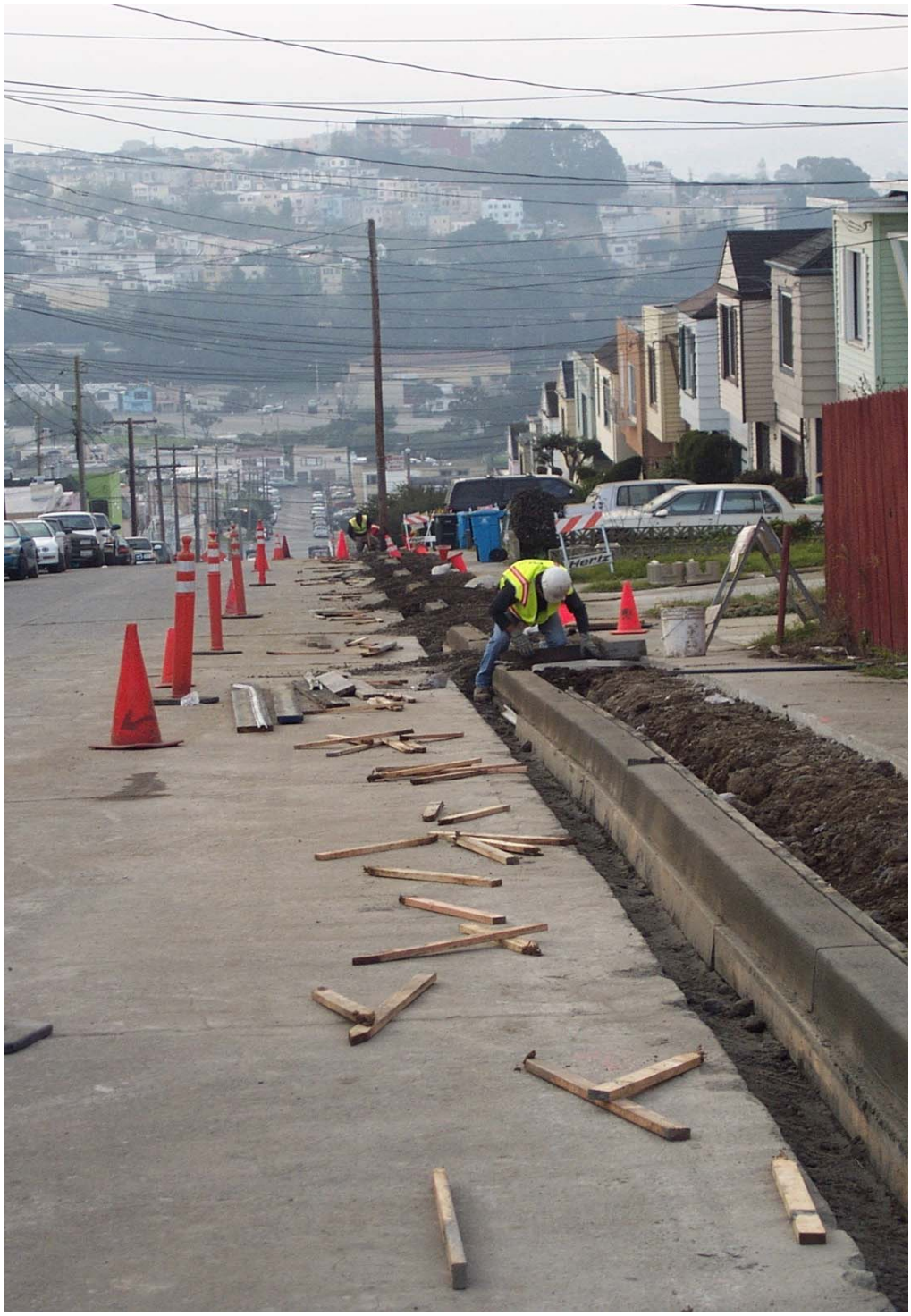
Transportation Capital Plan

2003/04 - 2012/13

City and County of San Francisco
Department of Public Works
April 2004

TABLE OF CONTENTS

SECTION I:
EXECUTIVE SUMMARY



Executive Summary

The purpose of this Transportation Capital Plan is to provide the Department of Public Works (DPW) with a strategic plan for managing the funding needs of its transportation-related activities. These activities fall into two categories: capital programs and capital projects. Capital programs are ongoing activities that require, at the very least, a maintenance level of funding in order to assure their continued operation. In contrast, capital projects have a limited time frame in which work will be completed.

Over the next ten years, DPW will need a total of approximately $1.24 billion to fully fund all of its transportation capital programs and projects (Table I-A). Based on the projected available funding sources of approximately $380 million, DPW will have a funding shortfall of approximately $861 million. Most of the projected deficit is due to the backlog in street resurfacing and curb ramp construction projects, and unidentified funding for the construction phase of the Bayview Transportation Improvements Project.

Overall, DPW expects to receive 66 percent of its transportation funding from local sources, including the Gas Tax/Road Fund, Proposition 42, and the half-cent sales tax. An additional 19 percent is expected from federal sources, with 15 percent from state sources.

Availability of State and Federal Funds

While DPW must pursue more federal and state money in order to fully fund its transportation capital programs, these funding sources have become increasingly competitive.

In the next year, the Transportation Equity Act for the 21st Century (TEA21) will likely be reauthorized. Two of DPW's funding sources of federal funds under TEA21 are the Congestion Mitigation and Air Quality (CMAQ) program and the Surface Transportation Program (STP).

Federal CMAQ funds are available to the Bay Area for projects demonstrating clear reductions in congestion or improvements to air quality. DPW roadway projects do not generally compete well for CMAQ funds. However, this is an additional source of funds for which certain MUNI projects would compete well.

The combination of lack of CMAQ and the California Transportation Commission's guideline of assigning State Transportation Improvement Projects funds based on relative needs between transit and streets and roads creates an

enormous demand on the Federal STP that is DPW's only federal funding source for street resurfacing and curb ramp construction projects. The Metropolitan Transportation Commission is currently assessing the regional capital needs for streets and roads in order to develop policy recommendations for allocating future STP funds. This process to assess regional capital needs will produce the 2005 Regional Transportation Plan, which is a blueprint for the region's transportation funding needs. As a result of active involvement by the streets and roads representatives for increasing the allocation of STP funds for streets and roads, DPW forecasts an increase in Federal funds for DPW's street resurfacing program.

The State fiscal crisis has affected DPW's Street Resurfacing Program. DPW will not receive $3 million in Traffic Congestion Relief Funds (TCRF) the Department was supposed to receive in FY 2003/04. DPW will continue to monitor the State fiscal situation to determine potential impacts on the Department.

DPW's Funding & Programming Issues

Among the most immediate and crucial funding and programming tasks facing the Department over the next few years are:

Prioritization of Programs and Projects to be Funded by the Reauthorized Local Half-Cent Sales Tax. Over the next year, DPW will work with the San Francisco County Transportation Authority and various City departments to develop the Proposition K (Prop K) Strategic Plan. DPW will develop a one-year prioritization plan for anticipated requests in the first year of Prop K (FY 2004/05). DPW will also develop a 5-year prioritization plan for anticipated allocation requests. The 5-year plan will inform the 10-year Strategic Plan for Prop K.

Backlog of Street Infrastructure Improvements. As described in the subsequent sections, over the next ten years DPW has a backlog of approximately $269 million and a total funding deficit of approximately $454 million for street resurfacing alone. DPW also has a backlog of approximately $193 million for curb ramp construction. We are required to construct curb ramps to comply with Americans with Disability Act (ADA). Backlogs are also accumulating for sidewalk repairs and repairs of street structures, such as stairways. Existing sources help the Department provide a base level of funding for these programs, but are insufficient to fully meet the need. In addition, the longer a street or sidewalk goes without repairs, the more costly those repairs become.

As a result, DPW is considering requesting a general obligation bond issuance be put before the voters in November 2004, 2005, or 2006 to fund its capital programs. We are also working with the Metropolitan Transportation Commission

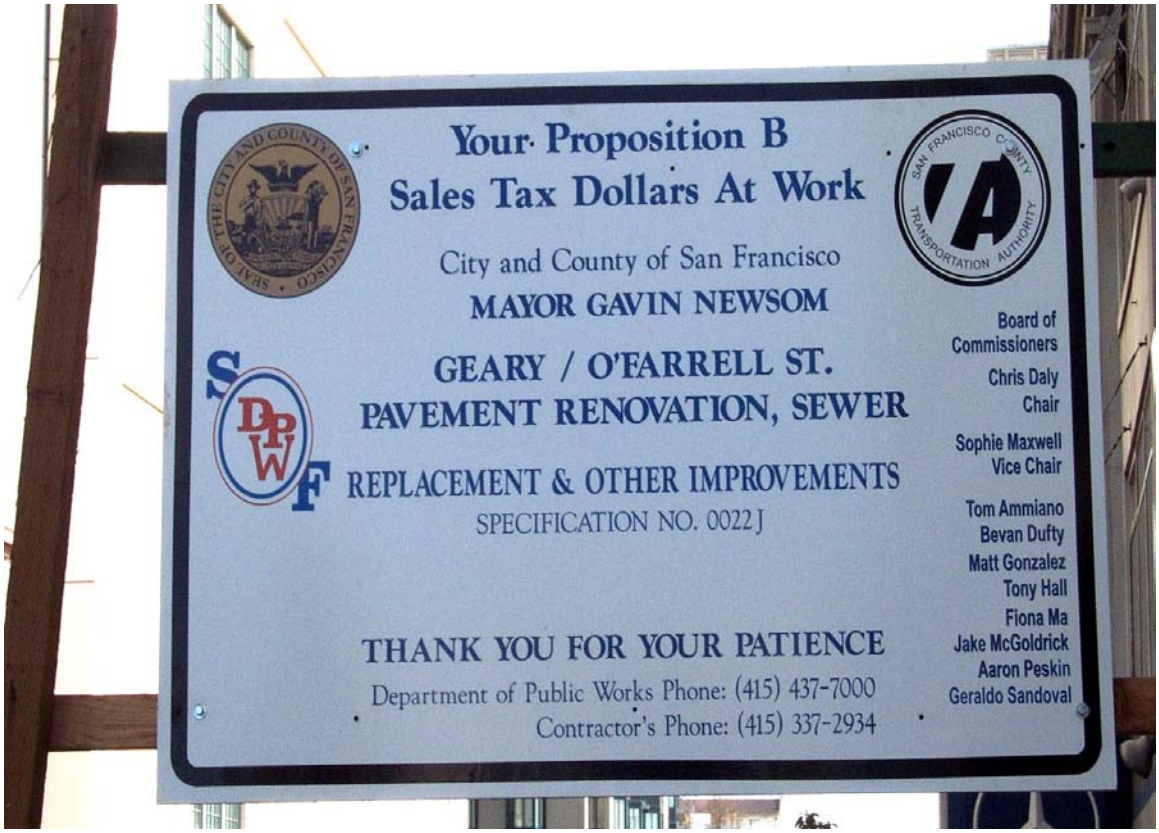
and the San Francisco County Transportation Authority to pursue new revenue streams for cities and counties to maintain street-related infrastructure.

Completion of Capital Projects. The 4th Street Bridge Seismic Retrofit and Rehabilitation Project and the Central Freeway Replacement Project are currently under construction. The Broadway Streetscape Improvement Project, the United Nations Plaza Renovations Project, and the next phase of the Bernal Heights Street Improvements Project will be under construction soon.

TABLE I-A: TOTAL ESTIMATED COST AND FUNDING SOURCES
DPW TRANSPORTATION CAPITAL PLAN
($ in Thousands)

COST	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
Capital Programs											
Street Resurfacing: Annual Maintenance	33,800	34,814	35,859	36,935	38,044	39,186	40,362	41,573	42,821	44,106	387,500
Street Resurfacing: Backlog	268,600	-	-	-	-	-	-	-	-	-	268,600
Sidewalks Repair - Public	6,750	876	903	931	959	988	1,018	1,018	1,018	1,018	15,479
Sidewalks Repair - Private	1,510	567	585	603	622	641	661	681	702	724	7,296
Curb Ramps Construction (ADA Curb Ramp Transition Plan)	210,228	-	-	-	-	-	-	-	-	-	210,228
Street Structures & Pedestrian Improvements	2,518	515	531	547	564	581	599	617	636	656	7,764
Downtown Pedestrian Projects	111	120	116	125	128	-	-	-	-	-	600
Street Tree Planting	1,100	1,133	1,167	1,203	1,240	1,278	1,317	1,357	1,398	1,440	12,633
Street Tree Maintenance	4,280	4,409	4,542	4,679	4,820	4,965	5,114	5,268	5,427	5,590	49,094
Irrigation Improvements	3,600	-	-	-	-	-	-	-	-	-	3,600
Street Lighting with Undergrounding	1,482	5,358	1,187	1,500	1,545	1,592	1,640	1,690	1,741	1,794	19,529
Street Repair/Cleaning Equipment Replacement	4,350	4,481	4,615	4,753	4,896	5,043	5,194	5,350	5,510	5,676	49,868
Embarcadero Roadway Operations and Maintenance	500	515	531	547	564	581	599	617	636	656	5,746
Octavia Boulevard Operating & Maintenance	-	-	-	-	-	250	250	250	250	250	1,250
Subtotal Capital Programs	538,829	52,788	50,036	51,823	53,382	55,105	56,754	58,421	60,139	61,910	1,039,187
Capital Projects											
4th Street Bridge Seismic Retrofit and Rehabiliation	17,583	9,468	-	-	-	-	-	-	-	-	27,051
Central Freeway Replacement Project	18,213	7,164	10,009	659	2,260	-	-	-	-	-	38,306
Bernal Heights Street Improvements	-	1,800	-	440	-	-	-	-	-	-	2,240
Bayview Transportation Improvements	2,100	1,500	2,000	10,000	42,000	42,000	20,000	10,000	-	-	129,600
Ocean Beach Erosion Control	100	400	500	400	-	-	-	-	-	-	1,400
Broadway Streetscape Improvements	487	1,462	-	-	-	-	-	-	-	-	1,949
UN Plaza Renovations	98	962	-	-	-	-	-	-	-	-	1,059
Subtotal Capital Projects	$ 38,581	$ 22,756	$ 12,509	$ 11,499	$ 44,260	$ 42,000	$ 20,000	$ 10,000	$ -	$ -	$ 201,605
TOTAL COST (Programs + Projects)	$ 577,410	$ 75,543	$ 62,545	$ 63,322	$ 97,642	$ 97,105	$ 76,754	$ 68,421	$ 60,139	$ 61,910	$ 1,240,792
FUNDING SOURCES											
FHWA Interstate Transfer	-	-	-	-	-	-	-	-	-	-	-
FHWA Bridge	11,549	6,219	-	-	-	-	-	-	-	-	17,768
FHWA Surface Transportation Program	-	-	5,000	5,150	5,305	5,465	5,629	5,798	5,972	6,152	44,471
FHWA TEA	3,600	1,200	1,600	4,315	-	-	-	-	-	-	10,715
FHWA Emergency Relief	-	-	-	-	-	-	-	-	-	-	-
State Emergency Relief	-	-	-	-	-	-	-	-	-	-	-
State Transportation Improvement Program	4,340	2,337	-	-	-	4,768	-	-	-	-	11,445
State Transportation Systems Management	-	-	-	-	-	-	-	-	-	-	-
State/Local Partnership	-	-	-	-	-	-	-	-	-	-	-
State Environmental Enhancement	-	-	-	-	-	-	-	-	-	-	-
State Gas Tax/Road Fund	2,771	2,829	2,889	2,951	3,015	3,081	3,149	3,219	3,291	3,365	30,560
State Other Sources	90	355	450	205	-	-	-	-	-	-	1,100
State TDA Article 3	300	315	200	275	284	293	302	312	322	332	2,935
State - Proceeds from CalTrans Land	17,813	6,164	10,009	659	2,260	-	-	-	-	-	36,906
State Seismic	1,620	872	-	-	-	-	-	-	-	-	2,492
State TFCA Funds	-	-	-	-	-	-	-	-	-	-	-
State TCRF/Prop 42	-	-	4,108	4,173	4,271	10,559	10,738	10,932	11,138	11,365	67,284
Local General Fund	370	346	319	329	339	350	361	372	384	396	3,566
Local Overhead Fund	804	829	854	880	907	935	964	993	1,023	1,054	9,243
Local Other Resources	2,022	5,813	1,834	1,392	341	413	487	560	504	110	13,476
Local Sales Tax	14,883	23,177	14,598	15,516	14,669	8,575	8,760	8,955	9,156	9,364	127,653
TOTAL FUNDING	$ 60,161	$ 50,457	$ 41,861	$ 35,845	$ 31,391	$ 34,439	$ 30,390	$ 31,141	$ 31,790	$ 32,138	$ 379,614
Surplus/(Deficit)	$ (517,249)	$ (25,086)	$ (20,684)	$ (27,478)	$ (66,251)	$ (62,666)	$ (46,364)	$ (37,280)	$ (28,349)	$ (29,772)	$ (861,178)

