

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

MEMORANDUM

LAND USE & ECONOMIC DEVELOPMENT COMMITTEE

SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Sophie Maxwell, Chair
Land Use & Economic Development Committee

FROM: Alisa Somera, Committee Clerk

DATE: June 7, 2010

SUBJECT: **COMMITTEE REPORT, BOARD MEETING**
Tuesday, June 8, 2010

The following file should be presented as a **COMMITTEE REPORT** at the Board meeting, Tuesday, June 8, 2010. This item was acted upon at the committee meeting on Monday, June 7, 2010 at 1:00 p.m., by the votes indicated.

Item No. 38 **File No. 100648**

Resolution authorizing the San Francisco Planning Department to retroactively accept and expend a grant in the amount of \$250,000 from Caltrans for the period February 16, 2010, through February 28, 2010, in order to conduct a community design process for Cesar Chavez Street.

RECOMMENDED AS A COMMITTEE REPORT

Vote: Supervisor Sophie Maxwell - Aye
Supervisor Eric Mar - Aye
Supervisor David Chiu - Aye

c: Angela Calvillo, Clerk of the Board
Cheryl Adams, Deputy City Attorney
Rick Caldeira, Legislative Deputy Clerk
Board of Supervisors

File No. 100648

Committee Item No. 1

Board Item No. 38

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date June 7, 2010

Board of Supervisors Meeting

Date June 8, 2010

Cmte Board

- | | | |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Public Correspondence |

OTHER

(Use back side if additional space is needed)

<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____

Completed by: Alisa Somera Date June 3, 2010
 Completed by: Alisa Somera Date June 7, 2010

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
 The complete document can be found in the file.

1 [Accept and Expend Grant - Caltrans Community Design Process for Cesar Chavez
2 Street - \$250,000]

3 **Resolution authorizing the San Francisco Planning Department to retroactively**
4 **accept and expend a grant in the amount of \$250,000 from Caltrans for the period**
5 **February 16, 2010, through February 28, 2012, in order to conduct a community**
6 **design process for Cesar Chavez Street.**

7
8 WHEREAS, Caltrans issued a call for project applications for the Fiscal Year
9 2009-2010 Transportation Planning Grants program; and

10 WHEREAS, Transportation Planning Grants are intended to promote a balanced,
11 comprehensive, multi-modal transportation system; and

12 WHEREAS, the Environmental Justice: Context-Sensitive Planning Grant is one
13 of four grant categories under the Transportation Planning Grants program; and

14 WHEREAS, the Environmental Justice: Context-Sensitive Planning Grant is a
15 competitive grant that is available to the City and County of San Francisco from
16 Caltrans; and

17 WHEREAS, the Environmental Justice: Context-Sensitive Planning Grant is for
18 an amount up to \$250,000; and

19 WHEREAS, the goals of the Environmental Justice: Context-Sensitive Planning
20 Grant are to improve mobility and accessibility, preserve the transportation system,
21 support the economy, enhance public safety and security, reflect community values,
22 and enhance the environment; and

23 WHEREAS, the City and County of San Francisco has a Transit First policy; and

24 WHEREAS, the City and County of San Francisco has a Complete Streets
25 Ordinance; and

1 WHEREAS the policies and goals of the City and County of San Francisco align
2 with the goals of the Environmental Justice: Context Sensitive Planning Grant; and

3 WHEREAS, the San Francisco Planning Department has recently completed a
4 community led planning and design process for Cesar Chavez Street west of highway
5 101; and

6 WHEREAS, available funding did not allow for expansion of the community led
7 planning and design process for Cesar Chavez Street east of highway 101; and

8 WHEREAS, there is strong community support and identified need to conduct a
9 community planning and design process for Cesar Chavez Street east of highway 101;
10 and

11 WHEREAS, the Planning Department submitted a grant application in the
12 amount of \$250,000 in March of 2009; and

13 WHEREAS, Caltrans awarded the grant to the Planning Department in
14 November of 2009; and

15 WHEREAS, As a condition of receiving the grant funds, Caltrans requires the
16 City to enter into a Fund Transfer Agreement (the "Agreement"), a copy of which is on
17 file with the Clerk of the Board of Supervisors in File No. 100648; which is hereby
18 declared to be a part of this resolution as if set forth fully herein; and

19 WHEREAS, This grant does not create any new positions, and will not require an
20 amendment to the Annual Salary Ordinance; and

21 WHEREAS, The grant terms allow billing of indirect costs in the grant budget;
22 now, therefore, be it

23 RESOLVED, That the Planning Department is hereby authorized to retroactively
24 accept and expend a grant in the amount of \$250,000 from Caltrans; and, be it
25

1 FURTHER RESOLVED, That the Planning Department is hereby authorized to
2 retroactively accept and expend the grant funds pursuant to San Francisco
3 Administrative Code section 10.170-1; and, be it

4 FURTHER RESOLVED, That the Director of Planning is authorized to enter into
5 the agreement on behalf of the City.
6

7 RECOMMENDED:

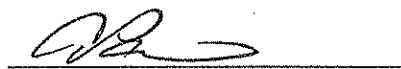
8 

9
10 John Rahaim
Director of Planning

APPROVED:

11 

12 Office of the Mayor

13 

14 Office of the Controller
15
16
17
18
19
20
21
22
23
24
25

File Number: 100648
(Provided by Clerk of Board of Supervisors)

Grant Information Form
(Effective July 2006)

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

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

1. Grant Title: ENVIRONMENTAL JUSTICE CONTEXT SENSITIVE PLANNING GRANT

2. Department: SAN FRANCISCO PLANNING DEPARTMENT

3. Contact Person: ELAINE FORBES Telephone: 558-6417

4. Grant Approval Status (check one):

Approved by funding agency Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$250,000.00

6a. Matching Funds Required: \$25,000.00

b. Source(s) of matching funds (if applicable):
\$25,000.00: Proposition K Sales Tax (yet to be awarded)

7a. Grant Source Agency: CALTRANS

b. Grant Pass-Through Agency (if applicable):

8. Proposed Grant Project Summary:

CONDUCT A COMMUNITY DESIGN PROCESS FOR CESAR CHAVEZ STREET, FROM HAMPSHIRE STREET TO 3RD STREET, TO DOCUMENT A COMMUNITY SUPPORTED VISION FOR PEDESTRIAN AND BICYCLE SAFETY ENHANCEMENTS ALONG THE CORRIDOR.

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

Start-Date: February 16, 2010 End-Date: February 28, 2012

10. Number of new positions created and funded: 0

11. Explain the disposition of employees once the grant ends? N/A

12a. Amount budgeted for contractual services: \$50,000.00

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 MBE/LBE requirements? N/A

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

13a. Does the budget include indirect costs? Yes No

b1. If yes, how much? \$16,300.

b2. How was the amount calculated?
City Planning Department Indirect Cost Plan

c. 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):

c2. If no indirect costs are included, what would have been the indirect costs?

14. Any other significant grant requirements or comments:
NONE.

****Disability Access Checklist****

15. 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)

16. The Departmental ADA Coordinator and/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 access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:
PROPOSED STREET IMPROVEMENTS WILL BE REVIEWED FOR COMPLIANCE WITH ADA BY THE DISABILITY COORDINATOR AT THE DEPARTMENT OF PUBLIC WORKS.

Departmental or Mayor's Office of Disability Reviewer: _____
(Name)

Date Reviewed: _____

Department Approval: JOHN RAHAIM 5.12.10
(Name) (Title)

[Signature]
(Signature)

FUND TRANSFER AGREEMENT

THIS FUND TRANSFER AGREEMENT (FTA), IS ENTERED INTO EFFECTIVE ON **February 16, 2010**, between the State of California, acting by and through its Department of Transportation, referred to herein as **DEPARTMENT**, and the **City and County of San Francisco**, hereinafter referred to as **AGENCY**.

RECITALS

1. **DEPARTMENT** and **AGENCY**, pursuant to Streets and Highways Code section 114 (b), are authorized to enter in this FTA pertaining to State funding committed for Transportation studies and planning within the regional area under the jurisdiction of **AGENCY**.
2. **AGENCY** has agreed to implement the Cesar Chavez Street Community Design Plan, hereinafter the Project, subject to the terms and conditions of this FTA. The Project Description (Scope of Work and Cost Estimate) is attached hereto as **Attachment III**.
3. The resolution authorizing **AGENCY** to execute this FTA pertaining to above described Project is attached hereto as **Attachment II**.
4. All services performed by **AGENCY** pursuant to this FTA are intended to be performed in accordance with all applicable Federal, State, and **AGENCY** laws, ordinances, regulations; **DEPARTMENT**'s encroachment permits; and **DEPARTMENT**'S published manuals, policies, and procedures.
5. Project funding is as follows:

<u>FUND TITLE</u>	<u>FUND SOURCE</u>	<u>DOLLAR AMOUNT</u>
SHA	STATE	\$250,000.00
6. This FTA is exempt from legal review and approval by the Department of General Services, pursuant to Public Contract Code section 10295.

SECTION I

AGENCY AGREES:

To timely and satisfactorily complete all Project Work described in **Attachment III**.

SECTION II

DEPARTMENT AGREES:

DEPARTMENT agrees that when conducting an audit of the costs claimed by **AGENCY** under the provisions of this FTA, **DEPARTMENT** will rely to the maximum extent possible on any prior audit of **AGENCY** performed pursuant to the provisions of applicable State and Federal laws.

SECTION III

IT IS MUTUALLY AGREED:

In consideration of the foregoing and the mutual promises of the parties hereto, **AGENCY** and **DEPARTMENT** agree as follows:

1. Notification of Parties

- a. **AGENCY's** Project Manager is Andres Power, (415) 558-6384.
- b. **DEPARTMENT's** Contract Manager is Russell Walker, (916) 651-6886.
- c. All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when made in writing and received by the parties at their respective addresses:

City and County of San Francisco
Attention: Andres Power
1650 Mission Street, Suite 400
San Francisco, CA 94103

California Department of Transportation
Headquarters/Division of Transportation Planning
Attention: Russell Walker
P.O. Box 942874, MS 32
Sacramento, CA 94274-0001

2. Period of Performance

Reimbursable work under this FTA shall begin no earlier than on **February 16, 2010**, contingent upon approval of this FTA by **DEPARTMENT**, and will terminate on **February 28, 2012**.

3. Changes in Terms/Amendment

This FTA may only be amended or modified by mutual written agreement of the parties.

4. Termination

This FTA may be terminated by either party for any reason by giving written notice to the other party at least thirty (30) days in advance of the effective date of such termination. In the event of termination by said notice, funds reimbursed to **AGENCY** will include all allowable authorized non-cancelable obligations and prior costs incurred.

5. Cost Limitation

- a. The total amount reimbursable to **AGENCY** pursuant to this FTA by **DEPARTMENT** shall not exceed **\$250,000.00**.
- b. It is agreed and understood that this FTA fund limit is an estimate and that **DEPARTMENT** will only reimburse the cost of services actually rendered as authorized by the **DEPARTMENT** Contract Manager at or below that fund limitation established hereinabove.

6. **Allowable Costs**

- a. The method of payment for this FTA will be based on actual allowable costs. **DEPARTMENT** will reimburse **AGENCY** for expended actual allowable direct and indirect costs, including, but not limited to labor costs, employee benefits, and travel (overhead is reimbursable only if the **AGENCY** has an approved indirect cost allocation plan) and contracted consultant services costs incurred by **AGENCY** in performance of the Project work, not to exceed the cost reimbursement limitation set forth in 5.a, above. Actual costs shall not exceed the estimated wage rates, labor costs, travel and other estimated costs and fees set forth in Attachment III without prior written agreement between **DEPARTMENT** and **AGENCY**.
- b. Reimbursement of **AGENCY** expenditures will be authorized only for those allowable costs actually incurred by **AGENCY** in the performance of the Project work. **AGENCY** must not only have incurred the expenditures on or after the Effective Date of this FTA and before the Termination Date, but must have also paid for those costs to claim any reimbursement.
- c. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration for similar employees (i.e. non-represented employees) unless written verification is supplied that government hotel rates were not then commercially available to **AGENCY**, its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process.
- d. **DEPARTMENT** will reimburse **AGENCY** for all allowable Project costs no more frequently than monthly in arrears as promptly as **DEPARTMENT** fiscal procedures permit upon receipt of itemized signed invoices in triplicate. Invoices shall reference this FTA Number and shall be signed and submitted to the Contract Manager at the following address:

California Department of Transportation
Headquarters/Division of Transportation Planning
Attention: Russell Walker
P.O. Box 942874, MS 32
Sacramento, CA 94274-0001
- e. Invoices shall include the following information:
 1. Names of the **AGENCY** personnel performing work
 2. Dates and times of service
 3. Locations of service

7. **Reports**

- a. **AGENCY** shall submit written progress reports with each set of invoices to allow the **DEPARTMENT**'s Contract Manager to determine if **AGENCY** is performing to expectations, is on schedule, is within funding cost limitations, to communicate interim findings, and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed.
- b. Any document or written report prepared as a requirement of this FTA shall contain, in a separate section preceding the main body of the document, the

number and dollar amounts of all contracts and subcontracts relating to the preparation of those documents or reports.

- c. **AGENCY** will provide five (5) copies and one (1) electronic version of the final written report to the **DEPARTMENT's** Contract Manager.

8. Local Match Funds

- a. Except where expressly allowed in writing herein, reimbursement of credits for local matching funds will be made or allowed only for work performed on and after the start date and prior to the termination date of this FTA, unless expressly permitted as local match expenditures made prior to the effective date of this FTA pursuant to Government Code section 14529.17 or by prior executed SB 2800 FTA for Local Match Fund Credit.
- b. **AGENCY** agrees to contribute the statutorily required local contribution of matching funds (other than state or federal funds), if any is specified within this FTA or in any Attachment hereto, toward the actual cost of the services described in Attachment III or the amount, if any described in an executed SB 2800 (Streets and Highways Code section 164.53) agreement for local match fund credit, whichever is greater. **AGENCY** shall contribute not less than its required match amount toward the services described herein on a proportional monthly or quarterly basis coinciding with its usual invoicing frequency.

