

File No. 190634

Committee Item No. 9

Board Item No. \_\_\_\_\_

### COMMITTEE/BOARD OF SUPERVISORS

#### AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date June 19, 2019

Board of Supervisors Meeting

Date \_\_\_\_\_

#### Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

#### OTHER (Use back side if additional space is needed)

- MTA Board of Directors Resolution No. 190521-053
- \_\_\_\_\_
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Completed by: Linda Wong Date June 14, 2019

Completed by: Linda Wong Date \_\_\_\_\_

1 [Accept and Expend Grant - State Transportation Development Act, Article 3 - Pedestrian and  
2 Bicycle Projects - \$972,338]

3 **Resolution authorizing the acceptance and expenditure of State Transportation**  
4 **Development Act, Article 3, Pedestrian and Bicycle Project funding for FY2019-2020, in**  
5 **the amount of \$972,338 which includes \$486,169 for Public Works and \$486,169 for the**  
6 **San Francisco Municipal Transportation Agency, for the term of July 1, 2019, through**  
7 **June 30, 2022.**

8  
9 WHEREAS, Article 3 of the Transportation Development Act (TDA), California Public  
10 Utilities Code Section 99230 *et seq.*, authorizes the submission of claims to a regional  
11 transportation planning agency for the funding of projects exclusively for the benefit or use of  
12 pedestrians and bicyclists; and

13 WHEREAS, The Metropolitan Transportation Commission (MTC), as the regional  
14 transportation planning agency for the San Francisco Bay region, has adopted MTC  
15 Resolution No. 4108, entitled "Transportation Development Act, Article 3, Pedestrian and  
16 Bicycle Projects," which delineates the procedures and criteria for submission of requests for  
17 the allocation of TDA Article 3 funding; and

18 WHEREAS, MTC Resolution No. 4108 requires that requests for the allocation of TDA  
19 Article 3 funding be submitted as part of a single, countywide coordinated claim from each  
20 county in the San Francisco Bay region; and

21 WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) and San  
22 Francisco Public Works (SFPW) desire to submit a request to MTC for the allocation of  
23 \$972,338 in FY2019-2020 TDA Article 3 Funds (TDA Funds) to support the projects and  
24 project categories described below, which are for the exclusive benefit or use of pedestrians  
25 or bicyclists; and

1 WHEREAS, The TDA Funds are to be expended from July 1, 2019, through June 30,  
2 2022; and

3 WHEREAS, In its TDA Article 3 Project Application, the SFMTA seeks \$486,169 of the  
4 TDA Funds for the engineering, construction, maintenance, and project management of  
5 pedestrian and bicycle improvements in San Francisco; and

6 WHEREAS, On April 10, 2019, the SFMTA, under authority delegated by the Planning  
7 Department, determined that acceptance of the TDA Funds is not defined as a "project" under  
8 the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of  
9 Regulations, Sections 15060(c) and 15378(b); a copy of the CEQA determination is on file  
10 with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference;  
11 and

12 WHEREAS, The SFMTA will not proceed with any project until there has been  
13 complete compliance with the requirements of CEQA (Public Resources Code Sections  
14 21000 et seq.) and the City's environmental quality regulations for each pedestrian and  
15 bicycle project; specifically, the SFMTA retains the absolute discretion to (1) modify the  
16 project to mitigate significant adverse environmental impacts; (2) select feasible alternatives  
17 which avoid significant adverse impacts of the project; (3) require the implementation of  
18 specific measures to mitigate the significant adverse environmental impacts of the project; (4)  
19 reject the project if the economic and social benefits of the project do not outweigh otherwise  
20 unavoidable significant adverse environmental impacts; or (5) approve the project upon a  
21 finding that the economic and social benefits of the project outweigh otherwise unavoidable  
22 significant adverse impacts; and

23 WHEREAS, On May 21, 2019, the SFMTA Board of Directors adopted Resolution  
24 No. 190521-053, authorizing the Director of Transportation (or his designee) to accept and  
25 expend \$486,169 of the TDA Funds for Vision Zero Bicycle and Pedestrian Improvements, as  
set forth in the TDA Article 3 Project Application; and

1           WHEREAS, SFPW has identified \$243,085 in work for the preliminary engineering and  
2 design of curb ramps to be constructed at various locations throughout San Francisco, as  
3 required by the federal Americans with Disabilities Act, to be funded from the TDA Funds; and

4           WHEREAS, SFPW has identified \$243,084 in work to repair damaged public  
5 sidewalks, curbs, gutters, and angular returns at various locations throughout San Francisco,  
6 to be funded from the TDA Funds; and

7           WHEREAS, SFPW's actions contemplated in this Resolution are part of the Better  
8 Streets Plan (Project), for which the City's Planning Department issued a Final Amended  
9 Programmatic Mitigated Negative Declaration (PMND) on September 17, 2010, under CEQA,  
10 finding that the Project could not have a significant effect on the environment; said PMND is  
11 incorporated herein by reference; and

12           WHEREAS, As stated in the Opinion of Counsel accompanying this Resolution, the  
13 SFMTA and SFPW are not legally impeded from submitting a request to the Metropolitan  
14 Transportation Commission for the allocation of TDA Article 3, nor are the SFMTA and SFPW  
15 legally impeded from undertaking the projects; and

16           WHEREAS, The SFMTA and SFPW have committed adequate staffing resources to  
17 complete the projects; and

18           WHEREAS, A review of the projects and project categories has resulted in the  
19 consideration of all pertinent matters, including those related to environmental and right-of-  
20 way permits and clearances, attendant to the successful completion of the projects; and

21           WHEREAS, Issues attendant to securing environmental and right-of-way permits and  
22 clearances for the projects have been reviewed and will be concluded in a manner and on a  
23 schedule that will not jeopardize the deadline for the use of the TDA funds being requested;  
24 and  
25

1           WHEREAS, The project categories are included in a locally approved bicycle,  
2 pedestrian, transit, multimodal, complete streets, capital improvement program, or other  
3 relevant plan; and

4           WHEREAS, Any project that is a bikeway will meet the mandatory minimum safety  
5 design criteria published in Chapter 1000 of the California Highway Design Manual; and

6           WHEREAS, As described in the budgets for the projects, the sources of funding other  
7 than TDA are assured and adequate for completion of the projects; and

8           WHEREAS, The projects within the project categories will be completed before the  
9 grant funds expire; and

10          WHEREAS, The SFMTA and SFPW agree to maintain, or provide for the maintenance  
11 of, the projects and facilities for the benefit of and use by the public; and

12          WHEREAS, SFPW's proposed grant budget includes indirect costs of \$179,159, and  
13 the SFMTA's grant budget includes indirect costs of \$206,601; and

14          WHEREAS, The projects and project categories have been reviewed by the Bicycle  
15 Advisory Committee of the City and County of San Francisco; now, therefore, be it

16          RESOLVED, That this Board of Supervisors authorizes the SFMTA and SFPW to  
17 accept and expend up to \$972,338 in state TDA Article 3 Funds for FY2019-2020 for the  
18 projects described above and to execute all required documents for receipt of such funds;  
19 and, be it

20          FURTHER RESOLVED, That a certified copy of this Resolution and its attachments,  
21 and any accompanying supporting materials shall be forwarded to the congestion  
22 management agency, countywide transportation planning agency, or county association of  
23 governments, as the case may be, of San Francisco for submission to MTC as part of the  
24 countywide coordinated TDA Article 3 claim.  
25

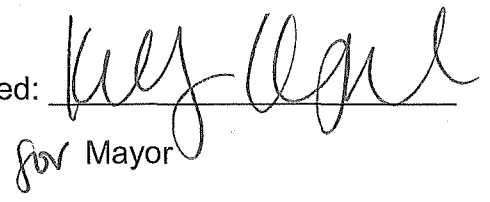
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Recommended:

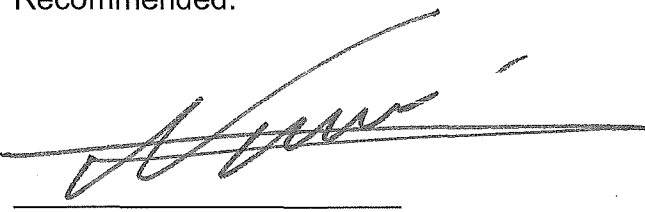


Edward D. Reiskin  
Director of Transportation, SFMTA

Approved:

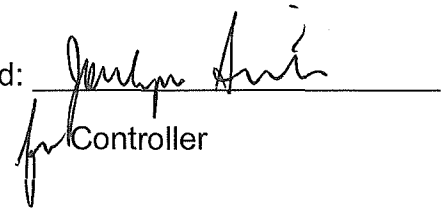
  
for Mayor

Recommended:



Mohammed Nuru  
Director, San Francisco Public Works

Approved:

  
for Controller

**File Number:** 190634  
(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: State Transportation Development Act (TDA), Article 3
- 2. Department: Municipal Transportation Agency and Public Works
- 3. Contact Person: Oscar Quintanilla Telephone: 415.554.5847
- 4. Grant Approval Status (check one):  
[ ] Approved by funding agency [X] Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$972,338 (\$486,169 for PW, \$486,169 for MTA)

Grant Contract ID	Department	Project
TBD	SFMTA	Vision Zero Bicycle and Pedestrian Improvements
TBD	SF Public Works	Curb Ramps
TBD	SF Public Works	Public Sidewalk Repair

- 6. a. Matching Funds Required:  
\$0
- b. Source(s) of matching funds (if applicable):  
Not Applicable
- 7. a. Grant Source Agency:  
Metropolitan Transportation Commission
- b. Grant Pass-Through Agency (if applicable):  
Not Applicable

8. Proposed Grant Project Summary:  
SFMTA: Design, engineering, construction, maintenance, and project management of pedestrian and bicycle projects  
  
SFPW: Preliminary engineering (planning and design) of curb ramps for compliance with the Federal Americans with Disabilities Act; Public sidewalk, curb, gutter, and angular return repair, reconstruction, and replacement.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:  
Start-Date: 07/2019 End-Date: 06/2022

10. a. Amount budgeted for contractual services:  
None

- b. Will contractual services be put out to bid?  
Not Applicable
- c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements?  
Not Applicable
- d. Is this likely to be a one-time or ongoing request for contracting out?  
Not Applicable

11. a. Does the budget include indirect costs?  
 Yes (DPW and MTA)                       No

b. 1. If yes, how much?  
 SFMTA:            \$206,601  
 SFPW:            \$179,159

b. 2. How was the amount calculated?  
 SFMTA:            FY18/19 department overhead rate  
 SFPW:            FY19/20 indirect cost plan

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?  
 Not Applicable

12. Any other significant grant requirements or comments:  
 Not applicable



**\*\*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 checked="" 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: 6 MAY 2019

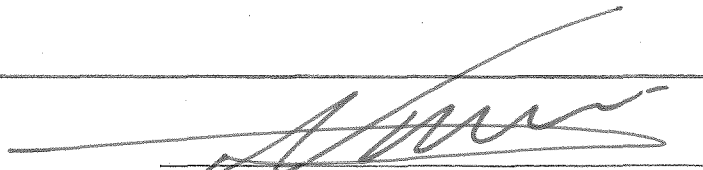
  
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Mohammed Nuru  
(Name)

Director, San Francisco Public Works  
(Title)

Date Reviewed: 5/8/2019

  
(Signature Required)

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 190521-053

WHEREAS, With input from the San Francisco Bicycle Coalition, the Board of Supervisors' Bicycle Advisory Committee, and community groups, the San Francisco Municipal Transportation Agency (SFMTA) has identified a need for various bicycle and pedestrian improvements to enhance bicycling and walking as safe, viable transportation options; and,

WHEREAS, The SFMTA has applied to the Metropolitan Transportation Commission (MTC) for up to \$486,169, in Fiscal Year (FY) 2020 Transportation Development Act, Article 3 (TDA) funds for the designated Vision Zero Bike and Pedestrian Improvements projects, as identified in the Capital Improvement Plan (Designated Improvements); and,

WHEREAS, The Designated Improvements that the SFMTA proposes for funding are listed in the TDA Article 3 Project Application; and,

WHEREAS, On April 10, 2019, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The SFMTA will not proceed with any project until there has been complete compliance with CEQA and the City's Environmental Quality Regulations. Specifically, the SFMTA retains the absolute discretion to (1) modify the project to reduce significant adverse environmental impacts; (2) select feasible alternatives that avoid significant adverse impacts of the project; (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project; (4) reject the project if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse environmental impacts; or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; and,

WHEREAS, The SFMTA will provide CEQA determinations for individual bicycle and pedestrian projects prior to their approval for implementation in accordance with CEQA and San Francisco Administrative Code Chapter 31; and,

WHEREAS, As part of the application for TDA grant funds, MTC requires a resolution adopted by the SFMTA Board stating the following:

1. That the SFMTA will commit adequate staffing resources to complete the Designated Improvements;
2. A review of the Designated Improvements will consider all pertinent matters, including those related to environmental review and right-of-way permits attendant to the successful completion of the project(s);
3. Issues attendant to securing environmental and right-of-way permits and clearances for the Designated Improvements will be reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested;
4. That Designated Improvements will comply with the requirements of CEQA (Public Resources Code Sections 21000, *et seq.*);
5. That as portrayed in the budgetary description(s) of the Designated Improvements, the sources of funding other than TDA are assured and adequate for completion of the Improvements;
6. That the FY 2020 TDA funds will be used for capital construction and/or design engineering of the Designated Improvements;
7. That the Designated Improvements have been included in a detailed bicycle and pedestrian element included in an adopted capital improvement program or plan;
8. That the Designated Improvements will be completed before the funds expire;
9. That the Designated Improvements that are bikeways meet mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual;
10. That the SFMTA agrees to maintain, or provide for the maintenance of, the Designated Improvements for the benefit of and use by the public; and,

WHEREAS, If any of the projects within the project categories and programs do not receive funding, this will not affect the SFMTA's other projects and programs; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation (or designee), to accept and expend up to \$486,169 in Fiscal Year 2020 Transportation Development Act, Article 3 funds for Vision Zero Bike and Pedestrian Improvements; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this resolution, does affirm that (1) the SFMTA will commit adequate staffing resources to complete the Designated Improvements; (2) a review of the Designated Improvements will consider all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the Improvements; (3) issues attendant to securing environmental and right-of-way permits and clearances for the Designated Improvements will be reviewed and


will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested; (4) the Designated Improvements will comply with the requirements of CEQA, Public Resources Code Sections 21000, *et seq.*; (5) as portrayed in the budgetary description(s) of the Designated Improvements, the sources of funding other than TDA will be assured and adequate for completion of the Improvements; (6) the FY 2020 TDA Funds will be used for capital construction and/or design engineering of the Designated Improvements; (7) the Designated Improvements have been included in a detailed bicycle and pedestrian element of an adopted bicycle and pedestrian program or plan; (8) the Designated Improvements will be completed before the funds expire; (9) that the Designated Improvements that are bikeways meet mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual; and (10) the SFMTA agrees to maintain, or provide for the maintenance of, the Designated Improvements for the benefit of and use by the public; and be it further,

RESOLVED, That the SFMTA Board recommends that the Board of Supervisors approve the acceptance and expenditure of the aforementioned grant funds as part of a countywide application with San Francisco Public Works; and be it further,

RESOLVED, That the SFMTA Board authorizes the Director of Transportation (or his designee) to execute agreements and provide documents required for receipt of these funds, pending approval of the Board of Supervisors; and be it further,

RESOLVED, That the Director of Transportation (or his designee) shall transmit a copy of this resolution to the Metropolitan Transportation Commission.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 21, 2019.

  
\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2019-20 Applicant: City and County of San Francisco

Contact person: Angela Alter, Transportation Planner

Mailing Address: San Francisco Municipal Transportation Agency, 1 South Van Ness Avenue, 8<sup>th</sup> floor, San Francisco, CA 94103

E-Mail Address: Angela.Alter@sfmta.com Telephone: 415.646.2808

Secondary Contact (in event primary not available) Joel Goldberg

E-Mail Address: Joel.Goldberg@sfmta.com Telephone: 415.646.2520

**Short Title Description of Project:** Vision Zero Bike and Pedestrian Improvements

Amount of claim: \$486,169

**Functional Description of Project:**

This project category would implement 1-3 spot or corridor improvements related to bicycle and pedestrian safety to support San Francisco's Vision Zero goal of zero traffic related deaths by 2024.