SECTION II:
FUNDING SOURCES



Funding Sources

There are a variety of funding sources available to the Department of Public Works to partially or completely fund the capital programs and projects described in this plan. Some funding sources are specific to a given project or program. Other sources are available to many programs and projects and thus require DPW to compete with other City agencies or jurisdictions to receive funding. One of the purposes of this document is to assist the Department in setting priorities for competing projects and programs. It should be noted that the funding amounts described in the tables of this plan represent funding authorizations and expectations for future years, not actual or anticipated expenditures. Costs are described in 2003 dollars that are then inflated by three percent each year after to capture the inflation rate of the Producer Price Index for various construction materials and labor. Funding levels are described in 2003 dollars that are then inflated by two percent each year to reflect the growth of the Consumer Price Index used by most funding agencies thereafter unless actual costs and/or funding amounts are known.

What follows is a brief description of each current funding source.

Federal Sources

Reauthorization of the Transportation Equity Act for the 21st Century (TEA3). The Transportation Equity Act for the 21ST Century (TEA21) expired on September 30, 2003. Congress passed a five-month extension through February 2004, and then a two-month extension through April 2004, to ensure that federal funds continue to flow to the states, but full reauthorization of the six-year transportation finance bill is not expected until May 2004. The American Public Works Association, representing public works officials from across the country, supports the goals and programs established by Congress in 1998 for TEA-21 and endorses the reauthorization of the legislation retaining its core structure. DPW anticipates that TEA3 will provide funding authorizations for highways, local streets and roads, bridges and mass transportation projects for six years in a similar manner. It is likely that the first programming cycle for TEA3 will fund projects from TEA21 which were not ready to be delivered during the six-year TEA21 timeframe. Thus, reauthorized TEA21 funds for new projects will not be available until the second programming cycle, or Spring 2005.

The structure for TEA21 is similar to its predecessor, the Intermodal Surface Transportation Efficiency Act (ISTEA), which represented a major restructuring of the federal highway-funding program. Before ISTEA, distinct federal programs,

such as Federal Aid Urban (FAU), which funded DPW's street resurfacing program, allocated funds to transportation projects. ISTEA provided funds to different transportation modes (i.e. roads, transit, ports, bicycle and pedestrian) resulting in increased funding flexibility and a more competitive federal funding environment.

The Transportation Equity Act for the 21st Century (TEA21), which reauthorized ISTEA, provided $217 billion over six years. TEA21 allocated approximately $176 billion for highways and roads and $41 billion for public transit. California's allocation was $14.4 billion, or an increase of 45.6 percent over its previous spending levels. With respect to future funding for DPW under the reauthorized TEA21, it appears that at worst DPW would maintain its current level of funding for local street and road improvements. The best-case scenario is DPW's funding level would be increase due to a cohesive effort by public works officials around the Bay Area to document the capital shortfall for maintaining the regions' local streets and roads.

TEA21 maintained the same program structure as ISTEA. Under TEA21, there are several programs (listed below) that provided funding for DPW activities. The Federal Highway Administration (FHWA) administers all of these programs with Caltrans providing local administration. TEA21 programs fund 88.5 percent of eligible project costs (unless otherwise noted). As described below, TEA21's programs that fund DPW have varying requirements and programming mechanisms to obtain funding.

Surface Transportation Program (STP). This program consolidated all of the activities of the previous federal-aid highway programs, other than the Interstate System, into one flexible program for highways, bridges, transit capital, bicycle programs, and other transportation projects. The Metropolitan Transportation Commission (MTC) programs STP funds for the Bay Area region as part of the federal programming document called the Transportation Improvement Program (TIP). The TIP is programmed bi-annually for a 3-year period. In San Francisco, City departments work through the San Francisco County Transportation Authority in its role as the County's Congestion Management Agency to develop consensus on citywide candidate projects for STP funding.

Each state is required to set aside 10 percent of its allotted STP funds for hazard elimination safety projects and an additional 10 percent for transportation enhancements.

Hazard Elimination Safety (HES) Program. This program funds projects that address specific roadway safety problems in one or more of the following categories:

- Roadway Illumination
- Traffic Signals
- Median Barrier
- Guardrail
- Groove Pavement (for skid)
- Turning Lanes & Channelizations
- Remove Obstacles
- Impact Attenuators
- Improve Sight Distance
- Improve Minor Structure

Federal reimbursement is 90 percent up to a maximum of $300,000 in federal funds per project. The following safety improvements receive 100 percent federal reimbursement: traffic control signalization; traffic signs; traffic lights; guardrails; impact attenuators; and, concrete barriers and treatments.

Candidate projects are submitted to Caltrans every two years. They are then evaluated on the basis of a safety index (if applicable) or a priority ranking assigned by a statewide rating committee.

Transportation Enhancement Activities (TEA) and Transportation for Livable Communities Programs. To be eligible for these funds, a project has to fit into one or more of the following categories:

- Provision of facilities for pedestrians or bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs.
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including converting and using thereof for pedestrian and bicycle trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Mitigation of water pollution due to highway runoff.

Federal reimbursement is 88.5 percent for all categories except pedestrian and bicycle facility projects, which are reimbursed at 80 percent.

Caltrans developed screening and ranking criteria for evaluating TEA projects. MTC evaluated all local projects in the Bay Area using these criteria and Caltrans evaluated statewide projects. The regional and statewide lists

were then submitted to the California Transportation Commission (CTC) for review, public hearing and final adoption.

TEA21 provides more flexibility than ISTEA to regional planning organizations to fund local projects. To this end, MTC developed the Transportation for Livable Communities (TLC) Program. This two-pronged program provides a combination of local and federal funds to develop, design, and implement pedestrian and bicycle enhancements. One prong of the program is the planning component. MTC uses its portion of state Transportation Development Act monies to provide up to $50,000 for community/government agency partnerships to develop small-scale transportation investments. Another prong of the program is the capital program that uses federal TEA funds to provide up to $2 million to design and construct projects.

Congestion Mitigation and Air Quality (CMAQ). This program directs funds toward transportation projects in areas with severe air pollution as defined by the Federal Clean Air Act. To receive CMAQ funds, a project has to demonstrate that it helped attain air quality standards. CMAQ funds are also programmed as part of the TIP. Because the Bay Area failed to maintain its air quality attainment status, CMAQ funds became available for San Francisco. Unfortunately, most of DPW's needs are deemed ineligible for funding under the CMAQ guidelines.

Highway Bridge Replacement and Rehabilitation (HBRR). Eligible activities under this program included seismic retrofitting, bridge painting, and calcium magnesium applications. These funds are also programmed as part of the TIP, but whereas STP and CMAQ funds are allocated directly to implementing agencies such as DPW, the bridge funds are allocated to Caltrans, which then distributes them to eligible project sponsors.

National Highway System (NHS). ISTEA called for the development of the NHS, which consisted of approximately 155,000 miles of major roads in the United States, including all Interstate routes and a large percentage of urban and rural principal arterials. Congress approved the final NHS, with input from the states, in the fall of 1995.

Demonstration Program. In addition to each state's roadway network, individual projects (known as demonstration projects) were evaluated for inclusion in the original TEA21 bill approved by Congress in 1998. This was one of the City's few opportunities to get certain transportation projects designated as demonstration projects, thereby removing them from local funding competition. The preliminary engineering and design of the Bayview Transportation Improvements Project is funded by a TEA21 Demonstration Program grant.

FHWA Interstate Transfer Program. In 1981, FHWA approved San Francisco's request to withdraw the unconstructed segment of Interstate 280 from the interstate system in the vicinity of the Embarcadero. FHWA authorized the use of approximately $91 million in federal highway funds for alternative transportation projects in the same corridor. The MTC, the City and County of San Francisco and Caltrans adopted the Interstate Transfer Program, which delineated the various highway and transit projects eligible for these funds. The Joint Powers Board was later added as a signatory.

DPW's Embarcadero Roadway project was one of the projects included in the Interstate Transfer Program. A total of $62.4 million in federal Interstate Transfer funds was authorized for this project.

FHWA Emergency Relief (ER). In February of 1991, FHWA agreed to allocate a total of $58.5 million in ER funds to the Embarcadero Freeway Replacement Project (also known as the Mid). Another $72 million in ER funds was allocated to the Terminal Separator Structure (TSS) project that Caltrans has agreed to permit the City to combine with the Mid Embarcadero project for environmental review purposes. A condition placed on these funds was that any alternative facility must provide capacity comparable to that afforded by the demolished Embarcadero Freeway.

State Sources

Regional Improvement Program Funds (RIP). This source was created as a result of the passage of S.B. 45 (Kopp) in October 1997. Senator Quentin Kopp initiated this legislation in order to simplify the transportation funding process by consolidating various transportation programs into two programs: Interregional Improvement Program (IIP) and Regional Improvement Program funds (RIP). Under the old state-funding program, different types of transportation projects (e.g., traffic, streets and roads, etc.) were funded through separate funding programs. With S.B. 45, however, those distinct programs were collapsed into the Regional Improvement Program with each project now competing on its own merits for funding. Projects that were programmed in the 1996 State Transportation Improvement Program (STIP) were grandfathered into the 1998 STIP.

With respect to DPW, the RIP provides funding for local streets and roads. Except for project planning, programming, and monitoring, all STIP projects must be capital projects (including project development costs) needed to improve transportation in the region. These projects generally may include, but are not limited to: improving State highways; local roads; public transit (including buses); intercity rail; pedestrian and bicycle facilities; grade separations; transportation

system management; transportation demand management; sound walls; intermodal facilities; and, safety. Non-capital projects, such as maintenance of roads, are not eligible for RIP funds.

The CTC programs RIP funds through the STIP. The STIP is programmed every two years for a four-year time period, and is adopted in April of even-numbered years. Because of the State's funding crises, the CTC will not program new projects in the 2004 STIP. Additionally, the State will delay previously programmed STIP funding.

Before a project can get into the STIP funding cycle, however, it must be included in MTC's regional priority project list, called the Regional Transportation Improvement Program (RTIP). The MTC adopts the RTIP every two years in December of odd-numbered years, and submits it to the CTC for inclusion in the STIP. In San Francisco, City departments work through the San Francisco County Transportation Authority in its role as the County's Congestion Management Agency (see discussion below), to develop consensus Citywide on candidate projects for the RTIP/STIP planning process.

Funding programs that remain unaffected by S.B. 45 are the Environmental Enhancement and Mitigation (EEM) Program, Transportation Development Act (TDA) Article 3 funds, and State Emergency Relief funds.

Environmental Enhancement and Mitigation (EEM) Program. This grant program is a result of Proposition 111. It provides grants to local, state and federal agencies and nonprofit organizations, to mitigate the environmental impact of modified or new public transportation facilities. Grants for individual projects are generally limited to $500,000 per application. Project sponsors apply annually to the State of California's Resources Agency, which evaluates each grant proposal and develops a recommended list of projects to be approved by the CTC. Preliminary CTC approval is usually given by July of each year, but final program adoption depends on the annual state appropriations.

Transportation Development Act (TDA) Article 3. The Transportation Development Act is a state program that provides funds primarily for mass transit agencies. Article 3 makes funds available specifically for bicycle and pedestrian projects. If the Article 3 funds are not used for this purpose, they can be used for general transit needs.

The source of TDA revenues is the 1/4 of one cent of the statewide sales tax, which is allocated to county Local Transportation Funds according to the sales origin. San Francisco submits applications annually to the MTC for these funds. Currently, the Department of Parking and Traffic (DPT) is the City department responsible for securing and managing TDA Article 3 funds for bicycle projects,

which are recommended by the San Francisco Bicycle Advisory Committee. DPW is responsible for pedestrian projects.

State Emergency Relief. The State of California's Office of Emergency Services (OES) provides emergency relief funds often as a match for federal emergency relief monies. In addition, the state enacted a special statewide 1/4-cent sales tax as a result of the 1989 Loma Prieta earthquake. The state has committed funds from this source to the Embarcadero Freeway Replacement Project for demolition, preliminary engineering and environmental review.

Other State grants. DPW obtained two State grants for the Ocean Beach Erosion Control Project. The first grant is for $1 million from the California Department of Boating and Waterways. The second grant is for $100,000 from the California Resources Agency.

Local Sources

The City's Gas Tax/Road Fund and General Fund. The funding sources described in this plan are those that are available for DPW's capital projects. DPW's operating budget is funded in large part from the Gas Tax/Road Fund, and to a lesser degree, the City's General Fund. Both of these sources are part of the City's annual budget process. In the past, these sources were available for DPW's capital projects. Unfortunately, with the overall decline in Gas Tax revenues, these funding sources only support two programs within this plan: Tree Maintenance and Street Repair and Cleaning Equipment Replacement. As such, this plan assumes that the City's General Fund and Gas Tax/Road Fund will not be available for other DPW transportation capital programs or projects.

Proposition 111 Gas Tax Subvention. The passage of Proposition 111 in June 1990 made additional gas tax monies available to counties to be used for building and maintaining the streets and roads. However, counties are required to develop Congestion Management Programs (CMPs), which integrate transportation, land use, and air quality goals into one planning document. If counties fail to adopt a CMP and make an annual conformity finding through the MTC, the State will withhold the new gas tax subvention. The San Francisco County Transportation Authority has been designated the Congestion Management Agency (CMA) for the County and is responsible for developing and updating its CMP.

These additional gas taxes received since FY 1990-91 enable the City to keep pace with the costs of basic street and traffic operations without placing a greater burden on the City's General Fund. Future subventions, estimated to be $4 to $5 million annually, are expected to do more of the same with little or no surplus available for capital projects.

AB 2928/Proposition 42. AB 2928 is a comprehensive state transportation funding measure that incorporates proposals for nearly $5 billion in congestion relief, transportation system connectivity and goods movement projects.

