

File No. 220270

Committee Item No. 4

Board Item No. 13

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee Date

Board of Supervisors Meeting Date May 10, 2022

Cmte Board

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☒	☒	<u>Notice of Determination of EIR 6/2/2021</u>
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Completed by: Brent Jalipa Date April 29, 2022

Completed by: Brent Jalipa Date May 6, 2022

1 [Accept and Expend Grant - Metropolitan Transportation Commission - Federal Highway
2 Administration - Southern Skyline Boulevard Ridge Trail Extension Project - \$1,000,000]

3 **Resolution authorizing the San Francisco Public Utilities Commission (SFPUC) to**
4 **accept and expend a grant in the amount of \$1,000,000 from the Metropolitan**
5 **Transportation Commission, with funds from the Federal Highway Administration and**
6 **reviewed by the California Department of Transportation for design and construction of**
7 **the Southern Skyline Boulevard Ridge Trail Extension Project which would extend the**
8 **Bay Area Ridge Trail south from State Route 92 to the Golden Gate National Recreation**
9 **Area's Phleger Estate and improve educational and recreational access, parking, and**
10 **restroom facilities on peninsula watershed land owned and maintained by the SFPUC**
11 **in San Mateo County, for a term period of January 2023, through August 2025.**

12
13 WHEREAS, The San Francisco Public Utilities Commission (SFPUC) owns and
14 manages peninsula watershed land in San Mateo County; and

15 WHEREAS, In 1987, the Bay Area Ridge Trail Council started the Bay Area Ridge Trail
16 to create an approximately 550-mile long continuous trail for hikers, mountain bicyclists, and
17 equestrians along the ridgelines overlooking San Francisco Bay; currently, 400 miles of the
18 Bay Area Ridge Trail have been constructed; the proposed Southern Skyline Boulevard Ridge
19 Trail Extension (SSBRTE) would complete a new segment of the Bay Area Ridge Trail; and

20 WHEREAS, On December 18, 2002, by Resolution No. 02-0265, the SFPUC adopted
21 the Peninsula Watershed Management Plan, and adopted a trail proposal that provided multi-
22 use access (hikers, bicyclists, and equestrians) for the Fifiel/Cahill Ridge Trail, and directed
23 SFPUC staff to seek additional funding opportunities from sources such as grants,
24 contributions or cooperative funding agreements with governmental agencies, institutions or
25 other entities interested in jointly funding this project; and

1 WHEREAS, In August 2003, the SFPUC opened the ten-mile Fifield-Cahill Ridge Trail
2 (FCRT), which extends from the Golden Gate National Recreation Area (GGNRA) Sweeney
3 Ridge south to State Route (S.R.) 92; and

4 WHEREAS, The proposed Southern Skyline Boulevard Ridge Trail Extension
5 (SSBRTE) Project would construct the proposed six-mile SSBRTE, creating sixteen-miles in
6 total of Bay Area Ridge Trail on the peninsula watershed and connected to GGNRA lands on
7 both ends of the alignment; and

8 WHEREAS, The SSBRTE project consists of two new discrete trail sections: the
9 Universal Access Loop Trail and the Southern Skyline Boulevard Ridge Trail; the Universal
10 Access Loop Trail would be a half-mile long interpretive and fully accessible trail segment,
11 located north of S.R. 92, connected to the existing FCRT, and designed to fully comply with all
12 applicable standards; the Southern Skyline Boulevard Ridge Trail would be a six-mile long
13 multi-use (pedestrians, bicycles, equestrian usage) trail, located south of S.R. 92, running
14 parallel to Skyline Boulevard; and

15 WHEREAS, The Southern Skyline Boulevard Ridge Trail would be located on Skyline
16 Ridge, on the east side of Highway 35 within the hydrological watershed of the Upper Crystal
17 Springs Reservoir, and would be a portion of the Bay Area Ridge Trail; and

18 WHEREAS, This project would enhance public access to SFPUC watershed lands,
19 provide education and recreational opportunities for Bay Area residents while protecting
20 natural resources and water quality; and

21 WHEREAS, The SFPUC applied for and has been awarded a grant from the
22 Metropolitan Transportation Commission, using funding from the Federal Highway
23 Administration (FHWA), and reviewed by the California Department of Transportation
24 (Caltrans) in the amount of \$1,000,000 for the construction of the SSBRTE project; and
25

1 WHEREAS, The grant funds require a 3:1 minimum match of funds from the receiving
2 agency; the required matching funds of \$3,000,000 have already been met through SFPUC
3 Water Enterprise Capital Improvement Project (CIP) budget; and

4 WHEREAS, The FHWA and SFPUC matching funds will be used for construction of the
5 six-mile long multi-modal segment of the Bay Area Ridge Trail south of S.R. 92 and west of
6 the Crystal Springs Reservoir in San Mateo County; and

7 WHEREAS, This grant does not include an Annual Salary Ordinance Amendment; and

8 WHEREAS, In compliance with the California Environmental Quality Act (CEQA), an
9 environmental impact report (EIR) was written for this project, and the notice of determination
10 is on file with the Clerk of the Board in File No. _____; in compliance with the National
11 Environmental Policy Act, environmental compliance documents are being prepared and will
12 be provided to the Clerk for inclusion to the file when completed; and

13 WHEREAS, The SFPUC proposes to maximize use of available grant funds on
14 program expenditures by not including indirect costs in the grant budget; and

15 WHEREAS, The federal grant is being administered by Caltrans, and therefore,
16 requires the use of Disadvantaged Business Enterprise (DBE) requirements; and

17 WHEREAS, On April 22, 2014, the SFPUC, by Resolution No. 19-0050,
18 recommended that the Board of Supervisors accept this grant; now, therefore, be it

19 RESOLVED, That the Board of Supervisors authorizes the SFPUC to accept and
20 expend grant funding in the amount of \$1,000,000 to extend the Bay Area Ridge Trail south
21 from S.R. 92 to the GGNRA's Phleger Estate and improve the existing Fifield-Cahill ridge trail
22 to enhance educational and recreational access, parking, and restroom facilities; and

23 RESOLVED, That the Board of Supervisors hereby waives inclusion of indirect costs in
24 the grant budget; and

1 RESOLVED, That the General Manager of the SFPUC is hereby authorized to execute,
2 deliver, and perform, in the name of the City and County of San Francisco, all applications,
3 contracts, agreements, amendments and payment requests necessary to secure the grant
4 funds and implement and carry out the purposes specified in the applicable grant application;
5 and, be it

6 FURTHER RESOLVED, That the Board of Supervisors ratifies any administrative
7 action taken to date with respect to these grants and grant funds.

1 Recommended:

2
3 _____
4 /s/
5 DENNIS J. HERRERA
6 General Manager of the SFPUC

7 Approved:

8
9
10 _____
11 /s/
12 BEN ROSENFELD
13 Controller

14 Approved:

15
16
17 _____
18 /s/
19 LONDON N. BREED
20 Mayor

Item 4 File 22-0270	Department: Public Utilities Commission (PUC)
EXECUTIVE SUMMARY	
Legislative Objectives - The proposed resolution would authorize the San Francisco Public Utilities Commission (PUC) to accept and expend \$1,000,000 in grant funding from the Metropolitan Transportation Commission. The funding would support the design and construction of the Southern Skyline Boulevard Ridge Trail Extension Project with the requirement that PUC provide \$3 million in matching funds (matching ratio amount of three to one). Key Points - The purpose of the Southern Skyline Boulevard Ridge Trail Extension Project is to complete construction of an approximately six-mile (31,500 linear feet) trail segment located on land managed and owned by the PUC in the Peninsula Watershed in San Mateo County. The new multi-modal trail segment would extend the 10-mile Fifield-Cahill Ridge Trail, forming a new link along the Bay Area Ridge Trail that would provide public access to currently restricted land. - In December 2013, the PUC was awarded a \$1,000,000 Priority Conservation Area Grant from the State Coastal Conservancy for the Southern Skyline Blvd. Ridge Trail Extension Project following a competitive application process. In April 2014, the PUC approved a resolution authorizing the project and committing the requisite \$3,000,000 (matching ratio amount of three to one). While the project schedule originally anticipated a trail opening date of December 2016, the PUC reports that there have been significant delays in the permitting process. Fiscal Impact - The total estimated project cost is \$25,574,000, or approximately \$812 per linear foot. The project is fully funded with \$1 million in Federal Highway Administration Priority Conservation Area grant funds administered by Caltrans as the pass-through agency, and \$24,574,000 in matching funds from the PUC's Water Enterprise Capital Improvement Project budget. Federal grant funds would be used for the North Section trail construction only. The trail is being built on a hillside, necessitating retaining walls and a pedestrian bridge. Recommendations - Amend the proposed resolution text Line No. 11 regarding construction term to reflect the updated timeline: "... for a term period of January 2023 through August 2025". - Approve the proposed resolution.	