**Financial Plan:**

Short Title	TDA 3 Amount	Total Project Cost
Vision Zero Bike and Pedestrian Improvements	\$ 486,169	\$ 486,169
<b>Total</b>	<b>\$ 486,169</b>	<b>\$ 486,169</b>

**Project Elements:** Improvements could include, but are not limited to: striping and signing changes, signal hardware and/or timing modifications, bulb-outs, flashing or High Intensity Activated CrossWalk (HAWK) beacons, safe hit posts, concrete islands, colored markings, bike boxes, and bike turn lanes

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$486,169			\$486,169
list all other sources:					
1.					
2.					
3.					
4.					
<b>Totals</b>		<b>\$486,169</b>			<b>\$486,169</b>

Project Eligibility:	YES?/NO?
<b>A.</b> Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). <u>The project is in the department's CIP.</u>	YES
<b>B.</b> Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
<b>C.</b> For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	YES
<b>D.</b> Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: <u>Review date: 3/25/2019</u>	YES
<b>E.</b> Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	NO
<b>F.</b> Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 2021</u>	YES
<b>G.</b> Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

\*\* (E) The SFMTA will provide documentation of CEQA clearance for the bicycle projects as they are approved for implementation. Such documentation will be provided with invoices for project reimbursement. The SFMTA will not proceed with any project until there has been complete compliance with CEQA and the City's Environmental Quality Regulations. Specifically, the SFMTA retains the absolute discretion to (1) modify the project to mitigate significant adverse environmental impacts; (2) select feasible alternatives which avoid significant adverse impacts of the project; (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project; (4) reject the project if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse environmental impacts; or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts.

**Transportation Development Act, Article 3 (TDA) Budget  
Public Works Curb Ramp Planning and Design Services  
FY 2019-20**

<b>Position</b>	<b>Hourly Rate</b>	<b>Fully Burdened Hourly Rate (including MFB &amp; Overhead)</b>	<b>Hours</b>	<b>Amount</b>
Engineer (5211)	\$ 87.78	\$ 266.16	4.03	\$ 1,072
Engineer (5241)	\$ 75.85	\$ 229.98	245.47	\$ 56,454
Assistant Engineer (5203)	\$ 56.28	\$ 170.65	797.30	\$ 136,055
Junior Engineer (5201)	\$ 49.91	\$ 151.33	72.16	\$ 10,921
Student Intern (5382)	\$ 33.12	\$ 100.43	128.06	\$ 12,861
Project Manager I (5502)	\$ 75.77	\$ 229.74	74.64	\$ 17,148
Business Analyst (1052)	\$ 54.27	\$ 164.55	52.11	\$ 8,574
<b>Total Public Works Labor</b>			<b>1,374</b>	<b>\$243,085</b>

Note: Hourly rates include fringe benefits and departmental overhead but not COWCAP

**Transportation Development Act, Article 3 (TDA) Budget  
Public Works Cement Shop Sidewalk Repair Services  
FY 2019-20**

<b>Position</b>	<b>Hourly Rate</b>	<b>Fully Burdened Hourly Rate (including MFB &amp; Overhead)*</b>	<b>Hours</b>	<b>Amount</b>
7227 Cement Mason Supervisor	\$ 57.81	\$ 158.05	20	\$ 3,122
7311 Cement Mason	\$ 42.97	\$ 117.48	1,538	\$ 180,682
7211 Cement Finisher Supervisor II	\$ 61.28	\$ 167.54	9	\$ 1,471
7355 Driver	\$ 45.89	\$ 125.46	170	\$ 21,346
Subtotal - Public Works Labor				<u>\$ 206,621</u>
Materials - Cement Mix and Lumber				\$ 36,463
Subtotal - Materials				<u>\$ 36,463</u>
<b>Total Cement Shop</b>			<b>1,737</b>	<b><u><u>\$ 243,084</u></u></b>

Note: Hourly rates include fringe benefits and departmental overhead but not COWCAP





# SAN FRANCISCO PLANNING DEPARTMENT

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

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6378

## ABBREVIATED CEQA CHECKLIST

### For Better Streets Plan Related Improvement Projects

Please include the following supporting materials enclosed with this checklist:

1. Project description: **San Francisco Public Works Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs.** See attached project description
2. Existing and Proposed site plans: N/A
3. Site photos: N/A
4. Scope of work for Air Quality Analysis Tech Memo<sup>1</sup> N/A
5. Green House Gas Emission Checklist<sup>2</sup> N/A

I- Basic Project Information		
Project Name:	Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs	
Responsible Agency:	San Francisco Public Works	Date: 1/30/17
Project Contact: (Address/phone/email)	Oliver Iberien	
Project Location	Throughout San Francisco in the public right-of-way	
Timeline for the proposed project	Through June 2022	
II- Project Characteristics		
Street Type <sup>3</sup> All types	Street Name Multiple streets	<sup>4</sup> From (Cross-street 1) To (Cross-street 2)

<sup>1</sup> Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - [Contact EP planner for a copy of scope of work outline].

<sup>2</sup> Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's PMND. [Contact EP planner for a copy of GHG Checklist].

<sup>3</sup> See Table 1 in PMND and verify final list of street types with the online version of the BSP.

<sup>4</sup> Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.

**III- Project Screening Part 1** (On the table below, please identify BSP's design elements that are part of the proposed project.

**Detailed Design Elements**

Number	Name	Project Element	Requires Subsequent Environmental Review <sup>5</sup>
Standard Improvements			
SI-1	Accessible curb ramps	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SI-2	Marked crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
SI-3	Pedestrian signal timing	<input type="checkbox"/>	<input type="checkbox"/>
SI-4	Curb radii guidelines	<input type="checkbox"/>	<input type="checkbox"/>
SI-5	Corner curb extensions	<input type="checkbox"/>	<input type="checkbox"/>
SI-6	Street trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SI-7	Tree basin furnishing	<input type="checkbox"/>	<input type="checkbox"/>
SI-8	Sidewalk planters	<input type="checkbox"/>	<input type="checkbox"/>
SI-9	Stormwater management tools	<input type="checkbox"/>	<input type="checkbox"/>
SI-10	Street lighting	<input type="checkbox"/>	<input type="checkbox"/>
SI-11	Special paving	<input type="checkbox"/>	<input type="checkbox"/>
SI-12	Site furnishings	<input type="checkbox"/>	<input type="checkbox"/>

<sup>5</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**Project Screening Part 1 Cont.**

Number	Name	Project Element	Requires Subsequent Environmental Review <sup>6</sup>  (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
<b>Case-by-Case Improvements</b>			
CBC-1	High-visibility crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-2	Special crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-3	Vehicle turning movements	<input type="checkbox"/>	<input type="checkbox"/>
CBC-4	Removal or reduction of permanent crosswalk closures	<input type="checkbox"/>	<input type="checkbox"/>
CBC-5	Mid-block crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-6	Raised crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-7	Extended bulb-outs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-8	Mid-block blub-out	<input type="checkbox"/>	<input type="checkbox"/>
CBC-9	Center or side medians	<input type="checkbox"/>	<input type="checkbox"/>
CBC-10	Pedestrian refugee islands	<input type="checkbox"/>	<input type="checkbox"/>
CBC-11	Transit bulb-out	<input type="checkbox"/>	<input type="checkbox"/>
CBC-12	Transit boarding islands	<input type="checkbox"/>	<input type="checkbox"/>
CBC-13	Perpendicular or angled parking	<input type="checkbox"/>	<input type="checkbox"/>
CBC-14	Flexible use of parking	<input type="checkbox"/>	<input type="checkbox"/>
CBC-15	Parking lane planters	<input type="checkbox"/>	<input type="checkbox"/>
CBC-16	Chicanes	<input type="checkbox"/>	<input type="checkbox"/>

<sup>6</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**Project Screening Part 1 Cont.**

<b>Number</b>	<b>Name</b>	<b>Project Element</b>	<b>Requires Subsequent Environmental Review<sup>7</sup></b> <b>(FOR EP PLANNER DETERMINATION ONLY)</b>
CBC-17	Traffic calming circles	<input type="checkbox"/>	<input type="checkbox"/>
CBC-18	Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>
CBC-19	Pocket parks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-20	Reuse of 'pork chops'	<input type="checkbox"/>	<input type="checkbox"/>
CBC-21	Boulevard treatments	<input type="checkbox"/>	<input type="checkbox"/>
CBC-22	Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23	Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24	Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25	Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26	Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other Design Improvements in the Better Streets Plan (BSP) but not identified above</b>			
<b>Design Element Name</b>	<b>BSP Page Number</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>(EP PLANNER COMMENTS):</b> <b>Project can proceed with review. No subsequent environmental review is required.</b>			

<sup>7</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**Project Screening Part 1 Cont.**

<b>III – Identify Storm Water Facilities that are part of the project</b>			
	<b>Yes</b>	<b>No</b>	<b>Requires Subsequent Environmental Review<sup>8</sup></b> <b>(FOR EP PLANNER DETERMINATION ONLY)</b>
<b>Permeable Paving</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Bioretention Facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Swales</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Infiltration Boardwalks</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Infiltration and Soakage Trench</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Channels and Runnels</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Vegetated Buffer Strip</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Vegetated Gutter</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Other (describe stormwater improvements)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(EP PLANNER COMMENTS):</b> Project can proceed with review. The proposed project does not include any of the items listed above.			