Under Section 11.5 of the law, funds allocated to a city and/or county shall be used only for street and highway maintenance, rehabilitation, reconstruction and storm damage repair. AB 2928 specifically instructs counties to deposit these funds into their respective county road funds designated for transportation purposes. The amount the City receives annually is derived using a per capital formula of $7.20 for cities and the county formula based on 75 percent registered vehicles and 25 percent on maintained miles. Because San Francisco is a combined city and county, its allocation is derived using both formulas.

Due to the State fiscal crisis, DPW will not receive approximately $3 million in AB2928 funds in FY 2003/04 for our Street Resurfacing Program. The Metropolitan Transportation Commission currently anticipates that AB2928 funds will become available again in FY 2005/06 and remain available until FY 2008/09, when Proposition 42 makes AB 2928 a permanent revenue source. However, MTC's estimates are likely to change when the FY 2004/05 State budget is approved. See Table III-A: Street Resurfacing for additional programming details.

Sales Tax. In November 1989, the voters of San Francisco approved Proposition B, an increase of one-half percent on the sales tax over a twenty-year period for the purpose of providing additional funding for transit, streets and roadways, paratransit, and transportation system management (TSM) activities. In November 2003, the voters of San Francisco reauthorized the collection of the one-half percent sales tax for a 30-year period under Proposition K. The Transportation Expenditure Plan, an addendum to Proposition K, identifies specific programs and projects to be funded by the local sales tax, and the associated sponsoring City departments. In addition, the Transportation Expenditure Plan prescribes a percentage split between the four categories of transportation activities: 65.5 percent of the revenues generated is to be used for transit; 24.6 percent is for streets, roadways and traffic safety; 8.6 percent is for paratransit; and the remaining 1.3 percent is for TSM activities and strategic initiatives.

The original sales tax measure Proposition B required the establishment of the San Francisco County Transportation Authority to exercise policy and fiscal control over expenditures. The members of San Francisco's Board of Supervisors are the Commission of the San Francisco Transportation Authority. To receive funding, the sponsoring City department must submit annual funding requests to the Transportation Authority, which adopts a budget in June of each year. The annual funding request should be in line with the current Strategic Plan

Update. In addition, the Transportation Authority allows departments to request funds throughout the year for all projects and programs on an as-needed basis.

DPW anticipates that the Strategic Plan for the reauthorized sales tax will be completed by Fall 2004. The Strategic Plan is a 10-year guide for anticipated annual requests by the sponsoring departments. To complete the Strategic Plan, the Transportation Authority will utilize the 5-year prioritization plans, which the sponsoring agencies (City departments) will soon complete. The 5-year prioritization plans will have an extensive public involvement component.

Under the 30-year reauthorized half-cent sales tax, there are programs and projects for which DPW is the only sponsor able to request funds. These programs include:

- Bernal Heights Street System Upgrading ($2.24 million)
- Great Highway Erosion Repair ($2 million)
- Street Resurfacing and Reconstruction ($134.3 million)
- Street Repair and Cleaning Equipment ($25.9 million)
- Embarcadero Roadway incremental operations and maintenance ($2.5 million)
- Tree Planting and Maintenance ($41 million)

There are also programs and projects for which DPW is an eligible sponsor along with other sponsoring agencies. As of the writing of this report, DPW is unable to estimate our annual allocations from these expenditure plan categories. These programs and projects include:

- Bus Rapid Transit/MUNI Metro Network
- BART Station Access, Safety and Capacity
- Balboa Park BART/MUNI station access improvements
- Relocation of Caltrain Paul Avenue station to Oakdale Avenue
- Visitacion Valley Watershed Area projects (San Francisco share)
- Upgrades to major arterials (including 19th Avenue)
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Bicycle Circulation/Safety
- Pedestrian Circulation/Safety
- Curb Ramps
- Transportation/Land Use Coordination

General Obligation Bonds. Over the years, San Francisco voters have approved a number of general obligation bonds for public works projects. The City's Capital Improvement Advisory Committee (CIAC) makes recommendations to policymakers regarding potential bond issues. Interest accrued from investing bond proceeds (within arbitrage requirements of the Internal Revenue Service,

the California State Code, and City ordinances) also can be applied to the specific improvements for which the bond was issued.

The last general obligation bond approved for the City's streets and roads was the 1987 Street and Safety Improvement Bond which authorized the issuance of $27 million worth of municipal bonds. A $68 million general obligation bond for street and safety improvements was proposed on the City's November 1993 ballot, but failed to receive the two-thirds vote required for passage. A $150 million general obligation bond for street improvements was considered in April 2002, but failed to receive enough votes from the Board of Supervisors to put it on the ballot. DPW may consider another general obligation bond measure in the future.

Other Local Sources. These sources include local in-kind contributions to provide matching funds for grants, interdepartmental transfers for specific work, and private contributions and assessments (e.g. liens, claim settlements and donations).

SECTION III:
CAPITAL PROGRAMS

Street Resurfacing

Sidewalk Repair

Curb Ramp Construction

Street Structures & Pedestrian Improvements

Downtown Pedestrian Projects

Street Tree Planting

Street Tree Maintenance

Irrigation Improvements

Street Lighting with Undergrounding

Street Repair and Cleaning Equipment Replacement

Embarcadero Roadway Operations and Maintenance

Street Resurfacing

Program Description

Since 1984, DPW has used a pavement management system to set priorities for resurfacing City-maintained streets. This system, called the Pavement Management and Mapping System (PMMS), is updated annually to identify which streets should be paved in a given year. The priorities of resurfacing streets are determined by pavement condition (i.e. field inspection of ride quality, evidence of cracking and raveling), type of street use (i.e. major arterial, collector or local access), average daily traffic, and transit routes.

Each year, after developing a priority list, DPW updates our five-year plan of anticipated streets to be paved. Prior to scheduling a street for paving the street is checked against utility excavators' five-year plans of anticipated major work. Paving is coordinated with utility excavation projects and where possible joint contracted. Each street is either cleared by utilities of future utility street excavations to avoid excavation of newly-paved streets or utility excavation projects are coordinated with paving projects to extend the life of the pavement and to minimize distribution to neighborhoods and the traveling public. The City places a five-year moratorium for excavation on a street after it has been paved.

Once a street is cleared for all public and private utility work or coordinated with utility excavation projects DPW determines the type of treatment required (e.g. total reconstruction or simple resurfacing). DPW then determines which streets to pave based on the amount of funding available in a given year. DPW makes an effort to equitably distribute improvements among the various neighborhoods and commercial districts in the City. DPW contracts out street improvements that cost more than $100,000. DPW's Bureau of Street and Sewer Repair (BSSR) does the smaller resurfacing projects using City employees.

Project Cost and Funding Analysis

There are two important aspects of the Street Resurfacing Program with respect to funding. The first aspect is the estimated annual cost to keep the City streets at optimum conditions. DPW's annual cost estimates are based on optimum paving cycles ranging from 16 to 20 years, depending on the type of street and an average paving cost of $3.75 per square foot (excluding engineering and construction management costs). The $3.75 per square foot average cost of roadway resurfacing is based on the resurfacing contracts awarded during Fiscal Year FY 2002/03.

The total average annual cost is calculated as follows:

Street Type	Paving Cycle (years)	Number of Miles	Number of Miles/year	Average Number of Sq.Ft./Year	Average Annual Cost
Local/Collector Streets	22.8	570.3	25.01	4,867,440	$18,252,901
Local/Collector Streets with bus	19.2	157	8.18	1,772,751	$6,647,818
Arterial	16	33.9	2.12	433,923	$1,627,213
Arterial with bus	15.8	149.3	9.45	1,928,615	$7,232,308
TOTAL		910.5	44.76	9,002,730	$33,760,240

The second important funding aspect of the Street Resurfacing Program is the backlog. Backlog consists of the paving need that has been generated from deferring road maintenance in the past. DPW currently has a $268.6 million backlog.

DPW's annual need of approximately $33.8 million plus our backlog of $268.6 million creates our total paving need of $302.4 million. Our total paving need includes costs associated with a wide range of street treatments, from a simple overlay to "mill and fill" (grinding off and replacement of pavement) to total reconstruction. The PMMS currently estimates 5,443 segments of City-maintained streets are in need of rehabilitation, which would cost approximately $302.4 million.

The City's paving need is broken out as follows:

THE CITY'S TOTAL PAVING NEED
(This figure includes $268.6 million backlog and $33.8 million annual need)

City Maintained Streets Needing Rehabilitation			
Street Type	Number of Street Segments	Number of Square Feet	Cost to Rehabilitate
Local/Collector Streets	3,123	45,229,953	$169,612,324
Local/Collector Streets with bus	1,097	16,235,082	$60,881,558
Arterial	191	3,127,741	$11,729,029
Arterial with bus	1,032	16,033,766	$ 60,126,623
TOTAL	5,443	80,626,542	$302,349,533

DPW's first priority is maintaining the local and arterial streets with bus routes, which currently comprise approximately $121,008,181 of the total paving need. An arterial street will typically degrade approximately four PMMS points annually which means, on average, the Department has nine years in which to repave an arterial street during its optimal repaving time span. If the City does not pave these streets within the optimal period, the streets that typically require a mill and fill may need to be reconstructed at five times the cost. DPW resurfaces less traveled streets, such as local access streets in residential areas of the City, less frequently based on severity of need and the availability of funding.

The optimal PMMS score repaving range is between 25 and 60. However, the total paving need shown above only includes streets with a PMMS score below 53. It does not include streets with PMMS scores between 53 and 60, which should be resurfaced to maintain optimal efficiency. Records from PMMS show that, due to fiscal constraints, San Francisco has been spending less on street maintenance each year than is needed to keep our streets in good condition. This has caused the average PMMS condition scores to decrease over time.

DPW assumes an annual funding level with a combination of local sales tax, state TCRF/Proposition 42, and federal STP funds (Table III-A: Street Resurfacing). The Expenditure Plan for Proposition K, the reauthorized local sales tax, includes $134.3 million over the next 30 years for the street resurfacing and reconstruction program. Prop K will be an important source of funding for the street resurfacing program, particularly over the next five years until full Proposition 42 funding becomes available in July 2008. Sales tax monies also provide a match to federal and state funding and provide the only source of funding for the smaller paving projects handled by BSSR. Until 1990, previous street bond issues funded this work.

The San Francisco County Transportation Authority (TA) estimates approximately $5 million per year in federal STP funds will be allocated to the Resurfacing Program beginning in FY 2005/06. In addition, $4.7 million in State Transportation Improvement Program (STIP) funds will be available for the Street Resurfacing Program in FY 2008/09. The TA originally reprogrammed the 2002 STIP funds to be available in 2006 to make sales tax funds available in 2002 for paving 3rd Street. Due to the recent State budget crisis, the STIP funds will not be available until 2008.

Although there are federal, state and local funding sources available to support street resurfacing, these sources do not provide enough revenue to meet the annual resurfacing program needs and reduce the backlog. Further exacerbating the problem is the fact that an annual unmet need of more than $20 million and an existing backlog of nearly $268.6 million will cause the overall cost of deferred maintenance to grow. As treatments are deferred, they often increase in cost because the declining condition of the roadway causes the required treatment to

increase in severity. Deferring maintenance may result in a street or road needing reconstruction instead of just an overlay. Over time, residential streets with uneven rides and noticeable cracking and raveling will increasingly become the norm.

TABLE III-A: STREET RESURFACING

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance Cost	$ 33,800,000	$ 34,814,000	$ 35,859,000	$ 36,935,000	$ 38,044,000	$ 39,186,000	$ 40,362,000	$ 41,573,000	$ 42,821,000	$ 44,106,000	**$ 387,500,000**
Backlog Cost	268,600,000										**$ 268,600,000**
Subtotal - Capital Costs	**$ 302,400,000**	**$ 34,814,000**	**$ 35,859,000**	**$ 36,935,000**	**$ 38,044,000**	**$ 39,186,000**	**$ 40,362,000**	**$ 41,573,000**	**$ 42,821,000**	**$ 44,106,000**	**$ 656,100,000**
Total Project Costs	**$ 302,400,000**	**$ 34,814,000**	**$ 35,859,000**	**$ 36,935,000**	**$ 38,044,000**	**$ 39,186,000**	**$ 40,362,000**	**$ 41,573,000**	**$ 42,821,000**	**$ 44,106,000**	**$ 656,100,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program			5,000,000	5,150,000	5,305,000	5,465,000	5,629,000	5,798,000	5,972,000	6,152,000	**44,471,000**
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program*						4,768,000	-	-	-	-	**4,768,000**
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42**			4,108,000	4,173,000	4,271,000	10,559,000	10,738,000	10,932,000	11,138,000	11,365,000	**67,284,000**
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax	11,000,000	15,000,000	11,000,000	11,000,000	11,000,000	5,000,000	5,150,000	5,305,000	5,465,000	5,629,000	**85,549,000**
Subtotal Capital Funding	**$ 11,000,000**	**$ 15,000,000**	**$ 20,108,000**	**$ 20,323,000**	**$ 20,576,000**	**$ 25,792,000**	**$ 21,517,000**	**$ 22,035,000**	**$ 22,575,000**	**$ 23,146,000**	**$ 202,072,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 11,000,000**	**$ 15,000,000**	**$ 20,108,000**	**$ 20,323,000**	**$ 20,576,000**	**$ 25,792,000**	**$ 21,517,000**	**$ 22,035,000**	**$ 22,575,000**	**$ 23,146,000**	**$ 202,072,000**
SURPLUS/(DEFICIT)											
Capital	$ (291,400,000)	$ (19,814,000)	$ (15,751,000)	$ (16,612,000)	$ (17,468,000)	$ (13,394,000)	$ (18,845,000)	$ (19,538,000)	$ (20,246,000)	$ (20,960,000)	$ (454,028,000)
O&M											
Total Funding Surplus/(Deficit)	**$ (291,400,000)**	**$ (19,814,000)**	**$ (15,751,000)**	**$ (16,612,000)**	**$ (17,468,000)**	**$ (13,394,000)**	**$ (18,845,000)**	**$ (19,538,000)**	**$ (20,246,000)**	**$ (20,960,000)**	**$ (454,028,000)**

*The Transportation Authority reprogrammed 2002 STIP funds as 2006 STIP funds to make sales tax funds available for 3rd Street paving in 2002. Due to the State budget crisis, the 2006 STIP funds will be available in 2008.

**Due to the State budget crisis in FY 2002-03, no TCRF funds are available for street resurfacing in FY 2003-04. Estimates are based on Metropolitan Transportation Commission forecasts as of March 2004. These estimates are subject to change if the Governor and legislature suspend Prop 42 funds in the future.

Sidewalk Repair

Program Description

The responsibility to repair the City's sidewalks varies depending on the location. Repair of sidewalks fronting private properties is the responsibility of the private property owner. Repair of sidewalks fronting City-owned properties is the responsibility of the corresponding City department. DPW repairs sidewalks around approximately 205 City-owned properties.

DPW district inspectors annually inspect approximately 80 miles of sidewalks fronting public and private properties as well as about 4,000 street trees for defects. Failure to correct defective sidewalks, whether they front public or private properties, increases the City's exposure to claims and lawsuits resulting from trip and fall injuries that are often serious.