9. Cost Principles

- a. **AGENCY** agrees to comply with Office of Management and Budget Circular A-87, Cost Principles for State, Local and Tribal Governments, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- b. **AGENCY** agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual Project cost items and (b) all parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Project funds as a contractor, subcontractor, or sub-grantee under this FTA shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- c. Any Project costs for which **AGENCY** has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Circular A-87, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by **AGENCY** to **DEPARTMENT**. Should **AGENCY** fail to reimburse moneys due **DEPARTMENT** within thirty (30) days of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, **DEPARTMENT** is authorized to intercept and withhold future payments due **AGENCY** from **DEPARTMENT** or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

- d. **AGENCY** agrees to include Project in the schedule of projects to be examined in **AGENCY**'s annual audit and in the schedule of projects to be examined under any single audit prepared in accordance with Office of Management and Budget Circular A-133.
- e. Prior to **AGENCY** seeking reimbursement of indirect costs, **AGENCY** must prepare and submit annually to **DEPARTMENT** an indirect cost rate proposal and a central service costs allocation plan (if any) in accordance with Office of Management and Budget Circular A-87 and Local Program Procedures Manual (LLP 04-10).

10. **Americans with Disabilities Act**

By signing this FTA, **AGENCY** assures **DEPARTMENT** that in the course of performing Project work, it will fully comply with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

11. **Indemnification**

- a. Nothing in the provisions of this FTA is intended to create duties or obligations to or rights in third parties to this FTA or affect the legal liability of either party to the FTA by imposing any standard of care with respect to the development, design, operation, maintenance and repair of State Highways and **AGENCY** facilities different from the standard of care imposed by law.
- b. Neither **DEPARTMENT** nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by **AGENCY** under or in connection with any work, authority or conduct conferred upon **AGENCY** under this Agreement. It is understood and agreed that, **AGENCY** shall fully defend, indemnify and save harmless **DEPARTMENT** and all of its officers and employees from all claims, suits or actions of every name, kind and description arising out of this Agreement, including but not limited to, any tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by **AGENCY** under or in connection with any work, authority or conduct delegated to **AGENCY** under this Agreement.

12. **Non-Discrimination**

- a. During the performance of this FTA, **AGENCY** and all of its subcontractors and its subrecipients, if any, shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave, and denial of pregnancy disability leave. **AGENCY**, its subcontractors, and subrecipients shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. **AGENCY**, its subcontractors and subrecipients shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing

Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this FTA by this reference and are made a part hereof as if set forth in full. **AGENCY**, its subcontractors, and sub-recipients shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other collective bargaining agreements in place.

- b. **AGENCY** shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this FTA.

13. Funding Requirements

- a. It is mutually understood between the parties that this FTA may have been written for the mutual benefit of both parties in order to avoid program and fiscal delays that would occur if the FTA was executed only after ascertaining the availability of a congressional or legislative appropriation of funds.
- b. This FTA is valid and enforceable only if sufficient funds are made available to **DEPARTMENT** by the United States Government and/or the California State Legislature for the purpose of this Project. In addition, this FTA is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress or the State Legislature that may affect the provisions, terms or funding of this FTA in any manner.
- c. It is mutually agreed that if the Congress or the State Legislature does not appropriate sufficient funds for the program and Project, this FTA shall be amended to reflect any reduction in funds.
- d. **DEPARTMENT** has the option to void this FTA under the thirty (30) day termination clause or to amend this FTA to reflect any reduction of funds. In the event of an unscheduled termination, the **DEPARTMENT** Contract Manager may reimburse allowable **AGENCY** costs in accordance with the provisions of Article 4 of this Section III.

14. Records Retention

- a. **AGENCY**, its contractors, subcontractors and sub-recipients shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line. The accounting system of **AGENCY**, its contractors, all subcontractors, and sub-recipients shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of **AGENCY**, its contractors, subcontractors and sub-recipients connected with Project performance under this FTA shall be maintained for a minimum of three (3) years from the date of final payment to **AGENCY** and shall be held open to inspection, copying, and audit by representatives of **DEPARTMENT**, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by **AGENCY**, its contractors, its subcontractors and sub-recipients upon receipt of any request made by **DEPARTMENT** or its agents. In conducting an audit of the costs and match credits claimed under this FTA, **DEPARTMENT** will rely to the maximum extent possible on any prior audit of **AGENCY** pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by **AGENCY**'s external and internal auditors

may be relied upon and used by **DEPARTMENT** when planning and conducting additional audits.

- b. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of **AGENCY's** contracts with third parties pursuant to Government Code section 8546.7, **AGENCY**, **AGENCY's** contractors, subcontractors, and sub-recipients and **DEPARTMENT** shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire Project period and for three years from the date of final payment to **AGENCY** under this FTA. **DEPARTMENT**, the California State Auditor, or any duly authorized representative of **DEPARTMENT** or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to a Project for audits, examinations, excerpts, and transactions; and **AGENCY** shall furnish copies thereof if requested.
- c. **AGENCY**, its contractors, subcontractors, and sub-recipients will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by **DEPARTMENT**, for the purpose of any investigation to ascertain compliance with this FTA.

15. **Disputes**

- a. Any dispute concerning a question of fact arising under this FTA that is not disposed of by agreement shall be decided by the **DEPARTMENT** Contract Officer, who may consider any written or verbal evidence submitted by **AGENCY**.
- b. Neither the pendency of a dispute nor its consideration by the Contract Officer will excuse **AGENCY** from full and timely performance in accordance with the terms of the FTA.

16. **Subcontractors**

AGENCY shall perform the work contemplated with resources available within its own organization and no portion of the work shall be subcontracted without prior written authorization by **DEPARTMENT's** Contract Manager unless expressly included (subcontractor identified) in Attachment III as part of the identified Project work. Any subcontract in excess of \$25,000 entered into as a result of this FTA shall contain all the provisions stipulated in this FTA to be applicable to **AGENCY's** subcontractors.

17. **Third Party Contracting**

- a. **AGENCY** shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this FTA without the prior written approval of **DEPARTMENT**. Contracts awarded by **AGENCY**, if intended as local match

credit, must meet the requirements set forth in this FTA regarding local match funds.

- b. Any subcontract entered into by **AGENCY** as a result of this FTA shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as Project costs only after those costs are incurred and paid for by the subcontractors.
- c. If local match is a requirement of these funds, **AGENCY** must ensure that local match funds used for the Project meet the requirements outlined in this FTA in the same manner as is required of all other Project expenditures.
- d. In addition to the above, the preaward requirements of third party contractor/consultants with local agencies must be consistent with Local Program Procedures (LPP 00-05).

18. Disabled Veterans Business Enterprise

- a. Should Military and Veterans Code sections 999 *et seq.* be applicable to **AGENCY**, **AGENCY** shall meet the 3% Disabled Veterans Business Enterprises goals (or **AGENCY**'s applicable higher goals) in the award of every contract for Project work to be performed under this FTA.
- b. **AGENCY** shall have the sole duty and authority under this FTA and each amendment to determine whether these referenced DVBE code sections are applicable to **AGENCY** and, if so, whether good faith efforts asserted by those contractors of **AGENCY** were sufficient as outlined in Military and Veterans Code sections 999 *et seq.*

19. Drug-Free Workplace Certification

By signing this FTA, **AGENCY** hereby certifies under penalty of perjury under the laws of California that **AGENCY** will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code section 8350 *et seq.*) and will provide a drug-free workplace by doing all of the following:

- a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code section 8355(a).
- b. Establish a Drug-Free Awareness Program as required by Government Code section 8355(b) to inform employees about all of the following:
 - 1. the dangers of drug abuse in the workplace,
 - 2. the person's or organization's policy of maintaining a drug-free workplace,
 - 3. any available counseling, rehabilitation, and employee assistance programs, and
 - 4. penalties that may be imposed upon employees for drug abuse violations.
- c. Provide, as required by Government Code section 8355(c), that every employee who works on the proposed contract or grant:

1. will receive a copy of the company's drug-free policy statement, and
2. will agree to abide by the terms of the company's statement as a condition of employment on the contract or grant.

Failure to comply with these requirements may result in suspension of payments under this FTA or termination of this FTA or both, and **AGENCY** may be ineligible for the award of any future state contracts if **DEPARTMENT** determines that any of the following has occurred: (1) **AGENCY** has made a false certification or, (2) **AGENCY** violates the certification by failing to carry out the requirements as noted above.

20. Relationship of Parties

It is expressly understood that this FTA is an agreement executed by and between two independent governmental entities and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

21. Equipment Purchase (By AGENCY)

- a. Prior authorization in writing by the **DEPARTMENT** Contract Manager shall be required before **AGENCY** enters into any non-budgeted purchase order or subagreement exceeding \$500 for supplies, equipment, or consultant services. **AGENCY** shall provide an evaluation of the necessity or desirability of incurring such costs.
- b. For the purchase of any item, service or consulting work not covered in the attached Project Description (Attachment III) and exceeding \$500, three competitive quotations must be submitted with the request or the absence of bidding must be adequately justified, and prior authorization must be obtained from the **DEPARTMENT's** Contract Manager.
- c. Any equipment purchased as a result of this FTA is subject to the following: **AGENCY** shall maintain an inventory record for each piece of non-expendable equipment purchased or built with funds provided under the terms of this FTA. The inventory record of each piece of such equipment shall include the date acquired, total cost, serial number, model identification (in accordance with established **DEPARTMENT** procedures for its purchased equipment), and any other information or description necessary to identify said equipment. Non-expendable equipment so inventoried are those items of equipment that have a normal life expectancy of one (1) year or more and an approximate unit price of \$5,000 or more. In addition, theft-sensitive items of equipment costing less than \$5,000 shall be inventoried. A copy of the inventory record must be submitted to **DEPARTMENT** upon request by **DEPARTMENT**.
- d. At the conclusion of the FTA, or if the FTA is terminated, **AGENCY** may either keep the equipment and credit **DEPARTMENT** in an amount equal to its fair market value or sell such equipment at the best price obtainable at a public or private sale in accordance with established **DEPARTMENT** procedures and credit **DEPARTMENT** in an amount equal to the sales price. If **AGENCY** elects to keep the equipment, fair market value shall be determined, at **AGENCY** expense, on the basis of a competent, independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to **DEPARTMENT** and **AGENCY**. If **AGENCY** is determined to sell the equipment,

the terms and conditions of such sale must be approved in advance by
DEPARTMENT.

- e. CFR 49, Part 18.32 requires a credit to Federal funds when participating equipment with a fair market value greater than \$5,000 is credited to the Project.
- f. Any subagreement entered into as a result of this FTA shall contain all of the provisions of this Article.

22. Disabled Access Review

Disabled access review by the Department of General Services (Office of State Architect) is required for the construction of all publicly funded buildings, structures, sidewalks, curbs and related facilities. No construction contract will be awarded by **AGENCY** for a Project facility unless **AGENCY** plans and specifications for such facilities conform to the provisions of sections 4450 and 4454 of the California Government Code, if applicable. Further requirements and guidance are provided in Title 24 of the California Administrative Code and the Americans with Disabilities Act (42 USC 12101, et. seq.).

23. Fire Marshal Review

The State Fire Marshal adopts building standards for fire safety and panic prevention. Such regulations pertain to fire protection design and construction, means of egress and adequacy of exits, installation of fire alarms, and fire extinguishment systems for any **DEPARTMENT** owned or **DEPARTMENT** occupied buildings per section 13108 of the Health and Safety Code. When applicable, **AGENCY** must assure that any relevant Project plans meet the standards of the State Fire Marshal to ensure consistency with California facility fire protection standards.

24. Environmental Clearance

Environmental clearance of Project by **AGENCY** and/or **DEPARTMENT** is required prior to requesting funds for right of way purchase or construction. No department or agency shall request funds nor shall any department/agency board or commission authorize expenditures of funds for any project, except feasibility or planning studies, which may have a significant effect on the environment unless such a request is accompanied by an environmental impact report per California Public Resources Code section 21102. The California Environmental Quality Act (CEQA), in California Public Resources Code section 21080(b)(10), does provide an exemption for rail projects which institute or increase passenger or commuter services on rail or highway rights-of-way already in use.

25. Labor Code Compliance: Prevailing Wages

If the work performed on this Project is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public work" that constitutes construction, alteration, demolition, installation, repair or maintenance, **AGENCY** must conform to the provisions of Labor Code sections 1720 through 1815, all applicable regulations, and coverage determinations issued by the Director of Industrial Relations. **AGENCY** agrees to include prevailing wage requirements in its contracts for public work. Work performed by **AGENCY's** own forces is exempt from the Labor Code's prevailing wage requirements.

26. Prevailing Wage Requirements in Subcontracts

AGENCY shall require its contractors and subcontractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is a "public work" as defined in Labor Code section 1720(a)(1). Subcontracts shall include all prevailing wage requirements set forth in **AGENCY's** contracts.

27. State-Owned Data

- a. **AGENCY** agrees to comply with the following requirements to ensure the preservation, security, and integrity of State-owned data on portable computing devices and portable electronic storage media:
1. Encrypt all State-owned data stored on portable computing devices and portable electronic storage media using government-certified Advanced Encryption Standard (AES) cipher algorithm with a 256-bit or 128-bit encryption key to protect **DEPARTMENT** data stored on every sector of a hard drive, including temp files, cached data, hibernation files, and even unused disk space.
 2. Data encryption shall use cryptographic technology that has been tested and approved against exacting standards, such as FIPS 140-2 Security Requirements for Cryptographic Modules.
 3. Encrypt, as described above, all State-owned data transmitted from one computing device or storage medium to another.
 4. Maintain confidentiality of all State-owned data by limiting data sharing to those individuals contracted to provide services on behalf of the State, and limit use of State information assets for State purposes only.
 5. Install and maintain current anti-virus software, security patches, and upgrades on all computing devices used during the course of the Agreement.
 6. Notify the Contract Manager immediately of any actual or attempted violations of security of State-owned data, including lost or stolen computing devices, files, or portable electronic storage media containing State-owned data.
 7. Advise the owner of the State-owned data, the agency Information Security Officer, and the agency Chief Information Officer of vulnerabilities that may present a threat to the security of State-owned data and of specific means of protecting that State-owned data.
- b. To use the State-owned data only for State purposes under this FTA.
- c. To not transfer State-owned data to any computing system, mobile device, or desktop computer without first establishing the specifications for information integrity and security as established for the original data file(s). (State Administrative Manual (SAM) section 5335.1)

28. Project Close Out

The FTA Expiration Date refers to the last date for **AGENCY** to incur valid Project costs or credits and is the date the FTA expires. **AGENCY** has sixty (60) days after that Expiration Date to make final allowable payments to Project contractors or vendors, prepare the Project Closeout Report, and submit the final invoice to **DEPARTMENT** for reimbursement for allowable Project costs. Any unexpended Project funds not invoiced by that sixtieth (60th) day will be reverted and will no longer be accessible to reimburse late Project invoices.