<sup>8</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**IV- Project Screening Part 2** (If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, an Environmental Evaluation application must be filled.

**Transportation/Circulation**

Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes ___ No_x_
Does the project include removal of crosswalk closures?	Yes ___ No_x_
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes ___ No_x_
Does the project include roundabouts?	Yes ___ No_x_
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes ___ No_x_
Does the project include multi-use paths? <sup>9</sup>	Yes ___ No_x_
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes ___ No_x_

**V- Project elements that will require Tech Spec Evaluation:**<sup>10</sup> (If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).

**Historical/Archeo Resources**

*All applications need preliminary review for potential impacts to archeological and historic resources pursuant to EP practice.*

Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? <b>Please state the name of the historic district or historic landmark: To be determined</b> _____	Yes_x No_
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? <b>Please identify the historic elements that are part of the proposed project: To be determined.</b> _____	Yes_x_ No_
Does the proposed project involve removal of trees adjacent to historic resources?	Yes_X_ No_x_

<sup>9</sup> The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

<sup>10</sup> EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

**VI- Project Screening Part 3 – Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.**

<b>CEQA Topic</b>	<b>Sub-topic</b>	<b>Meet criteria/threshold:<sup>11</sup> Yes/No or N/A</b>	<b>Requires mitigation measure: Yes/No</b>	<b>Potential impacts differ from PMND analysis (Y/N). If “Yes” briefly describe on a separate sheet.</b>	<b>Comments and PMND reference page.</b>
<b>Aesthetics</b>					
Does the proposed project involve removal of significant trees? <u>no</u>	Significant trees	<b>N/A</b>			
Does the project involve tree root trimming? <u>yes</u>  Is tree root trimming greater than two inches? <u>yes</u>		<b>Yes</b>	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		FMND page 53
<b>Historical/Archeological Resources</b>					
Could the project have an effect on individual historic resources or historic districts?	Historic resources	<b>Yes</b>	No; however page 59 of the FMND states :Streetscape improvements in [historic] areas would be reviewed on a case-by-case basis by a preservation technical specialist at the Planning Department		FMND page 59
Does the project require excavation depth greater than two (2) feet? <u>yes</u>	Accidental discovery	<b>Yes</b>	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		FMND page 64
Does the project occur in an area within the Hispanic Period Archeological District? <sup>12</sup> <u>yes</u>	Hispanic Period District	<b>Yes</b>	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		FMND page 64
<b>Transportation and Circulation</b>					
Does the project include removal of loading spaces? <u>TBD</u>	Loading		Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		
<b>Air Quality</b>					

<sup>11</sup> The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

<sup>12</sup> **TO BE EVALUATED BY EP PLANNER.** The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.

	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to ALL projects (p.120).		Compliance with Dust Control Ordinance supersedes Mitigation Measure AQ-1.
<b>Biological Resources</b>					
Does the project include tree removal? no	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
<b>CEQA Topic</b>	<b>Sub-topic</b>	<b>Meet criteria/threshold:<sup>13</sup> Yes/No or N/A</b>	<b>Requires mitigation measure: Yes/No</b>	<b>Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.</b>	<b>Comments and PMND reference page.</b>
<b>Biological Resources (Cont.)</b>					
What is the expected duration period of construction? TBD	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur? TBD	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
<b>Hazardous Materials</b>					
Does the project occur in an area within the Maher-designated area? <sup>14</sup> Yes	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		Maher compliance is mandatory for all SFPW projects
<b>(EP PLANNER COMMENTS):</b> Project can proceed with review. The project sponsor agrees to implement the applicable Mitigation Measures listed above (MM-TR-1).					

Mitigation Measure M-AE-1: Tree Root Protection.

Mitigation Measure Cul-1: Archeological Resources – Accidental Discovery

Mitigation Measure Cul-2: Archeological Monitoring: Hispanic Period Archeological District

Sponsor agrees that projects that could have an effect on historic resources would be reviewed by a preservation technical specialist.

<sup>13</sup> The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

<sup>14</sup> [www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp](http://www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp)





# SAN FRANCISCO PLANNING DEPARTMENT

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This section is to be filled by EP Planner. Use "N/A" next to check boxes for topics that are not applicable to this submittal.

- Project was screened for potential impacts to archeological resources pursuant to EP practice.
- Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
- NA** Applicable Mitigation Measures are applied to the project.
- NA** Green House Gas analysis performed and approved by EP.
- NA** Air Quality Memo approved by EP.
- NA** The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
- PMND was reviewed and no items were identified that would require subsequent environmental review.

### **CEQA Determination**

Note to file, contingent upon regulatory agency approval or other information, as follows:

Note to file (no additional documentation required)

Addendum

Supplemental EIR or MND

### **Notes:**

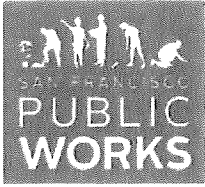
See SFPW directive, which includes agreement to implement mitigation measures and historic resource screening.

### **EP Signature**

Signee: Jeanie Poling

Date:


2/8/17



## DIRECTIVE

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Directive Topic: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

Issued By: John Thomas, Acting City Engineer 

Issue Date: January 30, 2017

Effective Date: February 2017 - June 2022

Affected parties: All Design and Engineering Division Staff

Edwin M. Lee  
Mayor

Mohammed Nuru  
Director

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### 1. Purpose

San Francisco Public Works has responsibility for the City of San Francisco's ("City") approximately 1,260 miles of streets and sidewalks. In order to maintain transportation and pedestrian usability, safety, and access on the City's streets and sidewalks, maintenance and repair must be performed on an ongoing basis. Roadway repair triggers federally mandated upgrades of any sidewalk curb ramps that may be touched by resurfacing to meet current Americans with Disabilities Act ("ADA") standards, and installation of new curb ramps. Curb-ramp installation or upgrade is also required under the ADA Transition Plan as a result of citizen requests or as a function of San Francisco Public Works stewardship of the public right-of-way.

This Directive addresses Public Works' Resurfacing and Curb Ramp Programs for roadway resurfacing and curb ramp construction activities. Upon the effective date of this Directive, Public Works staff and their contractors are authorized to carry out the resurfacing and curb ramp programs as described herein during the period from February 2017 to June 2022.

### 2. Project Description: Public Works Resurfacing and Curb Ramp Programs

The maintenance and repair work described in this Directive will continue a program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law. These activities are as follows:

#### *Resurfacing of Existing Streets*

Street resurfacing will take place within the existing right-of-way, and is conducted for street segments of varying length. Work packages are typically between approximately 120 and approximately 360 days in duration, with specific construction at locations requiring three to fourteen days of work for preparation, placement, and curing (pending on the type of resurfacing method applied).

Street resurfacing activities range in scale from processes which simply apply a new layer of material to the existing street surface (micro-surfacing) to full rehabilitation of the street section; descriptions of the work are provided below.

Street resurfacing activities range in scale from processes which simply apply a new layer of material to the existing street surface (micro-surfacing) to full rehabilitation of the street section; descriptions of the work are provided below.

- **Surface Sealing:** This is the application of a thin layer of material composed of small rocks, emulsions and additives to the roadway surface; examples of industry-standard surface-seal techniques include micro-surfacing. Before surface sealing a roadway, weeds from cracks are removed, the cracks are sealed, existing pavement markings removed, utility castings protected and the roadway swept. This method is typically performed on streets showing minimal signs of surface distress.
- **Grinding and Paving with Localized Base Repairs:** Street base failures are identified and saw cut in a rectangular fashion, the street dug out to the subgrade, the subgrade compacted, and the new street base placed. The top layer of asphalt is then cold planed (ground down) for the entire roadway and then topped with a new asphalt wearing surface, typically placed by a paving machine. This method is typically performed on streets showing moderate signs of surface distress.
- **Complete Reconstruction:** The entire roadway and roadway base are removed. The subbase is compacted, and a new concrete street base is placed and topped with an asphalt wearing surface. The asphalt wearing surface is typically placed by a paving machine. This method is typically performed on streets showing signs of heavy surface distress.

