File No. 110160

Committee Item No. 5
Board Item No. 4

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee CITY OPERATIONS AND NEIGHBORHOOD SERVICES Date 4/11/11

Board of Supervisors Meeting Date 4/19/11

Cmte	Board	
☐	☐	Motion
☒	☒	Resolution
☐	☐	Ordinance
☐	☐	Legislative Digest
☐	☐	Budget Analyst Report
☐	☐	Legislative Analyst Report
☐	☐	Introduction Form (for hearings)
☒	☒	Department/Agency Cover Letter and/or Report
☐	☐	MOU
☒	☒	Grant Information Form
☒	☒	Grant Budget
☐	☐	Subcontract Budget
☐	☐	Contract/Agreement
☐	☐	Award Letter
☐	☐	Application
☐	☐	Public Correspondence

OTHER (Use back side if additional space is needed)

☒	☒	Form 126
☐	☐	
☐	☐	
☐	☐	
☐	☐	

Completed by: Gail Johnson Date 4/7/11
Completed by: MG Date 4/13/11

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

[Accept and Expend Grant - Arelious Walker Drive Stairway Improvement Project - $1,109,000]

Resolution authorizing the Department of Public Works to accept and expend a federal grant in the amount of $1,109,000 from the Metropolitan Transportation Commission for the Arelious Walker Drive Stairway Improvement Project.

WHEREAS, As the Congestion Management Agency for San Francisco, the San Francisco Transportation Authority (SFCTA) is responsible for establishing project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to concurrence by the Metropolitan Transportation Commission (MTC); and,

WHEREAS, MTC is responsible for programming projects eligible for Transportation Enhancements funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the STIP; and,

WHEREAS, In October, 2009 the San Francisco Redevelopment Agency (RDA) submitted an application to the SFCTA for $1,109,000 in Transportation Enhancements funds from the 2010 RTIP for the Arelious Walker Dr. Stairway Improvement Project; and,

WHEREAS, In November 2009, the SFCTA Board approved Resolution 10-33 adopting San Francisco Project Priorities for the 2010 RTIP and approving the recommended programming of $3,378,500 in TE funds to six projects including $1,109,000 for the Arelious Walker Dr. Stairway Improvement Project and transmitting these priorities to the Metropolitan Transportation Commission; and,

WHERAS, In January 2010, the MTC approved Resolution 3938 adopting the RTIP, which included the recommended programming of the SFCTA; and

WHEREAS, The RDA was awarded the grant and has requested to transfer the grant to the Department of Public Works (DPW), including project management, accounting, programming and reporting; and

WHEREAS, The DPW is a sponsor of transportation projects eligible for Transportation Enhancements funds; and,

WHEREAS, The DPW has agreed to assume responsibility for the grant; and,

WHEREAS, The grant does not require a local match; and,

WHEREAS, The grant does not require an ASO amendment; and,

WHEREAS, The grant budget includes provisions for indirect costs of approximately $8,600; now, therefore be it

RESOLVED, That the San Francisco Board of Supervisors authorizes the Director of Public Works or his/her designee to accept and expend a $1,109,000 federal grant from MTC for the Arelious Walker Stairway Project; and be it

FURTHER RESOLVED, That Director of Public Works or his/her designee is authorized to execute all documents pertaining to the project with Caltrans.

Recommended:

Department Head

Approved: _____
Mayor

Approved: _____
Controller

File No. 110160

FORM SFEC-126:
NOTIFICATION OF CONTRACT APPROVAL
(S.F. Campaign and Governmental Conduct Code § 1.126)

City Elective Officer Information *(Please print clearly.)*	
Name of City elective officer(s): Members, Board of Supervisors	City elective office(s) held: Members, Board of Supervisors

Contractor Information *(Please print clearly.)*	
Name of contractor: **San Francisco Conservation Corps**	
Please list the names of (1) members of the contractor's board of directors; (2) the contractor's chief executive officer, chief financial officer and chief operating officer; (3) any person who has an ownership of 20 percent or more in the contractor; (4) any subcontractor listed in the bid or contract; and (5) any political committee sponsored or controlled by the contractor. ***Use additional pages as necessary.*** **The prime contractor has not been selected. The Conservation Corps is a non-profit agency and would be a sub-contractor on the project.**	
Contractor address: **241 5th Street** **San Francisco, CA 94103**	
Date that contract was approved: **Anticipated to be approved in nine months to one year from now.** *(By the SF Board of Supervisors)*	Amount of contract: **Estimated to be $147,400**
Describe the nature of the contract that was approved: **Senate Bill 286 added sections 2370-2374 to the Streets and Highways Code, which requires the selection of all Transportation Enhancement grant awards to be selected based on ability to partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. SFRA and DPW are committed to working with the local Conservation Corps as a subcontractor performing mosaic tile installation, planting and landscape restoration. The contract has not yet been awarded or approved.**	
Comments:	

This contract was approved by (check applicable):

☐ the City elective officer(s) identified on this form

☑ a board on which the City elective officer(s) serves: San Francisco Board of Supervisors
Print Name of Board

☐ the board of a state agency (Health Authority, Housing Authority Commission, Industrial Development Authority Board, Parking Authority, Redevelopment Agency Commission, Relocation Appeals Board, Treasure Island Development Authority) on which an appointee of the City elective officer(s) identified on this form sits

Print Name of Board

Filer Information *(Please print clearly.)*	
Name of filer: Angela Calvillo, Clerk of the Board	Contact telephone number: (415) 554-5184
Address: City Hall, Room 244, 1 Dr. Carlton B. Goodlett Pl., San Francisco, CA 94102	E-mail: Board.of.Supervisors@sfgov.org

Signature of City Elective Officer (if submitted by City elective officer)

Date Signed

Signature of Board Secretary or Clerk (if submitted by Board Secretary or Clerk)

