

File No. 180270

Committee Item No. 5

Board Item No. 9

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date April 26, 2018

Board of Supervisors Meeting

Date May 8, 2018

Cmte Board

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| <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 checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <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 checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input 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 type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

- | | | |
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| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Approved Grant Application</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | |
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Completed by: Linda Wong Date April 20, 2018
Completed by: Linda Wong Date Apr 30, 2018

1 [Accept and Expend Grant - Federal Highway Administration - Emergency Relief Program -
2 Address Severe Erosion Along O'Shaughnessy Boulevard - \$2,789,354]

3 **Resolution retroactively authorizing the Director of Public Works to act as the agent of**
4 **the City and County of San Francisco, as a non-state agency, to accept and expend**
5 **federal financial assistance under Public Law 93-288, as amended by the Robert T.**
6 **Stafford Disaster Relief and Emergency Assistance Act of 1988, from the United States**
7 **Department of Transportation Federal Highway Administration, and/or state financial**
8 **assistance under the California Disaster Assistance Act, for an amount not to exceed**
9 **\$2,789,354 to reimburse the local funds used to cover the 2017 emergency response**
10 **costs and pay for the federal share of the permanent restoration to address the**
11 **emergency condition of the severe erosion along O'Shaughnessy Boulevard.**

12
13 WHEREAS, Beginning on January 3, 2017, a storm system resulting from an
14 atmospheric river swept across California, bringing high winds, substantial precipitation, and
15 flooding; and

16 WHEREAS, Due to extreme drought conditions throughout the State of California, this
17 storm system caused dangerous flash flooding, erosion, and substantial mud and debris
18 flows; and

19 WHEREAS, This storm system caused damage to roads and highways throughout the
20 state; and

21 WHEREAS, On January 19, 2017, the Director of San Francisco Public Works issued
22 DPW Order No. 185632 declaring a local emergency as to the severe erosion of
23 O'Shaughnessy Boulevard; and

24 WHEREAS, On January 23, 2017, the Governor of California proclaimed that the California
25 Department of Transportation (Caltrans) request immediate assistance through the Federal

1 Federal Highway Administration's Emergency Relief Program, Title 23, United States Code,
2 Section 125, in order to obtain federal assistance for highway repairs or reconstruction for the
3 damages and erosion resulting from the storm system; and

4 WHEREAS, The Department of Public Works has applied to Caltrans and received
5 approval for O'Shaughnessy Boulevard to receive \$2,789,354 in federal funds; and

6 WHEREAS, The funding does not require an ASO amendment; and

7 WHEREAS, The budget includes indirect costs totaling \$531,736; now, therefore, be it

8 RESOLVED, By the Board of Supervisors of the City and County of San Francisco, that
9 the Director of Public Works is retroactively authorized to execute for and on behalf of the City
10 and County of San Francisco, a public entity established under the laws of the State of
11 California, the application to file in the Office of Emergency Services for the purpose of
12 obtaining certain federal financial assistance under Public Law 93-288, as amended by the
13 Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state
14 financial assistance under the California Disaster Assistance Act; and, be it

15 FURTHER RESOLVED, That the City and County of San Francisco, a public entity
16 established under the law of the State of California, authorizes its agent(s) to provide to the
17 State Office of Emergency Services for all matters pertaining to such state disaster assistance
18 the assurances and agreements required; and, be it

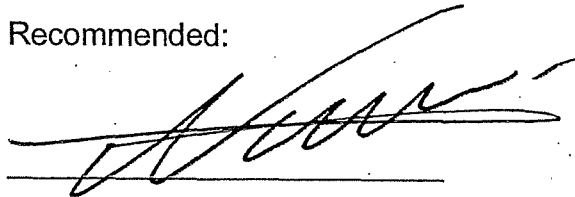
19 FURTHER RESOLVED, That the Director of Public Works or his or her designee is
20 retroactively authorized to act as the agent of the City and County of San Francisco, as a non-
21 state agency, to accept and expend federal financial assistance under Public Law 93-288, as
22 amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988,
23 and/or state financial assistance under the California Disaster Assistance Act to address the
24 emergency condition of the severe erosion along O'Shaughnessy Boulevard; and, be it
25