For all resurfacing methods, utility castings such as manhole covers, catch basins, and similar street iron will be protected and will be adjusted to meet the new resurfaced street surface. The removal of rail lines is not covered by this directive. After resurfacing, pavement markings will be reapplied.

#### *Curb Ramp Installation*

Existing curb ramps or existing sidewalk and curbs at street crosswalks will be demolished, and new ADA-compliant curb ramps will be constructed or reconstructed, with new curb, gutter, sidewalk and minimally regraded roadway (to meet ADA requirements for traversability) as needed. Maximum depth of excavation for curb ramps alone is approximately eight inches. In some cases catch basins must be moved short distances horizontally (<10') or vertically (<1'), which also involves adjustment or replacement of the laterals into which they feed. Approximate depth of excavation in these cases is five feet and the maximum depth of excavation is the depth of sewer mains, approximately 12 feet. Work may extend horizontally up to eight feet into the street from the edge of the curb line. Other facilities in the immediate area of curb-ramp work, such as utility vaults, electrical cabinets, etc., may need to be adjusted vertically (< 6") or moved horizontally short distances (< 2'). Maximum depth of excavation for these adjustments is approximately two feet.

#### *Sidewalk Repair*

Sidewalk repair is provided through two programs (the As-Needed Sidewalk Inspection and Repair Program (SIRP) and the As-Needed Sidewalk Repair for Accelerated Sidewalk

Abatement Program (ASAP)) on an as-needed, work order basis at various locations throughout the City. Work comprises repair and reconstruction of existing concrete sidewalk, including curbs and curb ramps, to Public Works standard specifications. Work also includes the repair or replacement of small in-sidewalk facilities such as utility-boxes and utility-box covers, and may include tree and hedge trimming in order to facilitate repairs. Maximum depth of soil disturbance for these activities is two feet.

#### *Emergency Subsidewalk Basement Repair*

Work at locations where subsidewalk basements have previously been identified is excluded from this directive. Public Works will conduct due-diligence reviews to prevent, to the extent practicable, that any work be done under this directive that impacts subsidewalk basements. These reviews will include:

- Record requests to Department of Building Inspection
- Review of Sanborn maps
- Review of Bureau of Street Use and Mapping mapping, which identifies known subsidewalk basements and suspected-subsidewalk basement locations
- Mail distribution of surveys
- Engineering inspection of existing sidewalks for indicators of the presence of subsidewalk basements, which may include vaults, vents, changes in sidewalk grade, light prisms, and elevators

In the event that previously unidentified subsidewalk basements are inadvertently breached during construction, or if it is discovered during the course of construction that a structurally unsafe condition exists under the sidewalk or roadway as a consequence of the presence of subsidewalk basements, this will be repaired and work will proceed to its conclusion. This emergency-repair work will comprise construction of new subsurface structural support for replacement sidewalk and/or roadway surface and repair as needed of the basement ceiling.

#### *Sidewalk Planting Areas/Tree Protection*

Installation of curb ramps may require the use of small areas of existing landscaped areas adjacent to the construction area. No trees may be removed under this directive, and no more than the minimum of landscaped area needed to construct an ADA-compliant curb ramp will be used for construction.

If trimming of roots greater than 2-inches in diameter is necessary during the course of construction, a licensed arborist possessing a valid specialty class C61-D49 Contractor's License shall supervise the trimming of such roots. Pruning of trees shall be performed in conformance with the City of San Francisco Pruning Standards for Trees (June 27, 2006) (available at [http://sfdpw.org/sites/default/files/FileCenter/Documents/234-SF\\_Pruning\\_Std\\_6.27approved.pdf](http://sfdpw.org/sites/default/files/FileCenter/Documents/234-SF_Pruning_Std_6.27approved.pdf)) and under the supervision of the qualified arborist. This is consistent with Mitigation Measure M-AE-1, Tree Root Protection, of the Better Streets Mitigated Negative Declaration (see Attachment A).

### *Archaeological Resources*

The Accidental Discovery archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs), except within the Hispanic Period Archeological District (see Attachment B), where the Archeological Monitoring mitigation measure shall apply (see Attachment A).

### *Historic Resources*

Projects shall aim to avoid damaging or the removal of historic or potentially historic sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates. Attachment C identifies Article 10 and 11 landmark and conservation historic districts in San Francisco. For any work in this area involving sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates, the project manager must coordinate with the Design and Engineering Regulatory Affairs Section Manager to submit Attachment D, the Historic Resources Screening Request. For some projects an Administrative Certificate of Appropriateness or a Minor Permit to Alter may be required and will be determined as part of the screening process. For those locations, historic materials will either be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. These locations and specific strategies will be determined during the design development phase. For projects in the remaining areas of the City, sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates should be protected from project activities or salvaged and reinstalled. If replacement in kind or removal is required the project manager must coordinate with the Design and Engineering Regulatory Affairs Section Manager to submit Attachment D, the Historic Resources Screening Request. Removal of any features without replacement is explicitly not covered by this directive.

### *Hazardous Materials*

Attachment E identifies areas of known contamination in San Francisco ("Maher Zone"). Any project involving disturbance of 50 cubic yards or more of soil is subject to Health Code Section 22A (the "Maher Ordinance"). See Attachment F, and submit the Maher Ordinance Screening Request to the Public Works Site Assessment & Remediation Regulatory Affairs Manager. Small areas of soil disturbance are associated with each location for curb ramp construction. Areas of temporary excavation will be backfilled with excavated native material. Small amounts of surplus material may be generated by locations where no ramps currently exist. The project will be screened by San Francisco, and construction specifications provided as needed for compliance.

### 3. Roles & Responsibilities

The responsibility to implement the measures specified by this Directive rests with each Project Manager in the Resurfacing and Curb Ramp Programs. The following Public Works staff have responsibility for ensuring compliance with this Directive:

- The Resurfacing and Curb Ramp Program Managers, the Central Operations Assistant Manager, and Project Managers for the four programs are responsible, through regular coordination with the Design and Engineering Regulatory Affairs Section Manager, for ensuring that current regulatory- and environmental-compliance information necessary for the implementation of Measures is conveyed to Public Works staff.
- The Streets and Highways Section Manager and the Central Operations Manager are responsible for assuring that his or her staff are aware of this Directive and that the final design and construction of all projects addressed by this Directive incorporates the Measures.
- The Design and Engineering Regulatory Affairs Section Manager is responsible for ongoing evaluation of the general work program and task-specific or site-specific conditions to identify applicable regulatory and environmental requirements; and, through the existing Public Works Quality Control/Quality Assurance process, ensure that the Measures are properly incorporated into final designs.

## ATTACHMENT A – MITIGATION MEASURES

### **Mitigation Measure M-AE-1: Tree Root Protection**

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

### **Mitigation Measure Cul-1: Archeological Resources - Accidental Discovery**

The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO and MLD shall make all reasonable efforts to develop an

agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The E division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

**Mitigation Measure CUL-2: Archeological Monitoring: Hispanic Period Archeological District**

The following archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs) resulting from the Proposed Project within the Hispanic Period Archeological District.

