



PUBLIC WORKS COMMISSION & SANITATION AND STREETS COMMISSION

Chair Carmen Chu
San Francisco Capital Planning Committee
1 Dr. Carlton B. Goodlett Place
City Hall Room 347
San Francisco, CA 94102

Chair Carmen Chu and the Capital Planning Committee,

The Public Works Commission and Sanitation and Streets Commission, which have oversight responsibilities over San Francisco Public Works, strongly oppose reductions to the City's capital budget for street paving.

Having reviewed Public Works' budget, we believe the Department is doing its part to responsibly reduce costs while delivering the services San Francisco needs. We know you have tough budget decisions to make as well. Keeping San Francisco streets in good condition is a core service provided by Public Works and vital to supporting the movement of people and goods. Our roads are used by constituents who drive, take transit, walk, and bike. Keeping the streets smooth and safe for all users benefits everyone.

Just this month we got word that San Francisco's independently evaluated Pavement Condition Index score went up to 75, a 1-point increase. The rating keeps the City ahead of Oakland, San Jose, and the Bay Area average. That is news we should be proud of and we should strive to build on this progress. That will take more money, not less.

In the early 2000s, San Francisco's Pavement Condition Index score was in the mid-60s, a mark the Metropolitan Transportation Commission, the regional body that oversees the ranking process, determined put our roads "at risk" of rapid deterioration.

Our current average score of 75 citywide lands our roads in the "good" category. It took more than a decade of sound and committed investment to move the condition of San Francisco streets in the right direction.

The Public Works Street Resurfacing Program takes a systematic and cost-efficient approach that is driven by the tenet: Treat the right road with the right treatment at the right time for the right price. The tactic has worked to provide smoother and longer-lasting roads.

When roads fall into disrepair, they often need to be completely reconstructed. That can run as high as \$500,000 for one block. By comparison, the cost to extend the life of a block already in good condition is closer to \$50,000.

The adopted two-year capital budget plan for Public Works shows a dramatic cut in street resurfacing funding for Fiscal Year 2024-25 – down \$13.5 million from this year’s budgeted \$77 million.

Projections show that it would take approximately \$80 million a year over the next 10 years just to maintain the Pavement Condition Index score in the 74-75 range when cost-of-living adjustments and inflation are factored in. Considerably more funding – an estimated \$140 million annually – would be needed to move the score up 1 point a year to reach the mid-80s, which is deemed “very good” by the Metropolitan Transportation Commission.

Public Works, which has maintenance responsibility for approximately 13,000 blocks across the City, has been resurfacing about 500 blocks annually in recent years to achieve a better Pavement Condition Index score. A \$13.5 million funding reduction means an estimated 85 fewer blocks would be resurfaced – a scenario sure to result in a lower Pavement Condition Index score.

Rutted roads will hamper San Francisco’s economic recovery efforts and put City assets, such as the Muni bus fleet, at risk of costly damage.

As commissioners, we urge you to prioritize capital funding for street resurfacing. History has shown what happens when our roads are neglected and, as importantly, the good that can come from making the needed investment.

We appreciate your thoughtful consideration.

Lauren Post - Chair
Public Works Commission

Kimberlee Hartwig-Schulman - Chair
Sanitation & Streets Commission