ATTACHMENTS:

The following attachments are incorporated into and are made a part of this FTA by this reference and attachment.

- I. Accounting & Audit Guidelines
- II. **AGENCY** Resolution
- III. Scope of Work, Schedule, and Costs

IN WITNESS WHEREOF, the parties hereto have executed this FTA on the day and year first herein above written:

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**CITY AND COUNTY OF
SAN FRANCISCO**

By: _____

By: _____

Title: Contract Officer

Title: _____

Date: _____

Date: _____

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

ATTACHMENT I

ACCOUNTING & AUDIT GUIDELINES FOR AGREEMENTS WITH DEPARTMENT

INTRODUCTION

The purpose of this information is to outline for you, a potential contractor with the California State Department of Transportation (DEPARTMENT), and the basic elements of an adequate accounting system, and the types and objectives of audits that will be performed in relation to your contract. In order to successfully compete for a contract and meet the audit requirements, a contractor (whether a prime or subcontractor) must have a system of record keeping and internal control. Although a specific cost accounting system is not required, a contractor needs a system, which will assure compliance with the terms of the agreement. A preaward audit will be performed to assure you meet these requirements prior to contract execution. If your system is deficient, the contract will not be executed.

DEPARTMENT reimburses, through your overhead rate, the costs attributable to establishing and maintaining a cost accounting system.

Staff time and other costs related to an audit performed of your contract are also normally reimbursed through your overhead rate.

ACCOUNTING SYSTEM

Contractors (whether a prime or subcontractor) planning to contract with DEPARTMENT must have an accounting system which meets the following objectives:

- The ability to record and report financial data in accordance with generally accepted accounting principles.
- A system of record keeping to ensure that costs billed to DEPARTMENT are:
 - a. Supported by adequate documentation.
 - b. In compliance with the terms of the contract and applicable Federal and State regulations specified in the contract.
- A system of record keeping which ideally includes the following:
 - a. A General Ledger
 - b. Job cost ledger
 - c. Labor distributions
 - d. Time records
 - e. Subsidiary journals
 - f. Chart of accounts
 - g. Financial statements
- The ability to accumulate and segregate reasonable, allocable (incurred solely for a project) and allowable (per terms of the contract) costs through the use of a cost accounting system. The following are some of the attributes which would ideally be found in such a system:
 - a. A chart of accounts which includes indirect and direct general ledger accounts. Indirect costs are not specifically identified to a project, for example, rent and/or

utilities. Direct costs are specifically identified with a project, for example, drafting hours and/or design hours.

- b. Segregation of costs by contract, category of cost and milestones (if applicable).
 - c. Proper recording of direct and indirect costs. For example, recording of labor costs should provide that non-project indirect hours be recorded on a timesheet and in the accounting records to an administration, vacation, sick leave or other indirect cost account/code. Direct project hours should be recorded on a timesheet and in the accounting records to a direct project cost account/code.
 - d. Consistent accounting treatment of costs in recording and reporting. For example, if travel expense is charged directly to a project, all travel expense incurred on any project should be considered a direct cost. As a result, project related travel, whether reimbursable per the contract terms or not, should not be included as an indirect cost.
 - e. Ability to trace from invoices submitted to DEPARTMENT to job cost records and original, approved source documents, for example, timesheets, vendor invoices, canceled checks.
 - f. Ability to reconcile job cost records to the accounting records.
- Compliance with cost principles described in the Code of Federal Regulations 48, Federal Acquisition Regulations System (FAR), Chapter 1, Part 31. Information on how to obtain this regulation is described under "Audit Criteria" in this brochure.
 - Procedures to monitor and adjust projected overhead rates to actual rates.
 - Controls to ensure that written approval is obtained prior to any changes to the contract.
 - Procedures to retain accounting records and source documentation as required by the terms of the contract.
 - A system of internal control which provides reasonable assurance that assets are protected; financial data, records and statements are reliable; and errors and irregularities are promptly discovered, reported, and corrected. The elements of a system of internal control should include, but not be limited to, the following:
 - a. Separation of duties for proper protection of assets. Incompatible duties are those that place any person in a position to both perpetrate and conceal errors or irregularities in the normal course of business. For example, the person who writes checks should be different from the person who reconciles bank statements and the person who purchases goods should be different from the person who receives goods.
 - b. Limiting access to assets to only authorized personnel who require these assets in the performance of their assigned duties. For example, blank check stock should be locked in a safe when not in use.
 - c. Authorization and record keeping procedures which provide effective accounting control over assets, liabilities, revenues, and expenditures.
 - d. A system of practices to be followed in the performance of duties and functions. Such a system normally includes policies and procedures which establish the

purpose and requirements of the accounting system. For example, timekeeping practices should ideally provide for the following:

- Timesheets be prepared, signed, and dated by all employees.
 - Timesheets be completed in non-erasable ink.
 - Timesheet corrections be crossed-out and initialed by the employee.
 - Timesheets be signed by a supervisor as reviewed and retained on file as required by the contract.
- e. Personnel with skills and training commensurate with their responsibilities.
- f. A system of internal review. For example, bank reconciliations and travel expense claims should be reviewed approved and signed by a supervisor.

AUDITS

Contractors, whether a prime or subcontractor, performing under a negotiated contract with DEPARTMENT are subject to the following audits:

PREAWARD AUDITS

Prior to the award of a contract, the DEPARTMENT Audits and Investigations will conduct a preaward audit to determine if the contractor's accounting system is adequate to accumulate and segregate costs as detailed in the previous section and to determine if the proposed costs are reasonable. The audit alerts both the contractor and DEPARTMENT management to problems relative to the contractor's cost proposal and cost accounting system. Due to time constraints in the award process, your cooperation in scheduling the preaward audit with short notice will expedite the execution of your contract.

INTERIM AUDITS

Interim audits are performed on an as needed basis. During the preaward audit, if it is determined that the contractor's accounting system is new or minor deficiencies are noted, an interim audit is scheduled to determine that the system is functioning adequately to ensure that billed costs are supported and that any deficiencies were corrected. An interim audit may be requested by the

contract administrator or by DEPARTMENT management to address concerns during the course of the contract. Also, an audit manager may initiate an interim audit of a long duration contract to ensure that costs reimbursed to date are allowable.

POST AUDITS

Post audits of contracts are performed routinely after project completion. Post audits are performed to determine whether the costs claimed are allowable, allocable, reasonable, and in compliance with the Federal and State laws and regulations as well as the fiscal provisions stipulated in the contract. The examination includes reviews of applicable laws and regulations, the contract requirements and the contractor's internal controls systems. Audit tests of the contractor's accounting records and other auditing procedures considered necessary will also be performed. Applications of all audit procedures would also be governed by the individual contract under audit. Unsupported or unallowable costs are normally the result of weaknesses in the accounting system and will be reimbursed to DEPARTMENT.

To provide contractors with a procedure for obtaining prompt and equitable resolution to a dispute arising from a post-audit of a non-highway construction cost reimbursement contract, DEPARTMENT has established an Audit Review Committee (ARC). Information explaining the ARC should be found in your contract and/or as an attachment to the post-audit report.

AUDIT CRITERIA

For specific information regarding basic cost accounting systems and applicable State and Federal regulations, please see the following:

Code of Federal Regulations 48, Federal Acquisition Regulations System, Chapter 1, Part 31
This regulation contains cost principles and procedures for the pricing of contracts/subcontracts and the determination, negotiation, or allowance of costs. Contact:

Superintendent of Documents
Government Printing Office
Washington, DC 20402

Washington D.C. (202) 783-3238
San Francisco (415) 512-2770
Los Angeles (213) 239-9844

California State Administrative Manual

A reference source for statewide policies, procedures, regulations, and information. Contact:

Office of State Publishing
Department of General Services
(916) 445-2295

For review of the above references, contact your local library or the California State Library.

California State Library/Library and Courts Building
914 Capitol Mall
P. O. Box 942837
Sacramento, CA 94237-0001
Information: (916) 654-0261

For assistance in establishing an accounting system which will meet the objectives outlined in this brochure, you should contact an accountant and/or bookkeeper who is familiar with cost accounting systems.

DEPARTMENT is an affirmative action employer. Equal opportunity is offered to all regardless of race, color, creed, national origin, ancestry, sex, marital status, disability, religious or political affiliation, age or sexual orientation. Contractors that contract with DEPARTMENT are responsible for taking necessary and reasonable steps to achieve these same goals.

FILE NO. 090144

RESOLUTION NO.

1 [Apply For Caltrans Transportation Planning Grant.]
2

3 **Resolution authorizing the San Francisco Planning Department to apply for a planning**
4 **grant from the California Department of Transportation (Caltrans) for the purpose of**
5 **conducting a community design process for Cesar Chavez Street.**
6

7 WHEREAS, Caltrans has issued a call for project applications for the Fiscal Year 2009-
8 2010 Transportation Planning Grants program; and

9 WHEREAS, Transportation Planning Grants are intended to promote a balanced,
10 comprehensive, multi-modal transportation system; and,

11 WHEREAS, The "Environmental Justice: Context-Sensitive Planning Grant" is one of
12 four grant categories under the Transportation Planning Grants program; and,

13 WHEREAS, The "Environmental Justice: Context-Sensitive Planning Grant" is a
14 competitive grant that is available to the City and County of San Francisco from Caltrans; and,

15 WHEREAS, The "Environmental Justice: Context-Sensitive Planning Grant" is for an
16 amount up to \$250,000; and,

17 WHEREAS, The goals of the "Environmental Justice: Context-Sensitive Planning
18 Grant" are to improve mobility and accessibility, preserve the transportation system, support
19 the economy, enhance public safety and security, reflect community values, and enhance the
20 environment; and,

21 WHEREAS, The City and County of San Francisco has a Transit First policy; and,

22 WHEREAS, The City and County of San Francisco has a Complete Streets Ordinance;
23 and,

24 WHEREAS, The policies and goals of the City and County of San Francisco align with
25 the goals of the "Environmental Justice: Context Sensitive Planning Grant"; and,

1 WHEREAS, The San Francisco Planning Department has recently completed a
2 community led planning and design process for Cesar Chavez Street west of Highway 101;
3 and,

4 WHEREAS, Available funding did not allow for expansion of the community led
5 planning and design process for Cesar Chavez Street east of Highway 101; and,

6 WHEREAS, There is strong community support and identified need to conduct a
7 community planning and design process for Cesar Chavez Street east of Highway 101; now,
8 therefore, be it

9 RESOLVED, That the Director of the Planning Department, or a designee, is hereby
10 authorized and empowered to execute in the name of the City and County of San Francisco
11 all necessary applications, contracts, payment requests, agreements and amendments hereto
12 for the purpose of securing grant funds and to implement and carry out the purposes specified
13 in the grant application; and, be it

14 FURTHER RESOLVED, That the City and County of San Francisco authorizes the
15 submittal of an annual grant application or applications by the Planning Department to
16 Caltrans for all available grants and this resolution shall remain in effect for five (5) years.



City and County of San Francisco

Tails

Resolution

City Hall
Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 090344

Date Passed:

Resolution authorizing the San Francisco Planning Department to apply for a planning grant from the California Department of Transportation (Caltrans) for the purpose of conducting a community design process for Cesar Chavez Street.

March 24, 2009 Board of Supervisors ADOPTED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Duffy, Elsbernd, Mar, Maxwell, Mirkarimi

File No. 090344

I hereby certify that the foregoing Resolution was ADOPTED on March 24, 2009 by the Board of Supervisors of the City and County of San Francisco.

3/26/09

Date Approved

Angela Calvillo
Clerk of the Board

Mayor Gavin Newsom

**Cesar Chavez Street Community Design Plan
 Scope of Work**

Task 1: Project Startup

- Task 1.1:** Caltrans review and notice to proceed.
- Task 1.2:** Kickoff meeting with partner City agencies, including the SF Municipal Transportation Agency (SFMTA), the SF Department of Public Works (SFPDW), and the SF Public Utilities Commission (SFPUC).
- Task 1.3:** Contract with design, stormwater, and transportation consultants.
- Task 1.4:** Kickoff meeting with design, stormwater, and transportation consultants.
- Task 1.5:** Kickoff meeting with partnered community-based organizations (CBOs)

Deliverable	Documentation
Caltrans notice to proceed	Copy of contract
Kickoff meeting with partner Agencies	Meeting notes
Contract with design, storm water, and transportation consultants	Copy of contracts
Kickoff meeting with consultant team	Meeting notes
Kickoff meeting with CBO team	Meeting notes

Milestone 1: Kickoff meeting with consultant and CBO team.

Task 2: Compile Data

- Task 2.1:** Collect traffic volume, speed, and turning movements.
- Task 2.2:** Assemble other traffic related existing data, such as collisions.
- Task 2.3:** Assemble existing data from Department of Public Works and Public Utilities Commission with regards to right of way dimensions and specifications, subsurface utilities, areas of flood concern, and other storm water related information.