1 FURTHER RESOLVED, That the Director of Public Works or his or her designee is
2 retroactively authorized to execute all documents pertaining to the project with Caltrans; and
3 be it

4 FURTHER RESOLVED, That San Francisco Public Works, by adopting this resolution,
5 will commit \$307,040 in non-federal matching funds; and be it

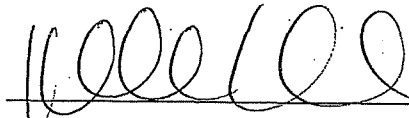
6 FURTHER RESOLVED, That this is a disaster specific resolution and is effective only
7 for disaster relief funds for O'Shaughnessy Boulevard authorized by congressional mandate
8 and subject to Title 23, United States Code Section 120(e).

9
10 Recommended:

11 
12 _____

13 Mohammed Nuru

14 Director of Public Works

10 Approved: 
11 for Mayor

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13 Approved: 
14 for Controller

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Mayor Farrell

BOARD OF SUPERVISORS

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<p>Items 4 and 5 Files 18-0269 and 18-0270</p>	<p>Department: General Services Agency - Department of Public Works (DPW)</p>
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EXECUTIVE SUMMARY

Legislative Objectives

- File 18-0269: Resolution authorizing the Department of Public Works (DPW) to (1) file an application to the MTC for \$19,346,000 OneBayArea Grant (OBAG) funds; (2) accept and expend \$19,346,000 OBAG funds; (3) commit to providing \$19,277,000 in matching funds; and (4) state assurance to complete the projects.
- File 18-0270: Resolution retroactively authorizing DPW to accept and expend federal financial assistance under Public Law 93-288, as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, from the United States Department of Transportation Federal Highway Administration, and/or state financial assistance under the California Disaster Assistance Act, for an amount not to exceed \$2,789,354. DPW will commit \$307,040 in required matching funds to the grant of \$2,789,354.

Key Points

- The OneBayArea Grant Program (OBAG) projects include \$19,346,000 in federal funds for the following two projects submitted by DPW: (1) John Yehall Chin Safe Routes to School Project (\$3,366,000 in OBAG funds, \$436,000 in required local matching funds); and (2) Better Market Street Project (\$15,980,000 in OBAG funds, \$18,841,000 in required local matching funds)
- On January 19, 2017, DPW issued Order #185632 declaring a local emergency regarding the severe erosion on O’Shaughnessy Boulevard between Del Vale Avenue and Malta Drive, resulting from the January 2017 storm system. After Caltrans received the authority to use FHWA Emergency Relief Program funds for damages resulting from the storm, DPW requested and was approved to receive \$2,789,354 in federal funds for the emergency stabilization work at O’Shaughnessy Boulevard.

Fiscal Impact

- The total budget for the Better Market Street project is approximately \$503,704,591. Of this amount, \$34,821,000 will fund design costs to develop plans, specifications, and estimates for the Better Market Street project. The OBAG grant will fund \$15,980,000, and DPW will fund \$18,841,000 of the design costs. The total budget for the John Yehall Chin Safe Routes to School Project is \$4,200,000. Of this amount, \$3,802,000 will fund the construction of curb extensions and associated catch basin, structural, electrical, and water work at “high injury” intersections around the John Yehall Chin Elementary School. The OBAG grant will fund \$3,366,000, and DPW will contribute the additional \$436,000.
- The total budget for the Federal Highway Administration’s (FHWA) Emergency Relief Program grant for the O’Shaughnessy Boulevard project is \$3,096,394. The FHWA grant will fund \$2,789,354, and DPW will contribute an additional \$307,040.

Recommendations

- Amend File 18-0270 to correctly state that the required grant match is \$307,040.
- Approve File 18-0270 as amended, and File 18-0269.