MANDATE STATEMENT

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

BACKGROUND

In 1987, the Golden Gate National Recreation Area, the National Park Service, the Greenbelt Alliance and citizen advocates came together to form the non-profit organization, the Bay Area Ridge Trail Council, with the goal of building the Bay Area Ridge Trail. The Bay Area Ridge Trail is an approximately 550-mile continuous trail for hikers, mountain bicyclists, and equestrians along the ridgelines overlooking the San Francisco Bay. As of April 2022, nearly 400 miles have been constructed.

Project Timeline

Creating the Bay Area Ridge Trail has been done incrementally in segments, as public access, especially on the Peninsula Watershed, involves numerous stakeholders and is a controversial issue: the Watershed contains the highest concentration of rare, threatened, and endangered species in the Bay Area. The original concept for the proposed section of Bay Area Ridge Trail called the Skyline Ridge Trail Extension Project, was formalized via PUC resolution (No. 02-0265) in December 2002. The resolution directed staff to seek additional funding opportunities from outside sources to fund the project.

Grant Award History

In July 2008, following a competitive grant application process, the PUC was awarded \$185,000 in grant funds from the State Coastal Conservancy for the planning, design, and permitting necessary for construction of the Southern Skyline Blvd Alignment of the Ridge Trail. In October 2008, the Board of Supervisors approved the PUC request to accept and expend the grant funds, along with required local matching funds of \$207,500 from the PUC's FY 2008-09 Water Enterprise Operating Budget (File No. 081280). PUC reports that the total amount of \$392,500 has since been fully expended on project design and permitting.

In December 2013, the PUC was awarded following a competitive application process, a \$1,000,000 Priority Conservation Area Grant from the State Coastal Conservancy for the Southern Skyline Blvd. Ridge Trail Extension Project. In April 2014, the PUC approved a resolution (No. 14-0060) authorizing the project and committing the requisite \$3,000,000 (matching ratio amount of three to one). While the project schedule originally anticipated a trail opening date of December 2016, the PUC reports that there have been significant delays in the permitting process throughout. Nearly a decade after the funds were awarded, today the Board of Supervisors is being asked to consider the proposed project.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would authorize the San Francisco Public Utilities Commission (PUC) to accept and expend \$1,000,000 in grant funding from the Metropolitan Transportation Commission. The funding would support the design and construction of the Southern Skyline Boulevard Ridge Trail Extension Project with the requirement that PUC provide \$3 million in matching funds (matching ratio amount of three to one). The construction term is approximately two years. Following Board of Supervisors approval, the PUC expects construction to commence in early 2023.¹

Project Scope

The purpose of the Southern Skyline Boulevard Ridge Trail Extension Project is to complete construction of an approximately six-mile (31,500 linear feet) trail segment located on land managed and owned by the PUC in the Peninsula Watershed in San Mateo County. The new multi-modal trail segment would supplement the 10-mile Fifiield-Cahill Ridge Trail, forming a new link along the Bay Area Ridge Trail that would provide public access to currently restricted land. This portion of the watershed is currently restricted due to steep terrain and dense vegetation. The project would also provide new trail support facilities and it would construct a half-mile ADA compliant universal access loop adjacent to the Fifiield-Cahill Ridge Trail. See maps in Attachment 1 and Attachment 2 for details. According to PUC staff, a construction contract for the project will be competitively bid. Construction Management services may be provided as well, by a combination of in-house personnel and consultants, based on a future evaluation of qualifications.

Project Permits and Requirements*Environmental Impact Review (EIR)*

In order to comply with the California Environmental Quality Act (CEQA), the project underwent an Environmental Impact Review (EIR). The EIR process began with a Notice of Preparation in December 2016. A draft EIR was circulated for public comment from June 25-August 10, 2020, and a public hearing was held on July 23, 2020. In response to stakeholder input, the PUC made minor modifications including wildlife friendly barbed-wire fencing and additional educational signage. The revisions to the project did not substantially modify previously proposed project elements. The Planning Commission certified the final EIR on April 29, 2021. In June 2021, PUC filed the Notice of Determination in San Francisco, San Mateo, and at the State Clearinghouse.

¹ The current resolution text should be amended so that the construction term reflects the six-month delay that the PUC has experienced in receiving National Environmental Policy Act (NEPA) approval.

Disadvantaged Business Enterprises (DBE)

Because the proposed project would receive federal funding (administered by Caltrans), it must meet DBE program requirements.² PUC reports that it will adhere to Caltrans' DBE program and match Caltrans' annual DBE participation goal.

National Environmental Policy Act (NEPA)

Because the proposed project is federally funded, the PUC is required to undergo NEPA compliance. NEPA approval is still pending, causing a delay in the previously anticipated May 2022 construction commencement.

FISCAL IMPACT

The total project cost is \$25,574,000, which includes \$1 million in Federal Highway Administration Priority Conservation Area grant funds administered by Caltrans as the pass-through agency through the Priority Conservation Area Grant, and \$24,574,000 from the PUC's Water Enterprise Capital Improvement Project budget. The project budget is summarized in Exhibit 1 below. The PUC's contribution to the project far exceeds the \$3 million required by the grant's three to one matching fund stipulations.

Exhibit 1: Source for Skyline Ridge Trail Extension Project

Source	Amount
MTC ^a	\$1,000,000
Proposed Grant Subtotal	\$1,000,000
City Grant Matching Amount ^b	\$24,574,000
Total Project Funds	\$25,574,000

Source: PUC

^a The Priority Conservation Area Grant monies consist of \$1,000,000 provided through a Master Funding Agreement between the Conservancy and the Bay Area Metropolitan Transportation Commission.

^b The grant matching amount will come from the PUC's Water Enterprise Capital Improvement budget.

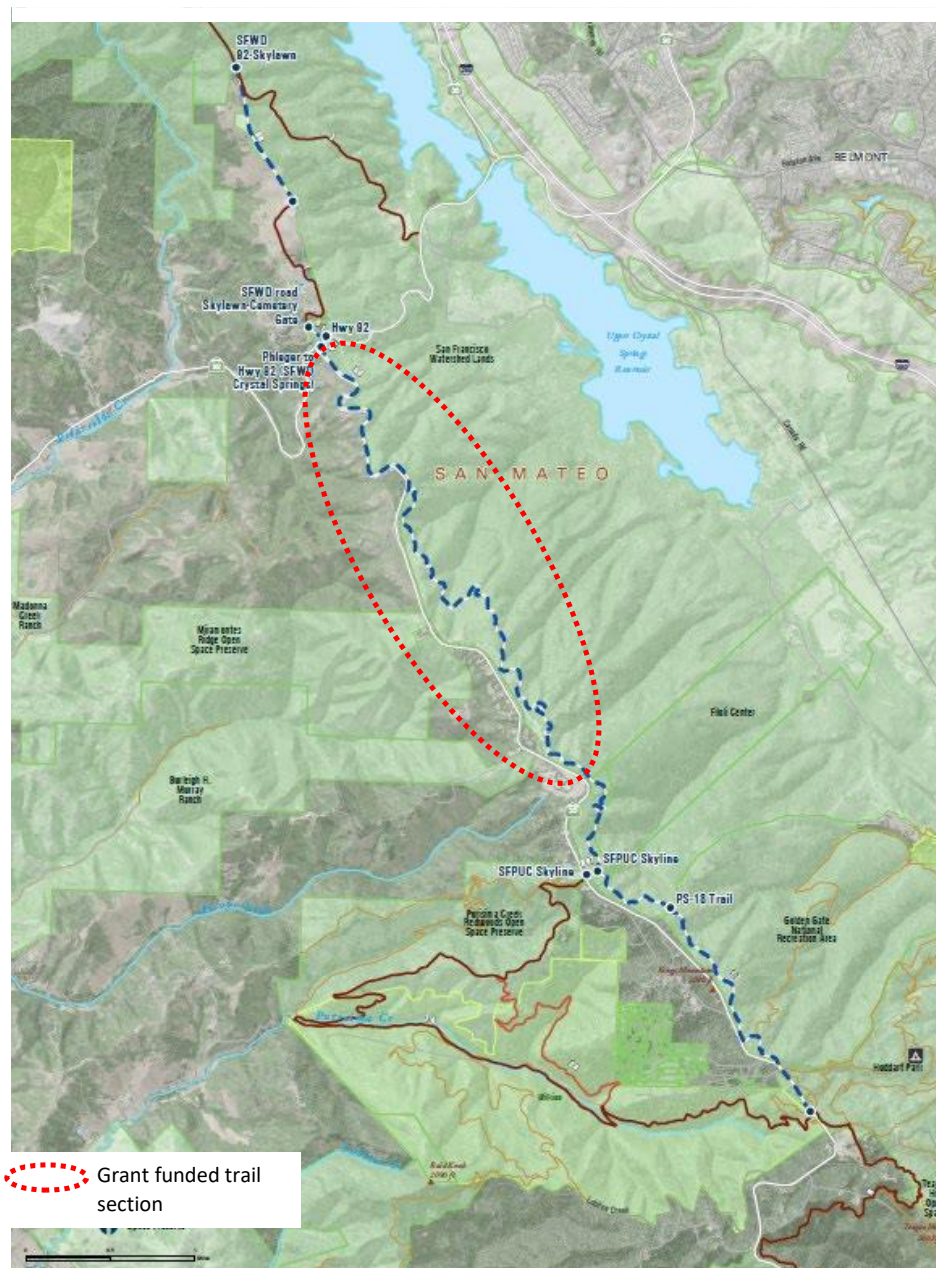
According to the PUC grant budget, project trail construction and site work will be split into three sections: North Section, Middle Section and South Section, totaling 31,500 linear feet or approximately \$812 per linear foot. The federal grant funds would be used for the North Section trail construction only. According to PUC, construction costs are high because the trail is being built on a hillside, necessitating extensive retaining walls and a pedestrian bridge. The engineer's