Deliverable	Documentation
Traffic volume, speed, & turning movements	Intersection by intersection analysis report
Summary of other available traffic data	Summary memo
Summary of other available data	Summary memo

Milestone 2: Summary memo of existing conditions

Task 3: Outreach Campaign and Plan Development

- Task 3.1:** Develop advertising and noticing strategy

Deliverable	Documentation
Outreach strategy	Summary memo

Task 3.2: Charrettes Round 1 – Vision and Goals

- Hold up to three focused charrettes partnering with selected CBOs. These, at a minimum, will include the resident’s association at the public housing developments, CC Puede, WalkSF, and the Bicycle Coalition. Meetings and discussion between groups will be emphasized.
- Include key agency staff, including DPW, MTA, and PUC
- Identify problems along corridor
- Develop circulation diagrams with transportation consultant
- Identify vision, goals and objectives

Deliverable	Documentation
Identify problems	Summary memo
Circulation diagram	Graphic illustration
Goals and objectives	Summary memo

Task 3.3: Develop Design Options

- Internal charrette with key agency staff
- Include transportation and storm water consultants

Deliverable	Documentation
Up to three design typologies	Graphic illustrations

Task 3.4: Traffic Engineering Analysis

- Hire traffic design consultant to provide technical and design recommendations on Cesar Chavez/Potrero/Bayshore/Highway 101 interchange

Deliverable	Documentation
Design recommendation	Summary report and graphic illustrations

Milestone 3: Design options

Task 3.5: Charrettes Round 2 – Exploring Design Options

- Hold up to three focused charrettes partnering with selected CBOs. These, at a minimum, will include the resident’s association at the public housing developments, CC Puede, WalkSF, and the Bicycle Coalition. Meetings and discussion between groups will be emphasized.
- Reiterate shared goals and objectives identified in Round 1
- Include key agency staff, including DPW, MTA, and PUC
- Explore up to three preliminary design typologies based on identified goals and objectives
- Explore tradeoffs
- Discuss and select preferred design typology

Deliverable	Documentation
Preliminary design typology options	Plans, sections, illustrations
Tradeoff exercise	Summary memo and illustrations
Goals and objectives	Summary memo

Task 3.6: Develop Preliminary Corridor Concept Drawings

- Apply chosen design typology to corridor
- Include key agency staff, including DPW, MTA, and PUC

Deliverable	Documentation
Preliminary corridor concept drawings	Plans, sections, illustrations

Milestone 4: Measured concept design (plans and sections) of preferred alternative

Task 3.7: Charrettes Round 3 – Discuss Corridor Improvement Plan

- Present and discuss corridor concept drawings
- Include key agency staff, including DPW, MTA, and PUC
- Solicit input and feedback from constituent groups

Deliverable	Documentation
Input on preliminary corridor concept drawings	Final memo

Task 3.8: Finalize Corridor Concept Drawings

- Using feedback gathered in Task 3.4, amend corridor plans, as appropriate
- Include key agency staff, including DPW, MTA, and PUC

Deliverable	Documentation
Final corridor concept drawings	Plans, sections, illustrations

Task 3.9: Cost estimate and phasing

- Create preliminary cost estimate
- Develop recommended phasing strategy

Deliverable	Documentation
Cost estimate	Copy of estimate
Phasing strategy	Summary memo

Task 3.10: Public Open House

- Present final corridor concept drawings

Deliverable	Documentation
Final public open house	Summary memo and photographs

Milestone 5: Final community outreach meeting

Task 4: Implementation Strategy and Endorsement

Task 4.1: Develop implementation strategy.

Task 4.2: Present final plan for official endorsement.

Deliverable	Documentation
Implementation strategy	Summary memo

Milestone 6: Implementation strategy

Task 5: Administration

Task 5.1: Monitor ongoing progress of project and contract management

Task 5.2: Act as fiscal manager for project, including providing invoicing and ensuring proper documentation of expenditures and timely use of funds. Report quarterly on milestone completion to District project manger.

Deliverable	Documentation
Monitoring of project and contract management	Provide complete quarterly reports to District project manager
Act as fiscal manager	Copies of invoices
Quarterly reports	Reports submitted to Caltrans



SAN FRANCISCO PLANNING DEPARTMENT

March 25, 2009

Emmanuel Mekwunye
Environmental Justice: Context Sensitive Planning
Caltrans District 4
111 Grand Avenue
Oakland, CA 94612

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Re. Environmental Justice: Context Sensitive Planning Grant FY 09/10

Dear Mr. Mekwunye:

The San Francisco Planning Department is pleased to submit a grant application to the California Department of Transportation from the FY 2009/10 Environmental Justice: Context Sensitive Planning Program for the following project:

\$250,000 Cesar Chavez Street Community Design Plan

We are pleased to have support from State Senator Mark Leno and State Assemblymember Tom Ammiano. We are also pleased to have support from Mayor Gavin Newsom, San Francisco Supervisor Sophie Maxwell, the San Francisco Municipal Transportation Agency, the San Francisco Department of Public Works, the Bay Area Rapid Transit District, WalkSF, the San Francisco Bicycle Coalition, CC Puede, the San Jose/Guerrero Coalition to Save our Streets, and Livable City.

If you have any questions regarding our application please contact Andres Power of my staff at 415-558-6384 or Andres.Power@sfgov.org. Thank you for your consideration of our application for this important work. We look forward to hearing from you.

Sincerely,

John Rahaim
Director of Planning

FY 2009-10 ENVIRONMENTAL JUSTICE: CONTEXT-SENSITIVE PLANNING APPLICATION

An electronic version of this application is available at the following web site:

<http://www.dot.ca.gov/hq/tpp/grants.html>

- ✓ Application length – 20 page maximum – includes all documents **except** letters of support
- ✓ Double spaced, 12 pitch font
- ✓ No binding, use one staple

Required documents

- Signed Application, Scope of Work (see Question 8 on page 20), Project Timeline, Local Resolution, map of project area, digital photographs of project area (when applicable). Failure to include any of these required documents may result in reduced application score.

Submit five signed hard copies and one electronic copy on a CD (Microsoft Word and Excel) of the entire Application and all documents, including the Required Documents listed above.

PROJECT TITLE	Cesar Chavez Community Design Plan
PROJECT LOCATION (city(ies) and county(ies))	City and County of San Francisco

		APPLICANT				SUB-RECIPIENT(S)*				
Organization	San Francisco Planning Department									
Contact Person (include salutation and title)	Mr. Andres Power, Urban Designer									
Mailing Address	1650 Mission Street, Suite 400									
City	San Francisco									
Zip Code	94103									
E-mail Address	Andres.Power@sfgov.org									
Telephone Number	Area Code	415	Number	558-6384	Area Code		Number			

FUNDING INFORMATION	
Grant Funds Requested	\$250,000
Local Match (See sample calculation on Page 14)	
Cash	\$25,000
In-Kind	\$10,000
Source of Local Match	San Francisco City and County General Fund
Other Funding	
Total Project Cost	\$285,000
LEGISLATORS IN PROJECT AREA	
State Senator(s) (name and district)	Assembly Member(s) (name and district)
Mark Leno (District 3)	Tom Ammiano (District 13)

Attach additional pages if necessary (this attachment will not be included in the 20 page maximum).

☞ Enter answers in the area provided below each question

☞ Points that will be used for scoring are included as part of each question. (100 points possible)

1. Project Summary (maximum of 60 words) (5 points)

A. Briefly summarize project.

Begin typing here:

The Cesar Chavez Street Community Design Plan will develop a community vision for a truly multi-modal complete street that enhances pedestrian and cyclist connections, encourages economic development in an underserved community, provides a coherent and usable jobs/housing transportation connection, develops neighborhood relationships, and promotes ecological performance along this important corridor between the Mission and Bayview neighborhoods.

2. Project Description (maximum of 1 page) (15 points)

A. Define the project (5 points)

B. Briefly describe the project area (e.g. urban/rural/suburban setting, geographic characteristics, location, etc. (5 points)

C. List the project's anticipated accomplishments and final deliverables. (5 points)

Begin typing here:

A. The Cesar Chavez Street Community Design Plan will partner with a variety of community groups representing residents, schools, youth, day laborers, local businesses and local industry, cyclists, pedestrian safety and environmental justice advocates (*please see listing of community partners under item #6*) to produce a community design plan for a new multi-modal Cesar Chavez Street including its interface with the highway 101-Cesar Chavez Street and highway 280-Cesar Chavez Street interchanges.

B. The Cesar Chavez Street corridor, from highway 101 to the west and highway 280 and 3rd Street to the east, is a highly urbanized part of San Francisco's Bayview District. With dense residential housing within a block or two of the corridor and a large public housing complex two blocks to the north, immediate fronting land use is primarily a mix of light industrial activities, including distribution of food items, produce, courier services, and the public works municipal yard, all rich sources of blue collar jobs (*please see land use map included in this application*). Cesar Chavez Street is primarily flat, and connects the

densely residential Mission District and the 24th Street BART station to well-paying, lower-skill jobs and the 3rd Street light rail and Caltrain public transportation corridors.

C. The Cesar Chavez Community Design Plan will coalesce an otherwise disparate network of community, transportation, and advocacy groups around a street that doesn't work for any of them and will produce a collective vision for a new Cesar Chavez Street that balances all users and sets the framework for future capital improvement in this otherwise underinvested part of the city. Policy statements and goals and objectives - developed by the community - and measured plans and cross-sections ripe for CEQA and regulatory review, and an implementation strategy will all be produced

3. Project Justification (maximum of 1 page) (10 points)

A. List and describe the problems and/or deficiencies that the project is attempting to address. (5 points)

B. Describe how the project will address the identified problems and/or efficiencies. (5 points)

Begin typing here:

A. At both the east and west ends of the project, complex grade-separated interchanges make pedestrian and cyclist connections exceedingly difficult and dangerous. Along the length of the corridor, multiple lanes of fast-moving traffic, long crossing distances, deficient crossing amenities, and narrow - even absent - sidewalks reflect a street that is hostile and discouraging to pedestrian movement: both a safety and economic viability issue for fronting businesses and local residents. For bicyclists, in addition to the degraded condition caused by the complex interchanges at both ends, multiple turn lanes, fast moving traffic, discontinuous bike lanes and merging traffic all come together to produce difficult and dangerous cycling conditions. And degraded connections for both bikes and pedestrians limit the viability of the corridor as a safe and attractive connection to otherwise rich public transit options. Over the past 5 years, there have been over 100 reported collisions along the corridor, including 7 involving pedestrians and 6 involving bicyclists, both historically underreported collision types. A complete lack of any greenery hampers the ecological performance of the corridor and heightens a sense of visual blight. Given that Cesar Chavez Street is a primary corridor through

a neighborhood that is disproportionately poor and of color, its current degraded condition raises issues of environmental justice and social equity.

B. The Cesar Chavez Community Design Plan effort will begin with the above problem statements and add any additional issues identified by the participating stakeholder groups. The final design concept will be expected to address these problems and will provide design solutions that enhance pedestrian and bicycle safety and comfort while recognizing the important regional transportation requirements of the corridor for freight and other vehicular uses. The street design will also be expected to produce ecological enhancements for the neighborhood and reduce stormwater overflow into the combined sewer system. Ultimately, this effort will address the current problems of the street by providing a multi-modal, complete street solution to a corridor whose many current deficiencies emanate from the fact that it is neither a multi-modal or complete street.

4. Grant Program Objective (maximum of 1 page) (20 points)

A. Describe how the project addresses transportation and economic development issues in low-income, minority, Native American, and underserved urban and rural communities.

Within the highly urbanized study area, approximately 46% of the population is Latino (3 times the city average), approximately 20% of residents are at or below the poverty level (twice the city average), and more than half speak a language other than English at home. Cesar Chavez is a street currently designed to accommodate the needs of the automobile and the freight truck at the unnecessary expense of all other modes, including pedestrians and cyclists. Given its flat topography in an otherwise hilly part of the city, the corridor could be an attractive multi-modal connection between BART at its western end and Caltrain and Muni Metro light rail at its eastern end. The otherwise rich access to local, district, and regional transit options are effectively blocked off by a street that has few crosswalks, between five and six lanes of fast-moving traffic, two large and very complex grade-separated freeway interchanges, exceedingly

narrow or even non-existent sidewalks, sporadic bike facilities, and a complete lack of any other pedestrian and ecological amenities, such as lighting, landscaping, or street trees.

Recent and planned capital investments by the City extend along the periphery of the corridor, including a new community design and capital improvement plan for the portion of Cesar Chavez Street west of highway-101 and a new light-rail line on 3rd Street to the east of the corridor. This leaves the segment to be studied under this effort, approximately 1 mile in length, rich with possibilities but lacking of any community-supported plans for capital improvement.

The Cesar Chavez Community Design Plan will work to bring the many users of the street together to define a vision that provides for the multi-modal and connection to transit needs of local residents and workers that will serve as the basis for guiding future investment. A series of development sites along the corridor would become significantly more attractive for new business and jobs once improvements guided by this plan are in place.

5. California Transportation Plan (CTP) Goals (maximum of 2 pages) (10 points)

Address two or more of the following CTP Goals:

- A. Improve Mobility and Accessibility: Expanding the system and enhancing modal choices and connectivity to meet the State's future transportation demands.

This effort will look to maximize improvements for pedestrians, cyclists, and transit riders. Given strong local, district, and regional transit options at either end of the corridor, this effort will look to improve pedestrian conditions so as to produce a viable, safe, and attractive connection to transit.

Cesar Chavez Street is currently a designated bike route, although bike facilities are sparse.

Currently used by cyclists as a connection to Caltrain and to job centers in the biotech industries in South San Francisco, improving the biking conditions along the corridor and closing a significant gap in the bike network will likely significantly increase bike ridership.

- B. Preserve the Transportation System: Maintaining, managing, and efficiently utilizing California's existing transportation system.

Allocating additional right of way within this built out neighborhood is not possible. Therefore, more efficiently utilizing the existing right of way so as to equitably address the needs of all street users is essential. This community-led design process will look at Cesar Chavez Street and its interplay between two complicated freeway interchanges (highway-101 and highway-280) with the goal of better managing, through design, the multi-modal needs of the neighborhood.

- C. Support the Economy: Maintaining, managing, and enhancing the movement of goods and people to spur the economic development and growth, job creation, and trade—*Begin typing here.*

By defining a more attractive, more multi-modal corridor, the Cesar Chavez Design Plan will enhance economic activity and future economic development along the corridor. Given the fact that many small businesses and small light industrial uses are located along Cesar Chavez, the outreach plan includes a series of events partnered with Veritable Vegetables, a well-respected produce distributor located on Cesar Chavez Street, to explore how business needs can be advanced through an improved street design.

- D. Enhance Public Safety and Security: Ensuring the safety and security of people, goods, services and information in all modes of transportation—*Begin typing here.*

As mentioned previously, pedestrian, cyclist, and auto collisions are all too common along this corridor. The neglected state of the street also heightens a sense of visual blight, which has been proven to increase property damage and reduce property security. Through a rationalized design, with improved pedestrian facilities, such as lighting, better crossings, and increased “cues to care,” the community design effort, once implemented, will significantly enhance safety and security for all modes of transportation and adjacent properties.

- E. Reflect Community Values: Finding transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.

The Cesar Chavez Community Design Plan will involve a wide variety of community groups. These groups will include those who are active in street planning generally, such as bicycle and pedestrian advocates, but will also include historically underrepresented interests and neighborhood groups by partnering with a series of pre-existing organizations (see item 6 for details). The goal of this effort is to develop a design vision for the corridor that balances the many uses of the street, including multi-modal transportation, ecological improvement, and economic development needs.