MANDATE STATEMENT

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

BACKGROUND

OneBayArea Grant Program (File 18-0269)

In November 2015, the Metropolitan Transportation Commission (MTC) adopted the second cycle of the OneBayArea Grant Program (OBAG)¹, which will direct approximately \$42,300,000 to San Francisco over the next four years (FY2017-18 to FY2021-22). As the Congestion Management Agency (CMA)² for San Francisco, the San Francisco County Transportation Authority (SFCTA) issued a call for projects to select the San Francisco projects to be funded by this cycle of OBAG. Eligible project types are required to fit into one of the following programs: (1) transit expansion, reliability, and access improvements; (2) smart system management, transportation demand management, safety and streetscape improvements, safe routes to school; and (3) priority development area planning and implementation. In addition, at least 70 percent (or approximately \$30,000,000) of the OBAG funds must go toward projects that support priority development areas.

On July 25, 2017, the SFCTA Board adopted funding³ for three of six projects in San Francisco's OBAG program of projects, totaling \$21,493,000 in federal funds. On September 26, 2017, the SFCTA Board adopted funding for two more projects in San Francisco's program of projects, totaling \$17,980,000 million in federal funds. The adopted program of projects includes \$19,346,000 in federal funds for the following two projects submitted by the Department of Public Works (DPW):

- John Yehall Chin Safe Routes to School Project (\$3,366,000): To construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.

¹ Established in 2012, OBAG taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals.

² The Transportation Authority is the designated Congestion Management Agency for San Francisco and is required by state law to develop and adopt a Congestion Management Program to monitor activity on the transportation network and adopt plans for mitigating traffic congestion in the city.

³ SFCTA Board adopted OBAG funding for projects based on SFCTA staff recommendations. SFCTA staff screened projects based on the following Board-adopted screening and prioritization criteria: (1) Proximity to a Priority Development Area (PDA); (2) Proximity to a High-Impact Project Area; (3) Proximity to Communities of Concern (CoC); (4) Proximity to Bay Area Air Quality Management District (BAAQMD) CARE Community; (5) Proximity to PDA with an Affordable Housing Preservation and Creation Strategy; (6) Project Readiness; (7) Planning for Healthy Places; (8) Safety; (9) Multi-Modal Benefits; (10) Multiple Project Coordination; (11) Community Support; (12) Core Capacity; and (13) Alternate Funding Sources.

- Better Market Street Project (\$15,980,000): To completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.

Federal Highway Administration Grant (File 18-0270)

On January 23, 2017, the Governor of California, Jerry Brown, declared that a storm system resulting from an atmospheric river, combined with extreme drought conditions, caused dangerous flash flooding, erosion, and substantial mud and debris flows throughout the State of California. The Governor directed the California Department of Transportation (Caltrans)⁴ to request immediate assistance through the U.S. Department of Transportation Federal Highway Administration's (FHWA) Emergency Relief Program in order to obtain federal assistance for highway repairs and reconstruction for the damages and erosion resulting from the storm system.

On January 19, 2017, San Francisco's DPW had previously issued Order #185632 declaring a local emergency regarding the severe erosion on O'Shaughnessy Boulevard between Del Vale Avenue and Malta Drive, resulting from the storm system. After Caltrans received the authority to use FHWA Emergency Relief Program funds for damages resulting from the storm, DPW requested and was approved to receive \$2,789,354 in federal funds for the emergency stabilization work at O'Shaughnessy Boulevard.

The January 2017 storm system fractured and collapsed a previous stable rock outcropping at O'Shaughnessy Boulevard, resulting in dropped boulders and debris onto the boulevard, blocking the southbound lane. FHWA funds will be used for road clearing, removal of vegetation, scaling and removal of large loose rocks from the slope, road and slope stabilization at O'Shaughnessy Boulevard.

DETAILS OF PROPOSED LEGISLATION

The proposed resolutions would authorize the Department of Public Works (DPW) to accept and expend the following grants:

File 18-0269: Resolution authorizing DPW to (1) file an application to the MTC for \$19,346,000 OneBayArea Grant (OBAG) funds; (2) accept and expend \$19,346,000 OBAG funds; (3) commit to providing \$19,277,000 in matching funds; and (4) state assurance to complete the projects.