² The DBE Program is designed to ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs. See <https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise>.

estimate for the project construction costs also includes restrooms, fencing, tree removal, and parking lots.

RECOMMENDATIONS

1. Amend the proposed resolution text Line No. 11 regarding construction term to reflect the updated timeline: "... for a term period of January 2023 through August 2025".
2. Approve the proposed resolution as amended.

Attachment 1. Southern Skyline Boulevard Ridge Trail Extension Project Location Map

Source: PUC

Attachment 2. Southern Skyline Boulevard Ridge Trail Extension Project Design**KEY DESIGN FEATURES**

- Trail
- Parking Lot
- Retaining Walls
- Fencing
- Driveways
- Pre-Fabricated Restrooms
- Pedestrian Bridge



Source: PUC

File Number: 220270
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

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

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

1. Grant Title: Southern Skyline Blvd Ridge Trail Extension
2. Department: SFPUC
3. Contact Person: Mary Tienken Telephone: 415.554.2482
4. Grant Approval Status (check one):
☒ [X] Approved by funding agency ☐ [] Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$ 1,000,000
6. a. Matching Funds Required: \$3,000,000. There is a 3:1 minimum match requirement for the grant funds. Also, to meet federal requirements, applicants are required to provide a match from non-federal sources not less than 11.47 percent of the total.
b. Source(s) of matching funds (if applicable): SFPUC Water Enterprise CIP
7. a. Grant Source Agency: Federal Highway Administration
b. Grant Pass-Through Agency (if applicable): Caltrans
8. Proposed Grant Project Summary:

The Southern Skyline Blvd Ridge Trail will enhance the existing Fifield-Cahill Ridge Trail, and create a new six mile segment of Bay Area Ridge Trail—the Southern Skyline Boulevard Ridge Trail—through the interior of the Peninsula Watershed, property owned and maintained by the SFPUC. The Bay Area Ridge Trail was started in 1987 by the Bay Area Ridge Trail Council to create an approximately 550-mile long continuous trail for hikers, mountain bicyclists, and equestrians along the ridgelines overlooking San Francisco Bay. Currently, 360 miles of the Bay Area Ridge Trail have been constructed.

FHWA grant and SFPUC matching funds will be used for construction of the 6-mile long multi-modal segment of the Bay Area Ridge Trail south of Route 92 and west of the Crystal Springs Reservoir in San Mateo County. Due to steep terrain and dense vegetation, this portion of watershed is currently inaccessible to the public.

In addition to the grant funded segment of the Bay Area Ridge Trail, the SFPUC's project will construct an ADA compliant universal access loop adjacent to an existing section of the Fifield Cahill Ridge Trail which is located north of Route 92.

The goal of the SSB RTE Project is to enhance public access to SFPUC watershed lands, provide recreational opportunities for Bay Area residents, protect natural resources and water quality, and lastly to provide educational opportunities related to the Watershed ecosystem.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: May 2022 End-Date: Jan 2024

10. a. Amount budgeted for contractual services: \$1,000,000
b. Will contractual services be put out to bid? Yes
c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? *Federal grant requires the use of Caltrans DBE requirements rather than local MBE/WBE/LBE requirements.*
d. Is this likely to be a one-time or ongoing request for contracting out? *One-time*
11. a. Does the budget include indirect costs?
[] Yes [X] No
b. 1. If yes, how much? \$
b. 2. How was the amount calculated?
c. 1. If no, why are indirect costs not included?
[] Not allowed by granting agency [] To maximize use of grant funds on direct services
[] Other (please explain):
c. 2. If no indirect costs are included, what would have been the indirect costs?
12. Any other significant grant requirements or comments: NEPA compliance is required.

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

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

☒ Existing Site(s)	☐ Existing Structure(s)	☐ Existing Program(s) or Service(s)
☐ Rehabilitated Site(s)	☐ Rehabilitated Structure(s)	☐ New Program(s) or Service(s)
☒ New Site(s)	☒ New Structure(s)	

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

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

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

Comments: **MOD has completed a cursory review of site plans and concurs that compliance with 14 (above) will be met upon full completion of 14(3). The PUC will be submitting the project to MOD for full review and inspection on the appropriate timelines.**

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

Nicole Bohn

(Name)

Director, Mayor's Office on Disability

(Title)

Date Reviewed:
February 4, 2022

Nicole Bohn, Director, MOD
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Dennis J. Herrera

(Name)

General Manager, San Francisco Public Utilities Commission

(Title)

Date Reviewed: 2/7/2022

DJH
(Signature Required)



PRIORITY CONSERVATION AREA
GRANT APPLICATION FORM

Applications are to be submitted via email to Amy Hutzel at ahutzel@scc.ca.gov by November 15, 2013 at 5 pm. Emails cannot exceed 5 mb in size (please divide up attachments among separate emails if necessary).

(Click in the shaded text fields below to enter text, numbers and dates. The fields will expand to accommodate the data.)

APPLICANT INFORMATION

Applicant name:

Tim Ramirez, Manager

City and County of San Francisco, Public Utilities Commission

Natural Resources Division

Phone: 415-554-3265

Address:

525 Golden Gate Avenue, 10th Floor, San Francisco, CA 94102

Contact name:

John Fournet, Community Liaison

City and County of San Francisco, Public Utilities Commission

Natural Resources Division

Telephone: 650-652-3207 Fax: 650-652-3219 Email: jfournet@sfgwater.org

Federal Tax ID # 94-6000417

PROJECT SPONSOR WITH CALTRANS MASTER AGREEMENT (IF DIFFERENT FROM ABOVE)

Sponsor name (organization): City and County of San Francisco Public Utilities Commission

Address: Same as above

Contact name: _____

Telephone: _____

Fax: _____

Email: _____

Federal Tax ID# _____

PROJECT INFORMATION

Project name (limit 75 characters): Southern Skyline Blvd. Ridge Trail Extension

Project location: City: San Francisco Peninsula Watershed

County: San Mateo County

Proposed start date for work under the grant: 4/1/2016

Estimated completion date (this refers to public opening for trail/access projects): 10/15/2016

Acreage (if relevant): N/A

APNs (if an acquisition): N/A

Trail length (if relevant – miles or linear feet): 6.0 miles

Stream miles (if relevant – miles or linear feet): N/A

Latitude (e.g. 38.337094): 37.494729

Longitude (e.g. -122.589652): -122.367954

*Note: Latitude/Longitude can be determined using Google Earth,
<http://itouchmap.com/latlong.html>, and other on-line resources*

What point is represented by the lat/longs (e.g., parking lot, center of site, etc): Trailhead at the intersection of Highway 92 and Upper Skyline Blvd. (highway 35). The Trail will extend 6 miles to the south terminating at GGNRA Phleger Estate.

ELECTED REPRESENTATIVES FOR PROJECT

Congressional District(s): www.house.gov

District number	Name
14 th Congressional	Jackie Spier

State Senate District(s): www.senate.ca.gov

District number	Name
District 8	Leland Lee

Assembly District(s): www.assembly.ca.gov

District number	Name
24 th District	Rich Gordon

PROJECT DESCRIPTION

The purpose of this project is to complete construction of the San Francisco Public Utilities Commission (SFPUC) Southern Skyline Boulevard Ridge Trail Extension (Skyline Trail) on the Peninsula Watershed in San Mateo County, and further planning for the connection south across Golden Gate National Recreation Area (GGNRA) property from this trail to Midpeninsula Regional Open Space District trail network. The 6.0 mile Skyline Trail is a segment of the 550 mile Bay Area Ridge Trail (BART). The trail is located on Skyline Ridge on the east side of Highway 35 within the hydrological watershed of the Upper Crystal Springs Reservoir (see map, attached), which is also known as the Peninsula Watershed, and is owned and managed by the San Francisco Public Utilities Commission. The Skyline Trail project will construct a new multi-modal trail which will provide access to lands currently restricted to public use.