- F. Enhance the Environment: Planning and providing transportation services while protecting our environment, wildlife, and historical and cultural assets—*Begin typing here.*

Cesar Chavez Street is the location of the historic Islais Creek. Water that once flowed through a riparian corridor is now channeled into the City's combined sewer system beneath the street. It is a goal of this project to develop a design that integrates low impact design (LID) features into the streetscape such that stormwater can permeate directly into the ground instead of contributing to combined sewer overflows into the Bay. In addition, a design that accommodates and encourages alternate transportation modes decreases the carbon footprint of the corridor.

6. Public Participation (maximum of 2 pages,) (20 points)

A. Identify the project stakeholders (i.e. low-income and minority communities, Native American Tribal Governments, other underrepresented groups, community-based organizations, and businesses affected by the project). (10 points).

B. Describe the outreach methods that will be used to reach the public and the project stakeholders with an emphasis of engaging traditionally under-represented communities. (10 points).

Begin typing here:

A. Project stakeholders include:

- *Neighborhood residents.* Immediate residents include those who live in the over 600 units of public housing at the Potrero Terrace and Potrero Annex housing developments as well as residents along the south slope of Potrero Hill and east slope of Bernal Hill, the eastern Mission district and the northern Bayview district. As described in the answer to question #4, the

surrounding neighborhood has a much higher poverty rate and has a greater Latino population than the city as a whole.

- *Day laborers.* The Cesar Chavez Street corridor is an active pickup and drop-off location for day laborers.
- *Fronting businesses.* Businesses are a mix of low scale production, distribution, and repair facilities, including mail services, produce distribution, and other uses.
- *Bicyclists and pedestrians.*
- *Vehicular drivers.*
- *Community based organizations.* These include: CC Puede and San Jose/Guerrero Coalition to Save Our Streets, both being active neighborhood groups which advocate for bike, pedestrian, and ecological improvements to Cesar Chavez Street; the San Francisco Day Laborer Center (located immediately north of the Cesar Chavez Street corridor); and other neighborhood groups such as the South Mission Neighborhood Association, the Precita Valley Neighborhood Association, and the Potrero Boosters Neighborhood Association.
- *Ecologists.* Groups such as A Living Library and Friends of the Urban Forest are intimately involved in greening, streetscape improvements, and overall enhancements to the ecological and hydrological performance of the city's streets – nearly 25% of the city's total land area – both through participatory activities.

B. In order to target all stakeholders, the Cesar Chavez Community Design Plan will partner with the above groups to conduct targeted outreach. While it is important to reach out to each target stakeholder, it is equally important to foster and promote shared priorities and to encourage dialogue between groups that otherwise do not often interact. Because a physical element, such as a street, is used by all constituent groups, albeit in different ways, a street redesign becomes an organizing principle through which collective participation becomes possible. The outreach for this project will be organized through leaders of the above mentioned organizations. The charrettes, while held by the City, will be cosponsored by the

organizations. Key stakeholder groups representing disadvantaged and traditionally under-represented communities, such as the Housing Authority, the Day Laborer Center, and CC Puede, have already expressed strong commitment to this sponsorship structure. Other groups, such as the San Francisco Bike Coalition, and Veritable Vegetables, a large produce distributor on Cesar Chavez, have also agreed to cosponsor events. At each charrette phase, the City will work with constituent groups to advertise events to their membership base. Flyers and advertisements in citywide and local newspapers will also be printed. The overall goal will be to move away from the 'silo' approach to community outreach and to instead organize as wide a cross-section of community members as is possible at *each* phase of the outreach process. Outreach events will occur at different locations and venues, further encouraging a wide participatory cross-section.

7. Project Implementation (maximum of 1 page,) (10 points)

A. Explain how the project and its deliverables will be applied (or carried forward) to the next stage/phase.

The Cesar Chavez Community Design Plan will provide a detailed, measured concept plan for the corridor, detailing community developed improvements to the right of way, lane configurations, crossings, and streetscape improvements, informed by new detailed speed, volume, and turning movement counts. A preliminary cost estimate will also be developed. The traffic counts, combined with the concept plan, will be the inputs for a preliminary environmental evaluation and any subsequent CEQA/NEPA analysis (outside scope).

With a concept plan in hand, funds for any required CEQA/NEPA analysis, detailed design work, and ultimate capital improvement can then be identified.

Topographic survey	Survey maps
--------------------	-------------

Milestone 2: Summary memo of existing conditions

Task 3: Outreach Campaign and Plan Development

Task 3.1: Develop advertising and noticing strategy

Deliverable	Documentation
Outreach strategy	Summary memo

Task 3.2: Charrettes Round 1 – Vision and Goals

- Hold up to three focused charrettes partnering with selected CBOs. These, at a minimum, will include the resident’s association at the public housing developments, CC Puede, WalkSF, and the Bicycle Coalition. Meetings and discussion between groups will be emphasized.
- Include key agency staff, including DPW, MTA, and PUC
- Identify problems along corridor
- Develop circulation diagrams with transportation consultant
- Identify vision, goals and objectives

Deliverable	Documentation
Identify problems	Summary memo
Circulation diagram	Graphic illustration
Goals and objectives	Summary memo

Task 3.3: Develop Design Options

- Internal charrette with key agency staff
- Include transportation and stormwater consultants

Deliverable	Documentation
Up to three design typologies	Graphic illustrations

Milestone 3: Design options

Task 3.4: Charrettes Round 2 – Exploring Design Options

- Hold up to three focused charrettes partnering with selected CBOs. These, at a minimum, will include the resident’s association at the public housing developments, CC Puede, WalkSF, and the Bicycle Coalition. Meetings and discussion between groups will be emphasized.
- Reiterate shared goals and objectives identified in Round 1
- Include key agency staff, including DPW, MTA, and PUC
- Explore up to three preliminary design typologies based on identified goals and objectives
- Explore tradeoffs
- Discuss and select preferred design typology

Deliverable	Documentation
Preliminary design typology options	Plans, sections, illustrations
Tradeoff exercise	Summary memo and illustrations
Goals and objectives	Summary memo

8. Project Management (10 points)

- A. List the Scope of Work (see page 32 for an example Scope of Work). The Scope of Work must include:
- What work is to be done: Provide an outline or general picture of services. List project tasks and identify any specific project deliverables. Also, list milestones for major tasks that mark the completion of a work package or phase.
 - Who is responsible for what tasks: Discuss the roles and responsibilities of agency staff and consultant contractors.
 - When the work is to be done: Provide schedule information for the services that will be required.

Begin typing here:

Cesar Chavez Street-East Community Design Plan SCOPE OF WORK

Task 1: Project Startup

- Task 1.1:** Caltrans review and notice to proceed.
- Task 1.2:** Kickoff meeting with partner City agencies, including the SF Municipal Transportation Agency (SFMTA), the SF Department of Public Works (SFPDW), and the SF Public Utilities Commission (SFPUC).
- Task 1.3:** Contract with design, stormwater, and transportation consultants.
- Task 1.4:** Kickoff meeting with design, stormwater, and transportation consultants.
- Task 1.5:** Kickoff meeting with partnered community-based organizations (CBOs)

Deliverable	Documentation
Caltrans notice to proceed	Copy of contract
Kickoff meeting with partner Agencies	Meeting notes
Contract with design, stormwater, and transportation consultants	Copy of contracts
Kickoff meeting with consultant team	Meeting notes
Kickoff meeting with CBO team	Meeting notes

Milestone 1: Kickoff meeting with consultant and CBO team.

Task 2: Compile Data

- Task 2.1:** Collect traffic volume, speed, and turning movements.
- Task 2.2:** Assemble other traffic related existing data, such as collisions.
- Task 2.3:** Assemble existing data from Department of Public Works and Public Utilities Commission with regards to right of way dimensions and specifications, subsurface utilities, areas of flood concern, and other stormwater related information.
- Task 2.4:** Site topographic survey.

Deliverable	Documentation
Traffic volume, speed, & turning movements	Intersection by intersection analysis report
Summary of other available traffic data	Summary memo
Summary of other available data	Summary memo

Task 3.5: Develop Preliminary Corridor Concept Drawings

- Apply chosen design typology to corridor
- Include key agency staff, including DPW, MTA, and PUC

Deliverable	Documentation
Preliminary corridor concept drawings	Plans, sections, illustrations

Milestone 4: Measured concept design (plans and sections) of preferred alternative

Task 3.6: Charrettes Round 3 – Discuss Corridor Improvement Plan

- Present and discuss corridor concept drawings
- Include key agency staff, including DPW, MTA, and PUC
- Solicit input and feedback from constituent groups

Deliverable	Documentation
Input on preliminary corridor concept drawings	Final memo

Task 3.7: Finalize Corridor Concept Drawings

- Using feedback gathered in Task 3.4, amend corridor plans, as appropriate
- Include key agency staff, including DPW, MTA, and PUC

Deliverable	Documentation
Final corridor concept drawings	Plans, sections, illustrations

Task 3.8: Cost estimate and phasing

- Create preliminary cost estimate
- Develop recommended phasing strategy

Deliverable	Documentation
Cost estimate	Copy of estimate
Phasing strategy	Summary memo

Task 3.9: Public Open House

- Present final corridor concept drawings

Deliverable	Documentation
Final public open house	Summary memo and photographs

Milestone 5: Final community outreach meeting

Task 4: Implementation Strategy and Endorsement

Task 4.1: Develop implementation strategy.

Task 4.2: Present final plan for official endorsement.

Deliverable	Documentation
Implementation strategy	Summary memo

Milestone 6: Implementation strategy

Task 5: Administration

Task 5.1: Monitor ongoing progress of project and contract management

Task 5.2: Act as fiscal manager for project, including providing invoicing and ensuring proper documentation of expenditures and timely use of funds. Report quarterly on milestone completion to District project manger.

Deliverable	Documentation
Monitoring of project and contract management	Provide complete quarterly reports to District project manager
Act as fiscal manager	Copies of invoices
Quarterly reports	Reports submitted to Caltrans

Proposed Budget

	Grant funds	Other funds and in-kind
San Francisco Planning Department	\$105,000	\$35,000
San Francisco Municipal Transportation Agency	\$60,000	
San Francisco Department of Public Works	\$60,000	
Traffic Consultant	\$15,000	
Stormwater Consultant	\$10,000	

TOTAL PROJECT BUDGET: \$285,000

If selected, your application will become the foundation of the contract with the Department.

To the best of my knowledge, all information contained in this proposal is true and correct. If awarded a grant with the Department, I agree that I will adhere to the requirements and guidelines specified in this grant application.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-recipient)