The \$19,346,000 in OBAG funds will fund the following two projects, as detailed below:

- John Yehall Chin Safe Routes to School Project (\$3,366,000 in OBAG funds, \$436,000 in required local matching funds): To construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall

⁴ Caltrans requests Emergency Relief Program funds from FHWA when an emergency event is declared. FHWA authorized Caltrans to use Emergency Relief Program funds for damages associated with the January 2017 storm.

Chin Elementary School. The grant performance period would be from March 2019 through October 2019.

- Better Market Street Project (\$15,980,000 in OBAG funds, \$18,841,000 in local matching funds): To completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. The grant performance period would be from April 2019 through December 2020.

DPW applied for the OBAG funds in April 2017. The OBAG grant funds require 11.47 percent local matching funds. The proposed match of \$19,277,000 is 99.6 percent of grant funds of \$19,346,000. According to Ms. Rachel Alonso, DPW Transportation Finance Analyst, the 99.6 percent match exceeds the required match of 11.47 percent because construction projects, especially large projects like Better Market Street, are often overmatched and leverage multiple sources of funding. No grant funds have been spent to date.

File 18-0270: Resolution retroactively authorizing DPW to accept and expend federal financial assistance under Public Law 93-288, as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, from the United States Department of Transportation Federal Highway Administration, and/or state financial assistance under the California Disaster Assistance Act, for an amount not to exceed \$2,789,354. DPW will commit \$307,040 in required matching funds to the grant of \$2,789,354. The resolution should be amended to correctly state that the required match is \$307,040, rather than \$307,404 as written in the resolution.

The acceptance of the grant is retroactive because the emergency event (storm system) occurred in January 2017. Federal funds were approved in June 2017. According to Ms. Alonso, DPW submitted the proposed resolution approving the acceptance of the grant funds to the Board of Supervisors nine months after the grant funds were awarded because of administrative delays. The grant performance period is from January 2017 through May 2019. The project includes both Emergency Opening⁵ and Permanent Restoration⁶ work.

Emergency Opening work (\$419,495) is eligible for 100 percent federal reimbursement. \$419,495 in grant funds for the EO work has been spent to date.

Permanent Restoration work (\$2,676,899) is eligible for 88.53 percent federal reimbursement. The \$307,040 in matching funds meets the required 11.47 percent local match requirement for the PR work.

⁵ Emergency Opening work is defined as any repairs made during and immediately following a disaster that: 1) restores essential traffic, 2) minimizes the extent of damage, or 3) protects the remaining facilities.

⁶ Permanent Restoration work is repairs undertaken to restore the road to its pre-disaster condition.

FISCAL IMPACT

OneBayArea Grant Program (File 18-0269)

Better Market Street Project

The total budget for the Better Market Street project is approximately \$503,704,591. Of this amount, \$34,821,000 will fund design costs for project management, landscape architecture, and engineering staff to develop plans, specifications, and estimates for the Better Market Street project. The OBAG grant will fund \$15,980,000, and DPW will fund \$18,841,000 of the design costs. The source of \$18,841,000 for the Better Market Street project is Proposition A General Obligation Transportation Bond funds approved by San Francisco voters in November 2014. Table 1 below summarizes grant funding for the Better Market Street project.

Table 1. Better Market Street Project Grant Budget

Sources	
OneBayArea Program Grant (Cycle 2) ⁷	\$15,980,000
Proposition A General Obligation Transportation Bond (matching funds)	18,841,000
Total Sources	\$34,821,000
Uses	
Design ⁸	\$34,821,000
Total Uses	\$34,821,000

According to Ms. Alonso, DPW will not incur any ongoing project design costs once the grant funds expire.

John Yehall Chin Elementary Safe Routes to School Project

The total budget for the John Yehall Chin Safe Routes to School Project is \$4,200,000. Of this amount, \$3,802,000 will fund the construction of curb extensions and associated catch basin, structural, electrical, and water work at “high injury” intersections around the John Yehall Chin Elementary School. The OBAG grant will fund \$3,366,000, and DPW will contribute the additional \$436,000. The source of \$436,000 is Proposition K Sales Tax funds, which is a half-cent local sales tax for transportation that was approved by San Francisco voters in November 2003. Table 2 below summarizes grant funding for the John Yehall Chin Safe Routes to School Project.