The interior of the Peninsula Watershed was restricted to public access until August 2003 when the SFPUC opened the ten-mile Fifiield-Cahill Ridge Trail (FCRT). The FCRT extends from the GGNRA Sweeney Ridge south to Highway 92.

The need and goal for this project is to connect the existing FCRT with the proposed Skyline Trail which will provide a sixteen-mile segment of Ridge Trail through the interior of the Peninsula Watershed connecting to GGNRA lands on both ends of the alignment. The Skyline Trail will also connect to nearby open space areas managed by the Midpeninsula Regional Open Space District and the San Mateo County Parks Department. Further, if a future trail connector is built in coordination with Caltrans across the Highway 92 corridor, this will expand the trail network immensely.

The Skyline Trail is proposed to be multimodal, available for use during daylight hours, and operated and maintained by the SFPUC.

A portion of the SFPUC budget for the grant includes planning and design of a 1.5 mile segment of the BART on the adjacent GGNRA Phleger Estate. The SFPUC will prepare a schematic trail design and provide an environmental compliance and screening assessment in coordination with the GGNRA. This assessment will help determine the appropriate NEPA pathway for the GGNRA. Both the design and assessment will tier off the 2008 Huddart Park to Highway 92 Ridge Trail Feasibility Study. Coordinating design of the Skyline Trail with the GGNRA as part of this grant proposal will expedite closure of a gap in the BART between SFPUC lands and adjacent public lands.

The SFPUC will have an agreement with the GGNRA to ensure the project meets the needs of both organizations and the California State Coastal Conservancy.

Explanation of Tasks and Task/Milestones: See the anticipated schedule on page 9 for “expected completion date”.

Task 1: Initiate internal SFPUC CEQA review: Currently SFPUC staff opinion is that the SFPUC can tier off both the Peninsula Watershed Management Plan (PWMP) and the PWMP EIR (State Clearinghouse No. 98082030, certified complete 1-11-201 by Department of City Planning) using a Mitigated Negative Declaration. The Skyline Trail project was analyzed at the programmatic level in the PWMP, but requires additional project level analysis. The City’s CEQA process requires an initial internal review of the proposed project by the SFPUC Bureau of Environmental Management (BEM). BEM makes an initial determination as to the environmental document necessary to complete CEQA. This determination is reviewed and approved by the City’s Department of City Planning. City Planning is the lead agency for the CEQA process. The SFPUC partners with the Department of City Planning to complete and certify the final environmental document (Task/Milestone 4). Task 1 will be undertaken in parallel with Task 2.

Task 2: The Conceptual Engineering Report will provide plans and specifications for the project. The CER will summarize the results of geotechnical, environmental, structural, and civil analyses, and design criteria and parameters. The report will include structural plans for 10% design level and civil plans for 50% design level. The report will also include a list of all technical specification sections and any special conditions necessary for the project, other than that covered by SFPUC’s standard specifications. The conceptual CER will be modified per the findings of the CEQA process resulting in the Final Conceptual plans and specifications in Task 3.

Task 3: The Final 100% Conceptual plans and Specs will be completed with input from the public process and technical findings of the CEQA process.

Task/Milestone 4: CEQA compliance and the certification of the CEQA document will lead to the completion of the Final 100% Plans and specifications Task 5.

Task 5: Completion of final plans along with the certified CEQA document will allow Caltrans to verify NEPA compliance in Task/Milestone 6.

Task/Milestone 6: Caltrans initiated process to verify NEPA compliance. Completion of this task will allow SFPUC to submit request to Caltrans for FHWA authorization Task/Milestone 7.

Task/Milestone 7: Request submitted to Caltrans for FHWA authorization for use of federal grant funds. Note: Final date for submittal February 1, 2016.

Task/Milestone 8: Final 100% Plans and Specifications out to bid.

Task/Milestone 9: Award and NTP.

Task/Milestone 10: Begin Construction.

See “Preliminary Budget to Complete Design Development and Construct Trail Improvements” matrix for sub-tasks 1-11.

Task/Milestone 11: Complete Construction.

Task/Milestone 12: Trail opening.

FUNDING

PCA funding amount requested: \$1,000,000

Other funding sources to be provided by the sponsor (not including in-kind services):

Source of funds	Amount (\$)	Estimated commitment date
SFPUC Capital Project Budget - Watershed and Lands Management Program	\$7,280,000	July 1, 2014 (Fiscal Year 14/15)

Total Funding:

In-kind Services

In-kind services or contributions include volunteer time and materials or other non-cash contributions. Please describe and estimate value.

N/A

Total Project Cost: \$8,280,000

There is a 3:1 minimum match requirement for the PCA grant funds. Also, to meet federal requirements, applicants are required to provide a match from non-federal sources not less than 11.47 percent of the total.

PROJECT GRAPHICS

Provide the following project graphics with your application. Maps can be sent as pdf or jpg files. Project photos should be provided in jpg format. If you already submitted these with your letter of intent, you do not need to resend.

- **Regional Map** -- Clearly identify the project's location in relation to prominent area features and significant natural and recreational resources, including regional trails and protected lands.
- **Site-scale map** -- Show the location of project elements in relation to natural and man-made features on-site or nearby. Any key features discussed in project description should be shown.
- **Design Plan** -- Construction projects should include one or more design drawings or graphics indicating the intended site improvements.
- **Site Photos** -- One or more clear photos of the project site

Preliminary Budget

**Preliminary Budget to Complete Design Development and Construct Trail Improvements
by sub-task:**

Sub-Task Number	Sub-Task Description	PCA Grant Funding	Other Funds	Total Cost
1	Conceptual Engineering Report		\$450,000	\$450,000
2	Survey		\$90,000	\$90,000
3	Final Conceptual Plan, Final 100% Plans and Specifications Document, and environmental compliance documents		\$500,000	\$500,000
4	New Trailhead Parking Lot		\$170,000	\$ 170,000
5	Multi-Modal Trail Construction	\$1,000,000	\$2,700,000	\$3,700,000
6	New Trail Access points		\$45,000	\$ 45,000
7	Restoration Planting/Erosion Control		\$105,000	\$105,000
8	Construction Contingency (20%)		\$600,000	\$600,000
9	Mobilization/Staging/Traffic Control (10%)		\$460,000	\$460,000
10	Watershed Security Fencing		\$1,800,000	\$1,800,000
11	Security Fencing Contingency (20%)		\$360,000	\$360,000
TOTAL		\$1,000,000	\$7,280,000	\$8,280,000

ANTICIPATED SCHEDULE

Tasks (T) and Task/Milestones (TM)	Expected Completion Date
T1) Initiate internal SFPUC CEQA review	1/10/2014
T2) Conceptual Engineering Report	4/4/2014
T3) Final Conceptual Plans and Specifications Documents	2/1/2015
TM4) CEQA Compliance	6/30/2015
T5) Final 100% Plans and Specifications ready for bid	8/30/15
TM6) NEPA Compliance	10/30/2015
TM7) Request for FHWA authorization submitted to Caltrans. Note: Drop dead date for submittal February 1, 2016	12/1/2015
TM8) Final 100% Plans and Specifications out to bid	12/1/2015
TM9) Award and NTP	2/1/2016
TM10) Begin Construction	4/1/2016
See "Preliminary Budget to Complete Design Development and Construct Trail Improvements" matrix for sub-tasks 1-11 for construction tasks.	
TM11) Complete Construction	10/15/16
TM12) Trail opening	12/1/2016

ADDITIONAL QUESTIONS

1. Applicant:

The San Francisco Public Utilities Commission is a department of the City and County of San Francisco that provides retail drinking water and wastewater services to San Francisco, wholesale water to three Bay Area counties, and green hydroelectric and solar power to San Francisco's municipal departments.

We are comprised of three essential 24/7 service utilities: Water, Wastewater and Power. These functions are supported by the Business Services, Infrastructure and External Affairs bureaus.

Headquartered at 525 Golden Gate Avenue in San Francisco, we have about 2,300 employees working in seven counties with a combined annual operating budget of over \$700 million.

Our mission is to provide our customers with high quality, efficient and reliable water, power, and sewer services in a manner that is inclusive of environmental and community interests, and that sustains the resources entrusted to our care.