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

*Archeological monitoring program (AMP).* The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because



of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artif actual/ecof actual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

D) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical

property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

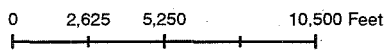
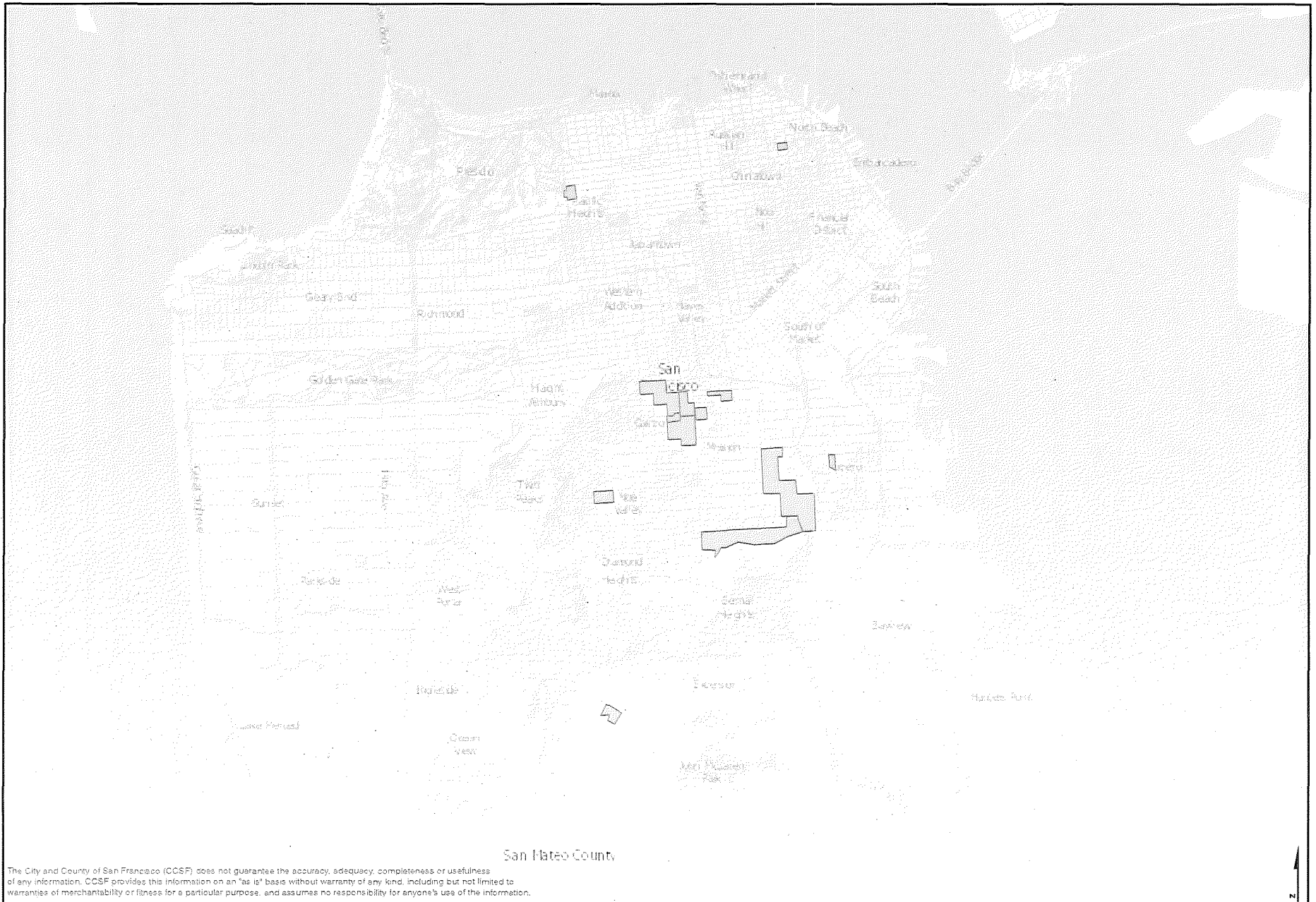
- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

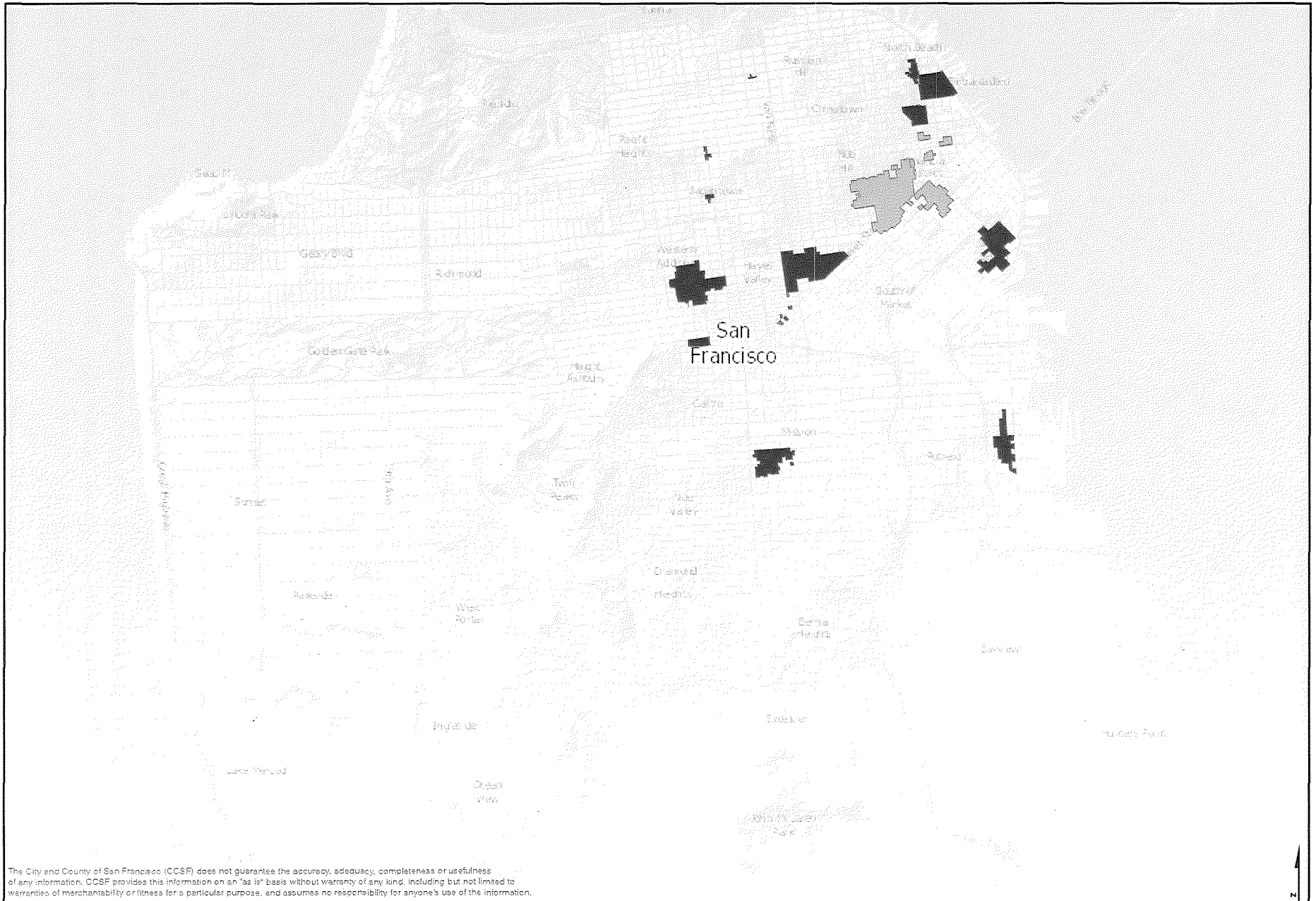
*Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

# Attachment B - Hispanic Period Archeological District



# Attachment C - Historic Districts



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

0 2,200 4,400 8,800 Feet

## **Attachment D - Historic Resource Screening Request**

### **From San Francisco Public Works to San Francisco Planning Department**

Date:

Public Works Project Manager:

Project Name or Address:

#### **PROJECT INFORMATION**

Please include the following:

- Detailed plans clearly indicating what is being retained, salvaged and restored, or replaced in kind. Whenever possible, including details showing existing and replacement items.
- Short project description identifying items that are being salvaged and restored, including any information on a salvage plan, and identification of items that are being replaced with detailed description on if they are being replaced in kind or not.
- Identification of known historical resources within or adjacent to project areas.

#### **SAN FRANCISCO PLANNING DEPARTMENT PRESERVATION PLANNER CONCLUSIONS AND RECOMMENDATIONS**

# Attachment E - Areas of Known Contamination ("Maher Zone")



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

0 2,300 4,600 9,200 Feet

Printed: 20, January 2017

# Attachment F

## Maher Ordinance Screening Request

For a project to which you have been assigned as a Public Works project manager, complete the top of this form and submit to SAR, with plan showing the limits of excavation and of known Maher locations in the work area.