⁷ OBAG Cycle 2 funds are for design phase only. Previous phases (planning and environmental) are funded by \$5.1 million General Fund, \$3.1 million Octavia Land Sales, \$1.0 million Market-Octavia Impact Fees, and \$17.5 million Prop A GO Transportation Bond. No construction phase funding has been allocated yet.

⁸ Design costs are for Project Management, Landscape Architecture and Engineering staff to develop plans, specifications, and estimates for the project. The end result will be a set of detailed drawings that can be advertised for a construction contractor to build.

Table 2. John Yehall Chin Safe Routes to School Project Grant Budget

Sources	
OneBayArea Program Grant (Cycle 2) ⁹	\$3,366,000
Proposition K Sales Tax (matching funds)	436,000
Total Sources	\$3,802,000
Uses	
Construction ¹⁰	\$3,802,000
Total Uses	\$3,802,000

According to Ms. Alonso, DPW will not incur any ongoing costs for the curb extensions and associated work once the grant funds expire.

Federal Highway Administration Grant (File 18-0270)

The total budget for the Federal Highway Administration’s (FHWA) Emergency Relief Program grant for the O’Shaughnessy Boulevard project is \$3,096,394. The FHWA grant will fund \$2,789,354, and DPW will contribute an additional \$307,040. The source of \$307,040 is DPW’s Street Structure Repair General Fund. Table 3 below summarizes grant funding for the FHWA Emergency Relief Program grant.

Table 3. O’Shaughnessy Boulevard Project: FHWA Emergency Relief Program Grant Budget

Sources	
FHWA Emergency Relief Program	\$2,789,354
DPW Street Structure Repair General Fund (matching funds)	307,040
Total Sources	\$3,096,394
Uses	
Design ¹¹	\$477,199
Construction ¹²	2,194,388
Construction Management ¹³	424,807
Total Uses	\$3,096,394

According to Ms. Alonso, the FHWA Emergency Relief Program grant funds will be used for road clearing, loose rock removal, as well as slope stabilization at O’Shaughnessy Boulevard. By performing this work, DPW aims to reduce the risk of additional rock fall in the area in order to

⁹ OBAG Cycle 2 funds are for construction phase only. Previous phases (planning, environmental, and design) were funded by \$358,000 in Active Transportation Program funds and \$40,000 in Proposition K Sales Tax funds.

¹⁰ The project will construct curb extensions and a raised crosswalk at intersections in the neighborhood surrounding 350 Broadway Street.

¹¹ Design costs are for engineers to develop plans, specifications, and estimates for the project. The end result will be a set of detailed drawings that can be advertised for a construction contractor to build.

¹² Construction costs include removal of vegetation, scaling and removal of large loose rocks, road clearing, and slope stabilization at O’Shaughnessy Boulevard.

¹³ Construction management costs are for a professional service that uses specialized, project management techniques to oversee a project, from its beginning to its end. The purpose of construction management is to control a project's time, cost and quality.

protect the general public that uses O'Shaughnessy Boulevard. In addition, DPW will not incur any ongoing costs once the grant funds expire.

RECOMMENDATIONS

Amend File 18-0270 to correctly state that the required grant match is \$307,040.

Approve File 18-0270 as amended, and File 18-0269.

File Number: 180270
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

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

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

1. Grant Title: Federal Highway Administration – Emergency Relief Program
2. Department: Public Works
3. Contact Person: Rachel Alonso Telephone: 415.554.4139
4. Grant Approval Status (check one):
[x] Approved by funding agency [] Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$2,789,354

Grant Contract ID	Project
TBD	O'Shaughnessy Boulevard

6. a. Matching Funds Required:
\$307,040
- b. Source(s) of matching funds (if applicable):
Emergency Repair General Fund
7. a. Grant Source Agency:
Federal Highway Administration (FHWA)
- b. Grant Pass-Through Agency (if applicable):
California Department of Transportation (Caltrans)
8. Proposed Grant Project Summary:
Reconstruction and repair of damages and severe erosion on O'Shaughnessy Boulevard resulting from January 2017 storm system.
9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Start-Date: 05/2018 End-Date: 05/2019
10. a. Amount budgeted for contractual services:
\$2,676,899
- b. Will contractual services be put out to bid?
Yes
- c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements?
No, because of restrictions regarding use of these federal funds.