2. **Consistency with Plans:** The Sky line trail is analyzed in the SFPUC Peninsula Watershed Management Plan 2001, the Bay Area Ridge Trail-Highway 92 to Huddart County Park Trail Alignment Feasibility Study 4-21-08 and the San Mateo County 2001 Trails Master Plan.

3. Support:

The Bay Area Ridge Trail Council. The County of San Mateo County Parks Department. The Mid-Peninsula Open Space District. The Golden Gate National Recreation Area. The California State Coastal Conservancy. The SFPUC received an \$185,000 grant from the California State Coastal Conservancy to "develop detailed plans, engineering designs, and CEQA compliance documents or other related environmental documents for the Skyline Trail" (scope of agreement, page 2, SCC Agreement No. 08-009).

4. Compliance with CEQA and NEPA:

See Project Description section Task T1 and Task/Milestones, TM4 and TM6 for status of CEQA and NEPA review.

5. Land Acquisition: N/A

6. Greenhouse Gas Emissions/Climate Change: N/A

7. Additional Questions:

1) Who will be the sponsoring agency/department?

The SFPUC is the sponsoring agency and will apply for a Caltrans Master agreement once the grant has been awarded. We have contacted Sylvia Fung, Chief, Office of Local Assistance, and Caltrans-District 4. The SFPUC confirmed that the organization would be submitting a full proposal for a grant amount not to exceed \$1,000,000. We discussed the issues related to the managing FHWA grants through the master agreement process including the required audit and NEPA compliance. We relayed to Caltrans the robust nature of the SFPUC and our ability to qualify and receive a master agreement to manage the grant funds. Chief Fung directed the SFPUC to contact the Office of Local Assistance when the grants are awarded to initiate the Master Agreement application process.

2) Your indicated matching funds are all to be secured through your capital planning process. Please describe this process in greater detail and how certain these matching funds are. Matching funds need to be secured by the time the committee makes funding recommendations in late December. If matching funds are not secured by the time you apply on November 15, please keep me informed about the status of matching funds.

The SFPUC is a City and County of San Francisco Department, and is required to annually submit a 10-year capital budget for review and approval to the Commission and the Board of Supervisors. The existing and currently proposed 10-year capital budgets include the required funding for this project. The project funds are in the Watershed and Lands Management Program (CUW 275), and all of the required funding will be in place as part of the annual budget cycle, which is scheduled to be completed with the start of the next fiscal year (FY 14/15) on July 1, 2014.

From: [Amy Hutzel](#)
To: [Fournet, John](#)
Cc: ["Craig Goldblatt"; "Laura Thompson"](#)
Subject: PCA Grant
Date: Friday, December 20, 2013 1:27:40 PM
Attachments: [image001.gif](#)

John –

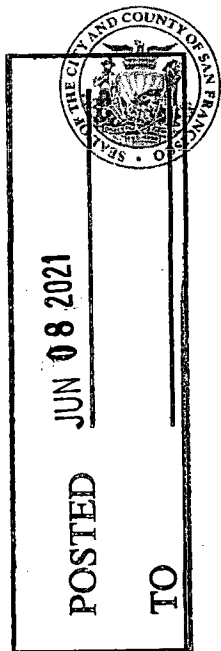
Congratulations! Your project, Southern Skyline Boulevard Ridge Trail Extension, is being recommended by Coastal Conservancy, MTC, and ABAG staff for funding under the Priority Conservation Area Grant Program in the amount of \$1,000,000. The Coastal Conservancy board will consider the slate of projects at their March 27 board meeting in Santa Cruz. After that, any projects that are receiving Federal Highway Transportation Funds (versus solely Conservancy state bond funds) will be considered for inclusion in the Transportation Improvement Program by MTC.

We will be in touch in early January to let you know whether you are receiving Conservancy state bond dollars and/or Federal Highway Transportation funds and if there is anything we need from you. For now, we just wanted to let you know the amount and the staff decision. Please do not share outside your agency, as funding is still subject to board authorization and we would like to work with you to do a press release in late March.

Feel free to contact me with any questions and happy holidays!

Best,
Amy Hutzel
Program Manager
San Francisco Bay Area Conservancy
State Coastal Conservancy
510-286-4180
ahutzel@scc.ca.gov





**San Francisco
Planning**

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

2021-0000020

F I L E D

SAN FRANCISCO County Clerk

June 8, 2021

by: Scott Oswald
Deputy County Clerk

**PUBLIC
NOTICE**

Notice of Determination of Environmental Impact Report

Date: June 2, 2021
Case No.: **2016-016100ENV**
State Clearinghouse No.: 1998082030
Project Title: **Southern Skyline Boulevard Ridge Trail Extension**
Zoning: Resource Management District and Residential Estates District
Block/Lot: Various
Lot Size: Various
Lead Agency: San Francisco Planning Department
Project Sponsor: San Francisco Public Utilities Commission
Scott MacPherson - 415.551.4525
smacpherson@sfgwater.org
Staff Contact: Timothy Johnston - 628.652.7569
timothy.johnston@sfgov.org

To: County Clerk
City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Determination is transmitted to you for filing. At the end of the posting period, please return this Notice to the Staff Contact with a notation of the period it was posted.

Attached fee:

X \$71.00 filing fee

AND

X \$3,445.25 California Department of Fish and Wildlife
EIR fee

Project Description

The project sponsor, the San Francisco Public Utilities Commission (SFPUC), proposes to improve and develop recreational trails and associated facilities located within the Peninsula Watershed in central San Mateo County. The Peninsula Watershed property is owned by the City and County of San Francisco and managed by the SFPUC. The project is a component of the SFPUC's Peninsula Watershed Management Plan. The project area includes watershed lands along the Fifiel-Cahill ridge trail, which is approximately 1.5 miles north of the State Route 92 (S.R. 92)/State Route 35 (S.R. 35) intersection (north of the Skylawn Memorial Park), and watershed lands extending south from S.R. 92 approximately 6 miles to the Phleger Estate boundary and east from S.R. 35 a few hundred feet.

Primary project components proposed for areas north of S.R. 92 include a new 0.5-mile universal access loop trail (that would provide Americans with Disabilities Act-compliant access and parking), and a 50-car parking lot and restroom near the watershed's Cemetery Gate, as well as the transfer of a public access easement (from the Bay Area Ridge Trail Council to the SFPUC) along an existing segment of the Bay Area Ridge Trail through Skylawn Memorial Park. Project components proposed for areas south of S.R. 92 include a new 6-mile southern skyline ridge trail along S.R. 35, a 20-car parking lot, and two restrooms. Along the proposed southern skyline ridge trail, the SFPUC would install a prefabricated bridge to span a gulch that intersects the trail alignment.

Under the Project, visitor access would be managed differently for the Fifiel-Cahill and southern skyline ridge trails. Visitors to the Fifiel-Cahill ridge trail would need a reservation and the supervision of a trained volunteer (i.e., docent), similar to current access restrictions. Visitors to the southern skyline ridge trail would need to obtain an access permit, but would not require a reservation or docent. For both trails, access would be provided via designated trailheads and watershed access points. Each of these access points would have a lockable gate, which would remain locked except during the designated access hours.

Determination

The City and County of San Francisco decided to carry out or approve the above described Southern Skyline Boulevard Ridge Trail Extension project on June 2, 2021 and has made the following determinations regarding the project. A copy of the document(s) may be examined online at <https://sfplanning.org/environmental-review>, or by contacting Timothy Johnston at timothy.johnston@sfgov.org or (628) 652-7569.

1. An Environmental Impact Report was prepared and certified pursuant to the provisions of CEQA.
2. A determination has been made that the project in its approved form will have a significant effect on the environment and findings were made pursuant to Section 15091 and a statement of overriding considerations was adopted pursuant to Section 15093.
3. Mitigation measures were made a condition of project approval.

NOTE: This notice is being issued during the suspension of certain CEQA filing and posting requirements pursuant to executive orders N-54-20 and N-80-20, and its issuance complies with the alternative posting requirements stated in the order. This notice also complies with local requirements under the March 23rd Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency Dated February 25, 2020.

Rich Hillis
Planning Director



For
By Lisa Gibson

Environmental Review Officer

cc: Scott MacPherson, San Francisco Public Utilities Commission

Approved
by Elijah Davidian
on 6/7/2021 7:14 AM

Visit the City's new website, [SF.gov](https://sf.gov)

Office of the County Clerk

Environmental Impact Documents

The Office of the County Clerk is currently closed to the public to prevent the spread of COVID-19. For available services, application information and processing times, go to [County Clerk Services During COVID-19 Response](#).