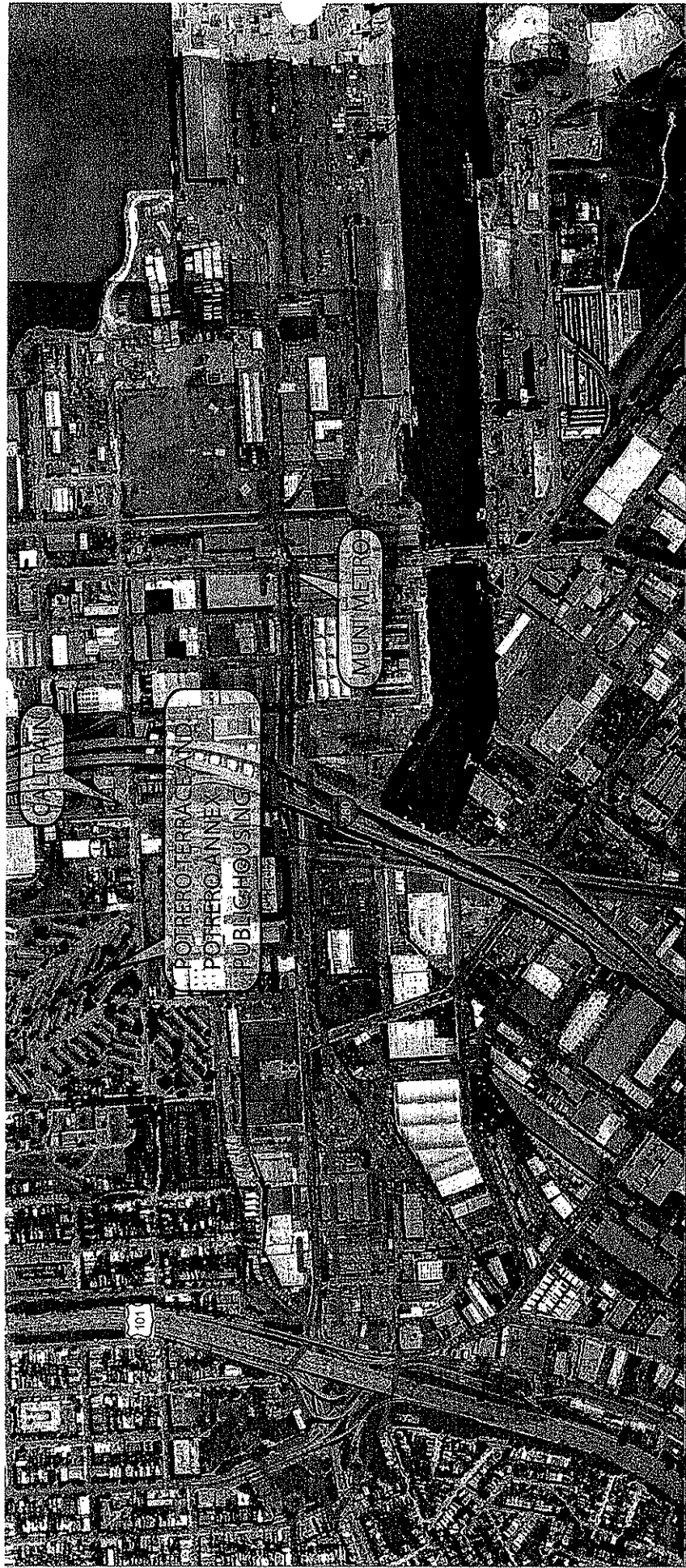
Print Name

Title

Date

SAN FRANCISCO

Cesar Chavez Street Corridor

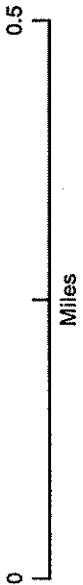


Context Map

----- PROJECT BOUNDARY

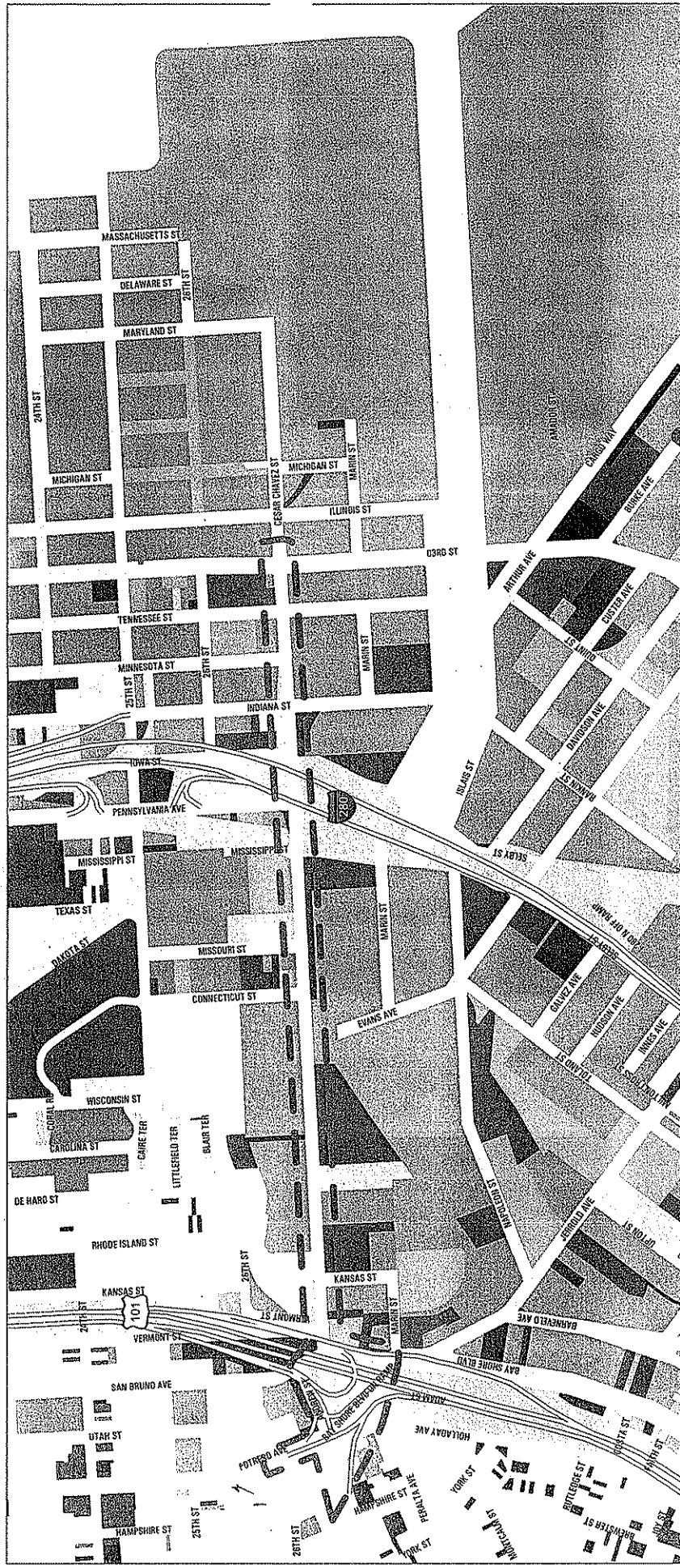
Cesar Chavez Design - Western Half
Design: Funded
Construction: \$6M of \$10M identified

Cesar Chavez Design - Eastern Half
Design: To be funded by this grant



SAN FRANCISCO

Cesar Chavez Street Corridor



Land Use

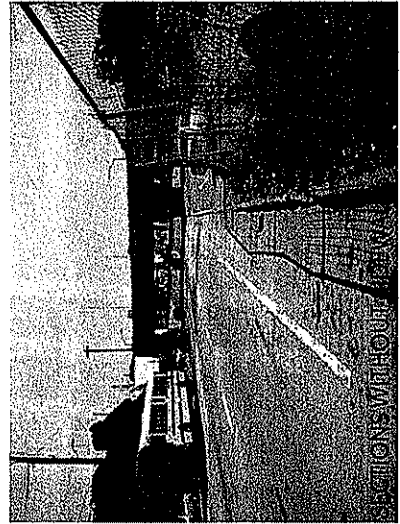
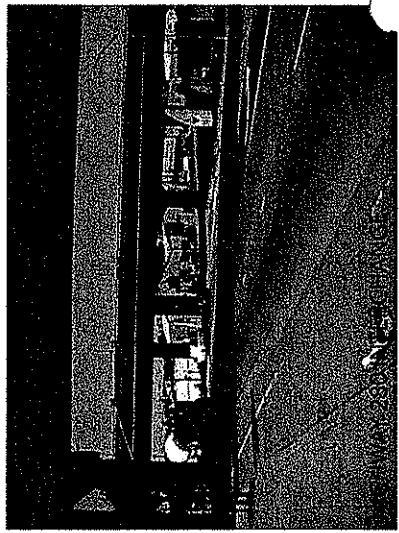
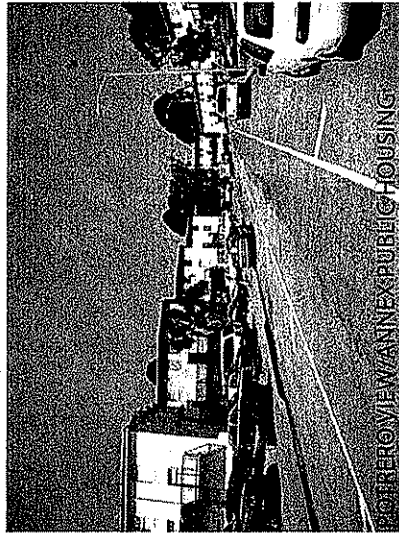
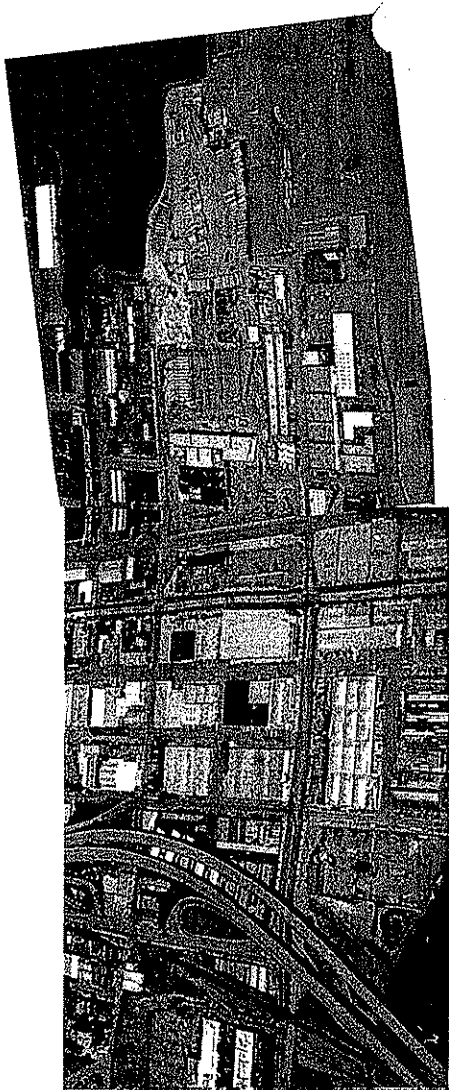
-  CIE
-  RESIDENT
-  MIPS
-  MIXED
-  MIXED W/
RESIDENTIAL
-  PDR
-  RETAIL/ENT
-  ROW
-  VACANT
-  OPENSOURCE
-  PROJECT AREA

CIE: Cultural, Institutional and Educational Services
 MIPS: Management, Information and Professional Services
 PDR: Production, Distribution and Repair Services (light industrial)
 ROW: Right-of-Way

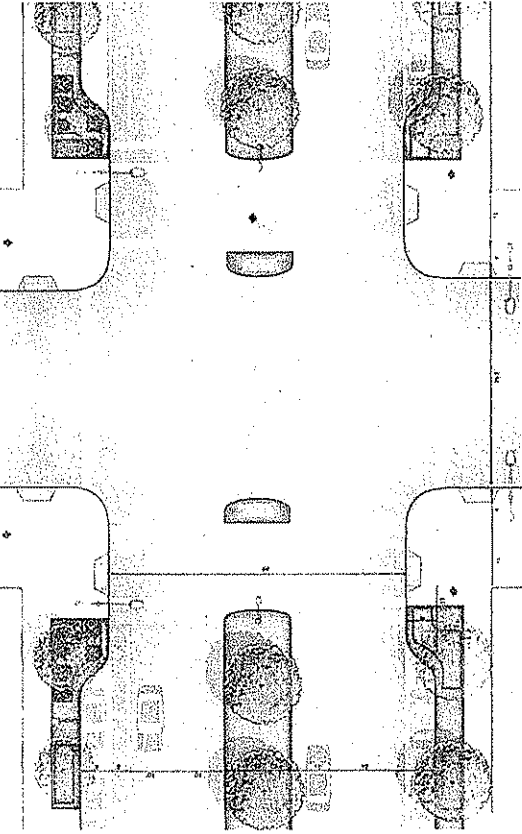
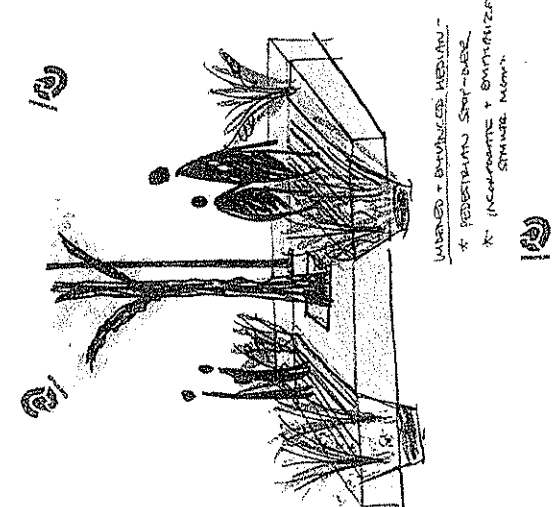
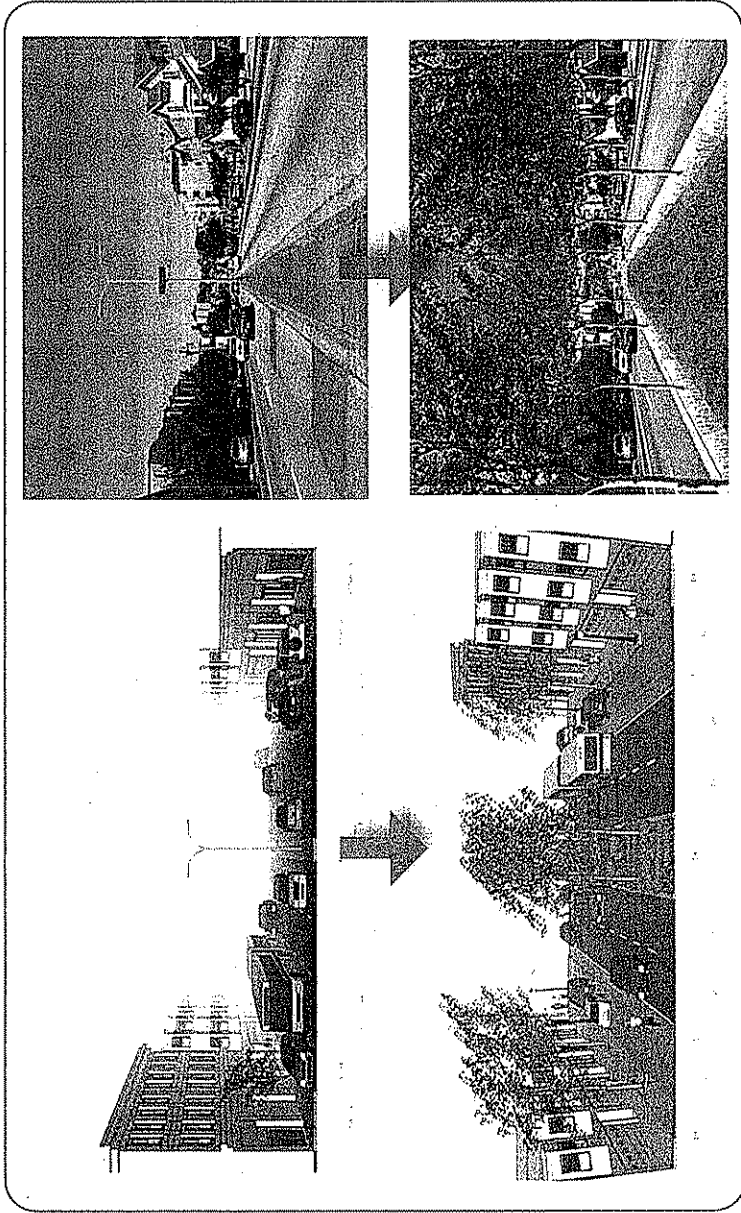
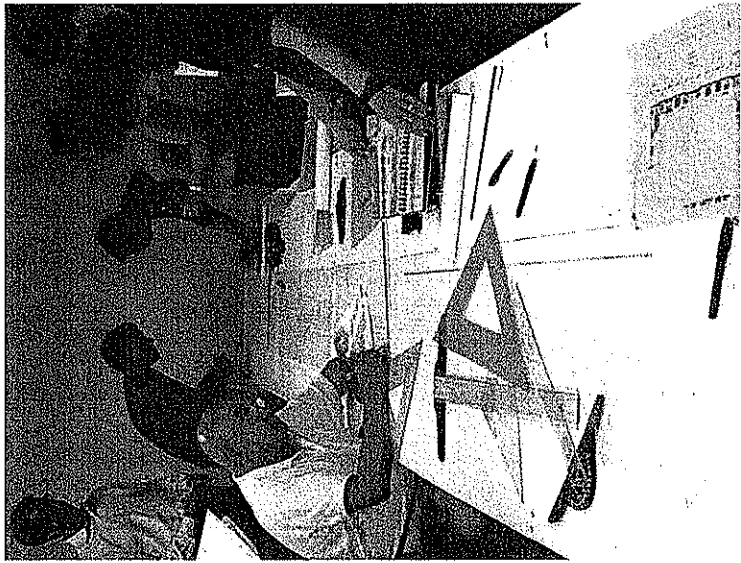


CESAR CHAVEZ STREET

Cesar Chavez Street Corridor



WEST CESAR CHAVEZ DESIGN PLAN



Excerpts from the recently completed corridor design for Cesar Chavez Street west of Highway 101. The proposal as contained in this grant application would develop a design strategy for Cesar Chavez Street east of Highway 101. The constituents along this part of the corridor, including blue-collar businesses and public housing residents, are traditionally less represented in street design efforts and will be targeted as part of the proposed outreach strategy.