For funding purposes, the Sidewalk Repair Program is comprised of the following program categories:

Public Property Sidewalk Reconstruction: This category includes sidewalks fronting City properties under DPW's jurisdiction; sidewalks fronting other public properties such as undeveloped lands and roadway structures (i.e. stairways, tunnels, bridges and retaining walls); sidewalks fronting state and federal properties; and, special surface sidewalks such as Market Street bricks and Mission Street tiles. The City Attorney's Office recently ruled that sidewalks fronting Housing Authority and School District property are now under DPW's jurisdiction. DPW has not done an inventory of the required repairs to sidewalks on such properties, but this ruling will likely increase our annual need for sidewalk repair funds.

Sidewalk Replacement Around City Street Trees: The City maintains approximately 30,000 street trees, of which the majority is planted in sidewalk areas. A mature tree's roots can often break, lift, or buckle the sidewalk around it and create tripping hazards. Repair of sidewalks damaged by tree roots often involves root pruning and the replacement of about 720 square feet of sidewalk. Sometimes removal and replacement of the tree is required if root pruning would cause the tree to decline or fall.

Private Property Sidewalk Reconstruction: When private property owners refuse or are unable to make repairs to sidewalks fronting their property, the City performs the repairs under a force account using a revolving fund. The cost of the work becomes a tax lien against the property. There is a backlog of roughly 600 defective sidewalk areas

fronting private properties. In addition, DPW inspectors refer approximately 20 new locations per month to be abated.

Program Cost and Funding Analysis

Public Sidewalk Repair

DPW estimates a backlog in public sidewalk projects to be at least $5.9 million and an annual cost of $850,000 to inspect and keep up with sidewalk deterioration in these areas.

Historically, the local sales tax (Proposition B) has contributed approximately $600,000 annually for sidewalk repair projects around public properties and City trees. As a result, DPW depleted this source of funding for sidewalk repair in FY 2003/04, or six years before the end of the Proposition B's 20-year life. The reauthorized local sales tax Proposition K Expenditure Plan includes $19.1 million over 30 years for the Pedestrian and Bicycle Facility Maintenance Program. Eligible expenditures for pedestrian and bicycle facility maintenance include public sidewalk repair and reconstruction, upgrades of substandard bicycle lanes, rehabilitation of bicycle paths, and reconstruction of MUNI passenger boarding islands. DPT, DPW, and MUNI can request funds from this Expenditure Plan category. It has yet to be determined how the funds will be distributed between the three departments.

DPW might have to rely on the City's General Fund or a state infrastructure bond to fund sidewalk repair. Funds from future federal TEA program cycles may be available for certain "enhanced" pedestrian projects that include basic elements of sidewalk repair. State TDA Article 3 funds are available for pedestrian projects as well.

Private Sidewalk Repair

The current backlog in private sidewalk projects is estimated to cost approximately $960,000, and an annual maintenance cost of $550,000. This work depends solely on a revolving fund which is continually replenished with funds collected through private property tax liens. Over the past five years, the revolving fund has averaged $110,000. The Department has implemented a routine procedure to pursue tax liens; however, the Department will need new funds in the revolving fund if it is to increase its level of private sidewalk repair and diminish the backlog.

Table III-B: SIDEWALK REPAIR - PUBLIC

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-2012	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance	$ 850,000	$ 876,000	$ 903,000	$ 931,000	$ 959,000	$ 988,000	$ 1,018,000	$ 1,049,000	$ 1,081,000	$ 1,114,000	**$ 9,769,000**
Backlog	5,900,000										**5,900,000**
Subtotal - Capital Costs	**$ 6,750,000**	**$ 876,000**	**$ 903,000**	**$ 931,000**	**$ 959,000**	**$ 988,000**	**$ 1,018,000**	**$ 1,018,000**	**$ 1,018,000**	**$ 1,018,000**	**$ 15,479,000**
Total Project Costs	**$ 6,750,000**	**$ 876,000**	**$ 903,000**	**$ 931,000**	**$ 959,000**	**$ 988,000**	**$ 1,018,000**	**$ 1,018,000**	**$ 1,018,000**	**$ 1,018,000**	**$ 15,479,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax*	500,000	-	-	-	-	-	-	-	-	-	**500,000**
Subtotal Capital Funding	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**
SURPLUS/(DEFICIT)											
Capital	$ (6,250,000)	$ (876,000)	$ (903,000)	$ (931,000)	$ (959,000)	$ (988,000)	$ (1,018,000)	$ (1,018,000)	$ (1,018,000)	$ (1,018,000)	$ (14,979,000)
O&M											
Total Funding Surplus/(Deficit)	**$ (6,250,000)**	**$ (876,000)**	**$ (903,000)**	**$ (931,000)**	**$ (959,000)**	**$ (988,000)**	**$ (1,018,000)**	**$ (1,018,000)**	**$ (1,018,000)**	**$ (1,018,000)**	**$ (14,979,000)**

* DPW is unable to estimate the annual allocation to this program under Proposition K, the reauthorized local sales tax. The allocation shown is from Proposition B, the existing sales ta:

Table III-C: SIDEWALK REPAIR - PRIVATE

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance	$ 550,000	$ 567,000	$ 585,000	$ 603,000	$ 622,000	$ 641,000	$ 661,000	$ 681,000	$ 702,000	$ 724,000	**$ 6,336,000**
Backlog	960,000										**960,000**
Subtotal - Capital Costs	**$ 1,510,000**	**$ 567,000**	**$ 585,000**	**$ 603,000**	**$ 622,000**	**$ 641,000**	**$ 661,000**	**$ 681,000**	**$ 702,000**	**$ 724,000**	**$ 7,296,000**
Total Project Costs	**$ 1,510,000**	**$ 567,000**	**$ 585,000**	**$ 603,000**	**$ 622,000**	**$ 641,000**	**$ 661,000**	**$ 681,000**	**$ 702,000**	**$ 724,000**	**$ 7,296,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	**1,100,000**
Local Sales Tax											
Subtotal Capital Funding	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 1,100,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 110,000**	**$ 1,100,000**
SURPLUS/(DEFICIT)											
Capital	$ (1,400,000)	$ (457,000)	$ (475,000)	$ (493,000)	$ (512,000)	$ (531,000)	$ (551,000)	$ (571,000)	$ (592,000)	$ (614,000)	$ (6,196,000)
O&M											
Total Funding Surplus/(Deficit)	**$ (1,400,000)**	**$ (457,000)**	**$ (475,000)**	**$ (493,000)**	**$ (512,000)**	**$ (531,000)**	**$ (551,000)**	**$ (571,000)**	**$ (592,000)**	**$ (614,000)**	**$ (5,582,000)**

Curb Ramp Construction (ADA Curb Ramp Transition Plan)

Program Description

Curb ramps are essential for accessible pedestrian travel between the City's streets and sidewalks for people with disabilities.

Section 19956.5 of the State Health and Safety Code, enacted in 1972, requires all curbs and sidewalks constructed for public use be accessible to and useable by people with physical disabilities. In 1982, to comply with these requirements, the Access Compliance Section of the Office of the State Architect and the State Department of Rehabilitation developed California Code of Regulations (CCR) Title 24, Part II which is the state building code that specifies the requirements for making, among other things, walkways, sidewalks and intersections accessible. Since then, all City departments and private contractors constructing or making alterations to the street, street facilities, walkways, sidewalks, curbs and curb return areas are required to construct curb ramps according to DPW standards and construction specifications, which incorporate both federal and state disability construction codes and regulations.

In July of 1991, the U.S. Congress passed the Americans with Disability Act (ADA). This law, which became effective in January 1992, mandates that all municipalities install code-complying curb ramps that provide clear pedestrian paths of travel on all public sidewalks and intersections within the subsequent three years. The federal deadline was extended to 2002.

There have been several multi-million dollar settlement agreements between disabled plaintiffs and cities in recent years, due to insufficient progress in providing curb ramps and accessible pedestrian paths-of-travel on city sidewalks. Among the most notable of these are those in Honolulu, New York City, and Sacramento. In the summer of 2003 the 9th U.S. Circuit Court of Appeals decision in the Barden v. City of Sacramento held that public sidewalks are a service, program or activity of the City within the meaning of Title II of the ADA and Section 504 of the Rehabilitation Act. This decision focused on the obligation of cities to remove barriers (other than curbs) to sidewalk accessibility, such as benches, sign posts, wires, and other physical obstructions. The cost implications of this as it affects San Francisco are not known with any certainty at this time.

Program Cost and Funding Analysis

Curb ramp installation and reconstruction are extremely high priorities for DPW. The City completed a curb ramp inventory in 2000 to identify the need and cost of reconstructing or installing curb ramps to bring the City into full compliance with federal, state and local statutes, regulations and policies. According to DPW's current analysis of the curb ramp inventory database, there are 23,581 corners in San Francisco. DPW needs to install or reconstruct curb ramps at 13,430 of the 23,581 corners. Most of these corners should have two curb ramps; many have only one or none. Some very old curb ramps are non-complying: they are too steep and too narrow or deteriorated, seriously limiting access. The average cost per corner to construct or reconstruct curb ramps is $13,300. Therefore, the estimated cost to construct or reconstruct curb ramps at 13,430 corners is $178,619,000.

In addition to the 13,430 corners in need of constructed/reconstructed ramps, there are approximately 4,742 corners in need of detectable warning panels (truncated domes) only. The average cost per corner to install detectable warning panels is $1,200. Therefore, the estimated cost to install detectable warning panels at 4,742 corners is $5,690,400.

There are also approximately 3,575 corners in need of some level of improvement, ranging from detectable warning panels to reconstruction. Most of these corners have functional ramps which do not meet regulatory standards for accessibility. DPW estimates the average cost per corner to improve these ramps is $7,250. Therefore, the estimated cost to improve the 3,575 corners is $25,918,750.

The total cost to bring all of the corners in San Francisco into accessibility compliance is $210,228,150.

The Proposition K reauthorized local sales tax Expenditure Plan includes $36 million for curb ramps over the next 30 years. For the next nine years, beginning in FY 2004/05, DPW anticipates annual allocations of approximately $867,000. In addition to local sales tax funds, DPW relies on annual allocations from the General Fund and state TDA Article 3 for the curb ramp program.

As shown in Table III-D: Curb Ramp Construction, DPW's current expectation of funding is insufficient to complete the curb ramp construction program. In order to meet the ADA requirements to install curb ramps when the right-of-way is altered, DPW already includes curb ramps as part of our street resurfacing projects, traffic signalization projects, streetscape and traffic calming projects. In addition, curb ramps are included in construction projects by the City and by private builders and utilities.

Current funding constraints have forced DPW to scale back its expectation for meeting ADA right-of-way requirements throughout the City. Areas with lower DPW and ADA stipulated priority will continue to be handled on an “as-needed” and “funding availability” basis. Similarly, DPW’s practice of constructing or improving curb ramps from a waiting list comprised of specific locations where persons with disabilities have made requests will continue to be provided as funding is available. DPW should increase its efforts at securing non-transportation federal and state funding.

Table III-D: CURB RAMP CONSTRUCTION (ADA CURB RAMP TRANSITION PLAN)

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance											-
Backlog	210,228,150										**210,228,150**
Subtotal - Capital Costs	**210,228,150**	-	-	-	-	-	-	-	-	-	**210,228,150**
Total Project Costs	**210,228,150**	-	-	-	-	-	-	-	-	-	**210,228,150**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA	1,920,000										-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3	300,000	200,000	200,000	275,000	284,000	293,000	302,000	312,000	322,000	332,000	**2,820,000**
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund	300,000	309,000	319,000	329,000	339,000	350,000	361,000	372,000	384,000	396,000	**3,459,000**
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax	-	867,000	894,000	921,000	949,000	978,000	1,008,000	1,039,000	1,071,000	1,104,000	**8,831,000**
Subtotal Capital Funding	**$ 2,520,000**	**$ 1,376,000**	**$ 1,413,000**	**$ 1,525,000**	**$ 1,572,000**	**$ 1,621,000**	**$ 1,671,000**	**$ 1,723,000**	**$ 1,777,000**	**$ 1,832,000**	**$ 17,030,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 2,520,000**	**$ 1,376,000**	**$ 1,413,000**	**$ 1,525,000**	**$ 1,572,000**	**$ 1,621,000**	**$ 1,671,000**	**$ 1,723,000**	**$ 1,777,000**	**$ 1,832,000**	**$ 17,030,000**
SURPLUS/(DEFICIT)											
Capital	$ (207,708,150)	$ (206,332,150)	$ (204,919,150)	$ (203,394,150)	$ (201,822,150)	$ (200,201,150)	$ (198,530,150)	$ (196,807,150)	$ (195,030,150)	$ (193,198,150)	$ (193,198,150)
O&M											
Total Funding Surplus/(Deficit)	**$ (207,708,150)**	**$ (206,332,150)**	**$ (204,919,150)**	**$ (203,394,150)**	**$ (201,822,150)**	**$ (200,201,150)**	**$ (198,530,150)**	**$ (196,807,150)**	**$ (195,030,150)**	**$ (193,198,150)**	**$ (193,198,150)**

Street Structures & Pedestrian Improvements

Program Description

The City has a variety of pedestrian improvement projects in need of funding. DPW has an on-going program of identifying repairs needed of DPW maintained street structures such as stairways, retaining walls, guardrails, and rockfall barriers. Most of the work is minor, averaging less than $12,500 per structure. DPW estimates that the backlog of structural repair work on DPW-maintained street structures totals approximately $2 million.

Candidate projects include but are not limited to:

- Chestnut Street Stairs – (between Polk and Larkin) – repair stairway
- San Jose Ave Wall and Stairs (between Randal and Saint Mary's) – repair extensive spalls and damaged railings
- Broadway Tunnel Glass Canopy – repair
- Farnsworth Lane Stairs (between Edgewood and Willard) – replace portion of stairs that has settled and created a falling hazard
- Peralta and Holladay Avenue (above Cesar Chavez Street interchange) – repair concrete guardrail and hillside slide
- Forest Hill – Replace Guardrail
- Southwest Gateway Improvements – install new pedestrian and bicycle paths and enhance hardscape areas
- 17th Street and Clayton – repair stairway and retaining wall
- Chestnut Street Stairway (between Polk and Larkin Streets) – Replace severely settled concrete stairs along northern abutment with existing buildings

There are a number of structures and/or pedestrian facilities that require total reconstruction to comply with current codes and regulations. Seven examples of such projects include:

1) Head Street Stairs (Head Street at Alemany) – reconstruct collapsed stair structure and failed retaining wall; estimated cost: $672,000
2) Lyon Street Walls (between Vallejo and Broadway) – repair stairway balustrades; estimated cost: $2,828,000
3) Greenwich Street Stairs (between Montgomery and Sansome) – replace/repair broken stair tread; estimated cost: $3,923,850
4) Filbert Street Stairway (between Sansome and Montgomery); estimated cost: $4,807,000

5) Greenwich Street Stairs (between Kearny and Grant) – repair settled stairs; estimated cost: $6,716,500
6) Greenwich Street Stairs (between Hyde and Larkin) – repair settled stairs; estimated cost: $4,242,000
7) Alta Street Retaining Wall – Construct new retaining wall with rock anchors and deeper foundation; estimated cost: $850,000

These seven projects have a total estimated cost of approximately $24 million.

Program Cost and Funding Analysis

DPW estimates that the backlog of structural repair work (not including total reconstruction work) on DPW-maintained street structures will cost approximately $2 million. In addition, DPW estimates an annual maintenance need of $500,000 (Table III-E: Street Structures and Pedestrian Improvements). Traditionally the Gas Tax/ Road Fund and the City's General Fund have fully funded this type of work. However, we can't rely on General Fund monies, and Gas Tax/ Road Fund monies are not adequate to meet the demand.