California Environmental Quality Act (CEQA) Notices

Environmental impact documents, agendas, and notices are filed with the Office of the County Clerk and are posted for 30 days. All notices will be posted within 24 hours of receipt in the County Clerk's Office (Public Resources Code 21152(c)).

Select for CEQA Online Postings

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was adopted in 1970 and incorporated in the Public Resources Code Section 21000-21177. Its basic purposes are to: inform governmental decision makers and the public about the potential significant environmental effects of proposed activities; identify ways that environmental damage can be avoided or significantly reduced; require changes in project through the use of alternatives or mitigation measures when feasible; and disclose to the public the reasons why a project was approved if significant environmental effects are involved. CEQA applies to projects undertaken, funded or requiring an issuance of a permit by a public agency.

A **Notice of Determination (NOD)** is a notice filed with the County Clerk's Office following project approval which describes a project and identifies expected environmental impacts, if any. The type of determination is specified in the notice (**Negative Declaration** or **Mitigated Negative Declaration**) and indicates if California Department of Fish and Wildlife fees are required. A filing of a Notice of Determination starts a 30-day period for legal challenge.

A **Notice of Exemption (NOE)** is a brief notice filed at the County Clerk's office, which states the Lead Agency has approved or will carry out a project that is exempt from the requirements of CEQA.

An **Environmental Impact Report (EIR)** is a detailed report about a project's environmental effects, ways to minimize the project's significant environmental effects, and reasonable alternatives to the project.

Fish and Wildlife filings are governed by California Code of Regulations Title 14, Section 753.5 and Fish and Wildlife Code Collection of Filing Fees.

How to File an Environmental Impact Document with the County Clerk

Submit an original (must be original document, no electronic submittals) and four copies of the document, and self-address

envelope for return of the document after posting. Filings (including an original document) should be submitted in-person or mailed to the Office of the County Clerk. For address, office hours and contact information please go to Contact Us

Below is the table of current fees. ~~There is an additional \$71 County Clerk Processing Fee for each CEQA notice filed with the County Clerk's Office.~~

CEQA Filing Document	
Fee Type	
Fee Beginning January 1, 2021	
Notice of Determination - Negative Declaration (ND)	
CEQA Filing County Clerk Processing	
	\$2,480.25 \$71.00
Notice of Determination - Mitigated Negative Declaration (MND)	
CEQA Filing County Clerk Processing	
	\$2,480.25 \$71.00
Notice of Exemption (NOE)	
CEQA Filing County Clerk Processing	
	No CEQA Fee \$71.00
Environmental Impact Report (EIR)	
CEQA Filing County Clerk Processing	
	\$3,445.25 \$71.00

There is no charge for posting all other notices (Notice of Public Hearing, Notice of Intent, Notice of Availability, etc.).



State of California - Department of Fish and Wildlife
2021 ENVIRONMENTAL FILING FEE CASH RECEIPT
DFW 753.5a (REV. 01/01/21) Previously DFG 753.5a

NOTICE

Each project applicant shall remit to the county clerk the environmental filing fee before or at the time of filing a Notice of Determination (Pub. Resources Code, § 21152; Fish & G. Code, § 711.4, subdivision (d); Cal. Code Regs., tit. 14, § 753.5). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

COUNTY DOCUMENTARY HANDLING FEE

The county clerk may charge a documentary handling fee of fifty dollars (\$50) per filing in addition to the environmental filing fee (Fish & G. Code, § 711.4, subd. (e); Cal. Code Regs., tit. 14, § 753.5, subd. (g)(1)). A county board of supervisors shall have the authority to increase or decrease the fee or charge, that is otherwise authorized to be levied by another provision of law, in the amount reasonably necessary to recover the cost of providing any product or service or the cost of enforcing any regulation for which the fee or charge is levied (Gov. Code, § 54985, subd. (a)).

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

Filing Notice of Determination (NOD):

- ☐ Collect environmental filing fee or copy of previously issued cash receipt. *(Do not collect fee if project applicant presents a No Effect Determination signed by CDFW. An additional fee is required for each separate environmental document. An addendum is not considered a separate environmental document. Checks should be made payable to the county.)*
- ☐ Issue cash receipt to project applicant.
- ☐ Attach copy of cash receipt and, if applicable, previously issued cash receipt, to NOD.
- ☐ Mail filing fees for CRP document to CDFW prior to filing the NOD or equivalent final approval (Cal. Code Regs. Tit. 14, § 753.5 (b)(5)). The CRP should request receipt from CDFW to show proof of payment for filing the NOD or equivalent approval. Please mail payment to address below made attention to the Cash Receipts Unit of the Accounting Services Branch.

If the project applicant presents a **No Effect Determination** signed by CDFW, also:

- ☐ Attach No Effect Determination to NOD *(no environmental filing fee is due)*.

Filing Notice of Exemption (NOE) (Statutorily or categorically exempt project (Cal. Code Regs., tit. 14, §§ 15260-15285, 15300-15333))

- ☐ Issue cash receipt to project applicant.
- ☐ Attach copy of cash receipt to NOE *(no environmental filing fee is due)*.

Within 30 days after the end of each month in which the environmental filing fees are collected, each county shall summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer. Identify the remittance on Form No. CA25 as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

The county clerk shall mail the following documents to CDFW on a monthly basis:

- ✓ A photocopy of the monthly State of California Form No. CA25 (TC31)
- ✓ CDFW/ASB copies of all cash receipts (including all voided receipts)
- ✓ A copy of all CDFW No Effect Determinations filed in lieu of fee payment
- ✓ A copy of all NODs filed with the county during the preceding month
- ✓ A list of the name, address and telephone number of all project applicants for which an NOD has been filed. If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

DOCUMENT RETENTION

The county shall retain two copies of the cash receipt (for lead agency and county clerk) and a copy of all documents described above for at least 12 months.

RECEIPT NUMBER

- # The first two digits automatically populate by making the appropriate selection in the County/State Agency of Filing drop down menu.
- # The next eight digits automatically populate when a date is entered.
- # The last three digits correspond with the sequential order of issuance for each calendar year. For example, the first receipt number issued on January 1 should end in 001. If a county issued 252 receipts for the year ending on December 31, the last receipt number should end in 252. CDFW recommends that counties and state agencies 1) save a local copy of this form, and 2) track receipt numbers on a spreadsheet tabbed by month to ensure accuracy.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FEES.

Mail to:

California Department of Fish and Wildlife
Accounting Services Branch
P.O. Box 944209
Sacramento, California 94244-2090

Southern Skyline Blvd Ridge Trail Extension
100% Design Engineer's Estimate for FHWA Grant Funded Items
Estimate Date: July 2021

No.	Description	QTY	Unit	Amount	Notes
1	North Section - Site Work	1	LS	458,696	Match
2	North Section- Trail Construction (Approximately 10,500LF)	1	LS	1,235,297	Grant Funded Item up to \$1M
3	Middle Section - Site Work	1	LS	567,028	Match
4	Middle Section- Trail Construction (Approximately 10,500LF)	1	LS	1,537,780	Match
5	South Section - Site Work	1	LS	398,188	Match
6	South Section- Trail Construction (Approximately 10,500LF)			1,077,714	Match
TOTAL GRANT BUDGET				\$ 5,274,703	

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 14-0060

WHEREAS, The SFPUC considered The Southern Skyline Blvd. Ridge Trail Extension alignment (Alternative A/B: Programmatic Skyline Blvd alignment) at the programmatic level as one of the six access alternatives in the final 2001 SFPUC Peninsula Watershed Management Plan Spring 2002 adopted June 26, 2001(SFPUC Resolution 01-0140); and

WHEREAS, The SFPUC adopted Alternative E as the preferred access alternative for the Fifield-Cahill Ridge trail program; of which the "Skyline Trail" is the southern extension and amended and finalized the Peninsula Watershed Management Plan on December 18, 2002 (SFPUC Resolution 02-0265); and

WHEREAS, The SFPUC; in order to defray costs of the project; directed staff to seek additional funding opportunities from sources such as grants, contributions, or cooperative funding agreements with governmental agencies or other entities interested in jointly funding the Fifield-Cahill Ridge Trail program (SFPUC Resolution 02-0265); and

WHEREAS, The Southern Skyline Blvd Ridge Trail Extension project was recommended by State Coastal Conservancy (SCC), Metropolitan Transportation Commission (MTC) and the Association of Bay Area Government staff for funding in the amount of \$1,000,000 through the Priority Conservation Area Grant Program which supports the "Plan Bay Area " a long-range transportation and land-use/housing plan for the San Francisco Bay Area and the SCC board determined the project would receive Federal Highway Transportation grant funds and the SCC recommended that the project be considered for inclusion in the MTC Transportation Improvement Program; and