Date Signed

City and County of San Francisco

San Francisco Department of Public Works
Office of the Director
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102
(415) 554-6920 ■ www.sfdpw.org

Edwin M. Lee, Mayor
Edward D. Reiskin, Director

TO: **Angela Calvillo, Clerk of the Board of Supervisors**

FROM: **Edward Reiskin, Director of Public Works**

DATE: **February 2, 2011**

SUBJECT: **Accept-Expend Resolution – Arelious Walker Dr. Stairway Improvement**

GRANT TITLE: **Federal Transportation Enhancements (TE) funds**

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

- ☑ Resolution; original signed by Department, Controller, Mayor
- ☑ Grant Information Form, including disability checklist
- ☑ Grant budget
- ☑ San Francisco County Transportation Authority Proposed San Francisco 2010 Transportation Enhancements (TE) Project Priorities
- ☑ Redevelopment Agency documents:
  - o Memo from Fred Blackwell to Agency Commissioners
  - o Redevelopment Agency Resolution No 148-2009
  - o Grant application
  - o Project Programming Request

Special Timeline Requirements:

Departmental representative to receive a copy of the adopted resolution:
Name: Simone Jacques, Simone.Jacques@sfdpw.org Phone: 558-4034

Interoffice Mail Address: DPW, Bureau of Engineering, 30 Van Ness Ave, 5th 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).

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

Grant Information Form
(Effective March 2005)

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: Arelious Walker Dr. Stairway Improvement Project

2. Department: Public Works

3. Contact Person: Simone Jacques Telephone: 558-4034

4. Grant Approval Status (check one):

[X] Approved by funding agency [] Not yet approved

5. Amount of Grant Funding Approved or Applied for: $1,109,000

6a. Matching Funds Required: $0
b. Source(s) of matching funds (if applicable):

7a. Grant Source Agency: Metropolitan Transportation Commission (MTC)
b. Grant Pass-Through Agency (if applicable): U.S. Department of Transportation, Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans)

8. Proposed Grant Project Summary: Rehabilitate deteriorated stairway.

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

Start-Date: November 2010 End-Date: April 2014

10a. Amount budgeted for contractual services: $ 765,000

b. Will contractual services be put out to bid? Yes

c. If so, will contract services help to further the goals of the department's MBE/WBE requirements? Yes. DPW will also contract with the San Francisco Conservation Corps to perform landscaping and tree related work. Partnering with the SFCC is a requirement of the grant.

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

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

b1. If yes, how much? Approximately $ 8,600
b2. How was the amount calculated? DPW Indirect Cost Plan

c. If no, why are indirect costs not included?
[ ] Not allowed by granting agency [ ] To maximize use of grant funds on direct services
[ ] Other (please explain):

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

12. Any other significant grant requirements or comments:

****Disability Access Checklist*****

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

[X] Existing Site(s)	[ ] Existing Structure(s)	[ ] Existing Program(s) or Service(s)
[ ] Rehabilitated Site(s)	[ ] Rehabilitated Structure(s)	[ ] New Program(s) or Service(s)
[ ] New Site(s)	[ ] New Structure(s)	

14. The Departmental ADA Coordinator and/or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:

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

Date Reviewed: 2/1/2011

Department Approval: Edward D. Reiskin (Name) Director of Public Works (Title)

_____
(Signature)

Deborah Gordon/CON/SFGOV
02/02/2011 12:51 PM

To "Jacques, Simone" <Simone.Jacques@sfdpw.org>
cc
bcc
Subject Re: FW: Arelious Walker grant code set-up

Thanks, Simone,

Can you give us what the code will be for the TDP grant? That will allow us to set it up in the grants database so that we can track the accept and expend process.

After reviewing the packages, I just have a few questions:

Tire-Derived Product Grant:

Cover memo: just checking - you don't need a certified copy of the approved A & E to submit to the State?

Grant Info Form: Start date? I'm not quite sure if July 2011 is correct. The State application says fiscal year 10-11, and there is one workplan step that is scheduled for June 2011.
Grant Info Form: There's nothing entered in anwer to question 11 c 2. What would have been the amount of indirect costs. This can be an estimate, or a statement that they would have been "minimal" for such a small grant, but the question shouldn't be left blank. I know it would be a pain to get the form signed again. Call me to discuss.

Arelious Walker Dr. Stairway:

Grant Info Form: Just checking: $8,600 is all of the indirect costs that would have been calculated using the DPW Indirect Cost Plan. Seems low to me, so just checking.
Grant Info Form: Just checking: do you want the resolution to be retroactive? I'm not totally clear how the E & P phase costs will work, but if the work will be performed before the date of the resolution, I think that the resolution should state that it is retroactive. I note that the start date is November 2010 at line 9 of the Grant Info Form, and the Project Programming Request states that 11/1/10 is the End of the Environmental Phase.

Let's talk when you have a chance.

Debbie Gordon
Controller's Accounting Operations Division
City and County of San Francisco
(415) 554-5241 phone

Controller's Public Page: http//www.sfcontroller.org
Controller's Intranet Page: http://conpolicy

"Jacques, Simone" <Simone.Jacques@sfdpw.org>

"Jacques, Simone" <Simone.Jacques@sfdpw.org>
02/02/2011 12:33 PM

To "Gordon, Deborah" <Deborah.Gordon@sfgov.org>
cc
Subject FW: Arelious Walker grant code set-up

Hi Debbie,

Here is the grant code for the Arelious Walker accept-expend that I dropped off to you earlier today.

We haven't created a grant code for the Tire-derived product grant since it hasn't yet been awarded.