Reauthorized local sales tax funds from Proposition K will be made available for street structures and pedestrian improvements, but the funding level has not been determined.

In its effort to pursue other sources of funding for these projects, such as federal STP discretionary funds and state TDA Article 3 funds, DPW could be competing with itself. Both its curb ramp construction and sidewalk repair programs can be funded with these sources. DPW is pursuing greater coordination within the department among these pedestrian-related programs to establish a more successful long-term strategy.

Table III-E: STREET STRUCTURES & PEDESTRIAN IMPROVEMENTS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance	$ 500,000	$ 515,000	$ 531,000	$ 547,000	$ 564,000	$ 581,000	$ 599,000	$ 617,000	$ 636,000	$ 656,000	**$ 5,746,000**
Backlog*	2,018,000										**$ 2,018,000**
Subtotal - Capital Costs	**$ 2,518,000**	**$ 515,000**	**$ 531,000**	**$ 547,000**	**$ 564,000**	**$ 581,000**	**$ 599,000**	**$ 617,000**	**$ 636,000**	**$ 656,000**	**$ 7,764,000**
Total Project Costs	**$ 2,518,000**	**$ 515,000**	**$ 531,000**	**$ 547,000**	**$ 564,000**	**$ 581,000**	**$ 599,000**	**$ 617,000**	**$ 636,000**	**$ 656,000**	**$ 7,764,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund	121,000	125,000	129,000	133,000	137,000	142,000	147,000	152,000	157,000	162,000	**1,405,000**
State Other Sources											-
State TDA Article 3		115,000									**115,000**
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax											-
Subtotal Capital Funding	**$ 121,000**	**$ 240,000**	**$ 129,000**	**$ 133,000**	**$ 137,000**	**$ 142,000**	**$ 147,000**	**$ 152,000**	**$ 157,000**	**$ 162,000**	**$ 1,520,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 121,000**	**$ 240,000**	**$ 129,000**	**$ 133,000**	**$ 137,000**	**$ 142,000**	**$ 147,000**	**$ 152,000**	**$ 157,000**	**$ 162,000**	**$ 1,520,000**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ (2,397,000)**	**$ (275,000)**	**$ (402,000)**	**$ (414,000)**	**$ (427,000)**	**$ (439,000)**	**$ (452,000)**	**$ (465,000)**	**$ (479,000)**	**$ (494,000)**	**$ (6,244,000)**

* Each year that the backlog is not repaired, the total cost of the backlog increases. The backlog does not include the facilities requiring total reconstruction

Downtown Pedestrian Projects

Program Description

The Department of City Planning (DCP) has developed a program of projects to improve pedestrian movement in the downtown to be funded in part by the local sales tax. DCP is responsible for the preliminary phases of these projects, including conceptual design, securing funding commitments, community outreach, and inter-departmental coordination. DPW is responsible for design development, preparation of contract documents and construction drawings, bidding the project and project implementation through construction and operation.

The San Francisco County Transportation Authority has stipulated that projects developed by DCP but implemented by other departments must be included in the implementing departments' Capital Plan. Furthermore, the implementing department requests the sales tax funds when the project is ready to be constructed and is held accountable for its timely completion.

To this end, DPW includes Downtown Pedestrian Projects in our Capital Plan. The following projects are currently unfunded portions of the Downtown Pedestrian Program.

Downtown Street Improvement Program

The Downtown Streetscape Plan established a classification of streets based on usage, function, city pattern, and symbolic significance. The framework permits streets to be differentiated from each other yet consistent with the overall design goals for the Downtown. When implemented, the improvements will create a downtown environment that indicates to pedestrians which streets are important connections and destinations. The improvements will also help to link downtown subdistricts with the primary regional and City transit terminals and stations, and encourage use of transit and pedestrian use as a primary transportation mode in the downtown.

The Program is designed to make Downtown streets safer and more pedestrian friendly, promote accessibility, create more aesthetic streetscapes, encourage walking as a primary transportation mode, and create more open space.

At least one street in each sub-district is designated as a Special Street, which will be focal point, destination streets for the sub-districts. The Special Streets are notable for their citywide symbolic recognition, streetscape environment, and

pedestrian function. Special Streets are considered destination streets and should have wide sidewalks street furniture. They should have the highest level of pedestrian amenities and contain design treatments that do not appear elsewhere. Special Streets should include a unique streetscape treatment, installation of special paving, awnings, banners, flower stands and all elements programmed for Second Level Streets.

Second Level Streets are functional streets and provide important pedestrian corridors to important destinations. Improvements should be designed to facilitate through movement and highlight destinations. Improvements on Second Level Streets should include paving variations, benches, bicycle racks, sidewalk cafes, kiosks, sidewalk vendors, in addition to elements programmed for Base Level streets.

Other streets in the Downtown are designated as Base Level Streets. The focus for improvements on Base Level Streets is to create safer and more attractive pedestrian environments that reinforce district identity. Base Level Streets should be eligible for installation of street trees, historic street lights, fixed news racks, trash cans, standard sidewalk treatments, and corner clear zones.

The program would also provide capital funds to implement the plans through construction. Funds are sought for 18 streets in the Downtown Financial, Retail, and South of Market districts. The streets are listed by street type identified in the Planning Department's Downtown Streetscape Plan. Each multi-block long street would receive a corresponding level of pedestrian improvements. They include streets shown on the following table:

Special Streets	**Second Level Streets**		**Base Level Streets**
California	Beale	Post	All Others
Grant	Bush	Powell	
Maiden Lane	Fourth	Second	
Mission	Front	Steuart	
Montgomery	Geary	Stockton	
	Kearny	Third	
	New Montgomery		

Some specific projects identified in the Downtown Streetscape Plan are described below.

Corner Bulbouts. Corner bulbouts provide desired setback at street corners to improve pedestrian safety. These projects typically require relocating traffic control boxes, fire hydrants, and street lights. Bulbouts would be constructed at key intersections throughout the greater Downtown area. The estimated cost of such bulbouts is $1.5 million.

Downtown Special Street – Grant Avenue. This project on Grant Avenue between Market and Bush Streets would provide for a variety of streetscape improvements, including street tree plantings, historic street lights, decorative sidewalks, benches, banners, bulb-outs, and special paving. This project would involve coordination between DPW, DPT, the Art Commission, business organizations, and property owners at an estimated cost of $4 million.

Downtown Special Street – California Street. This project on California Street between Drumm and Kearny Streets would provide for a variety of streetscape improvements, including street tree plantings, historic streetlights, sidewalk widenings, special sidewalk paving, and street furniture. This project would involve coordination between DPW, DPT, the Art Commission, business organizations, and property owners at an estimated cost of $5 million.

Downtown Special Street – Mission Street. This project on Mission Street between the Embarcadero and Fifth Street would provide for a variety of streetscape improvements and traffic calming measures including street tree plantings, historic street lights, benches, banners, bulb-outs, and special paving. This project would involve coordination between DPW, DPT, the Art Commission, business organizations, and property owners at an estimated cost of $6 million.

Alley Improvement Program

This program is intended to make alleys in the downtown office core and nearby districts safer and more pedestrian friendly. It is intended to improve pedestrian safety, promote accessibility, create more aesthetic streetscapes, encourage walking as a primary transportation mode, and create more open space. The program would encourage more San Francisco workers, visitors, and shoppers to use transit to reach the downtown area and walk to their downtown destinations. The program would provide planning funds to prepare conceptual design plans and coordinate planning with other City agencies and the public. The program would also provide capital funds to implement the plans through construction.

Funds are sought for 11 alleys in the Downtown Financial, Retail, and South of Market districts. Improvements have been completed on Belden and Ecker as part of this program, and the private sector has funded improvements on Commercial Street and Leidesdorff. The alleys are listed below by the three alley

types identified in DCP's Downtown Streetscape Plan. The different alley types would receive corresponding level of pedestrian improvements. They include:

Special Streets	Destination Alleys	Walkthrough Alleys
Maiden Lane	Claude	Annie
	Campton	Jessie
	Hunt/Natoma/Minna	Natoma
	St. George	Shaw
		Stevenson
		Trinity

The types of pedestrian improvements would include some of the following: street resurfacing (with related costs for utility relocation), curbs, decorative paving, new sidewalks, sidewalk widening, bulb outs, and other measures linked to traffic calming, pedestrian scaled lighting, bollards, street tree installation, planters, street sign consolidation, informational signage, pedestrian network banners, street banners, decorative gates, and street furniture.

Better Neighborhoods Program

DCP's Better Neighborhoods Program responds to the following challenges: to increase the supply and diversity of housing opportunities; to build housing where it is most appropriate and close to transit service, open space, and other public services; to prioritize transit and use limited street space wisely; and, to treat streets with the dignity of civic space. The Better Neighborhood Program initially involves developing transit-oriented plans for the Market and Octavia Neighborhood, the Balboa Park Station Area, and the Central Waterfront Neighborhood. DCP proposes to use these three plans as models of how transit-oriented development can meet the following goals: increase San Francisco's share of new mixed-use residential and commercial development in areas well-supported by transit; strengthen the link between land use and transit; increase transit use; and, encourage mixed-use residential and commercial infill sensitive to neighborhoods.

Project Cost and Funding Analysis

Preliminary estimates for planning and construction of the Downtown Street Improvement Program, including Special Streets and Second Level Streets, is $26 million. A cost estimate is not included for Base Level Street improvements. The proposed improvements would include street trees, historic streetlights (if not present), fixed news racks, trashcans, standard sidewalk pavement, and corner clear zones. Like the Alley Improvement Program, this is a multi-year effort;

thus, estimates may need to be revised when specific plans are developed. DCP will work with DPW's Bureau of Engineering – Division of Landscape Architecture and other agencies to prepare plans for approximately three streets per year, over a seven-year period. Estimates include hard and soft costs for the Downtown Pedestrian Street Improvement program. The hard costs for Special Streets are based on gross cost estimates to construct and install the improvements called for in the Downtown Streetscape Plan, and are based on costs for improvements being made on a six block segment of Broadway on the edge of Downtown. We estimate that capital improvement costs for downtown streets may be higher due to the greater costs for staging and for segmenting work due to pedestrian and vehicular use of the streets and sidewalks. Design and planning work for these improvements would be closely coordinated with the City's Street Resurfacing Program projects, as well as with the Citywide program of Traffic Calming, in order to coordinate planning and make the most efficient use of planning and capital funds. Work will also be coordinated with the private sector, which will be responsible for installing and maintaining certain improvements.

Preliminary estimates for planning and construction of the Alley Improvement Program are approximately $11.9 million. These projects are a multi-year effort; thus estimates may need to be revised when specific plans are developed. The Planning Department is seeking funding to work with DPW's Bureau of Engineering – Division of Landscape Architecture and other agencies to prepare plans for five alleys per year over a three-year period. Staff would prepare conceptual plans, design plans, and working drawings and specifications, and would also carry the plans through agency review, approval, and construction. Estimates include hard and soft costs for the Alley Improvement Program. The hard costs are based on gross cost estimates to construct and install the improvements called for in the Downtown Streetscape Plan, but these estimates may change based on designs and specific problems encountered on each site.

Table III-F shows the sales tax funding included in the 2003 Strategic Plan Update for Proposition B. The FY 2003/04 allocation of $111,000 funded a portion the Broadway Streetscape Improvements Project. The Proposition K Expenditure Plan includes $70 million over 30 years for the Traffic Calming Program. Eligible expenditures include strategies to reduce auto traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including landscaping), speed humps, corner bulb-outs, ladder crosswalks and pedestrian signals, traffic circles, signals and signage. DPT and DPW can request funds from this Expenditure Plan category. As of the writing of this report, DPW is unable to estimate its future allocations from this program. In addition to the Traffic Calming Program, Proposition K includes $20 million for

the Transportation/Land Use Coordination Program. DPT, DPW, MUNI, DCP, BART, and the Peninsula Corridor Joint Powers Board can request funds from this Expenditure Plan category. As of the writing of this report, DPW and DCP are unable to estimate their future allocations from this program.

Table III-F: DOWNTOWN PEDESTRIAN PROJECTS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance											$ -
Backlog*											
Subtotal - Capital Costs	**$ 111,000**	**$ 120,000**	**$ 116,000**	**$ 125,000**	**$ 128,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**
Total Project Costs	**$ 111,000**	**$ 120,000**	**$ 116,000**	**$ 125,000**	**$ 128,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax*	111,000	120,000	116,000	125,000	128,000	-	-	-	-		**600,000**
											-
Subtotal Capital Funding	**$ 111,000**	**$ 120,000**	**$ 116,000**	**$ 125,000**	**$ 128,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 111,000**	**$ 120,000**	**$ 116,000**	**$ 125,000**	**$ 128,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

* DPW is unable to estimate the annual allocation to this program under Proposition K, the reauthorized local sales tax. The allocation shown is from the 2003 Strategic Plan Update for Proposition I

Street Tree Planting

Program Description

The City's urban forest enhances our quality of life by mitigating poor air quality, reducing flooding and the need to expand storm drainage systems, enhancing property values, and in general contributing to San Francisco's image and sense of place. As the steward of San Francisco's street trees, DPW is responsible for ensuring that these community benefits are realized through appropriate tree planting and maintenance in the public right-of-way. Through careful management, DPW has reduced costly conflicts between trees and other infrastructure as well as protected public safety and improved the character of our neighborhoods with healthy and attractive trees.

A recent U.S. Department of Agriculture, Forest Service project determined that there are about 100,000 potential street tree planting sites in San Francisco. In addition, there are approximately 600 DPW maintained trees that need to be replaced annually. To ensure the long-term survival of new trees, the emphasis of the planting program has recently shifted from simply planting to providing sufficient care for successful tree establishment.

Through contracted services, the City plants about 700 trees annually. Of the 700 trees planted annually, 400 are privately maintained and 300 are publicly maintained. In general, DPW maintains trees that are planted along major thoroughfares and arterials, and in some redevelopment areas. All planting permit applications are processed and stored by DPW. Applications for removal permits are also required for some plantings.

In FY 2003/04, DPW has contracts with the Sheriff's Garden Project/Tree Corps Program and the Friends of the Urban Forest for planting street tree and maintaining newly planted street trees. The following is a brief description of these two programs.

Sheriff's Garden Project/Tree Corps Program
The Tree Corps Program of the Sheriff's Department provides training to graduates of the Sheriff's Horticultural Program under DPW supervision. DPW funds the Tree Corps Program to support planting approximately 300 trees annually in locations where DPW maintains street trees, as well as providing over 700 weekly maintenance and watering visits until the trees can survive without irrigation. Major maintenance for 125 newly planted trees is provided as needed.

Friends of the Urban Forest

The second program supported by DPW is Friends of the Urban Forest (FUF), a nonprofit agency that organizes tree plantings with neighborhood involvement. FUF works with the community and DPW to choose sites and species for tree plantings. FUF also organizes efforts to plant approximately 400 trees annually. Although all watering and subsequent maintenance of the newly-planted trees is the responsibility of the private property owners, a portion of DPW's annual sales tax allocation is used to assist private property owners with maintenance to establish approximately 2,400 newly-planted trees annually.