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

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

b. 1. If yes, how much?
\$531,736

b. 2. How was the amount calculated?
Using SF Public Works division overhead rates.

c. 1. If no, why are indirect costs not included?

Not allowed by granting agency To maximize use of grant funds on direct services
 Other (please explain):

c. 2. If no indirect costs are included, what would have been the indirect costs?

12. Any other significant grant requirements or comments:

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

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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Existing Site(s) | <input type="checkbox"/> Existing Structure(s) | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s) | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s) |
| <input type="checkbox"/> New Site(s) | <input type="checkbox"/> New Structure(s) | |

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

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

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

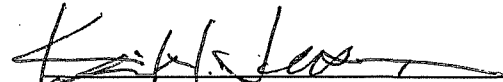
Comments:

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

Kevin Jensen
(Name)

Disability Access Coordinator
(Title)

Date Reviewed: DECEMBER 11, 2017

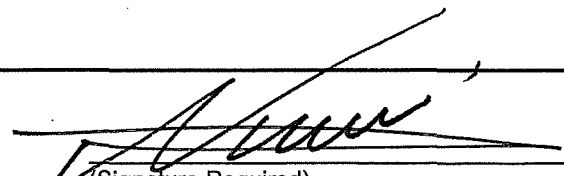

(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Mohammed Nuru
(Name)

Director, San Francisco Public Works
(Title)

Date Reviewed: 12/18/18


(Signature Required)

O'Shaughnessy Boulevard Project		
Federal Highway Administration - Emergency Relief Program		
<hr/>		
<u>Sources</u>		<u>Amount (\$1000)</u>
FHWA Emergency Relief Program	\$	2,789
General Fund	\$	307
Total Revenue:	\$	<u>3,096</u>
<u>Uses</u>		<u>Amount (\$1000)</u>
Design	\$	477
Construction	\$	2,194
Construction Management	\$	425
Total Cost:	\$	<u>3,096</u>

U.S. Department of Transportation Federal Highway Administration- California Division- Title 23 Damage Assessment Form (DAF)		DAF No. <u>LTP</u> - <u>SF</u> - <u>001</u> - <u>1</u>
Sheet # 1 of _____ Federal Project # EO ER - <u>TBD</u> ()		Disaster No. CA <u>17</u> - <u>2</u> PR ER - ()
Applicant City & County of San Francisco	County San Francisco Congressional districts <u>12</u>	Incident Date (mm/dd/yyyy) <u>01/10/2017</u> Inspection <u>01/12/2017</u>
Location of Damage:	Per Site <input checked="" type="checkbox"/> or <input type="checkbox"/> Per Mile	Federal-aid Highway? Y for yes, if no, ineligible for ER funds <input type="checkbox"/> Y
Name of Road/Bridge:	PM Begin: <u>37°44'19.34"N/122°26'33.43"W</u> PM Length: <u>390.00</u> PM End: <u>37°44'15.45"N/122°26'32.69"W</u> (in feet)	Map No <u>05131</u> Functional Classification Type: Other Principal Arterial Route # <u>n/a</u>
Road/Bridge Data:	Bridge No <u>n/a</u> Type: <u>n/a</u>	Forest Hwy? Y/N <input type="checkbox"/> N Interstate? Y/N <input type="checkbox"/> N
Traveled Way:	Width <u>2 x 12'</u> Type: PCC <input type="checkbox"/> AC <input checked="" type="checkbox"/> Gravel <input type="checkbox"/>	Existing ADT: <u>20,000</u>
Shoulder:	Width <u>3'SB 9'NB</u> Type: PCC <input type="checkbox"/> AC <input checked="" type="checkbox"/> Gravel <input type="checkbox"/>	
Description of Damage:	Fracturing and collapse of a previously stable rock outcropping which, following a storm event, dropped boulders and debris onto O'Shaughnessy Blvd., blocking the southbound lane.	