1 [Apply For Caltrans Transportation Planning Grant.]
 2
 3 **Resolution authorizing the San Francisco Planning Department to apply for a planning**
 4 **grant from the California Department of Transportation (Caltrans) for the purpose of**
 5 **conducting a community design process for Cesar Chavez Street**
 6
 7 WHEREAS, Caltrans has issued a call for project applications for the Fiscal Year 2009-
 8 2010 Transportation Planning Grants program; and
 9 WHEREAS, Transportation Planning Grants are intended to promote a balanced,
 10 comprehensive, multi-modal transportation system; and,
 11 WHEREAS, The "Environmental Justice: Context-Sensitive Planning Grant" is one of
 12 four grant categories under the Transportation Planning Grants program; and,
 13 WHEREAS, The "Environmental Justice: Context-Sensitive Planning Grant" is a
 14 competitive grant that is available to the City and County of San Francisco from Caltrans; and,
 15 WHEREAS, The "Environmental Justice: Context-Sensitive Planning Grant" is for an
 16 amount up to \$250,000; and,
 17 WHEREAS, The goals of the "Environmental Justice: Context-Sensitive Planning
 18 Grant" are to improve mobility and accessibility, preserve the transportation system, support
 19 the economy, enhance public safety and security, reflect community values, and enhance the
 20 environment; and,
 21 WHEREAS, The City and County of San Francisco has a Transit First policy; and,
 22 WHEREAS, The City and County of San Francisco has a Complete Streets Ordinance;
 23 and,
 24 WHEREAS, The policies and goals of the City and County of San Francisco align with
 25 the goals of the "Environmental Justice: Context Sensitive Planning Grant"; and,

Supervisors Maxwell, Campos
BOARD OF SUPERVISORS

1 WHEREAS, The San Francisco Planning Department has recently completed a
 2 community led planning and design process for Cesar Chavez Street west of Highway 101;
 3 and,
 4 WHEREAS, Available funding did not allow for expansion of the community led
 5 planning and design process for Cesar Chavez Street east of Highway 101; and,
 6 WHEREAS, There is strong community support and identified need to conduct a
 7 community planning and design process for Cesar Chavez Street east of Highway 101; now,
 8 therefore, be it
 9 **RESOLVED**, That the Director of the Planning Department, or a designee, is hereby
 10 authorized and empowered to execute in the name of the City and County of San Francisco
 11 all necessary applications, contracts, payment requests, agreements and amendments hereto
 12 for the purpose of securing grant funds and to implement and carry out the purposes specified
 13 in the grant application; and, be it
 14 **FURTHER RESOLVED**, That the City and County of San Francisco authorizes the
 15 submission of an annual grant application or applications by the Planning Department to
 16 Caltrans for all available grants and this resolution shall remain in effect for five (5) years.
 17
 18
 19
 20
 21
 22
 23
 24
 25

Supervisors Maxwell, Campos
BOARD OF SUPERVISORS



City and County of San Francisco

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Tails
Resolution

File Number: 090344

Date Passed:

Resolution authorizing the San Francisco Planning Department to apply for a planning grant from the California Department of Transportation (Caltrans) for the purpose of conducting a community design process for Cesar Chavez Street.

March 24, 2009 Board of Supervisors — ADOPTED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell, Mirkarimi

File No. 090344

I hereby certify that the foregoing Resolution was ADOPTED on March 24, 2009 by the Board of Supervisors of the City and County of San Francisco.

3/26/09

Date Approved

Angela Calvillo
Clerk of the Board

Mayor Gavin Newsom

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4003

California State Senate

SENATOR
MARK LENO
THIRD SENATE DISTRICT



March 19, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice
Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh,

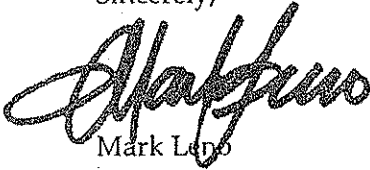
As the representative of California's 3rd Senate District, I write this letter in support of the Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

An innovative, multi-agency community-led design effort has recently been completed for Cesar Chavez Street west of highway 101. With wide and well-attended public participation, this effort has produced a reasonable and workable design. It includes pedestrian safety improvements, traffic calming, greening, and best practices in stormwater management, in a neighborhood that has for too long been physically divided by a street designed only for the automobile.

The Planning Department, joined collaboratively by the Municipal Transportation Agency and the Department of Public Works, proposes to extend this planning effort to the eastern half of Cesar Chavez Street. Both the Cesar Chavez/Highway 101 interchange and the approximately 1 mile segment of Cesar Chavez from the interchange to 3rd Street are currently designed to accommodate the needs of cars at the expense of all other modes of travel. This corridor is also disproportionately poor and of color, and within two blocks of one of the city's larger public housing developments.

Given Cesar Chavez's flat topography, access to local jobs, and strong connections to both local and regional transit options, there are few better locations for a multi-modal complete street that graciously accommodates the movement of pedestrians, cyclists, transit riders, and the needs of businesses. In view of the recent work completed for the western half of Cesar Chavez Street, I am confident that the Planning Department and its agency partners will engage the community to provide a vision for this important corridor. I support the Planning Department's application for this vital work.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Leno". The signature is fluid and cursive, with the first name "Mark" being more prominent and larger than the last name "Leno".

Mark Leno
Senator, 3rd District

ML: ad

Capitol Office
State Capitol
Sacramento, CA 95814
Phone: (916) 319-2013
Fax: (916) 319-2113

Assembly California Legislature

District Office
455 Golden Gate Avenue, Suite 14300
San Francisco, CA 94102
Phone: (415) 557-3013
Fax: (415) 557-3015
E-Mail Address

assemblymember.ammiano@assembly.ca.gov

Tom Ammiano
Assemblymember, Thirteenth District

March 23, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh:

As the representative of California's 13th Assembly District, I write this letter in strong support of the Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

The Planning Department, joined collaboratively by the Municipal Transportation Agency and the Department of Public Works, proposes to conduct a robust public design dialogue geared at fostering community involvement and identifying shared priorities for Cesar Chavez Street, from highway 101 eastward. The goal is to produce a collective vision that advances pedestrian and bicyclist safety, traffic calming, greening, and best practices in stormwater management technologies in order to provide a street that functions and is enjoyable for all users, not only the automobile.

The Planning Department proposes to partner with a variety of local community groups in order to develop a collective and shared vision for the corridor; a collective vision that reflects historically underrepresented groups such as residents of the Housing Authority developments of Potrero Hill. I have worked in the past with most of the community groups proposed as partners in this grant proposal, including CC Puede; a well-respected neighborhood group that has been active in promoting a redesign for Cesar Chavez Street. I admire the dedication to inclusiveness and drive to affect change that organizations like CC Puede will bring to this design effort.

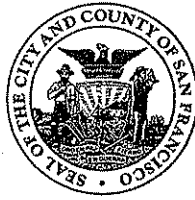
I strongly support the Planning Department's application and this important work.

Sincerely,



Tom Ammiano
Assemblymember, 13th District

Office of the Mayor
City & County of San Francisco



Gavin Newsom
Mayor

Astrid Haryati
Greening Director

March 26, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh,

As the City's Greening Director, I write this letter in strong support of the Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

The Planning Department, joined collaboratively by the Municipal Transportation Agency and the Department of Public Works, proposes to conduct a robust public design dialogue geared at fostering community involvement and identifying shared priorities for Cesar Chavez Street, from highway 101 eastward. The goal is to produce a collective vision that advances pedestrian and bicyclist safety, traffic calming, greening, and best practices in stormwater management technologies in order to provide a street that functions and is enjoyable for all users.

The Mayor's Office is committed to this effort and is excited at the possibility of extending the recently completed and widely attended public design effort for the western half of Cesar Chavez Street to the equally deficient eastern half of Cesar Chavez Street. We are also excited about the robust public outreach process that is being proposed, including partnership with the San Francisco Housing Authority and local merchants who use Cesar Chavez Street on a daily basis.

I strongly support the Planning Department's application and this important work.

Sincerely,

A handwritten signature in black ink, appearing to read "Astrid Haryati".

Astrid Haryati
Greening Director

Member, Board of Supervisors
District 10



City and County of San Francisco

SOPHIE MAXWELL

蘇菲妮亞(蘇菲)·馬克斯韋爾

March 23, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh,

I enthusiastically endorse the San Francisco Planning Department's application to Caltrans' Environmental Justice Context-Sensitive Planning Grant Program for the Cesar Chavez Street corridor.

Cesar Chavez Street is an important corridor through the northern Bayview and Mission Districts. It connects many of the City's key public transportation systems, including the Third Street Muni light rail, Caltrain, and BART. It is also an important street in the City's bicycle network as it is both relatively flat topographically in an otherwise hilly part of the City and is one of the few streets that has a connection through Highway 101.

Yet Cesar Chavez Street is currently designed only to promote the needs of cars, often at the expense of all other users. The Planning Department, partnered with the Municipal Transportation Agency and the Department of Public Works, have recently completed a well-attended public design process for Cesar Chavez west of Highway 101. This grant would allow those departments to extend this essential work east of highway 101.

I am encouraged to see a robust public dialogue process included in this project proposal – a process that will include residents of the Potrero Terrace and

Member, Board of Supervisors
District 10



City and County of San Francisco

SOPHIE MAXWELL

蘇菲妮亞(蘇菲)·馬克斯韋爾

Page 2

Potrero Annex public housing developments. I am also encouraged by the goal of including local businesses and industries that use the corridor every day. The project's aims of enhancing pedestrian and bicyclist safety and connections, traffic calming, greening, and stormwater improvements are laudable and reflect the idea that streets ought to be *complete streets*, addressing the needs of all users.

This is an important project for local residents and the City as a whole, and I strongly urge Caltrans to select this effort as a recipient of their grant program. If there is anything I can do to help with the grant application or its review, please do not hesitate to contact my office via phone (415) 554-7670 or email sophie.maxwell@sfgov.org.

A handwritten signature in cursive script that reads "Sophie Maxwell".

Sincerely,

Gavin Newsom | Mayor

Tom Nolan | Chairman

Rev. Dr. James McCray Jr. | Vice-Chairman

Cameron Beach | Director

Shirley Breyer Black | Director

Malcolm Heinicke | Director

Jerry Lee | Director

Bruce Oka | Director

Nathaniel P. Ford Sr. | Executive Director/CEO

March 25, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

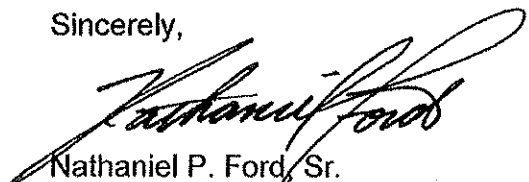
Dear Mr. Alumbaugh,

As the Executive Director/CEO of the San Francisco Municipal Transportation Agency (SFMTA), I support the Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

Over the past year, the SFMTA has teamed with the Planning Department and Department of Public Works (DPW) for what has been a well coordinated design effort for Cesar Chavez Street west of US101. Working closely with the community, this effort has produced a design that includes pedestrian and bicycle safety improvements, traffic calming elements, landscaping, and best practices in stormwater management. It also demonstrates how inter-agency coordination from the onset of a project, such as what is proposed in this application, can make for a more complete and construction-ready project.

Thus, the SFMTA plans to work with the Planning Department and DPW in a similar effort for the eastern half of Cesar Chavez Street. There is great potential for improving accommodation of pedestrians and bicyclists on the street, while also improving the streetscape for all users of Cesar Chavez. As this heavily traveled corridor runs between neighborhoods facing greater than average economic challenges and a higher percentage of minority groups, including those residing in the Potrero Hill public housing development nearby, it seems this Environmental Justice grant is most appropriate for this effort. We fully support the Planning Department's application for this vital work.

Sincerely,



Nathaniel P. Ford, Sr.
Executive Director/CEO



Gavin Newsom, Mayor
Edward D. Reiskin, Director



Phone: (415) 554-6920
Fax: (415) 554-6944
TDD: (415) 554-6900
www.sfgov.org/dpw

Department of Public Works
Office of the Director
City Hall, Room 348
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4645

March 25, 2009

John Rahaim
Director
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Rahaim:

As the Director of the San Francisco Department of Public Works, I write this letter in strong support of the City's joint application for the Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor from highway 101 to 3rd Street.

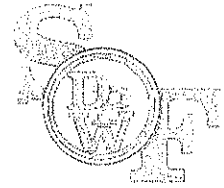
The Planning Department, along with the Department of Public Works and the Municipal Transportation Agency, proposes to conduct a robust public design effort, engaging a diversity of community, neighborhood, and citywide residents and users of the street to envision a new Cesar Chavez Street that accommodates all modes of travel in a way that provides an aesthetically pleasing, ecologically improved corridor through the northern Bayview District.

We are excited to continue the collaborative process that our three agencies began over a year ago in developing a widely celebrated plan for the western portion of Cesar Chavez Street. By engaging the various planning and implementing agencies from the onset of planning work; we have demonstrated that good design that is both forward-thinking and supported by a diverse constituency; addresses localized concerns but considers the overall corridor; and provides for the needs of pedestrians, bicyclists, transit riders, while accommodating private vehicular use.

The effort that would be funded under this grant would focus on the eastern portion of Cesar Chavez Street, engaging a different set of community stakeholders. Because this portion of the street passes through a more heterogeneous constituency that has less grass-roots leadership, this effort would include a more robust public outreach effort, partnering with various existing organizations, to ensure wide public participation in the development of the plan. Also, by

IMPROVING THE QUALITY OF LIFE IN SAN FRANCISCO

John Rahaim
Cesar Chavez St
March 25, 2009
Page 2 of 2



involving the same agencies who were involved in the design of the western section of the street, we will be able to ensure an overall transportation corridor that is both cohesive and complete.

I strongly support the Planning Department's application for this grant and the important work that grant would fund, and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Reiskin", is written over the word "Sincerely,".