Program Cost and Funding Analysis

To keep up with tree removals and begin to address the estimated 100,000 potential planting sites, DPW requires at least $1.1 million annually. This funding level would allow DPW to plant about 4,000 annually. Sales tax funds are the only source of funding for DPW's Street Tree Planting Program. As shown in Table III-G, DPW will deplete our allocation under the Proposition B sales tax in FY 2003/04. The reauthorized local sales tax Proposition K Expenditure Plan includes $41 million over 30 years for Tree Planting and Maintenance. Although DPW still needs to make a policy decision on exactly how the sales tax funds will be distributed between our Street Tree Maintenance Program and our Street Tree Planting Program, it is likely that the reauthorized sales tax funds would be allocated 50 percent, or $20.5 million, to the Street Tree Planting Program and 50 percent, or $20.5 million, to the Street Tree Maintenance Program.

Table III-G: STREET TREE PLANTING

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance	$ 1,100,000	$ 1,133,000	$ 1,167,000	$ 1,203,000	$ 1,240,000	$ 1,278,000	$ 1,317,000	$ 1,357,000	$ 1,398,000	$ 1,440,000	**$ 12,633,000**
Backlog											
Subtotal - Capital Costs	**$ 1,100,000**	**$ 1,133,000**	**$ 1,167,000**	**$ 1,203,000**	**$ 1,240,000**	**$ 1,278,000**	**$ 1,317,000**	**$ 1,357,000**	**$ 1,398,000**	**$ 1,440,000**	**$ 12,633,000**
Total Project Costs	**$ 1,100,000**	**$ 1,133,000**	**$ 1,167,000**	**$ 1,203,000**	**$ 1,240,000**	**$ 1,278,000**	**$ 1,317,000**	**$ 1,357,000**	**$ 1,398,000**	**$ 1,440,000**	**$ 12,633,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax*	500,000	589,000	607,000	626,000	645,000	665,000	685,000	706,000	728,000	750,000	**6,501,000**
Subtotal Capital Funding	**$ 500,000**	**$ 589,000**	**$ 607,000**	**$ 626,000**	**$ 645,000**	**$ 665,000**	**$ 685,000**	**$ 706,000**	**$ 728,000**	**$ 750,000**	**$ 6,501,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 500,000**	**$ 589,000**	**$ 607,000**	**$ 626,000**	**$ 645,000**	**$ 665,000**	**$ 685,000**	**$ 706,000**	**$ 728,000**	**$ 750,000**	**$ 6,501,000**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ (600,000)**	**$ (544,000)**	**$ (560,000)**	**$ (577,000)**	**$ (595,000)**	**$ (613,000)**	**$ (632,000)**	**$ (651,000)**	**$ (670,000)**	**$ (690,000)**	**$ (6,132,000)**

Street Tree Maintenance

Program Description

DPW is currently responsible for maintaining approximately 30,000 trees in public rights-of-way throughout the City. To avoid tree hazards and ensure tree health and longevity, the maintenance cycle for DPW-maintained street trees should be approximately three years. That is, each tree should be inspected or cared for once every three years.

In response to public interest, DPW has added street segments where it maintains street trees, thereby increasing the inspection and maintenance cycle to six or seven years on average. Consequently, the Department has been directing an increasing level of resources toward responding to tree emergencies rather than regular maintenance. Another outcome of a longer maintenance cycle has been relatively high mortality rates for young trees, up to 25 percent over 6 years after planting.

Program Cost and Funding Analysis

The average cost per tree visited per year is about $428. This average cost does not include liability costs or sidewalk repair. It would cost approximately $4.28 million annually to maintain the current population of about 30,000 DPW trees with an optimal 3-year maintenance cycle, or 10,000 trees per year. DPW's maintenance program also includes approximately 4,000 inspections and 2,500 permit applications annually for street tree removals and plantings.

The local sales tax and the State Gas Tax primarily support our maintenance program. Table III-H shows the annual Proposition B sales tax allocations to the Street Tree Maintenance Program as contained in the 2003 Strategic Plan Update. The reauthorized local sales tax Proposition K Expenditure Plan includes $41 million over 30 years for Tree Planting and Maintenance. Although DPW still needs to make a policy decision on exactly how the sales tax funds will be distributed between our Street Tree Maintenance Program and our Street Tree Planting Program, it is likely that the reauthorized sales tax funds would be allocated 50 percent, or $20.5 million, to the Street Tree Planting Program and 50 percent, or $20.5 million, to the Street Tree Maintenance Program.

Table III-H: STREET TREE MAINTENANCE

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13
COST										
Annual Maintenance	$ 4,280,000	$ 4,409,000	$ 4,542,000	$ 4,679,000	$ 4,820,000	$ 4,965,000	$ 5,114,000	$ 5,268,000	$ 5,427,000	$ 5,590,000
Backlog*										
Subtotal - Capital Costs	**$ 4,280,000**	**$ 4,409,000**	**$ 4,542,000**	**$ 4,679,000**	**$ 4,820,000**	**$ 4,965,000**	**$ 5,114,000**	**$ 5,268,000**	**$ 5,427,000**	**$ 5,590,000**
Total Project Costs	**$ 4,280,000**	**$ 4,409,000**	**$ 4,542,000**	**$ 4,679,000**	**$ 4,820,000**	**$ 4,965,000**	**$ 5,114,000**	**$ 5,268,000**	**$ 5,427,000**	**$ 5,590,000**
FUNDING										
FHWA Interstate Transfer										
FHWA Bridge										
FHWA Surface Transportation Program										
FHWA TEA										
FHWA Emergency Relief										
State Emergency Relief										
State Transportation Improvement Program										
State Transportation Systems Management										
State/Local Partnership										
State Environmental Enhancement										
State Gas Tax/Road Fund	1,800,000	1,854,000	1,910,000	1,968,000	2,028,000	2,089,000	2,152,000	2,217,000	2,284,000	2,353,000
State Other Sources										
State TDA Article 3										
State - Proceeds from CalTrans Land										
State Seismic										
State TFCA Funds										
State TCRF/Prop 42										
Local General Fund										
Local Overhead Fund										
Local Other Resources										
Local Sales Tax	567,000	635,000	655,000	675,000	696,000	717,000	739,000	762,000	785,000	809,000
Subtotal Capital Funding	**$ 2,367,000**	**$ 2,489,000**	**$ 2,565,000**	**$ 2,643,000**	**$ 2,724,000**	**$ 2,806,000**	**$ 2,891,000**	**$ 2,979,000**	**$ 3,069,000**	**$ 3,162,000**
Prop. B Sales Tax - Incremental O&M										
Subtotal - O&M Funding										
TOTAL FUNDING	**$ 2,367,000**	**$ 2,489,000**	**$ 2,565,000**	**$ 2,643,000**	**$ 2,724,000**	**$ 2,806,000**	**$ 2,891,000**	**$ 2,979,000**	**$ 3,069,000**	**$ 3,162,000**
SURPLUS/(DEFICIT)										
Capital										
O&M										
Total Funding Surplus/(Deficit)	**$ (1,913,000)**	**$ (1,920,000)**	**$ (1,977,000)**	**$ (2,036,000)**	**$ (2,096,000)**	**$ (2,159,000)**	**$ (2,223,000)**	**$ (2,289,000)**	**$ (2,358,000)**	**$ (2,428,000)**

Irrigation Improvements

Program Description

On major streets throughout the City, center island landscape irrigation systems need improvements. Obsolete or non-operational irrigation systems need to be removed and replaced with drip irrigation systems or low water volume systems that conserve water and comply with San Francisco's Water Department's landscape watering policies. Some locations also require new landscaping.

Current candidate locations requiring irrigation improvements include:

- Geary Blvd. (Presidio to 32nd Ave.)
- Van Ness Ave. (Grove to North Point)
- Geary Expressway (Gough to Lyon)
- Masonic Ave. (Geary to O'Farrell)
- Webster St. (Grove to Bush)
- Mansell St. (University to San Bruno)
- Columbus Ave. (Green to Bay)
- Sunset Blvd. (Lake Merced to South Drive)
- Brotherhood Way (Lake Merced/Alemany)
- Evans Ave. (3rd Street to Jennings)
- Cargo Street (3rd Street to Jennings)
- Dolores Street

Program Cost and Funding Analysis

The current program of irrigation improvement projects is estimated to cost approximately $3,600,000. Currently, DPW has not identified funding for this program. In the future, DPW should pursue federal and state funding sources, such as federal TEA and state EEM programs. Additionally, DPW may consider pursuing landscape and lighting assessment districts.

Table III-I: IRRIGATION IMPROVEMENTS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ 3,600,000**										**$ -**
Total Project Costs	**$ 3,600,000**										**$ -**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax											-
Subtotal Capital Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ (3,600,000)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (3,600,000)**

Street Lighting with Undergrounding

Program Description

Since 1989, San Francisco has had an Underground District program that requires the undergrounding of existing overhead facilities on the City's streets. Underground districts are established by individual ordinances. Utility companies (i.e. PG&E, Pacific Bell, cable television) cover the costs of undergrounding their own facilities, while the City is responsible for providing a street lighting system.

In 1997, the City reached a litigation settlement with PG&E whereby 42 miles of overhead lines will be undergrounded in conjunction with PG&E's gas main replacement program. The agreement allows the cost of streetlights in these districts to be paid for through additional electrical sales by Hetch Hetchy Power and Water.

Of the 42 miles of overhead lines legislated to be undergrounded, 18 miles have been completed. DPW anticipates the full 42 miles will be undergrounded by June 2006.

Program Cost Funding Analysis

Once the 42 legislated miles are completed, there is no identified funding source for a street lighting system associated with undergrounding utilities. See Table III-J for details.

The City and PG&E should maintain an agreement to capture savings by combining undergrounding and gas main replacement. The City will also continue undergrounding in conjunction with major capital improvement projects such as the Third Street Light Rail and Bernal Heights improvement projects. By combining undergrounding with other public and utility projects, neighborhoods are inconvenienced once and total construction costs are generally lower.

Table III-J: STREET LIGHTING WITH UNDERGROUNDING

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 20010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Annual Maintenance											$ -
Backlog*											
Subtotal - Capital Costs	**$ 1,482,000**	**$ 5,358,000**	**$ 1,187,000**	**$ 1,500,000**	**$ 1,545,000**	**$ 1,592,000**	**$ 1,640,000**	**$ 1,690,000**	**$ 1,741,000**	**$ 1,794,000**	**$ 19,529,000**
Total Project Costs	**$ 1,482,000**	**$ 5,358,000**	**$ 1,187,000**	**$ 1,500,000**	**$ 1,545,000**	**$ 1,592,000**	**$ 1,640,000**	**$ 1,690,000**	**$ 1,741,000**	**$ 1,794,000**	**$ 19,529,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources	1,482,000	5,358,000	1,187,000	-	-	-	-	-	-	-	**8,027,000**
Local Sales Tax											-
Subtotal Capital Funding	**$ 1,482,000**	**$ 5,358,000**	**$ 1,187,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,027,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 1,482,000**	**$ 5,358,000**	**$ 1,187,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,027,000**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ (1,500,000)**	**$ (1,545,000)**	**$ (1,592,000)**	**$ (1,640,000)**	**$ (1,690,000)**	**$ (1,741,000)**	**$ (1,794,000)**	**$ (6,277,000)**

Street Repair & Cleaning Equipment Replacement

Program Description

DPW's street repair and cleaning programs rely on vehicles and other large equipment. In fact, the ratio of vehicles and other large equipment to staff in DPW's street repair program is 5 to 1.

DPW's street repair and cleaning programs currently have a backlog of equipment requiring replacement of approximately $12 million. The backlog of equipment includes sweepers, packer trucks, front-end loaders, and other pieces of miscellaneous utility service items. The street cleaning programs requires additional vehicles to match the staff cleaning the City's streets. The street cleaning program currently double and triple shifts its trucks which has led to increased vehicle maintenance costs of over 60 percent in the past five years.

To reduce maintenance costs, increase efficiency and reduce down time, the Department needs to replace its vehicles according to industry-accepted levels (i.e. replacing sweepers every 7 years, packer trucks every 10 years, and front end loaders and aerial lift trucks every 8 years).

Program Cost and Funding Analysis

DPW estimates an annual funding need of approximately $4.35 million to bring the replacement cycle to industry-accepted levels. As shown in Table III-K, the funding need for this program exceeds the anticipated available funds by more than $22 million over ten years.

DPW relies heavily on the local sales tax to fund our Street Repair and Cleaning Equipment Program. The $1.3 million sales tax allocation in FY 2003/04 was made under Proposition B. The reauthorized local sales tax, Proposition K, includes $25.9 million for this program over its 30-year life. This will provide an average of $863,000 per year. The Department may choose to drawdown Proposition K sales tax funds at a faster than average annual rate if no other funding alternatives are available for this program.

Due competing priorities, it has been difficult for DPW to secure General Fund monies to purchase these vehicles and equipment. DPW has received on average $1,503,022 per year for the past 3-years from the General Fund, Gas Tax/Road Fund, and lease revenue bonds for this program

Table III-K: STREET REPAIR AND CLEANING EQUIPMENT REPLACEMENT

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Procurement - Cleaning Equipment	$ 2,600,000	$ 2,678,000	$ 2,758,340	$ 2,841,090	$ 2,926,323	$ 3,014,113	$ 3,104,536	$ 3,197,672	$ 3,293,602	$ 3,392,410	**$ 29,806,086**
Procurement - Paving Equipment	1,750,000	1,802,500	1,856,575	1,912,272	1,969,640	2,028,730	2,089,592	2,152,279	2,216,848	2,283,353	**$ 20,061,789**
Subtotal - Capital Costs	**$ 4,350,000**	**$ 4,480,500**	**$ 4,614,915**	**$ 4,753,362**	**$ 4,895,963**	**$ 5,042,842**	**$ 5,194,127**	**$ 5,349,951**	**$ 5,510,450**	**$ 5,675,763**	**$ 49,867,875**
Total Project Costs	**$ 4,350,000**	**$ 4,480,500**	**$ 4,614,915**	**$ 4,753,362**	**$ 4,895,963**	**$ 5,042,842**	**$ 5,194,127**	**$ 5,349,951**	**$ 5,510,450**	**$ 5,675,763**	**$ 49,867,875**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	**8,500,000**
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund	804,000	829,000	854,000	880,000	907,000	935,000	964,000	993,000	1,023,000	1,054,000	**9,243,000**
Local Other Resources											-
Local Sales Tax	1,300,000	864,000	882,000	900,000	918,000	937,000	956,000	976,000	996,000	1,016,000	**9,745,000**
Subtotal Capital Funding	**$ 2,954,000**	**$ 2,543,000**	**$ 2,586,000**	**$ 2,630,000**	**$ 2,675,000**	**$ 2,722,000**	**$ 2,770,000**	**$ 2,819,000**	**$ 2,869,000**	**$ 2,920,000**	**$ 27,488,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ 2,954,000**	**$ 2,543,000**	**$ 2,586,000**	**$ 2,630,000**	**$ 2,675,000**	**$ 2,722,000**	**$ 2,770,000**	**$ 2,819,000**	**$ 2,869,000**	**$ 2,920,000**	**$ 27,488,000**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ (1,396,000)**	**$ (1,937,500)**	**$ (2,028,915)**	**$ (2,123,362)**	**$ (2,220,963)**	**$ (2,320,842)**	**$ (2,424,127)**	**$ (2,530,951)**	**$ (2,641,450)**	**$ (2,755,763)**	**$ (22,379,875)**

Embarcadero Roadway Operations and Maintenance

Program Description

The Embarcadero Roadway project involved the reconstruction of the surface roadway on the Embarcadero. The project included not only roadway construction but Muni streetcar track work as well, extending the F-Line to Fisherman's Wharf and the Muni Metro railway along the Embarcadero and King Street. The project was completed in Fiscal Year 2001/02 at a total cost of approximately $210 million. The project was funded by a combination of Federal, State, and local funding sources.