Project Name: \_\_\_\_\_ JO# \_\_\_\_\_ Date submitted: \_\_\_\_\_

Submitted by: \_\_\_\_\_ Date requested by (minimum of 20 working days): \_\_\_\_\_

Describe the general project scope, and give details of ground-disturbing activities:

Describe the project location(s). For work in parcels, provide street addresses. For work in the public right-of-way, provide street addresses for the beginning and ends of each street segment in which work will be done:

Estimated volume of excavated native material or earthen fill that the project will generate:  yd<sup>3</sup> Does the project require a building or grading permit from DBI? Yes  No

### FOR SITE ASSESSMENT & REMEDIATION USE

SA&R: Complete this section, initial, and forward to Project Manager and Regulatory Affairs Manager:

Date returned to PM: \_\_\_\_\_ Initial: \_\_\_\_\_ Date forwarded to RA: \_\_\_\_\_ Initial: \_\_\_\_\_

- Project does not meet excavation-volume threshold and/or intersect with a known Maher site. Maher does not apply.
- Project does not require a building or grading permit from the Department of Building Inspection. This includes all projects for the repair and replacement ("R&R") of existing structures in the public right-of-way for end-of-life replacement and/or to address structural inadequacies found during regular inspection. Per Health Code §22A.3 and Building Code §106A.2.4, the Maher Ordinance does not apply.
- Project does not require a building or grading permit and Maher does not apply, but the project will require construction specifications for protection for workers and the public, and for hazardous-materials handling and disposal to meet state and federal regulatory requirements. Please budget an estimated \$ \_\_\_\_\_ for specification development.
- Project requires a building permit and/or grading permit and will bring to the surface 50 or more cubic yards of native material or earthen fill. A Maher application is required. Please budget an initial \$ \_\_\_\_\_ in SFPH fees. We anticipate that the following will also be required:
  - Site history (Phase I ESA).
  - Phase II / Phase II workplan.
    - With site mitigation plan.
    - With site mitigation report/  
Environmental inspection.

Recommended by:

Signature

Print Name

Date



To complete this form, you will need the following information:

You will need to know that approximate total amount of excavated earth and earthen fill your project will bring to the surface, both permanent excavation and excavation that later will be backfilled. The key to whether or not activities add to your Maher total is whether or not the material brought up is earth or earthen fill -- roadway base, for example, does not count -- and whether or not it is brought to the surface -- pile driving does not count, but the spoils of holes drilled for piles will.

The easiest way to arrive at an approximate total is to classify excavations by type. For example, your project may have 12 pole footings, and two linear trenches. Each footing requires excavation of an area approximately 5' x 5' to a depth of 5'. There are 12 of these, so  $5' \times 5' \times 5' \times 12 = 1,500 \text{ ft}^3$ . For the trenches, one is 10' deep, 5' wide, and 40' long, and the other is 8' deep, 5' wide, and 20' long. This would be  $(10' \times 5' \times 40') + (8' \times 5' \times 20') = 2,800 \text{ ft}^3$ . Together, the total excavation for Maher is about 150 yd<sup>3</sup>, which would go over the 50 yd<sup>3</sup> limit that triggers Maher screening.

You'll need to provide a brief description of your project. Provide a general scope of your project (whether it is a streetscape project, a building-rehabilitation project, etc.) and provide details on the construction activities that will disturb the soil. For example, discuss the pole footings and the excavation that will accompany their construction. Provide identifiable project location(s). If your project is on a parcel, give the project address. If the project is in the public right-of-way, give, at a minimum, the street addresses at the beginning and end of each street segment. If the project is on a large public parcel (such as a park/open space), give enough information so that the location can clearly be identified.

You will need to provide mapping of your excavations with the Maher mapping overlain in order to facilitate SAR's presentation of your project information to San Francisco Public Health (SFPH), who oversee Maher compliance. Present the layers of your plans that contain the bulk of your excavation activities, and overlay the Maher Map. Maher mapping in GIS and DWG form can be found on the Public Works GIS server at \\dpwhyd1\boe5m\sfgGeology\MaherSitesAndBlocks. (You may have \\dpwhyd1\boe5m mapped as the K: drive.)

Email this mapping along with the filled-out (top section only) digital version of the PDF form to the Site Assessment and Remediation (SAR) section. SAR will respond (after a minimum of 20 working days) with an assessment of whether or not your project requires further action, and what this action will be.

**SAR: Stanley DeSouza <stanley.desouza@sfdpw.org>**

**Regulatory Affairs: Boris Deunert <boris.deunert@sfdpw.org>**



## Transportation Development Act (TDA) Article 3 Grant Funding Acceptance

The San Francisco Municipal Transportation Agency (SFMTA) requests authority to accept and expend up to approximately \$500,000 in Transportation Development Act (TDA) Article 3 grant funds in the Fiscal Year 2020 for various Vision Zero bike and pedestrian improvements. The improvements have not yet been identified and as such have no direct or reasonably foreseeable indirect physical changes to the environment. Any projects that are funded by TDA Article 3 awards that would result in a direct or indirect physical change to the environment will undergo environmental review before a project approval action is undertaken by the SFMTA Board of Directors or any SFMTA official to whom that authority has been delegated by the Board of Directors.

Not a "project" pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

A handwritten signature in black ink, appearing to read 'Andrea Contreras', is written over a horizontal line.

Apr 10, 2019

Andrea Contreras Date  
San Francisco Municipal Transportation Agency

CITY AND COUNTY OF SAN FRANCISCO



DENNIS J. HERRERA  
City Attorney

OFFICE OF THE CITY ATTORNEY

ROBIN M. REITZES  
Deputy City Attorney

Direct Dial: (415) 554-4260  
Email: robin.reitzes@sfcityattty.org

April 18, 2019

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Re: Opinion of Counsel  
TDA Article 3 FY19/20 Claim for San Francisco Public Works and the San  
Francisco Municipal Transportation Agency

To Whom It May Concern:

This communication will serve as the requisite opinion of counsel in connection with the Transportation Development Account Article 3 (TDA3) FY19/20 claim for San Francisco Public Works (SFPW) and the San Francisco Municipal Transportation Agency (SFMTA) for design and construction of curb ramps, sidewalk repairs, and Vision Zero Bike and Pedestrian Improvements as set forth in the TDA Article 3 Project Application Forms.

1. The SFMTA and SFPW are eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code.
2. I have reviewed the pertinent laws and I am of the opinion that there is no legal impediment to the SFMTA or SFPW making claims for TDA3 funding, and the SFMTA and SFPW are not legally impeded from undertaking the projects.
3. Further, there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of SFPW or the SFMTA to deliver such projects.

Very truly yours,

DENNIS J. HERRERA  
City Attorney

A handwritten signature in black ink, appearing to read "Robin M. Reitzes", written over a printed name.

Robin M. Reitzes  
Deputy City Attorney

**FY 2019-20 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

Attachment A  
Res No. 4360  
Page 6 of 20  
2/27/2019

FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<i>FY2018-19 Generation Estimate Adjustment</i>			<i>FY2019-20 County Auditor's Generation Estimate</i>		
1. Original County Auditor Estimate (Feb, 18)	49,067,500		13. County Auditor Estimate		49,262,500
2. Revised Revenue (Feb, 19)	48,885,000		<i>FY2019-20 Planning and Administration Charges</i>		
3. Revenue Adjustment (Lines 2-1)		(182,500)	14. MTC Administration (0.5% of Line 13)	246,313	
<i>FY2018-19 Planning and Administration Charges Adjustment</i>			15. County Administration (0.5% of Line 13)	246,313	
4. MTC Administration (0.5% of Line 3)	(913)		16. MTC Planning (3.0% of Line 13)	1,477,875	
5. County Administration (Up to 0.5% of Line 3)	(913)		17. Total Charges (Lines 14+15+16)		1,970,501
6. MTC Planning (3.0% of Line 3)	(5,475)		18. TDA Generations Less Charges (Lines 13-17)		47,291,999
7. Total Charges (Lines 4+5+6)		(7,301)	<i>FY2019-20 TDA Apportionment By Article</i>		
8. Adjusted Generations Less Charges (Lines 3-7)		(175,199)	19. Article 3.0 (2.0% of Line 18)	945,840	
<i>FY2018-19 TDA Adjustment By Article</i>			20. Funds Remaining (Lines 18-19)		46,346,159
9. Article 3 Adjustment (2.0% of line 8)	(3,504)		21. Article 4.5 (5.0% of Line 20)	2,317,308	
10. Funds Remaining (Lines 8-9)		(171,695)	22. TDA Article 4 (Lines 20-21)		44,028,851
11. Article 4.5 Adjustment (5.0% of Line 10)	(8,585)				
12. Article 4 Adjustment (Lines 10-11)		(163,110)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,134,528	30,000	1,164,528	(2,076,622)	0	942,096	(3,504)	26,498	945,840	972,338
Article 4.5	0	0	0	0	(2,038,135)	2,308,135	(8,585)	261,415	2,317,308	2,578,723
<b>SUBTOTAL</b>	<b>1,134,528</b>	<b>30,000</b>	<b>1,164,528</b>	<b>(2,076,622)</b>	<b>(2,038,135)</b>	<b>3,250,231</b>	<b>(12,089)</b>	<b>287,913</b>	<b>3,263,148</b>	<b>3,551,061</b>
Article 4										
SFMTA	1	0	1	(46,162,310)	2,308,135	43,854,568	(163,110)	(162,716)	44,028,851	43,866,135
<b>SUBTOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>(46,162,310)</b>	<b>2,308,135</b>	<b>43,854,568</b>	<b>(163,110)</b>	<b>(162,716)</b>	<b>44,028,851</b>	<b>43,866,135</b>
<b>GRAND TOTAL</b>	<b>\$1,134,529</b>	<b>\$30,000</b>	<b>\$1,164,529</b>	<b>(\$48,238,932)</b>	<b>\$270,000</b>	<b>\$47,104,799</b>	<b>(\$175,199)</b>	<b>\$125,197</b>	<b>\$47,291,999</b>	<b>\$47,417,196</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 1/31/19.



