and roads			Local road lane-miles rehabilitated			Feet	1450		
Local streets and roads			# Signs, lights, greenway, or other safety/beautification			each	50		
ADA Improvements	Yes		Bike/Ped Improvements	Yes		Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions				Yes
Project Milestone						Existing	Proposed		
Project Study Report Approved						03/01/12			
Begin Environmental (PA&ED) Phase							01/01/10		
Circulate Draft Environmental Document				Document Type	ND		04/20/11		
Draft Project Report							N/A		
End Environmental Phase (PA&ED Milestone)							09/25/12		
Begin Design (PS&E) Phase							02/01/16		
End Design Phase (Ready to List for Advertisement Milestone)							06/30/18		
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)							04/30/20		
Begin Closeout Phase							05/01/20		
End Closeout Phase (Closeout Report)							10/31/20		

ADA Notice

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/26/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SF					
Project Title: Jefferson Street Improvements, Phase II						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									San Francisco Public Works
PS&E									San Francisco Public Works
R/W SUP (CT)									N/A
CON SUP (CT)									San Francisco Public Works
R/W									N/A
CON									San Francisco Public Works
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	83							83	
PS&E	1,235							1,235	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,565						13,565	
TOTAL	1,318	13,565						14,883	

Fund No. 1:	Local Partnership Program								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
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		6,782						6,782	
TOTAL		6,782						6,782	

Fund No. 2:	SF General Fund								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SF Public Works
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	83							83	
PS&E	1,235							1,235	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,783						6,783	
TOTAL	1,318	6,783						8,101	