Thanks,

Simone

Simone Jacques
SFDPW
415.558.4034
From: Hu, Jenny
Sent: Wednesday, February 02, 2011 11:29 AM
To: Jacques, Simone
Subject: RE: Arelious Walker grant code set-up

The grant code is already setup. Here is the FAMIS screen print.

```
FAML5070 V5.1          CITY AND COUNTY OF SAN FRANCISCO--NFAMIS
02/02/2011
LINK TO:                                  GRANTS                          11:26
AM
                                                                       PAGE 1 OF
4

GRANT                : PWTE01         ARELIOUS WALKER STAIR REPLACEMENT

GRANT DETAIL         : 1185FD         1785J-ARELIOUS WALKER STAIR REPLACEMENT

TITLE                : 1785J-ARELIOUS WALKER STAIR REPLACEMENT

LOWER LVL REQUIRED   : N

    GRANT TYPE       : T              FEDERAL GRANT - PASS-THROUGH STATE OR OT

    CONTYP /FNDS CTL: GG   Y          GRANT

    CCSF FILE NMBR   :

    RESP DEPARTMENT  : DPW            PUBLIC WORKS -RESPONSIBLE DEPT FOR GRANT

    DONOR AGENCY     : CALT           CALIFORNIA DEPT. OF TRANSPORTATION (CALT

    CCSF APPROVAL    :

    FEDERAL CATALOG  : 20205          HIGHWAY PLANNING/CONSTRUCTION (FAU/HES)

    CLOSING DATE     :
```

INT DIST BY GRT :

PLAN DATES	START : 02/02/2011	END : 06/30/2015	IDC REIMBURSE : N
ACTUAL DATES	START : 02/02/2011	END : 06/30/2015	GRACE PERIOD : N
CREATE DATE : 02/02/2011		STATUS IND : A	
UPDATE DATE : 02/02/2011		STATUS DATE : 02/02/2011	

Jenny Hu
Department of Public Works - Accounting
Tel: (415) 554-4814
Fax: (415) 554-4066

Arelious Walker Dr. Stairway Improvements
Transportation Enhancements Grant Budget Summary

Sources		Amount
Transportation Enhacements Grant	$	1,109,000
Redevelopment Agency	$	10,000
TOTAL COST	**$**	**1,119,000**

Uses		Amount
Environmental Phase	$	10,000
Design Phase	$	112,000
Construction Phase & contingency	$	997,000
TOTAL COST	**$**	**1,119,000**

Attachment 5

Proposed San Francisco 2010 Transportation Enhancements (TE) Project Priorities

Rank [1]	Sponsor [2]	Project Title [2]	TE Funds Requested	Funding Recommendation: Total Recommended TE Programming	Funding Recommendation: Cumulative TE Recommended Programming	Rationale/Notes
1	SFRA	Arelious Walker Dr. Stairway Improvement Project	$1,109,000	**$1,109,000**	**$1,109,000**	Project ranks highly because of permanent safety benefits and lack of other discretionary fund sources.
2	MTA	Phelan Loop Pedestrian and Beautification Project	$574,000	**$574,000**	**$1,683,000**	Projects ranks highly due to coordination with Balboa Park Station Area Plan and related projects, as well as safety benefits.
3	MTA	Church/Duboce Pedestrian Improvements	$388,000	**$388,000**	**$2,071,000**	Projects ranks highly due to coordination with Church and Duboce Rail Replacement Project, as well as safety benefits.
4	MTA	San Francisco Street Beautification Project	$278,000	-	-	MTA has asked the Authority to replace the Street Beautification project with the Bicycle Parking - Valencia Street and Mission District project because the latter is a higher priority for the agency. See memo for additional details.
5	MTA	Sunset Pedestrian Improvements and Safety Education	$750,000	**$611,500**	**$2,682,500**	Project provides permanent and temporary (e.g. safety program) safety benefits and complements planned construction of two new traffic signals on the corridor. Partial funding recommended to allow capacity to fund the next highest ranked project.
6	DPW	Point Lobos Pedestrian Improvements	$464,000	**$461,000**	**$3,143,500**	All DPW projects had the same rank. DPW concurred with our recommendation to fund this DPW project given the amount of funds remaining after funding higher ranked projects.
6	DPW	2nd Street Pedestrian Improvements	$727,000	-	-	No funding recommended due to project ranking.
6	DPW	Valencia Street Pedestrian Improvements	$879,000	-	-	No funding recommended due to project ranking.
6	DPW	17th Street Pedestrian Improvements	$1,347,000	-	-	No funding recommended due to project ranking.

Attachment 5
Proposed San Francisco 2010 Transportation Enhancements (TE) Project Priorities

Rank [1]	Sponsor [2]	Project Title [2]	TE Funds Requested	Funding Recommendation: Total Recommended TE Programming	Funding Recommendation: Cumulative TE Recommended Programming	Rationale/Notes
6	DPW	Alemany Median Improvements Phase 2	$2,317,000	-	-	No funding recommended due to project ranking.
7	MTA	San Francisco Bike Parking Program - Valencia and Mission District	$235,000	**$235,000**	**$3,378,500**	MTA has asked the Authority to replace the Street Beautification project with the Bicycle Parking - Valencia Street and Mission District project because the latter is a higher priority for the agency. See memo for additional details.
8	MTA	San Francisco Pedestrian Safety Program	$228,000	-	-	No funding recommended due to project ranking.
			$9,296,000	**$3,378,500**		

Total TE Funds Available	**$3,378,500**
Surplus/Deficit	**$0**

[1]See Attachment 5 for prioritization criteria.
[2]See Attachment 3 for sponsor acronyms and project descriptions.

70

110-3509-002

Agenda Item No. 4 (c)
Meeting of December 15, 2009

MEMORANDUM

TO: Agency Commissioners

FROM: Fred Blackwell, Executive Director

SUBJECT: Authorizing the application for the 2010 Regional Transportation Improvement Program Grant Funds, and the acceptance and expenditure of an amount not to exceed $1,109,000 for the Arelious Walker Drive Stairway Improvement Project located at the intersection of Arelious Walker Drive and Innes Avenue; Bayview Hunters Point Redevelopment Project Area.