COST ESTIMATE				
Emergency Opening (EO)	Type of Repair	Description of Work	Cost Summary	
	EO- AGENCY FORCES CT Work Order #(s): _____ EA(s): _____	Road clearing for service restoration; construction management; project management		PE
CE				10,594
Construction				122,388
EO- CONTRACT EO EA(s): _____	Scale and remove all loose rocks from the slope, provide and install temporary tie-down of rocks too large to be scaled, and provide and place Jersey barriers and catchment fence, for facility protection		PE	11,800
			CE	49,213
			Construction	222,000
NOTE: Environmental documentation for EO is required. It is generally started after work has begun.			R/W	
			Subtotal Emergency Opening	
			\$419,495	
Permanent Restoration CPR	PR- CONSTRUCTION FA requires an approved PIF <input checked="" type="checkbox"/> Contract <input type="checkbox"/> FA PR EAs _____	Conceptual design includes rock bolting and wire mesh with scaling and a catchment system. Final design pending detailed engineering analysis.	PE	461,899
			CE	365,000
			Construction	1,850,000
NOTE: PRIOR AUTHORIZATION (APPROVED E-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION R/W & CONSTRUCTION			R/W	0
NOTE: Environmental clearance for permanent restoration is conducted through normal Federal-aid procedures			Subtotal Permanent Restoration	
			\$2,676,899	
Eligible	Signature	Date	PE Total	\$477,199
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Local Agency (if applicable): <u>Fernando Cisneros</u>	<u>5/25/17</u>	CE Total	\$424,807
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Caltrans: <u>[Signature]</u>	<u>6/7/17</u>	R/W Total	\$0
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	FHWA*: LANH T PHAN <small>Digitally signed by LANH T PHAN DN: cn=US, o=U.S. Government, ou=FHWA c=US, email=lanh.phan@dot.gov</small>		Construction Total	\$2,194,388
TOTAL ESTIMATE			\$3,096,394	

Agency sig. Name (print): Fernando Cisneros FHWA Sig. Name (print): Lanh Phan
 CT signature Name (print): Jimmy Panmai DAF Prepared by (print): Oliver Iberien

Original: Caltrans District Copies: FHWA, Division of Local Assistance(local roads), Federal Resources (state hwy), HQ Major Damage Engineer (state hwy)
 *Write "N/A" in FHWA signature block if the project has no Federal ER funding or Federal ER funding delegated to the State.
 FHWA Signature: REQUIRED for all Federal Funded State projects. REQUIRED for any Local Agency projects with 1) any BETTERMENT, 2) more than 2 ROW takes or 3) when paving is more than 50% of the Total Estimated Cost. Reminder: This DAF must be accompanied by photos of the damage.

U.S. Department of Transportation
Federal Highway Department - California Division - Title 23 - Emergency Relief
Betterment Justification Form (DAF)

Sheet No: 4 of 93
 DAF No: LTP-SF-001-1

ITEM	REPAIR IN-KIND				BETTERMENT			
	Rock scaling and rock tiedowns.				Rock bolting and wire mesh with scaling and a catchment system.			
	UNIT	QUANTITY	UNIT PRICE	COST	UNIT	QUANTITY	UNIT PRICE	COST
Preliminary Engineering	LS	1	\$ 15,300	\$ 15,300	LS	1	\$ 461,899	\$ 461,899
Construction Engineering	LS	1	\$ 59,825	\$ 59,825	LS	1	\$ 365,000	\$ 365,000
Construction - Slope Stabilization	LS	1	\$ 197,000	\$ 197,000	LS	1	\$ 1,850,000	\$ 1,850,000
Construction - Traffic Control	LS	1	\$ 74,000	\$ 74,000	LS	1		\$ -
Construction - Labor	LS	1	\$ 73,388	\$ 73,388	LS	1		\$ -
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TOTAL				\$ 419,513			\$ 2,676,899	