Edward D. Reiskin
Director



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2008

March 25 2009

Gail Murray
PRESIDENT

Thomas M. Blalock, P.E.
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

David Alumbaugh
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco CA 94103

Re: application for an Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street by the San Francisco Planning Department

Dear Mr. Alumbaugh,

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carole Ward Allen
4TH DISTRICT

Zoyd Luce
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

As the elected BART Director representing over 350,000 residents in the 9th BART District, I am writing to express my enthusiastic support for the San Francisco Planning Department's application for an Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

The Cesar Chavez/ 101 interchange, as it is currently designed, presents a dangerous impediment to pedestrian, bicycle, and public transit connections between the central and eastern parts of San Francisco. San Francisco's topography and street layout make the north-south Potrero-Bayshore corridor and the east-west Cesar Chavez corridor critical connections for pedestrians, cyclists, and transit, but the current design of the interchange thwarts access to Downtown and Mission District jobs and transit connections, including BART, for residents of the City's Southeastern neighborhoods, as well as frustrating access to the waterfront and to southeastern San Francisco's jobs by residents of the Mission, Bernal Heights, and other neighborhoods in the heart of San Francisco.

San Francisco's Planning Department has developed a plan for Cesar Chavez Street west of the interchange, based on a thorough and inclusive community planning process. If realized, this plan will enhance walking and cycling access to Cesar Chavez, and makes the street a better and safer street to live along for the areas numerous residents, including the many residents of the area's permanently affordable housing. A similar planning effort several years ago developed a set of pedestrian, bicycle, and transit-priority improvements to Potrero Avenue, which were successfully implemented just a few years ago.

The Planning Department, proposes working with other city agencies, including the Municipal Transportation Agency and the Department of Public Works, to extend this effective multimodal planning to the eastern half of Cesar Chavez Street. Both the Cesar Chavez/Highway 101 interchange and the eastern portion of Cesar Chavez from 101 to 3rd Street were designed with no thought to bicycle, pedestrian, or transit access. Current bicycle and pedestrian connections are dangerous, but are nonetheless used by residents and workers who have no other practical routes around this interchange. Like the portion of Cesar Chavez west of 101, residents of the corridor are also disproportionately poor and of color, and the corridor serves one of San Francisco's largest concentrations of permanently affordable rental housing.

Improving east-west and north-south connections through this interchange will enhance access to jobs, housing, transit (including BART) and essential services for thousands of San Franciscans. You have my complete support in the Planning Department's efforts to improve this vital transportation link for all users.

Sincerely,

Tom Radulovich
Director, 9th BART District



March 25 2009

David Alumbaugh
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco CA 94103

Re: application for an Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street by the San Francisco Planning Department

Dear Mr. Alumbaugh,

On behalf of Livable City, I am writing to express my enthusiastic support for the San Francisco Planning Department's application for an Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

The Cesar Chavez/101 interchange is an essential connection for pedestrians, cyclists, and transit riders in San Francisco. Lying in the gap between two hills, it lies where the north-south Potero Avenue – Bayshore Boulevard corridor intersects east-west Cesar Chavez Street.

Bayshore and Potrero is an important north-south transit route in the city's recently completed Transit Effectiveness Project (TEP) and its 2003 Countywide Transportation Plan. This corridor links the city's southeastern neighborhoods – Bayview, Hunters Point, Portola, and Visitacion Valley, as well as Daly City's Bayshore neighborhood – to jobs, services (including General Hospital) and regional transit connections in the Mission, SoMa, and Downtown. Potero and Bayshore are also an important north-south bicycle corridor.

Similarly, Cesar Chavez is an essential east-west link, because of its flat topography. It affords residents of the City's central neighborhoods, including the Mission and Bernal Heights, access to jobs and shoreline recreation in the city's southeast, and allows residents of the southeast to access jobs, regional transit, and the cultural, retail, and services of the central part of the city.

Unfortunately, the US 101 intersection atop this crossroads has created a dangerous, dirty, and confusing barrier to walking, cycling, and public transport.

We were pleased to be part of the city's recent efforts to re-plan Cesar Chavez Street and Potrero Avenue as safe, effective, and accessible streets for pedestrians, cyclists, and transit riders. These plans, and the recent pedestrian, bicycle, and transit improvements to Potero Avenue, will be complemented by the proposed planning study of the Cesar Chavez-101 interchange. Finally, this daunting barrier can become a transportation link for the many low-income and transit-dependent residents who live in the immediately surrounding neighborhoods.

Sincerely,



Tom Radulovich
Executive Director



Livable City

Great Streets
Complete Neighborhoods

995 Market St.
Suite 1550
San Francisco
CA 94103

Tel 415.344.0489
Fax 415.431.2468
livablecity.org



March 9, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh,

Walk San Francisco is a pedestrian advocacy group that promotes walking as a safe and sustainable form of transportation. I write this letter in strong support of the Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

An innovative, multi-agency community-led design effort has recently been completed for Cesar Chavez Street west of highway 101. With wide and well-attended public participation, this effort has produced an implementable design for about half of the corridor. It includes pedestrian safety improvements, traffic calming, greening, and best practices in stormwater management, in a neighborhood that has for too long been physically divided by a street designed only for the automobile.

The Planning Department, joined collaboratively by the Municipal Transportation Agency and the Department of Public Works, proposes to extend this planning effort to the eastern half of Cesar Chavez Street. Both the Cesar Chavez/Highway 101 interchange and the approximately 1 mile segment of Cesar Chavez from the interchange to 3rd Street are currently designed to accommodate the needs of cars at the expense of all other modes of travel. This corridor is also disproportionately poor and of color, and within two blocks of one of the city's larger public housing developments.

Given Cesar Chavez's flat topography, access to local jobs, and strong connections to both local and regional transit options, there are few better locations for a multi-modal complete street that graciously accommodates the movement of pedestrians, cyclists, transit riders, and the needs of businesses. Capitalizing on the recent work completed for the western half of Cesar Chavez Street, I am confident that the Planning Department and its agency partners will engage the community to provide a vision for this important corridor. I strongly support the Planning Department's application for this vital work.

Sincerely,

A handwritten signature in cursive script that reads "Manish Champsee".

Manish Champsee
President



March 23, 2009

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Planning Department's application for the Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh:

I am writing on behalf of the 10,000 members of the San Francisco Bicycle Coalition to express our support for the San Francisco Planning Department's application for an Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor.

Cesar Chavez Street serves as San Francisco Bicycle Route 60 from Third Street to Sanchez Street, and has carried this official bike route designation in the city's General Plan for over a decade. Improvements for bicycle traffic on Cesar Chavez are badly needed and long overdue.

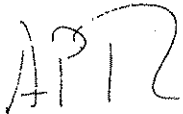
An innovative, multi-agency community-led design effort has recently been completed for Cesar Chavez Street west of Highway 101. With wide and well-attended public participation, this effort has produced an implementable design for about half of the corridor. It includes pedestrian safety improvements, traffic calming, greening, and best practices in stormwater management, in a neighborhood that has for too long been physically divided by a street designed only for the automobile.

The Planning Department, joined collaboratively by the Municipal Transportation Agency and the Department of Public Works, proposes to extend this planning effort to the eastern half of Cesar Chavez Street. Both the Cesar Chavez/Highway 101 interchange and the approximately one-mile segment of Cesar Chavez from the interchange to Third Street are currently designed to accommodate the needs of cars at the expense of all other modes of travel. This corridor is also disproportionately poor and of color, and within two blocks of one of the city's larger public housing developments.

Given Cesar Chavez Street's flat topography, access to local jobs, and strong connections to both local and regional transit options, there are few better locations for

a multi-modal complete street that graciously accommodates the movement of pedestrians, cyclists, transit riders, and the needs of businesses. Capitalizing on the recent work completed for the western half of Cesar Chavez Street, we are confident that the Planning Department and its agency partners will engage the community to provide a vision for this important corridor. We strongly support the Planning Department's application for this vital work.

Sincerely,

A handwritten signature in black ink, appearing to read 'APT2'.

Andy Thornley
Program Director
San Francisco Bicycle Coalition



March 20, 2009

David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Grant application for Cesar Chavez Street–East Community Design Plan

CC Puede is a community organization that has been working to make Cesar Chavez Street safer and more livable since summer 2005. During that time, we have met with groups sharing our concerns in the Mission, Bernal Heights, Noe Valley, Potrero Hill, and Bayview. A plan to improve the Cesar Chavez corridor west of the 101 freeway maze is well under way, and we are now turning our attention to the eastern segment. We welcome the news that the Planning Department is applying for a grant to study this area and create a design to improve conditions there.

One especially striking feature of the relationship between the eastern and western segments of Cesar Chavez and the neighborhoods demarcated by this street is their close proximity yet simultaneous sense of great distance. Because the 101 freeway maze is so hostile to pedestrians and cyclists, and because no easy path exists to travel between, say, the Mission and Bayview, these communities feel very far apart from one another, even though a 10-minute bike ride or half-hour walk can take you from the freeway to the central waterfront. The various communities in these neighborhoods thus have less contact with one another than could be the case if it were easier to travel on foot or bicycle. The lack of east-west Muni service exacerbates this sense of isolation.

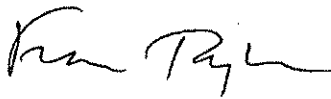
Resources in one neighborhood feel out of reach to others. For example, the Islais Creek Promenade between Indiana Street and the Bay could be a destination for families in Bernal Heights who'd like to stroll along some water. The Copra Crane at that site is a landmark for labor historians that could resonate with blue collar workers in the Mission. But these places now feel a million miles away. Similarly, the small produce and Latino specialty food markets along 24th Street in the Mission could offer an alternative to families living in Bayview if they were more accessible without a car. San Francisco General Hospital and St. Luke's are the only such facilities in the southern half of the city, and neither is easy to reach for residents of Bayview/Hunters Point.

Past proposals to relocate the Day Labor Program east of the freeway acknowledged this difficulty by admitting that a shuttle would be necessary to bring the workers, most of whom live in the Mission, to such a center. These controversial proposals seem to have faded, but the notion that "you can't get there from here" remains. Walking on Cesar Chavez, especially on the south side east of Evans, is a risky business. Where a sidewalk exists at all, it is at times only three feet wide, often with a pole stuck in the middle. How can families encourage their children to walk in such conditions?

Social isolation, physical danger, terminal ugliness, and moat-like barriers—these are the current conditions of Cesar Chavez Street east of the 101 freeway. This area is industrial and need not become a garden park, but its uses also need not condemn it to being a wasteland. The fact that many of the residents and workers affected by this corridor are people of color, immigrants, or working-class families suggests a willingness to dump excessive vehicular traffic onto underserved communities while skimping on solutions that could mitigate the effects of such traffic. Such an attitude invites charges of environmental racism.

CC Puede whole-heartedly supports the efforts of the Planning Department to improve pedestrian, transit, residential and workplace, and bicycling conditions on eastern Cesar Chavez and to open up the natural environment along this watershed. We look forward to working with our neighbors in Bayview and Potrero Hill to break down the barriers that separate our communities. This project could be a catalyst for closer relations among our neighborhoods.

Sincerely,

A handwritten signature in black ink, appearing to read "Fran Taylor". The signature is fluid and cursive, with a long horizontal stroke at the end.

Fran Taylor
Cochair, CC Puede

SAN JOSE/GUERRERO COALITION

To Save Our Streets

Mr. David Alumbaugh
Chief, Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

March 25, 2009

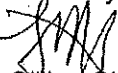
Application to Caltrans for an Environmental Justice Context-Sensitive Planning Grant for Cesar Chavez Street

Dear Mr. Alumbaugh:

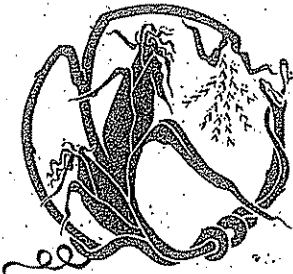
This letter is to express our strong support for your application for an Environmental Justice Context-Sensitive Planning Grant for the Cesar Chavez Street corridor. As a neighborhood group working to bring safer, more livable multi-modal transportation along San Jose Avenue and Guerrero Street, which connect the western half of Cesar Chavez Street to I-280, we are delighted that you seek to bring a special focus to pedestrian, bicycle and transit circulation to "the other half" of Cesar Chavez Street – the I-101 interchange and the mile or so from the interchange east to 3rd Street. Balancing the jobs/housing/transportation access across the entire corridor in a comprehensive fashion is decades overdue.

Following the nearly two-year multi-agency, community-led planning effort to redesign Cesar Chavez west of 101, we sincerely hope there is an opportunity to continue this effort through the complicated 101 interchange and east to 3rd Street. Cesar Chavez is currently both a hostile divider of San Francisco and a tremendous untapped connector of residents, businesses and transit. As a corridor disproportionately housing the poor and people of color, Cesar Chavez is also a prime candidate for reconnecting people to each other and jobs by encouraging walking, including walking to transit, as a healthy and convenient mode of transportation. We strongly support your work healing Cesar Chavez Street.

Sincerely,



Gillian Gillett
Co-Chair



March 25, 2009

David Alumbaugh
Chief of Citywide Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

VERITABLE
VEGETABLE
promoting sustainable agriculture
since 1974

Dear Mr. Alumbaugh:

Veritable Vegetable Inc. would like to express strong support for a community driven design effort to re-envision Cesar Chavez Street. As a longtime produce distribution business located on Cesar Chavez Street, employing close to 100 people, we are very familiar with the dangers and inconveniences of the street as it is currently configured.

Our trucks and our staff people – who travel by car, transit, bicycle and foot – are arriving and departing on Cesar Chavez Street 24 hours every day. We were made painfully aware of the pedestrian safety issues along this corridor when one of our staff people was hit by a car while trying to cross the street. The crossing directly in front of our building is unmarked, with multiple wide lanes of fast-moving traffic that almost always fails to yield right-of-way to pedestrians. Sidewalks in our area are often too narrow, making Cesar Chavez both unsafe and unattractive to walkers. Bicycle facilities are also deficient, as are green amenities such as pocket parks or large street trees.

We are confident that our participation in this design process with the Planning Department will ensure that the needs of our distribution business are accommodated. We agree that any improvements to Cesar Chavez Street must take into account its multifaceted use – residences, schools and community agencies, businesses and industry.

Our company is committed to sustainable business practices and being a positive force in the community. We thoroughly support a multi-modal redesign of Cesar Chavez Street as a way to encourage healthful and safe means of travel here, and are excited to be an active participant in this incredibly important effort.

Please feel free to contact Peggy da Silva, our Education and Training Manager, if you have any questions. Peggy can be reached at the number below or via e-mail at silva@veritablevegetable.com.

Thank you for spearheading this important application.

Sincerely,

1100 CESAR CHAVEZ
SAN FRANCISCO
CALIFORNIA
9 4 1 2 4

Mary Jane Evans
Chief Executive Officer

415 641.3500
FAX: 415 641.3505