EXECUTIVE SUMMARY

The Arelious Walker Drive Stairway ("Stairway") is a deteriorated stairway within the public right-of-way located in the northeastern portion of the Bayview Hunters Point ("BVHP") Redevelopment Project Area. The Stairway provides an important pedestrian connection from the San Francisco Housing Authority's Westbrook development to transit, open space, and future employment opportunities along the India Basin Shoreline and within the Hunters Point Shipyard.

The Agency is submitting an application to the Metropolitan Transportation Commission ("MTC") for the Arelious Walker Drive Stairway improvements in the amount of $1,109,000. Per the terms of the grant application, a resolution of local support for the Arelious Walker Drive Stairway Improvement Project ("Stairway Project") is required. The source of the grant is Federal Transportation Enhancement ("TE") funds from the Regional Transportation Improvement Program ("RTIP").

Staff recommends that the Commission authorize the application for the 2010 Regional Transportation Improvement Program Grant, and the acceptance and expenditure of funds in an amount not to exceed $1,109,000 for Arelious Walker Drive Stairway Improvement Project.

DISCUSSION

Regional Transportation Improvement Program

In September 2009, the San Francisco County Transportation Authority ("SFCTA") issued a call for projects for San Francisco's county share of Federal TE funds. The total amount of TE funds available to program the San Francisco projects is approximately $2 - $3 million. The Agency submitted a proposal for the Stairway Project for preliminary consideration to the SFCTA on October 2, 2009.

SFCTA received twelve project applications requesting a total of $9.2 million in TE funds. After reviewing and evaluating eligible project applications, SFCTA staff developed a list of project priorities. The Stairway Project ranked at the top of the priority list for funding.

On November 24, 2009, the SFCTA Board adopted a resolution to support the proposed San Francisco 2010 TE Project Priorities, which includes the Stairway Project. As part of the grant application, the Agency must submit a Commission Resolution, the RTIP Certification of Assurances form (Attachment 2) and a Project Programming Request form that lists the project, purpose, schedule and budget (Attachment 3).

Funds will be awarded in June 2010 by MTC subject to the California Transportation Commission approval of the Bay Area Regional Transportation Improvement Program. If selected to receive the grant funds, the Agency will enter into a funding agreement with Caltrans.

Project Description

The Arelious Walker Drive Stairway is one of five stairways that connect the San Francisco Housing Authority projects on Hunters Point Hill to transit and open space recreation facilities adjacent to India Basin (Attachment 1). The Stairway is concrete with steel handrails and approximately 150 feet in length.

The Stairway is deteriorated and requires a significant amount of improvement to bring it into compliance with the City's Building Code. In 2008, the San Francisco Department of Public Works provided an evaluation and preliminary cost estimate study for the Arelious Walker Drive Stairway and the four other stairways in the vicinity. The evaluation found the stairways to be at varying levels of disrepair. Handrails are missing in some places, and landings show differential settlement that present tripping hazards. Stairway foundations have been washed away in certain locations and have potentially undermined the structural stability of the stairways. In other locations, dense vegetation has encroached into the stairway path. The pedestrian stairways have fallen into disrepair due to the lack of designated funds to improve pedestrian amenities.

There is widespread community support for improving connectivity and the safety of the pedestrian stairway connections for the Hunters Point Hill residents. In 2002, the Agency and the BVHP Project Area Committee ("PAC") completed a Community Revitalization Concept Plan that identified the stairways for targeted improvements. The upcoming SFCTA's Community-Based Neighborhood Transportation Plan for the Bayview also identifies the importance of stairway improvements for improved access to transit services. At many of the PAC meetings and India Basin Shoreline Planning workshops residents have expressed safety concerns for the seniors and children who utilize the uneven stairways on a regular basis without handrails, often with groceries in hand or accompanied by small children. The Stairway Project was presented to the PAC Land Use Subcommittee on November 2, 2009, and the Land Use Subcommittee enthusiastically endorsed the Agency's application for the Arelious Walker Drive Stairway Improvement Project.

PROJECT COST COMPONENTS	COST
Preparation of Construction Documents	$191,000
Construction Repair	$765,000
Contingency	$153,000
Total Project Costs under the TE Program	**$1,109,000**

Upon receipt of award notification, the Agency will coordinate with the Department of Public Works for construction design and review. Additionally, the Agency will contract with the San Francisco Conservation Corps for the Construction Repair phase of the project. Physical construction of the Stairway is expected to begin in the summer of 2011.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Applying for, and if selected, accepting the TE grant funds allows the Agency to provide funding for the rehabilitation of the Arelious Walker Drive Stairway. This activity would not independently result in a physical change in the environment, and is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15301(d).

Originated by Lila Hussain, Associate Planner

Fred Blackwell
Executive Director

Attachment 1: Map 1
Attachment 2: Project Programming Request Form
Attachment 3: Certificate of Assurances

RESOLUTION NO. 148-2009

Adopted December 15, 2009

AUTHORIZING THE APPLICATION FOR 2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM GRANT FUNDS, AND THE ACCEPTANCE AND EXPENDITURE OF AN AMOUNT NOT TO EXCEED $1,109,000, FOR THE ARELIOUS WALKER DRIVE STAIRWAY IMPROVEMENT PROJECT LOCATED AT THE INTERSECTION OF ARELIOUS WALKER DRIVE AND INNES AVENUE; BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT AREA

BASIS FOR RESOLUTION

1. The Redevelopment Agency of the City and County of San Francisco ("Agency") is submitting an application to the Metropolitan Transportation Commission ("MTC") for $1,109,000 in funding from the 2010 Regional Transportation Improvement Program ("RTIP") for the Arelious Walker Drive Stairway Improvement Project as authorized by MTC by Resolution No. 3928.

2. SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the State and for appropriating and allocating the available funds to these projects. As part of that process, MTC is responsible for programming projects eligible for RTIP funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program.

3. MTC will review and include, if approved, 2010 RTIP projects in the federal Transportation Improvement Program ("TIP").

4. MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for RTIP funds in the RTIP. Applications to MTC must be submitted consistent with procedures, conditions, and forms it provides to transportation project sponsors.

5. The Agency is a sponsor of transportation projects eligible for RTIP funds.

6. The RTIP Project Programming Request form of the project application, attached hereto as Attachment A and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which the Agency is requesting that MTC program RTIP funds for inclusion in the RTIP.

7. Part 2 of the project application, attached hereto as Attachment B and incorporated herein as though set forth at length, includes the certification by the Agency of assurances required by SB 45 in order to qualify the project listed in the RTIP project nomination sheet of the project application for programming by MTC.

8. As part of the application for 2010 RTIP funding, MTC requires any resolution adopted by the responsible implementing agency to state that the project will comply with the procedures specified in the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 3928, Attachment 1, Pages 14-15, and as may be further amended).

9. Applying for, and if selected, accepting the Transportation Enhancement grant funds allows the Agency to provide funding for the rehabilitation of the Arelious Walker Drive Stairway. This activity would not independently result in a physical change in the environment, and is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15301(d).

RESOLUTION

ACCORDINGLY, IT IS RESOLVED by the Redevelopment Agency of the City and County of San Francisco that:

1. The Executive Director is authorized to apply for, and if accepted to expend, 2010 Regional Transportation Improvement Program grant funds in an amount not to exceed $1,109,000, for the Arelious Walker Drive Stairway Improvement Project located at the intersection of Arelious Walker Drive and Innes Avenue in the Bayview Hunters Point Redevelopment Project Area.

2. The Agency approves the assurances set forth in Part 2 *Certificate of Assurances* of the project application, attached hereto as Attachment B.

3. The Agency will comply with the provisions and requirements of the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 3928, Attachment 1, Pages 14-15, and as may be further amended), that the Arelious Walker Drive Stairway Improvement Project will be implemented as described in the completed application and in this Resolution and, if approved, for the amount programmed in the MTC federal TIP.

4. The Agency and the Arelious Walker Stairway Improvement Project will comply with the requirements as set forth in the 2010 RTIP Policies and Procedures (MTC Resolution No. 3928).

5. The Agency has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP Project Programming Request form of the project application, attached to this Resolution; and be it further the Agency is an eligible sponsor of projects in the State Transportation Improvement Program; and it is authorized to submit an application for State Transportation Improvement Program funds for the Arelious Walker Drive Stairway Improvement Project.

6. There is no legal impediment to the Agency making applications for Regional Improvement Program funds; and that there is no pending or threatened litigation which might in any way adversely affect the proposed Arelious Walker Drive Stairway Improvement Project, or the ability of the Agency to deliver such Project.

7. The Agency authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC to program Regional Improvement Program funds into the RTIP, for the projects, purposes, and amounts included in the project application attached to this Resolution.

8. A copy of this Resolution shall be transmitted to MTC in conjunction with the filing of the Agency application referenced herein.

APPROVED AS TO FORM:

_____

James B. Morales
Agency General Counsel

Attachment A: Project Programming Request

Attachment B: Certificate of Assurances

Transportation Enhancement (TE) Application (PSR Equivalent)

TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes. All projects must have an approved eligible application prior to programming in the RTIP.

PART ONE: GENERAL PROJECT INFORMATION

_____RTIP TE _____ITIP TE Is the project within Caltrans Right of Way Yes☐ No☒.

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps? Yes☒ No☐.
If you answered yes to the above question please list the contact information for the corps.
Corps Name: San Francisco Conservation Corps Contact Name: Janet Gomes Phone number: 415.928.7417 (x306)

PROJECT TITLE: Arelious Walker Dr. Stairway Improvement Project

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project	(Round dollars to nearest thousands)
Lila Hussain San Francisco Redevelopment Agency One South Van Ness, 5th Floor San Francisco, CA 94103	TE FUNDS REQUESTED $ 1,109,000 State Match (11.47%) $_____ Local Match (if Required) $_____ TOTAL TE PROJECT COST $_____ X TE is a stand-alone project. ☐ TE is part of a larger project.

Person who can answer questions about this application (Name, title, phone, fax, email)	PARTNER(S) (Name, title, agency, address, phone, fax)
Lila Hussain Associate Planner San Francisco Redevelopment Agency (p)415-749-2431 (f)415-749-2524 Lila.hussain@sfgov.org OR Tom Evans Lead Planner San Francisco Redevelopment Agency (p)415-749-2539 (f)415-749-2524 Tom.evans@sfgov.org	

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

The TE is not an enhancement to a larger project. The pedestrian stairway project will connect Hunters Point Hill residents to redevelopment areas, open space recreation and transit access to much needed basic services.

Total Project Cost $ 1,119,000

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

The Arelious Walker Dr.stairway is one of 5 stairways that connect the San Francisco Housing Authority (SFHA) residents from Hunters Point Hill located in the northeastern portion of Bayview Hunters Point neighborhood to transit and open space recreation facilities. (See Map 1) More specifically, the Arelious Walker Dr. stairway provides a direct pedestrian connection for low-income residents from the Westbrook and Hunters View public housing developments to Innes Avenue. The major road through this neighborhood is Innes Avenue, connecting to Third Street, and to the future housing and commercial developments at the former Hunters Point Naval Shipyard and the India Basin Shoreline.