DPW included operations and maintenance costs in the overall budget for the Embarcadero Roadway Project. The estimated annual cost of maintaining the roadway is $500,000. Operations and maintenance activities include the following areas: South Embarcadero portion of the Roadway (from Folsom Street southwesterly to King and 3rd Streets); the Mid-Embarcadero (from Broadway to Folsom Street); the North Embarcadero portion (from North Point to Broadway); and, King Street up to Fifth Street. The specific repair and maintenance activities include street sweeping; sidewalk sweeping and steam cleaning; landscape and tree maintenance; litter patrol for illegal dumping; and the maintenance of litter receptacles. DPW employees perform this work. In addition, DPW oversees the annual hot water/ baking soda scrub cleaning of the Promenade's sidewalk.

DPW also provides funds to the Art Commission for Embarcadero promenade sculpture cleaning and maintenance.

Program Cost and Funding Analysis

As noted above, DPW estimates an annual need of approximately $500,000 for Embarcadero Roadway and promenade operating and maintenance costs. To meet this annual need, the local sales tax will provide approximately $3 million, of which $500,000 will be provide in FY 2003/04 by Proposition B and $2.5 million will be provided by Proposition K. The $2.5 million to be provided by Proposition K is the programming of a loan repayment. DPW received this loan from the Transportation Authority from the Departments' future Embarcadero Roadway operations and maintenance allocations to help fund construction of the Mid-Embarcadero Roadway project.

In addition to the future sales tax funds from the loan repayment, DPW secured an additional $2 million in project funds from additional Embarcadero land sales and parking revenue. Once these funds are exhausted, DPW will need to seek additional sources of revenue to maintain the Embarcadero Roadway and promenade. See Table III-L for details.

Table III-L: EMBARCADERO ROADWAY OPERATIONS AND MAINTENANCE

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs											**$ -**
Incremental O&M Costs	$ 500,000	$ 515,000	$ 531,000	$ 547,000	$ 564,000	$ 581,000	$ 599,000	$ 617,000	$ 636,000	$ 656,000	$ 5,746,000
Total Project Costs	**$ 500,000**	**$ 515,000**	**$ 531,000**	**$ 547,000**	**$ 564,000**	**$ 581,000**	**$ 599,000**	**$ 617,000**	**$ 636,000**	**$ 656,000**	**$ 5,746,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources			86,556	158,111	230,667	303,222	376,778	450,333	394,333	-	**2,000,000**
Local Sales Tax	500,000	500,000	444,444	388,889	333,333	277,778	222,222	166,667	111,111	55,556	**3,000,000**
Subtotal Capital Funding	**$ 500,000**	**$ 500,000**	**$ 531,000**	**$ 547,000**	**$ 564,000**	**$ 581,000**	**$ 599,000**	**$ 617,000**	**$ 505,444**	**$ 55,556**	**$ 5,000,000**
Incremental O&M											
Subtotal - O&M Funding*											
TOTAL FUNDING	**$ 500,000**	**$ 500,000**	**$ 531,000**	**$ 547,000**	**$ 564,000**	**$ 581,000**	**$ 599,000**	**$ 617,000**	**$ 505,444**	**$ 55,556**	**$ 4,944,444**
SURPLUS/(DEFICIT)											
Capital											
O&M	-	-	-	-	-	-	-	-	**(130,556)**	**(600,444)**	(731,000)
Total Funding Surplus/(Deficit)	**$ -**	**$ (15,000)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (130,556)**	**$ (600,444)**	**$ (801,556)**

SECTION IV:
MAJOR CAPITAL PROJECTS

4TH Street Bridge Seismic Retrofit and Rehabilitation

Central Freeway Replacement

Bernal Heights Street Improvements

Bayview Transportation Improvements

Ocean Beach Erosion Control

Broadway Streetscape Improvements

United Nations Plaza Renovation

4th Street Bridge Seismic Retrofit and Rehabilitation

Project Description

J. B. Strauss, the owner of the Strauss Bascule Bridge Company and the leading American drawbridge designer of his day, designed both the Golden Gate Bridge and the Fourth Street Bridge. The Fourth Street Bridge was erected across the Mission Creek Waterway at China Basin in 1917 and was determined to be eligible for inclusion in the National Register of Historic Places in 1985 as part of the California Department of Transportation's (Caltrans) Historic Bridge Inventory. In the aftermath of the 1989 Loma Prieta earthquake, the City evaluated the Fourth Street Bridge and, with concurrence from Caltrans, recommended that the bridge be upgraded to withstand an 8.3 earthquake without collapse.

The primary objective of the Fourth Street Bridge project is to seismically-retrofit and rehabilitate the bridge and approaches. The scope of work includes the following:

(1) Retrofit the liftable portion of the bridge and operator house;
(2) Rehabilitate the mechanical and electrical components to bring them up to current codes and regulations;
(3) Apply coating systems to deteriorated steel members;
(4) Replace deteriorated steel members;
(5) Replace the concrete counterweight with a lighter mock counterweight and construct a pit beneath the north approach that will house the new counterweight; and,
(6) Perform Muni light rail track work and electrification work.

The Department awarded the construction contract to the lowest responsive bidder in March 2003. Construction began in April 2003. DPW anticipates construction will be completed by January 2005.

Project Cost and Funding Analysis

The Fourth Street Bridge project budget totals approximately $30 million in federal, state, and local funds. Sources of funding include the Federal Highway Bridge Replacement and Rehabilitation Program, the Federal Seismic program, the State Seismic program, the State Transportation Improvement Program (STIP), Proposition B Sales Tax funds, and the General Fund.

Between March 1999 and June 2003, DPW spent approximately $3 million on preliminary engineering, right-of-way acquisition, and construction. These expenditures are not included in Table IV-A, which only includes construction expenditures after July 2003.

Table IV-A: 4th STREET BRIDGE SEISMIC RETROFIT AND REHABILITATION

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ 17,583,150**	**$ 9,467,850**				**$ -**	**$ -**	**$ -**	**$ -**		**$ 27,051,000**
Incremental O&M Costs											$ -
Total Project Costs	**$ 17,583,150**	**$ 9,467,850**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 27,051,000**
FUNDING											
FHWA Interstate Transfer											**-**
FHWA Bridge*	11,549,200	6,218,800									**17,768,000**
FHWA Surface Transportation Program											**-**
FHWA TEA											**-**
FHWA Emergency Relief											**-**
State Emergency Relief											**-**
State Transportation Improvement Program	4,340,050	2,336,950									**6,677,000**
State Transportation Systems Management											**-**
State/Local Partnership											**-**
State Environmental Enhancement											**-**
State Gas Tax/Road Fund											**-**
State Other Sources											**-**
State TDA Article 3											**-**
State - Proceeds from CalTrans Land											**-**
State Seismic	1,619,800	872,200									**2,492,000**
State TFCA Funds											**-**
State TCRF/Prop 42											**-**
Local General Fund	69,550	37,450									**107,000**
Local Overhead Fund											**-**
Local Other Resources											**-**
Local Sales Tax	4,550	2,450									**7,000**
Subtotal Capital Funding	**$ 17,583,150**	**$ 9,467,850**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 27,051,000**
Incremental O&M											
Subtotal - O&M Funding*	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
TOTAL FUNDING	**$ 17,583,150**	**$ 9,467,850**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 27,051,000**
SURPLUS/(DEFICIT)											
Capital											
O&M						-	-	-	-	-	-
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

*FHWA Bridge includes Federal Highway Bridge Replacement and Rehabilitation Program funds and Federal Seismic program funds

Central Freeway Replacement

Project Description

In 1989, the Loma Prieta earthquake critically damaged the Central Freeway. Several portions of the freeway were either permanently closed or required substantial seismic retrofitting. In November 1998, San Francisco voters approved Proposition E, a measure authorizing Caltrans to replace the elevated portion of the Central Freeway above Market Street with a surface-level boulevard along Octavia Street between Market and Hayes Streets. In February 1999, the Board of Supervisors passed a resolution requiring DPW to provide conceptual design and preliminary engineering documents implementing Proposition E. DPW completed this report in June 1999.

In September 1999, the State Legislature adopted a statute that authorized the transfer of title from the State to the City of the parcels of land between Market Street and Turk Street which were formerly used for the Central Freeway. The City is authorized by the voters to use the proceeds from the sale and lease of these parcels to fund the design and construction of Octavia Boulevard ("the Project") and ancillary transportation improvements. The majority of land parcels owned by the City will not be sold until the Project is complete because the Project will increase the value of the parcels significantly.

DPW is the lead agency for the Central Freeway Replacement Project. DPW's responsibilities for the Project include overseeing, coordinating, and monitoring all necessary tasks for development and completion of the Project including design, construction and land management. To that end, DPW is working with DPT, the Mayor's Office of Economic Development, the San Francisco Redevelopment Agency, the Department of Real Estate, and the City Attorney's Office. Caltrans was responsible for the demolition of the freeway structure from South Van Ness Avenue to Fell Street and the design and construction of the new touchdown ramp from South Van Ness Avenue to Market Street.

DPW put the Octavia Blvd construction contract out to bid in September 2003 and awarded the contract in December 2003. Construction will begin in April 2004. DPW anticipates that the Octavia Boulevard portion of the Central Freeway Replacement Project will be complete by June 2005.

Project Cost and Funding Analysis

Conceptual design, preliminary engineering, design, other soft costs, and construction costs total approximately $42.3 million. The project is fully-funded

as follows: $6.2 million from previous land sales and lease revenues from lots which are currently rented out (mostly for parking); $1.4 million in Proposition B sales tax funds for Traffic System Management and Oak Street resurfacing; $13.7 million in future Redevelopment Agency land purchases to develop affordable housing; and, $21.1 million through a combination of future land sales, lease revenues, and debt financing. All debt financing will be repaid by the sale of land parcels after the construction of the Project.

Approximately $4 million was spent on the Project between FY 1999/00 and 2002/03. These costs are not shown on Table IV-B, which includes the Project's budget of $38.3 for FY 2003/04 through FY 2012/13. Table IV-B also includes the incremental cost for five years of operations and maintenance for the Boulevard once the Project is complete. Funding for operations and maintenance has not yet been identified.

Table IV-B: CENTRAL FREEWAY REPLACEMENT

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ 18,213,172**	**$ 7,164,493**	**$ 10,009,036**	**$ 658,913**	**$ 2,260,416**	**$ -**	**$ -**	**$ -**	**$ -**		**$ 38,306,030**
Incremental O&M Costs (5)						$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000
Total Project Costs	**$ 18,213,172**	**$ 7,164,493**	**$ 10,009,036**	**$ 658,913**	**$ 2,260,416**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 39,556,030**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land(1)	17,813,172	6,164,493	10,009,036	658,913	2,260,416	-	-	-	-	-	**36,906,030**
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources(2)		-	-	-	-	-	-	-	-	-	-
Local Sales Tax(3)(4)	400,000	1,000,000	-	-	-	-	-	-	-	-	**1,400,000**
Subtotal Capital Funding	**$ 18,213,172**	**$ 7,164,493**	**$ 10,009,036**	**$ 658,913**	**$ 2,260,416**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 38,306,030**
Incremental O&M(6)											
Subtotal - O&M Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
TOTAL FUNDING	**$ 18,213,172**	**$ 7,164,493**	**$ 10,009,036**	**$ 658,913**	**$ 2,260,416**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 38,306,030**
SURPLUS/(DEFICIT)											
Capital											
O&M						**(250,000)**	**(250,000)**	**(250,000)**	**(250,000)**	**(250,000)**	(1,250,000)
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (250,000)**	**$ (250,000)**	**$ (250,000)**	**$ (250,000)**	**$ (250,000)**	**$ (1,250,000)**

(1) Assumes sales at market value for parcels ceded to the City under S.B. 798 (Burton); Revenue from future land sales will be made available by debt financing in the immediate years.
(2) Anticipated parking revenues the City will collect from parcels ceded to the City under S.B. 798 (Burton) prior to final disposition of the parcels.
(3) $400,000 in Proposition B Sales Tax funds for Oak Street resurfacing
(4) $1,000,000 in Proposition B Sales Tax funds for Traffic System Management
(5) Assumes maintenance for enhanced open space with 7-day intensive environmental services.
(6) The Department has not yet identified funding for long-term maintenance of the Boulevard's transportation enhancements.

Bernal Heights Street Improvements

Project Description

This project involves bringing the streets and infrastructure of portions of the Bernal Heights area up to City standards so that emergency and other public services can be safely provided to the community. Improvements will include upgrading substandard streets and water main and waste water connections. Current conditions pose health and safety hazards for residents of Bernal Heights and hinder any potential development in the area. Some unpaved streets provide no vehicle access and there are no curbs or sidewalks in many areas. The current water supply and pressure in many areas, in conjunction with limited street access, pose a hazard in the event of fire.

In 1988, the Board of Supervisors designated the Bernal Heights East and South Slope as survey areas for the purpose of developing redevelopment projects in these areas (Res. 906-88). The Redevelopment Agency identified three sub-areas for initial improvements:

Sub-Area 1: Brewster/Joy: Commonly known as the "East Slope" of Bernal Heights, this sub-area is west of Highway 101 bounded by Holladay Avenue on the east, Franconia Street on the west and Rutledge and Mayflower Streets on the north and south, respectively. Construction was completed in August 1997.

Sub-Area 2: Banks/Chapman: Located on the south side of Bernal Heights Park, this sub-area is bounded by Ellsworth Street and Gates Street on the west, Bradford Street on the east, Bernal Heights Boulevard on the north, and extending beyond Powhatten Avenue on the south. The design process for this subarea is 90 percent complete. The start of construction is contingent upon PG&E completing the undergrounding of utilities, which is expected by late 2004.

Sub-Area 3: Bradford/Jarboe: Located north of Farmers' Market, this sub-area is bounded by Cortland Avenue on the north, Tompkins Avenue on the south, and Highway 101 and Putnam Street on the east and west, respectively. DPW requested design funds for this portion of the project in May 1998 and started planning in the fall of 2000. The start of construction is contingent upon PG&E completion of undergrounding work.

Project Cost and Funding Analysis

A total of $2.24 million in sales tax funding is available for the remainder of project. See Table IV-C for details.

Table IV-C: BERNAL HEIGHTS STREET IMPROVEMENTS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ -**	**$ 1,800,000**	**$ -**	**$ 440,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,240,000**
Total Project Costs	**$ -**	**$ 1,800,000**	**$ -**	**$ 440,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,240,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax	-	1,800,000		440,000	-	-	-	-	-	-	**2,240,000**
Subtotal Capital Funding	**$ -**	**$ 1,800,000**	**$ -**	**$ 440,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,240,000**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding											
TOTAL FUNDING	**$ -**	**$ 1,800,000**	**$ -**	**$ 440,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,240,000**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Bayview Transportation Improvements

Project Description

In 1998, the City received an earmark of up to $9.375 million in Federal Transportation Equity Act for the 21st Century (TEA-21) funds with a 20 percent required local match for the Bayview Transportation Improvements Project to study and design a direct access route to Hunters Point Shipyard from U.S. Highway 101. The proposed new access route covering approximately 1.5 miles would result in (a) the redirection of trucks away from Third Street and local residential streets, and (b) a convenient access to Hunters Point Shipyard Redevelopment Area from U.S. Highway 101. Currently proposed access routes include three bridge alternatives and four surface roadway alternatives. One of the surface roadway alternatives includes an overpass.