WHEREAS, The SFPUC is submitting an application to the MTC for \$1,000,000 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Southern Skyline Boulevard Ridge Trail Extension (Skyline Trail) Project (herein referred to as PProject) for the Priority Conservation Area Grant Fund Program (herein referred to as PROGRAM); and

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan

Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, This action does not constitute a "project" under California Environmental Quality Act Guidelines Section 15378 because there would be no physical change in the environment, and environmental review would be completed under CEQA prior to subsequent action by this Commission to approve the project or award of a construction contract to implement the project; and

WHEREAS, The SFPUC is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, As part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; now, therefore, be it

RESOLVED, That the SFPUC is authorized to execute and file an application for funding for the Project for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it

FURTHER RESOLVED, That the SFPUC by adopting this resolution does hereby state that:

1. The SFPUC will provide any required matching funds subject to completion of necessary environmental review under CEQA and Project approval; and
2. The SFPUC understands that the REGIONAL DISCRETIONARY FUNDING for the Project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the SFPUC from other funds, and that the SFPUC does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. The SFPUC understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and the SFPUC has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by the SFPUC; and
4. The Project will be implemented as described in the complete application and in this resolution, subject to necessary environmental clearance under CEQA, Project approval by the SFPUC, and the acquisition of any necessary permits from state and federal resource agencies that are required for Project construction, and, if so approved, for the amount approved by MTC and programmed in the federal TIP; and
5. The SFPUC and the Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. The SFPUC (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and be it

FURTHER RESOLVED, That the SFPUC is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it

FURTHER RESOLVED, That the SFPUC is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the Project and be it

FURTHER RESOLVED, That there is no legal impediment to the SFPUC making applications for the funds; and be it

FURTHER RESOLVED That there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the SFPUC to deliver such Project; and be it

FURTHER RESOLVED, That the SFPUC authorizes its General Manager, or his designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the Project as referenced in this resolution; and be it

FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC in

conjunction with the filing of the application; and be it

FURTHER RESOLVED, That the MTC is requested to support the application for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP; and be it

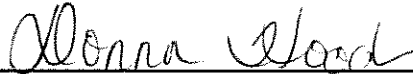
FURTHER RESOLVED, That the SFPUC hereby authorizes the General Manager to submit on behalf of the City and County of San Francisco, an application to the MTC for \$1,000,000 in grant funding assigned to MTC for programming discretion, for the Southern Skyline Boulevard Ridge Trail Extension Project on the Peninsula Watershed in San Mateo County through the Priority Conservation Area Grant Fund Program, and be it

FURTHER RESOLVED, The SFPUC authorizes the General Manager to commit the required matching funds in the amount of \$3,000,000 and state the SFPUC's assurance to complete the project, subject to necessary environmental review in compliance with the California Environmental Quality Act, Project approval by the SFPUC, and the acquisition of any necessary permits from state and federal resource agencies that are required for Project construction, and be it

FURTHER RESOLVED, that if the MTC grants funds become available, the SFPUC authorizes the General Manager to seek approval of the Board of Supervisors of a resolution authorizing the acceptance and expenditure of the grant funds for Project construction under San Francisco Administrative Code section 10.170, and be it

FURTHER RESOLVED that if MTC grant funds become available, the General Manager is authorized to negotiate and execute any necessary grant agreements with MTC and any other federal or state funding agencies that are required to accept and expend grant funding.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 22, 2014.