The Arelious Walker Dr. stairway is concrete with steel handrails, approximately 150 feet in length and is located within the public right-of-way. The stairway is in poor condition and requires a significant amount of deferred maintenance to bring it into compliance with current building codes. (see attached photologs of stairway) In general, the following conditions exist at the stairway:

- Walkway landings exceed maximum 2% slope allowed in current code. Some landings show differential settlement that present tripping hazards;
- Handrails are missing on some areas;
- Some of the noses of the treads are spalled, which presents tripping hazards;
- Some of the slab on grade stairways have limited amounts of at grade material that has washed away thus undermining the stairways;
- No balusters along stairway in areas where adjacent grade has a 3 foot drop;
- Termination of the handrail design is non-compliant;
- Retaining walls may be necessary along certain areas; and
- Neighboring vegetation is encroaching into stairway's path

In 2008, the San Francisco Department of Public Works (SFDPW) provided an evaluation and cost estimate study for the stairway. The replacement cost for SFDPW's estimate (listed in Part II) is based on four previously constructed stairways by the City in recent years. SFDPW benchmarked the cost on the basis of five critical elements for stairway repairs. The elements include: accessibility, soil/slope, required shoring, and demolition issues. Detailed explanations of these elements are presented as follows:

- Accessibility: Refers to the space available for the crew and equipment to work on the site; this includes aspects such as staging and storage areas during construction as well as equipment access and ingress/egress considerations.
- Soil/Slope: Refers to the existing slope, terrain, and soil at the stairway's site.
- Shoring Required: Refers to the required level of effort to construct shoring to support concrete formwork, excavations and adjacent earthwork, or neighboring structures.
- Demolition: Refers to the required level of effort to demolish the existing structure.

Since many aspects of the stairway structures do not conform to the current San Francisco Building Code (SFBC) and they appear to have significant amounts of deferred maintenance, replacement of these structures are required. Specific elements of the stairway that are not code compliant are discussed as follows:

1. Landings that are no longer level due to differential settlement or that were installed with a slope should be replaced; however, replacement of these landings would not be possible unless the stair flights are also replaced to meet the new established grades of the new landings.

2. Stair tread sizes that do not conform to the current SFBC should be replaced. This would allow pedestrians to more conveniently traverse these stairways.
3. None of the handrails are compliant with the current SFBC and should be replaced.
4. Lastly, new retaining walls will be required for two of the stairways to meet the minimum SFBC requirements and for pedestrian safety. The walls are also required for structural stability of the stairway above and below adjacent slopes.

The cost of repairs is estimated based on a scope of basic repairs and safety improvements. The scope for basic repairs involves repairing elements that are damaged or missing and the scope of improvements to public safety involves adding new elements to the stairway structure to improve pedestrian safety.

SFRA is pleased to partner with Conservation Corps on site preparation and post-construction landscaping. Conservation Corps has worked with SFRA in the past on maintenance of playgrounds and public parks within the Bayview neighborhood. Approximately 30% of Conservation Corps members currently reside in the Bayview neighborhood, so this project will allow members to work on a project that will directly benefit their community.

Improvements to the stairways have obtained CEQA clearance. NEPA clearance should not be an issue, given that the stairs already exist within a public right-of-way. SFDPW has completed an evaluation and preliminary cost estimates for repairs on the stairways; minimal design work is needed for these repairs. The project is served by local roads and arterials identified in as the "Bayview Transportation Improvements" in the Bay Area's 2009 Transportation Improvement Program.

SFRA will be able to meet the timely use of TE funds given that SFDPW has already completed a preliminary site evaluation and a draft scope of construction work needed to repair the stairway.

The Agency anticipates a Categorical Exclusion for this project. The anticipated date for environmental clearance is January 30, 2010. Agency staff will begin working with Caltrans this month to begin the NEPA clearance process.

NEED AND PURPOSE (Describe how is the project above and beyond a standard transportation project)

The pedestrian stairway has fallen into disrepair due to the lack of designated funds from the San Francisco Housing Authority to improve pedestrian amenities. Pedestrian paths and stairs have generally received less attention and funding for upkeep and maintenance than streets and sidewalks. The stairway provides a vital connection from an isolated low-income community to bus route 19, the India Basin Shoreline, the Bay Trail and Herons Head Park. The average household income of Hunters Point Hill household in Westbrook Apartments is $17,437 and access to basic services such as grocery stores, medical services, and other basic needs are critical barriers for this community. Enhancing pedestrian linkages to transit and waterfront recreation will not only address basic access issues, but will also connect two communities which are separated by the steep grade of Hunters Point Hill. In the future this pedestrian linkage will provide a critical linkage to the new commercial, retail and recreational activities planned for the India Basin Shoreline and Shipyard. The hillside and the waterfront would be connected by new development that serves the entire area and that provides neighborhood services needed by Hunters Point Hill residents and future residents living near the waterfront. In the event of an emergency, these pathways could serve as critical evacuation routes for large numbers of pedestrians who reside in the hill area.

The transportation challenges within this neighborhood are unique compared to other San Francisco neighborhoods. These unique characteristics include, but are not limited to: geographic isolation; wide mix of land uses, diverse demographic profile and greater youth and senior populations. Added to these challenges are the large scale redevelopment opportunities within this neighborhood. The San Francisco Redevelopment Agency (SFRA) is currently working on a Redevelopment Plan to facilitate the re-use of large vacant parcels along the India Basin Shoreline. The proposed Redevelopment Plan will bring new housing, neighborhood serving retail and jobs to the Innes Avenue corridor. As part of its redevelopment activities, SFRA plans to invest in workforce

development and circulation enhancements to improve the pedestrian, transit and bicycling environment along Hudson and Innes Ave (see Map 2 and 3).