Cost to repair damage in the future (with betterment)	Asume minor repair every 5 years @ \$10,000 / event; Design Life = 50 years. Rock Debris Removal and Traffic Control \$2,000(P/F, 0.7%, 0,1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50)	\$ 86,180
Cost to repair damage in the future (without betterment)	Assume minor rockfall every 1 years @ \$10,000/event; Major rockfall annual probability of occurrence 19% at \$250,000/event; Large-scale slope failure annual probability of occurrence 1.25% at \$4,850,000 per event; Design life = 50 years; Minor+Major+Slope Failure \$118,125 (P/F, 0.7%, 0,1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50)	\$ 5,090,006
BENEFIT	<i>In this case, betterment is in addition to repair-in-kind so consider full betterment cost.</i> (Difference in future repair costs over equal life.)	\$ 5,003,826 \$ 4,903,826
COST	(Additional cost to repair the site as a result of adding the betterment.)	\$ 2,676,899 2,676,899
BENEFIT / COST	(A Benefit-Cost Ratio of less than 1.00 doesn't necessarily mean automatic rejection. If the Benefit-Cost Ratio is less than 1.00, a justification should be provided in the REMARKS section (provide additional pages, if necessary).)	1.87 1.82
REMARKS		



Edwin M. Lee
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
tel 415-554-6920

sfpublicworks.org
facebook.com/sfpublicworks
twitter.com/sfpublicworks
twitter.com/mrcleansf

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mohammed Nuru, Director of Public Works *MN*
DATE: December 15, 2017
SUBJECT: Accept and Expend Resolution for Federal Grant
GRANT TITLE: Federal Highway Administration – Emergency Relief Program

Attached please find the original and 4 copies of each of the following:

- Proposed grant resolution; original signed by DPW
- Grant information form, including disability checklist
- Grant budget
- Grant application

Departmental representative to receive a copy of the adopted resolution:

Name: Rachel Alonso (Rachel.Alonso@sfdpw.org)
Phone: 415.554.4139

Interoffice Mail Address: DPW, 1155 Market Street, 4th Floor

Certified copy required: Yes No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

Federal Highway Administration – Emergency Relief Program

On January 23, 2017, Governor of California, Jerry Brown, proclaimed that a storm system resulting from an atmospheric river, combined with extreme drought conditions, caused dangerous flash flooding, erosion, and substantial mud and debris flows throughout the State of California. The Governor directed the California Department of Transportation (Caltrans) to request immediate assistance through the Federal Highway Administration's Emergency Relief Program in order to obtain federal assistance for highway repairs and reconstruction for the damages and erosion resulting from the storm system.

San Francisco Public Works had previously issued, on January 19, 2017, Order #185632 declaring a local emergency regarding the severe erosion on O'Shaughnessy Boulevard, resulting from the storm system. Once Caltrans received the authority to use FHWA Emergency Relief Program funds for damages resulting from the storm, San Francisco Public Works requested and was approved to receive \$2,789,354 in federal funds.


The storm system fractured and collapsed a previous stable rock outcropping at O'Shaughnessy Boulevard, resulting in dropped boulders and debris onto the boulevard, blocking the southbound lane. FHWA funds will be used for road clearing, removing all loose rocks from the slope, temporary tie-down of rocks too large to be scaled, and providing and placing Jersey barriers and a catchment fence for facility protection.

For questions, please contact Rachel Alonso, San Francisco Public Works Transportation Finance Analyst at (415) 554-4139.

OFFICE OF THE MAYOR
SAN FRANCISCO




MARK FARRELL
MAYOR

TO:  Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mayor Farrell
RE: Accept and Expend Grant – Federal Highway Administration – Emergency Relief Program - \$2,789,354
DATE: March 20, 2018

Attached for introduction to the Board of Supervisors is a resolution retroactively authorizing the Director of Public Works to act as the agent of the City and County of San Francisco, as a non-state agency, to accept and expend federal financial assistance under Public Law 93-288, as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act to address the emergency condition of the severe erosion along O'Shaughnessy Boulevard.

Should you have any questions, please contact Andres Power (415) 554-5168.


2018 MAR 20 AM 11:20
CITY OF SAN FRANCISCO

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141