Secretary, Public Utilities Commission



SFPUC Southern Skyline Boulevard Ridge Trail Extension Project

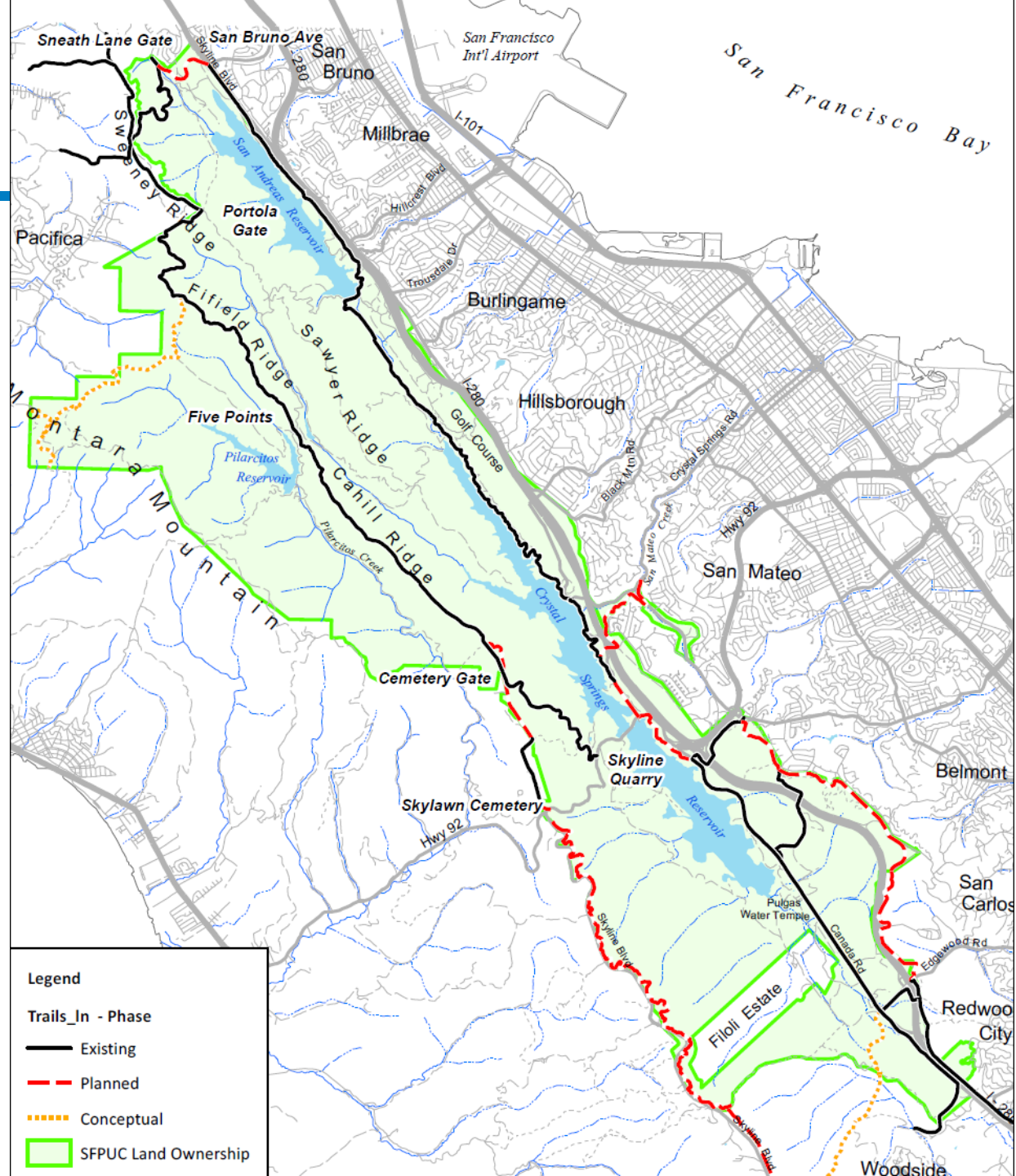


Tim Ramirez
Natural Resources and Lands Management

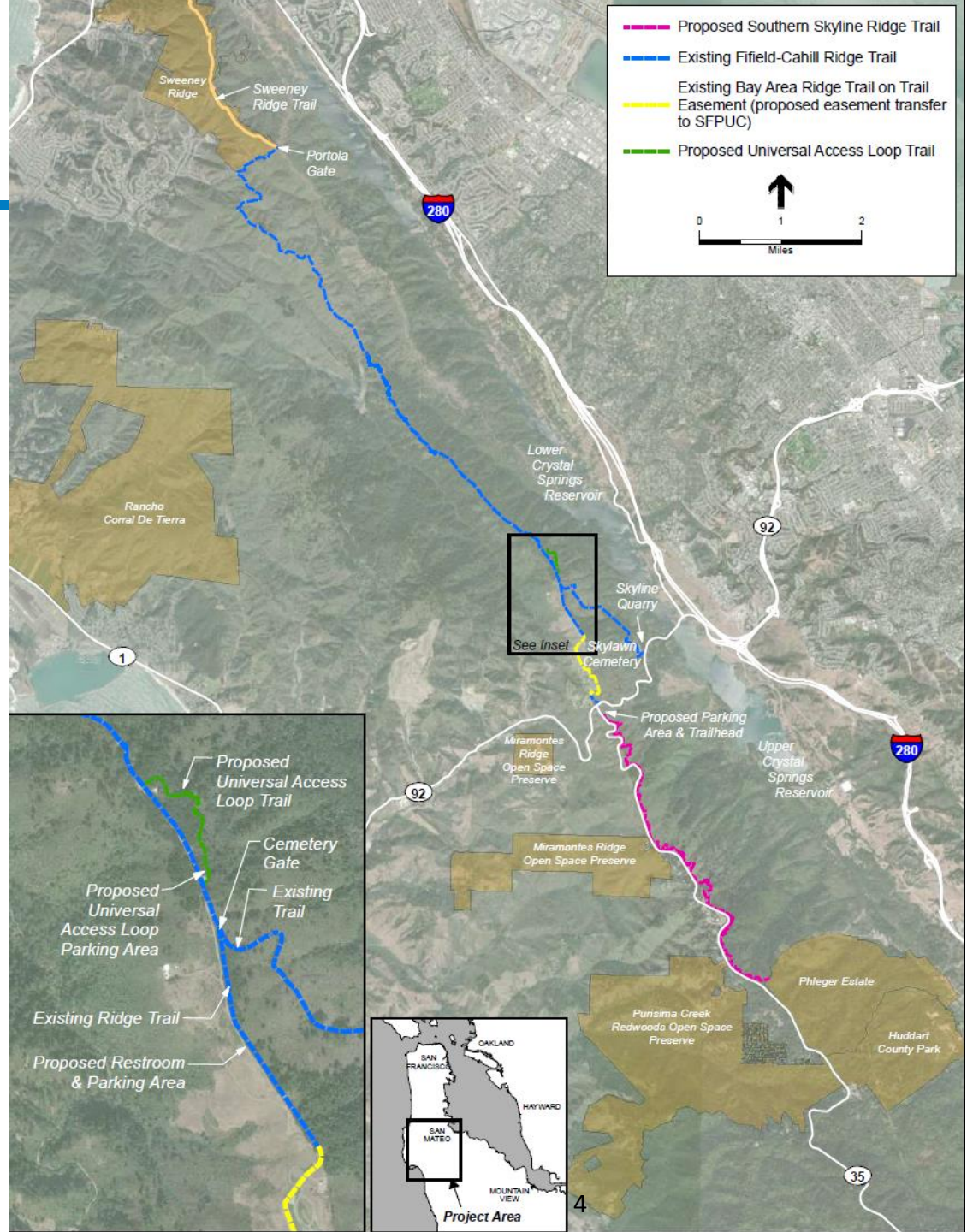
SFPUC Peninsula Watershed Fifield-Cahill Ridge Trail



SFPUC Peninsula Watershed



SFPUC Southern Skyline Boulevard Ridge Trail Extension Project map



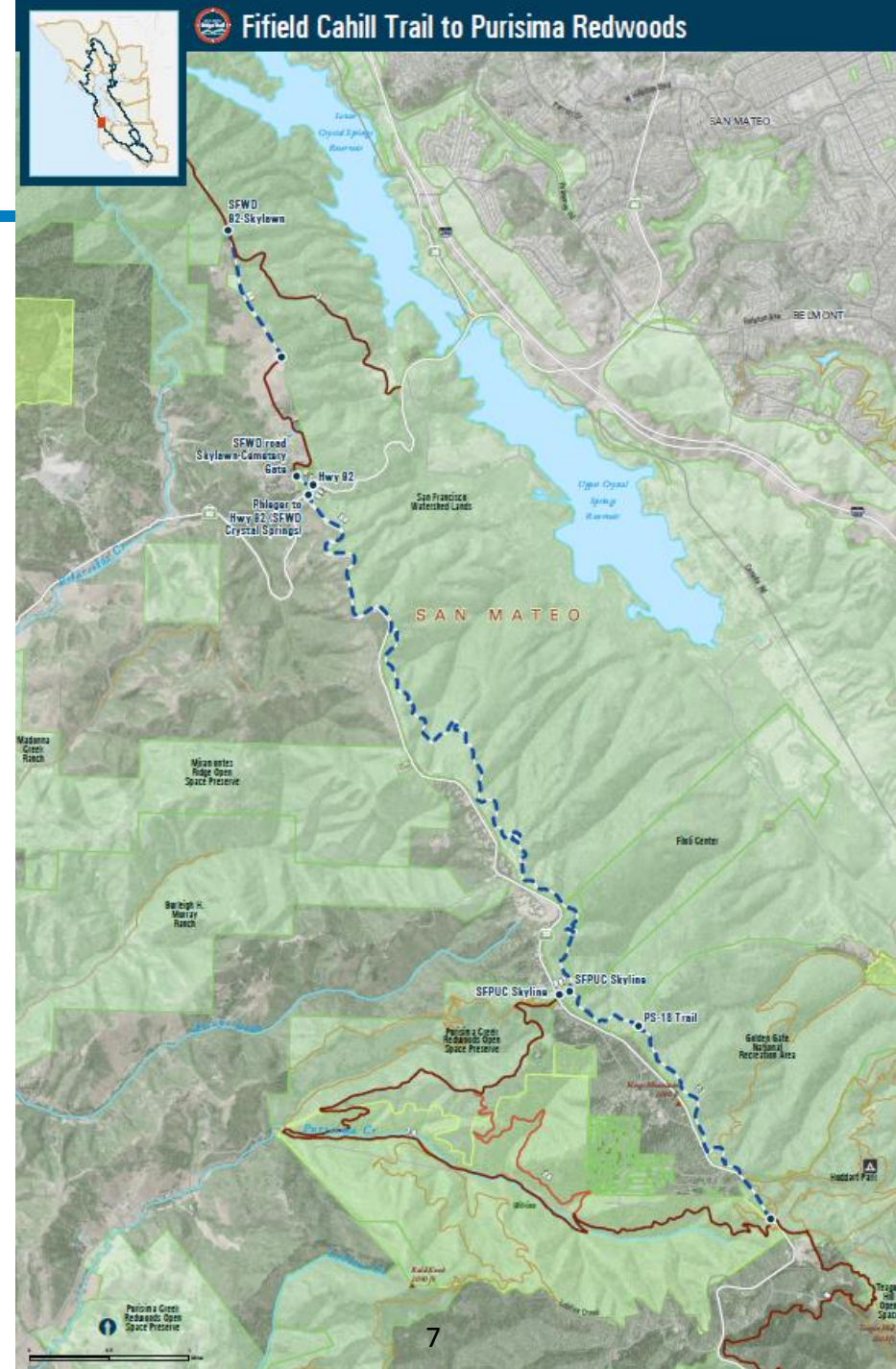
SFPUC Southern Skyline Boulevard Ridge Trail Extension Project

- Extensive public outreach done in advance of environmental review process given the interest in recreation and access to the SFPUC Peninsula Watershed
- The SFPUC Bay Area Ridge Trail is the “Watershed Center” for the Peninsula Watershed
 - Trail Interpretive Master Plan
 - Informs new interpretive signage along the entire trail and docent training

SFPUC Southern Skyline Boulevard Ridge Trail Extension Project

- Proposed project envisioned in the Peninsula Watershed Management Plan Final Environmental Impact Report, certified in 2001, at programmatic level
- Final Project Environmental Impact Report certified in April 2021
- Finalizing National Environmental Policy Act documents associated with the \$1.0 million construction grant
- Construction documents out to bid Summer 2022
- Start construction in Spring 2023
- Complete construction by Fall 2024

Southern Skyline Boulevard Ridge Trail Extension connection to existing Bay Area Ridge Trail system



Questions?





TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Jeremy Spitz, Policy and Government Affairs

DATE: February 8, 2022

SUBJECT: Resolution authorizing the SFPUC to accept and expend a grant from the Federal Highway Administration for the Southern Skyline Boulevard Ridge Trail Extension Project

GRANT TITLE: Priority Conservation Area Grant Program

Attached please find electronic copies of each of the following:

 X Proposed grant resolution; original signed by Department, Mayor, Controller

 X Grant information form, including disability checklist

 X Grant budget

 X Grant application

 X Letter of intent or grant award letter from funding agency

 Ethics Form 126 (if applicable)

 Contracts, Leases/Agreements (if applicable)

 X Other (Explain): PUC Resolutions 14-0060 & 02-0265; EIR Notice of Determination

Special Timeline Requirements:

London N. Breed
Mayor

Anson Moran
President

Newsha Ajami
Vice President

Sophie Maxwell
Commissioner

Tim Paulson
Commissioner

Dennis J. Herrera
General Manager



Departmental representative to receive a copy of the adopted resolution:

Name: Jeremy Spitz

Phone: (628) 724-7573

Interoffice Mail Address:

Certified copy required: Yes ☐

No ☒

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies will suffice)