There is widespread community support for improving connectivity and the safety of the pedestrian stairway connections for the Hunters Point Hill residents. In 2002, SFRA completed a "Community Revitalization Concept Plan" which identified the stairways as targeted improvements. The upcoming SFCTA's Community Based Neighborhood Transportation Plan for the Bayview also identifies the importance of stairway improvements for improved access to transit services. At many of the Bayview Hunters Point Project Area community meetings, residents have expressed safety concerns for the seniors and children who utilize the uneven stairways on a regular basis without handrails and with groceries or small children. Both of these plans have involved extensive community outreach.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

The pedestrian stairway connects SFHA residents to bus 19 Polk which runs west from Hunters Point Shipyard along Innes Avenue, Hunters Point Boulevard and Evans Avenue on the neighborhood's northern edge before continuing north over Potrero Hill to the western South of Market District, Civic Center, Russian Hill and Fisherman's Wharf. Its base headway or mid day frequency is every 24 minutes, and peak its period headway is 10 minutes.

In the future, as part of the Transit Effectiveness Project or TEP, Municipal Transit Agency (MTA) may make bus service changes that will also include transit connections to the 24th Street Mission BART station, and Noe Valley, Diamond Heights, West Portal and Sunset Districts.

As mentioned earlier, the India Basin Shoreline Area is proposed to be redeveloped into a commercial and mixed use community. The redevelopment plan for the shoreline includes neighborhood serving retail and employment opportunities. Currently, residents in the area have to travel great distances for basic neighborhood services and employment opportunities. Pedestrian connections will provide vital access to Shipyard and India Basin Shoreline redevelopment areas.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

NOT APPLICABLE

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)
NOT APPLICABLE

ALTERNATIVES CONSIDERED

NOT APPLICABLE

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

1. ☒ Provision of facilities for pedestrians and bicycles
2. ☐ Provision of safety and educational activities for pedestrians and bicyclists.
3. ☐ Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. ☒ Landscaping and other scenic beautification.
6. ☐ Historic preservation.
7. ☐ Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. ☐ Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. ☐ Inventory, control, and removal of outdoor advertising.
10. ☐ Archaeological planning and research.
11. ☐ Environmental mitigation
    (i) To address water pollution due to highway runoff; or
    (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. ☐ Establishment of transportation museums.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

SEE ATTACHED MAPS AND PHOTOS

PART TWO: FUNDING

pared by Su-Syin Chou Title Senior Civil Engineering

Agency: San Francisco Redevelopment Agency Phone Tel (415) 749-2453 Fax (415) 749-2526

PROJECT COMPONENT COSTS (round to nearest $1,000s)

	RTIP	ITIP	OTHER
• E&P (PA&ED)	$	$	$10,000
• PS&E	$191,000	$	$
• Right of Way Capital	$N/A	$	$
• Right of Way Support*	$	$	$
• Construction Support*	$	$	$
Construction Capital	$765,000	$	$

TOTAL PROJECT COSTS (including 20%contingency) $1,109,000

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

Item	Description	Unit	Quantity	Unit Price	Amount
E&P	Environmental Clearance (SFRA will cover this cost)	LS	1		$10,000
PE	Preparation of construction documents Preliminary engineering, soil investigation & permit costs	LS	1		$191,000
ROW	Acquisition Right of Way				(Not Applicable)
	Construction repair existing stairway	LF	150	$5,100	$765,000

Other: The factors affecting unit costs are accessibility, slope, required shoring and demolition cost. All of these elements have been rated difficult for Arelious Walker Dr. Stairway improvements by SFDPW. Components of the repair will include tread, landings, railings, and retaining walls.

SFRA estimates approximate 10% of construction costs (will be used for Conservation Corps. $76,500

CONTINGENCY (%) 20%	$153,000
TOTAL CONSTRUCTION CONTRACT ITEMS	$1,109,000

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the ncement funds may be required).

.ıo will maintain? Subsequent to completion of the project, the San Francisco Redevelopment Agency will negotiate a maintenance agreement with SFDPW

What is the source of maintenance funds? SFRA will use tax increment funds to cover the costs of maintenance.

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009
Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

(1) In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

(2) After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

(3) After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

For projects proposed for funding with all federal TE funds

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

(1) TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);

(2) After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

(a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.

(b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

Project Schedule

Activity	**Timeline**
NEPA Clearance	Completed by February 1, 2010
E&P	March 1, 2010
Award Notification	June 2010
RFP for PS&E and E &P (The Agency may contact out to SFDPW)	August 30, 2010
Contact Awarded	November 30, 2010
PS&E Completed	April 30, 2011
Bid for Construction	May 30, 2011
Construction	July 30, 2011-November 20, 2011

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:
http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx
http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM
www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

☒ A corps can participate on the following items of work: Site clearance, construction preparation and post-construction landscaping

Name of corps: San Francisco Conservation Corps and the contact for the corps is: Janet Gomes 415.928.7417 (x306)

☐ This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurred in by:

California Conservation Corps contact (Print Name) (Signature)
Date

California Association of Local (Signature)
Date
Conservation Corps contact (Print Name)

RTPA Conservation Corps Partner Contacts For Transportation Enhancement Projects

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Chief of Field Operations Mark Rathswohl	916-341-3139	Mark_Rathswohl@ccc.ca.gov
California Association of Local Conservation Corps (representing the Community Conservation Corps)	Association Manager Scott Dosick	916-285-8743	manager@calcc.org

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Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility (ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state regulations or guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.
I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed_____ Date_____
(TEA Administering Agency Representative)

Printed (Name and Title) Lila Hussain, Associate Planner

Administering Agency: San Francisco Redevelopment Agency

For State Projects:
Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10) *General Instructions*

☐ New Project	☑ Amendment (Existing Project)				Date: 12/03/10
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No.**	
04		9098J			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SF				Regional Transporrtation Planning Agency	
				MPO	**Element**
				MTC	LA

Project Mgr/Contact	**Phone**	**E-mail Address**
Raymond Lui	415-558-4585	Raymond.Lui@sfdpw,org

Project Title

Arelious Walker Stairway Improvement Project

Location, Project Limits, Description, Scope of Work, Legislative Description

The project is located at Arelious Walker Drive between Innes Avenue and Northridge Road in the northwestern potion of the Bayview Hunters Point District in San Francicso, California. The project limit will be within the public right-of-way and will not alter the existing alignment of the stariway and adjacent streets. The existing stairway will be replaced in-kind. The work will not require relocation of public utilities.