The Bayview Transportation Improvements Project has been contemplated for some time as a catalyst for revitalizing the South Basin area of San Francisco. The South Basin is in the southeastern portion of the City, north of Candlestick Park. It is within the Bayview Hunters Point Survey Area and adjacent to the Hunters Point Shipyard Redevelopment Area.

The formal environmental review process required by State and Federal law will produce an Environmental Impact Report and Environmental Impact Statement. The environmental studies will begin in December 2003. The City anticipates completing the scientific studies required for the environmental review by December 2004. The City will select an alternative after the scientific studies are complete. We anticipate obtaining necessary State and Federal environmental clearance for the selected alternative by late 2005 or early 2006.

Once the City has obtained the necessary environmental clearances, the project will be designed. The design phase will take 12 to 24 months to complete, depending on the alternative selected.

Project Cost and Funding Analysis

DPW is able to use the $9.375 million federal grant to study and design the access route. If a bridge or overpass alternative is selected, the total project is estimated to cost between $110 million to $150 million. If a surface roadway alternative without an overpass is selected, the total project is estimated to have a maximum cost of $100 million. See Table IV-D for details. DPW and the San Francisco Redevelopment Agency have not identified the funding sources to build the proposed new access route. However, potential funding sources

include: Federal grants; State Traffic Congestion Relief Program funds and other State grants; County grants; and, Hunters Point Shipyard Redevelopment Area developer payments. A delayed construction phase could also include land sales and tax increment financing from Hunters Point Shipyard Redevelopment Area if the Navy completes environmental cleanup and from Bayview Hunters Point Survey Area if it's approved as a redevelopment area.

Table IV-D: BAYVIEW TRANSPORTATION IMPROVEMENTS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ 2,100,000**	**$ 1,500,000**	**$ 2,000,000**	**$ 10,000,000**	**$ 42,000,000**	**$ 42,000,000**	**$ 20,000,000**	**$ 10,000,000**	**$ -**	**$ -**	**$ 129,600,000**
Incremental O&M Costs									$ 300,000	$ 300,000	$ 300,000
Total Project Costs	**$ 2,100,000**	**$ 1,500,000**	**$ 2,000,000**	**$ 10,000,000**	**$ 42,000,000**	**$ 42,000,000**	**$ 20,000,000**	**$ 10,000,000**	**$ -**	**$ -**	**$ 129,600,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA	1,680,000	1,200,000	1,600,000	4,315,000	-	-	-	-	-	-	**8,795,000**
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources	420,000	300,000	400,000	1,078,750	-	-	-	-	-	-	**2,198,750**
Local Sales Tax											-
Subtotal Capital Funding	**$ 2,100,000**	**$ 1,500,000**	**$ 2,000,000**	**$ 5,393,750**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 10,993,750**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding*											
TOTAL FUNDING	**$ 2,100,000**	**$ 1,500,000**	**$ 2,000,000**	**$ 5,393,750**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 10,993,750**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ (4,606,250)**	**$ (42,000,000)**	**$ (42,000,000)**	**$ (20,000,000)**	**$ (10,000,000)**	**$ -**	**$ -**	**$ (118,606,250)**

Ocean Beach Erosion Control

Project Description

DPW has been working with the Army Corps of Engineers (Corp), the San Francisco Recreation and Park Department, the San Francisco Department of the Environment, the Golden Gate National Recreation Area (GGNRA), and other local, state and federal regulatory agencies to deliver a long-term plan to respond to continuing beach erosion impacts along the Great Highway at Ocean Beach south of Sloat Boulevard.

There are five phases to the development of a long-term plan: reconnaissance, feasibility, design, construction, and operations maintenance. In 2001, DPW, the Recreation and Park Department, and the Department of the Environment prepared a joint letter to the Corps to initiate their planning efforts on evaluating the erosion at Ocean Beach and to begin the reconnaissance phase of the project. To assist the Corp in its efforts, Congresswoman Nancy Pelosi was successful in having $100,000 earmarked for this project. With this funding the Corp completed the reconnaissance phase on September 30, 2002 and issued a 905(b) report declaring a Federal interest in proceeding with the feasibility phase of the project. Additionally, the City and the Corp have established a public process and have obtained input from the GGNRA and the Ocean Beach Task Force. The Ocean Beach Task Force is comprised of public agencies, environmental and user groups, and individuals who have a specific interest in the health and vitality of the beach and coastal process.

The project is now in its feasibility phase. The Corp and DPW prepared a Project Management Plan and are finalizing the Feasibility Cost Sharing Agreement. The Feasibility Cost Sharing Agreement will be executed in March 2004. The feasibility phase will take three years to complete.

The feasibility phase consists of scoping the project objectives, developing and reviewing alternatives, preparing environmental documents, and selecting a preferred alternative. The feasibility phase has an active community involvement component, and will bring together the project's stakeholders. An Executive Committee comprised of representatives from the City, the GGNRA, the State Department of Boating and Waterways, and the Corp, will guide various aspects of this phase of the project.

Project Cost and Funding Analysis

Under the proposed Feasibility Cost Sharing Agreement, DPW and the Corp will split the $2.8 million cost of the feasibility phase. To meet our $1.4 million share of the cost, DPW obtained a $1 million grant from the State Department of Boating and Waterways, a $100,000 grant from the California Resources Agency, and $150,000 in local matching funds. DPW needs to obtain an additional $150,000 to meet our financial obligation under the Agreement. Potential sources of the additional $150,000 include grant funds, the General Fund, and the reauthorized local sales tax which includes $2.03 million for the Great Highway Erosion Repair Project. See Table IV-E for details.

The Corps secured a total of $100,000 in the Federal FY 2003-04 budget for its share of the cost. The Corp needs an additional $1.3 million over the next three years to meet the obligations of the Feasibility Cost Sharing Agreement.

Table IV-E: OCEAN BEACH EROSION CONTROL

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs*	**$ 100,000**	**$ 400,000**	**$ 500,000**	**$ 400,000**		**$ -**	**$ -**	**$ -**	**$ -**		**$ 1,400,000**
Incremental O&M Costs											$ -
Total Project Costs	**$ 100,000**	**$ 400,000**	**$ 500,000**	**$ 400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,400,000**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA											-
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources	90,000	355,000	450,000	205,000							**1,100,000**
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund											-
Local Overhead Fund											-
Local Other Resources	10,000	45,000	50,000	45,000							**150,000**
Local Sales Tax											-
Subtotal Capital Funding	**$ 100,000**	**$ 400,000**	**$ 500,000**	**$ 250,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,250,000**
Incremental O&M											
Subtotal - O&M Funding*	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
TOTAL FUNDING	**$ 100,000**	**$ 400,000**	**$ 500,000**	**$ 250,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,250,000**
SURPLUS/(DEFICIT)											
Capital											
O&M						-	-	-	-	-	-
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ (150,000)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (150,000)**

* The City and the Federal government will share the $2.8 million total cost of the project's feasibility phase. This spreadsheet reflects the City's 50 percent share of the project's cos

Broadway Streetscape Improvements

Project Description

In 1999, DPW partnered with the Chinatown Community Development Center to conduct a community planning process to develop a streetscape and traffic calming improvement plan for Broadway from the Embarcadero to Columbus. This community planning process produced a well-defined streetscape improvement plan which, once implemented, will better connect the northeast quadrant neighborhoods to the San Francisco waterfront and the regional transportation network. In doing so, the proposed plan addresses for the first time the redevelopment of Broadway, an important east-west corridor that has changed significantly in the way it functions since the demolition of the elevated Embarcadero Freeway in the early 1990s.

In 2000, with the conceptual design produced from the community planning process, DPW received $1 million from the Metropolitan Transportation Commission's Transportation for Livable Communities (TLC) grant program for Phase I of the Broadway Streetscape Improvements Project. Phase I of the project includes traffic calming and streetscape improvements on Broadway between Montgomery and Battery. The scope of work includes sidewalk bulbouts at intersections to create shorter pedestrian crossing distances and better visibility, concrete parking bays to match the sidewalk, pedestrian scale ornamental lighting, street trees, benches, and utility adjustments necessary to accommodate the bulbouts. Utility adjustments include catch basin relocation, side sewer vent relocation, traffic signal relocation, fire hydrant relocation, and new parking meters. DPW anticipates that the project will be completed by March 2005.

Project Cost and Funding Analysis

Phase I of the Broadway Streetscape Improvements Project is estimated to cost approximately $2,198,700. Sources of funding include the $1 million TLC grant plus $1,198,700 in local funds. Sources of local funds include:

$281,700	City's Capital Improvement Program
50,000	Port of San Francisco
256,000	County share TEA funds
500,000	Prop B funds for street resurfacing
111,000	Prop B funds for Downtown Pedestrian Projects
$1,198,700	Total local funds

Between FY 1999/00 and 2002/03, approximately $250,000 of the $2,198,700 was spent on planning and design, leaving $1,948,700 available to complete design and construction. See Table IV-F for details.

Table IV-F: BROADWAY STREESCAPE IMPROVMENTS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ 487,175**	**$ 1,461,525**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,948,700**
Incremental O&M Costs											
Total Project Costs	**$ 487,175**	**$ 1,461,525**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,948,700**
FUNDING											
FHWA Interstate Transfer											**-**
FHWA Bridge											**-**
FHWA Surface Transportation Program											**-**
FHWA TEA	314,000	942,000	-	-	-	-	-	-	-	-	**1,256,000**
FHWA Emergency Relief											**-**
State Emergency Relief											**-**
State Transportation Improvement Program											**-**
State Transportation Systems Management											**-**
State/Local Partnership											**-**
State Environmental Enhancement											**-**
State Gas Tax/Road Fund											**-**
State Other Sources											**-**
State TDA Article 3											**-**
State - Proceeds from CalTrans Land											**-**
State Seismic											**-**
State TFCA Funds											**-**
State TCRF/Prop 42											**-**
Local General Fund											**-**
Local Overhead Fund											**-**
Local Other Resources	20,425	61,275	-	-	-	-	-	-	-	-	**81,700**
Local Sales Tax	152,750	458,250									**611,000**
Subtotal Capital Funding	**$ 487,175**	**$ 1,461,525**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,948,700**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding*											
TOTAL FUNDING	**$ 487,175**	**$ 1,461,525**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,948,700**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

United Nations Plaza Renovation

Project Description

The United Nations Plaza is a 2.6-acre pedestrian mall extending from Market Street to Hyde Street in San Francisco's Civic Center area. It is located near City Hall, the Main Library, the Bill Graham Civic Auditorium, and the Asian Art Museum. In addition to commemorating the establishment of the United Nations, the plaza serves as a transit hub and the gateway to Civic Center and Mid-Market. Some existing features and benefits of the Plaza include the open space to accommodate special events, farmer and craft markets, musical concerts, and limited commercial activity.

The goals of the United Nations Plaza Renovation Project are as follows: (1) to increase daily use of the plaza by commuters, residents, and tourists; (2) to support and enhance programmed activities such as open-air markets, public performances, and exhibits; (3) improve the visual and physical linkages to the surrounding areas including the City Hall axis and the connection to Leavenworth Street; (4) increase public safety; and, (5) retain the modern spirit of the plaza's design and commemorative elements.

After a 3-year planning effort involving the local community, neighborhood, and political groups, DPW is moving forward with plans to enhance the plaza. DPW anticipates that the project will be completed in 2005.

Project Cost and Funding Analysis

In April 2000, the Federal Highway Administration (FHWA), through Caltrans, awarded a $936,325 grant of Transportation and Community System Preservation Pilot Program (TCSP) funds to DPW for improvements to UN Plaza. To leverage the TCSP grant, DPW secured $450,000 in General Fund appropriations. The total amount of funds allocated to the Project is $1,386,325.

Between FY 1999/00 and 2002/03, approximately $327,000 of the $1,386,325 was spent on an extensive community-based planning and design effort, leaving $1,059,325 available to complete design and construction. See Table IV-G for details.

Table IV-G: UN PLAZA RENOVATIONS

Project/Program	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	10-Year TOTAL
COST											
Subtotal - Capital Costs	**$ 97,631**	**$ 961,694**									**$ 1,059,325**
Incremental O&M Costs											$ -
Total Project Costs	**$ 97,631**	**$ 961,694**									**$ 1,059,325**
FUNDING											
FHWA Interstate Transfer											-
FHWA Bridge											-
FHWA Surface Transportation Program											-
FHWA TEA	86,433	777,893									**864,325**
FHWA Emergency Relief											-
State Emergency Relief											-
State Transportation Improvement Program											-
State Transportation Systems Management											-
State/Local Partnership											-
State Environmental Enhancement											-
State Gas Tax/Road Fund											-
State Other Sources											-
State TDA Article 3											-
State - Proceeds from CalTrans Land											-
State Seismic											-
State TFCA Funds											-
State TCRF/Prop 42											-
Local General Fund	11,198	183,802									**195,000**
Local Overhead Fund											-
Local Other Resources											-
Local Sales Tax											-
Subtotal Capital Funding	**$ 97,631**	**$ 961,694**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,059,325**
Prop. B Sales Tax - Incremental O&M											
Subtotal - O&M Funding*											
TOTAL FUNDING	**$ 97,631**	**$ 961,694**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,059,325**
SURPLUS/(DEFICIT)											
Capital											
O&M											
Total Funding Surplus/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

SECTION V:
LONG TERM PROJECTS

Anticipated Long Term Project

Anticipated Long-Term Projects

Hunters Point Shipyard Infrastructure Improvements. The Transportation Plan for the Hunters Point Shipyard of May 1996 showed significant infrastructure needs if the area is to be fully developed. Based on preliminary engineering analysis conducted in 1996, infrastructure costs were estimated at $90.3 million.

In addition, Bayview Hunters Point Project Area Committee and the San Francisco Redevelopment Agency have released the Bayview Hunters Point Community Revitalization Concept Plan. Based on the Department's review of the Concept Plan, transportation infrastructure will be a major element for the success of the revitalization effort. The Department should consider whether or not to include roadway infrastructure costs for the Shipyard in a future general obligation bond program, and future federal and state transportation grant applications.

Presidio Infrastructure Improvements. DPW also anticipates that infrastructure improvements will be needed around, and possibly within, the Presidio. The Presidio Trust contacted the Department in early 2000 regarding funding for better connections from the Presidio to the City's bicycle and local streets and roads network. Based on information provided to the Department from the Presidio Trust, local vehicular and bicycle travel through the Presidio has grown significantly since the federal relinquishment from the Department of Defense to the Presidio Trust. In addition, plans for reuse include increased demand on the City's hydraulics infrastructure, which in turn will impact streets and roads. As such, the Department should consider whether or not to include roadway infrastructure costs for the Presidio in a future general obligation bond program, and future federal and state transportation grant applications.

Treasure Island Infrastructure Improvements. The Treasure Island Authority has also become proactive in seeking funding for its infrastructure needs. At this time, the Department continues to monitor developments on Treasure Island.