San Francisco Bicycle Advisory Committee  
City Hall, Room 408  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

Resolution in Support of the SFMTA Transportation Development Act Article 3 Request for FY2019-20

WHEREAS, The San Francisco Board of Supervisors' Bicycle Advisory Committee supports the SFMTA Bicycle Program's identified needs and priorities for engineering and construction work on various bicycle projects to improve and enhance bicycling as a safe, viable transportation option; and,

WHEREAS, The San Francisco Board of Supervisors' Bicycle Advisory Committee promotes the safe sharing of public roadways; and,

WHEREAS, The Metropolitan Transportation Commission requires that each city and county request for Transportation Development Act Article 3 (TDA3) funds for bicycle network and pedestrian improvements be reviewed and approved by the local Bicycle Advisory Committee; and,

WHEREAS, San Francisco Public Works and SFMTA propose to split the funds available to the City and County of San Francisco in FY19-20 between the two departments, as they have in past years; and,

WHEREAS, The SFMTA plans to submit a claim for up to \$972,338 in FY19-20 TDA3 funds to the Metropolitan Transportation Commission for engineering and implementation of various Vision Zero Bike and Pedestrian Improvements,

WHEREAS, Public Works plans to submit a claim for \$243,085 in FY19-20 TDA3 funds to the Metropolitan Transportation Commission for preliminary engineering and design of curb ramps to be constructed at various locations throughout San Francisco, as required by the federal Americans with Disabilities Act; and,

WHEREAS, Public Works plans to submit a claim for \$243,084 in FY19-20 TDA3 funds to the Metropolitan Transportation Commission to repair public sidewalks at various locations throughout San Francisco; now, therefore, be it

RESOLVED, The San Francisco Bicycle Advisory Committee endorses and supports the City and County of San Francisco's FY19-20 TDA3 claim for these worthwhile needs.

Without Objection

District 1 – Kristin Tieche, District 3 - Marc Brandt, District 4 - Anne Brask, District 5 - Melyssa Mendoza, District 7 - Bert Hill (Chair), District 10 - Paul Wells (Vice-Chair), District 11 - Jeff Taliaferro

Absent

District 2 - Charles Deffarges, District 6 - Mary Kay Chin, District 8 - Diane Serafini, District 9 – Kisai Henriquez,

A handwritten signature in black ink that reads "Bert Hill".

Bert Hill, Chair

## **Transportation Development Act, Article 3 State Grant Funds**

### **Summary**

San Francisco Public Works and San Francisco Municipal Transportation Agency (SFMTA) request authorization to accept and expend \$972,338 in Transportation Development Act, Article 3 (TDA 3) state funds available for County bicycle and pedestrian projects. SFMTA will use \$486,169 for Vision Zero bicycle and pedestrian safety improvements. Public Works will use \$486,169 for planning and design of curb ramps, as well as sidewalk and curb repair at various sites throughout the City.

### **Background**

The TDA of 1971 earmarked ¼ percent of the general state sales tax for transit and created a Local Transportation Fund (LTF) in each county to receive the funds. The State Board of Equalization returns the general sales tax revenues to each county's Local Transportation Fund according to the sales tax collected in each county.

Article 3 of the TDA apportions 2% of the ¼ cent sales tax for the purpose of funding bicycle facility, education and safety projects as well as pedestrian, street, and road development projects. The funds are allocated by the Metropolitan Transportation Commission (MTC) annually and disbursed under TDA Article 3 to the nine Bay Area counties. The grant does not have a matching fund requirement.

In FY 2019-20, San Francisco will be allocated \$972,338 in TDA 3 funds, per MTC's revenue estimate. SFMTA and Public Works will split the allocation equally.

### **Project Selection**

SFMTA proposes to use:

- \$486,169 to implement 1-3 spot or corridor improvements related to bicycle and pedestrian safety to support San Francisco's Vision Zero goal of zero traffic related deaths by 2024. Improvements could include, but are not limited to: striping and signing changes, signal hardware and/or timing modifications, bulb-outs, flashing or High Intensity Activated CrossWalk (HAWK) beacons, safe hit posts, concrete islands, colored markings, bike boxes, and bike turn lanes.

Public Works proposes to use:

- \$243,084 to repair damaged public sidewalks, curbs, gutters, and angular returns at various locations. Sites for repair will be selected from SFPW's list of public requests and prioritized based on condition of sidewalk, extent of damage, level of pedestrian use, accidents, and complaints.

- \$243,085 for the preliminary engineering and design of curb ramps to be constructed at various locations throughout San Francisco. Locations will be based on public requests and prioritized by the Public Works and the Mayor's Office of Disability (MOD). The city prioritizes curb ramp locations using guidelines established under the Americans with Disabilities Act (ADA) and the City's ADA Transition Plan for curb ramps and sidewalks. The top priorities are locations that residents with disabilities have identified as ramps they need in order to safely get to transit stops, civic buildings, and to and from work. Additionally, Public Works prioritizes public requests from areas with higher populations of people with disabilities and low numbers of usable curb ramps

For questions, please contact Oscar Quintanilla, San Francisco Public Works Capital Finance Analyst at (415) 554-5847.

OFFICE OF THE MAYOR  
SAN FRANCISCO



LONDON N. BREED  
MAYOR


TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM: Sophia Kittler  
RE: Accept and Expend Grant - State Transportation Development Act, Article  
3 - Pedestrian and Bicycle Projects - \$972,338  
DATE: May 31, 2019

SK

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**Resolution authorizing the acceptance and expenditure of State Transportation Development Act, Article 3, Pedestrian and Bicycle Project funding for FY2019-2020, in the amount of \$972,338, which includes \$486,169 for San Francisco Public Works and \$486,169 for the San Francisco Municipal Transportation Agency, for the term of July 1, 2019 through June 30, 2022.**

Should you have any questions, please contact Sophia Kittler at 415-554-6153.

BY  2019 MAY 31 AM 11:04  
BOARD OF SUPERVISORS  
SAN FRANCISCO





London N. Breed  
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](http://sfpublicworks.org)  
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[twitter.com/sfpublicworks](https://twitter.com/sfpublicworks)  
[twitter.com/mrcleansf](https://twitter.com/mrcleansf)

**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Mohammed Nuru, Director of Public Works  
**DATE:** May 14, 2019  
**SUBJECT:** Accept and Expend Resolution for State Grant  
**GRANT TITLE:** Transportation Development Act, Article 3 (TDA 3)

---

Attached please find the original and 2 copies of each of the following:

- Proposed grant resolution; original signed by Departments ✓
- Grant information form, including disability checklist ✓
- SFMTA Board of Directors' Resolution for MTA bike projects ✓
- SFMTA Bicycle Advisory Committee Resolution ✓
- Grant applications for 3 projects: 2 for SFPW, 1 for SFMTA ✓
- Grant budgets for SFPW curb ramp and sidewalk repair projects ✓
- CEQA determinations ✓
- Opinion of Counsel ✓
- MTC Resolution 4360 (FY 2019/20 Fund Estimate) ✓

**Departmental representative to receive a copy of the adopted resolution:**

Name: Oscar Quintanilla ([Oscar.Quintanilla@sfdpw.org](mailto:Oscar.Quintanilla@sfdpw.org))  
Phone: 415.554.5847

Interoffice Mail Address: Public Works, 1155 Market Street, 4<sup>th</sup> 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).