Component	**Implementing Agency**	**Reimbursements**
PA&ED	City and County of San Francisco, Department of Public Works	
PS&E	City and County of San Francisco, Department of Public Works	
Right of Way		
Construction	City and County of San Francisco, Department of Public Works	

Legislative Districts

Assembly:	13	**Senate:**	3
Congressional:	8		

Purpose and Need

The stairway is in poor condition and requires a significant amount of deferred maintenance to bring it into compliance with current building code; threfore, replacement of the stariway is required. Due to the lack of designated funds from the San Francisco Redevelopment Agency (SFRA) to improve pedestrian amenities, SFRA is in need of federal funds for this improvement project. Stairway improvements will provide stairway and landscape enhancments.

Project Benefits

The proposed project would enhance the conditions of the stairway and will serve to improve pedestrian safety. The landscaping and scenic beautification for this project will enhance the character and livability of the neighborhood. This improvement plan is consistent with plans and goals adopted by the community and these plans have involved extensive community outreach and process. Additionally, the stairway provides a vital connection from an isolated low-income community to basic services.

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				08/01/10
Circulate Draft Environmental Document	**Document Type**	CE		
Draft Project Report				N/A
End Environmental Phase (PA&ED Milestone)				11/01/10
Begin Design (PS&E) Phase				02/01/11
End Design Phase (Ready to List for Advertisement Milestone)				06/01/11
Begin Right of Way Phase				N/A
End Right of Way Phase (Right of Way Certification Milestone)				N/A
Begin Construction Phase (Contract Award Milestone)				10/01/11
End Construction Phase (Construction Contract Acceptance Milestone)				04/01/12
Begin Closeout Phase				04/02/12
End Closeout Phase (Closeout Report)				05/30/12

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 12/03/10

County	CT District	PPNO	TCRP Project No.	EA
San Francisco	4	9098J		04-925888

Project Title: Arelious Walker Stairway Improvement Project

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)	10							10	SFRA
PS&E		191						191	SFDPW
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			918					918	SFDPW
TOTAL	10	191	918					1,119	
Proposed Total Project Cost									
E&P (PA&ED)	10							10	
PS&E		112						112	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			997					997	
TOTAL	10	112	997					1,119	

Fund No. 1: RIP

Program Code: 23.30.600.731

Existing Funding								
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total
E&P (PA&ED)								
PS&E		191						191
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			918					918
TOTAL		191	918					1,109
Proposed Funding								
E&P (PA&ED)								
PS&E		112						112
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			997					997
TOTAL		112	997					1,109

Funding Agency: SFDPW

Notes

Fund No. 2: Local

Program Code

Existing Funding								
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total
E&P (PA&ED)	10							10
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL	10							10
Proposed Funding								
E&P (PA&ED)	10							10
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL	10							10

Funding Agency: SFRA

Notes

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Complete this page for amendments only **Date:** 12/03/10

District	Co	Route	EA	PPNO	TCRP No.
4	San Francisco		04-925888	9098J	

SECTION 1 - All Projects

Project Background

Originally included in 2010 STIP with San Francisco Redevelopment Agency as the Sponsor and Implementing Agency (SFRA). SFRA does not currently have Agency-State Master Agreement. San Francisco Department of Public Works (SFDPW) will take over as the Sponsor and Implementing Agency for design and construction phases.

Programming Change Requested

Change the project sponsor to San Francisco Department of Public Works. Move $79,000 from design to construction phase.

Reason for Proposed Change

SFDPW will be administering and implementing this project in place of SFRA. SFDPW anticipates higher construction cost. In 2008, SFDPW provided an evaluation and preliminary cost estimate study for the Arelious Walker stairway. The replacement cost of SFDPW's estimate was based on previously constructed stairways by the City and was only used for planning purposes for the Hunters Point Area Redevelopment. The preliminary cost estimate was not based on a site-specific analysis.

Based on our field observations and subsequent evaluations, we developed a revised replacement cost on the basis of the site condition at the stairway location.

Based on the geologic map of the Hunters Point, we identified that the project site is underlain mostly by serpentine. It is expected that construction debris generated during construction contains airborne serpentine; compliance with the State regulation for Asbestos Airborne Toxic Control Measures (ATCM) for grading and excavation activities on Serpentine will apply. Under this regulation the contractor will need to submit an Asbestos Dust Mitigation Plan to the Bay Area Air Quality Management District (BAAQMD) for approval. Due to potential for public and worker health and safety concerns associated with serpentine airborne emissions, air monitoring serpentine during construction to comply with this regulation is required. In addition, contract specifications require the contractor to follow dust mitigation requirements and ordinances during construction. By adding these additional activities to the preliminary cost estimate, the total construction cost increases. Furthermore, through discussions with the San Francisco Redevelopment Agency (SFRA), we understand that the proposed project will need to include restoring landscaping and scenic beautification. The landscaping and scenic elements include installing new lighting and restore planting along both sides of the stair. This improvement will enhance the character and livability of the neighborhood and is consistent with plans and goals adopted by the community. By adding these additional activities to the preliminary cost estimate, the total construction cost increases.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Proposed change will not delay the project.

Other Significant Information

SECTION 2 - For TCRP Projects Only

☐ Alternative Project Request (Please follow Instructions at http://www.dot.ca.gov/tcrp/LETTERguidelines)

☐ Letter of No Prejudice (LONP) (Please follow Guidelines at http://www.dot.ca.gov/tcrp/docs/042706.pdf)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Raymond Lui		Project Manager	12/3/2010

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map