File No. 170521 Committee Item No. 1
Board Item No. _____

# COMMITTEE/BOARD OF SUPERVISORS

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**Committee:** Budget & Finance Sub-Committee **Date** May 11, 2017

**Board of Supervisors Meeting** **Date** _____

| Cmte | Board | |
|---|---|---|
| ☐ | ☐ | Motion |
| ☒ | ☐ | Resolution |
| ☐ | ☐ | Ordinance |
| ☐ | ☐ | Legislative Digest |
| ☐ | ☐ | Budget and Legislative Analyst Report |
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| ☐ | ☐ | Introduction Form |
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**OTHER** **(Use back side if additional space is needed)**

| | | |
|---|---|---|
| ☒ | ☐ | Bicycle Advisory Committee Resolution |
| ☐ | ☐ | |
| ☐ | ☐ | |
| ☐ | ☐ | |
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| ☐ | ☐ | |
| ☐ | ☐ | |
| ☐ | ☐ | |
| ☐ | ☐ | |

**Completed by:** Linda Wong **Date** May 5, 2017
**Completed by:** Linda Wong **Date** _____

FILE NO. 170521 RESOLUTION NO.

[Accept and Expend Grant - State Transportation Development Act, Article 3 - Pedestrian and Bicycle Projects - $991,150]

**Resolution authorizing the acceptance and expenditure of State Transportation Development Act, Article 3, Pedestrian and Bicycle Project grant funding for FY2017-2018, in the amount of $991,150 which includes $495,575 for Public Works and $495,575 for Municipal Transportation Agency, for the term of July 1, 2017, through June 30, 2020.**

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

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

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

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW) desire to submit a request to MTC for the allocation of $991,150 in FY2017-2018 TDA Article 3 Funds (TDA Funds) to support the projects and project categories described below, which are for the exclusive benefit or use of pedestrians or bicyclists; and

WHEREAS, The TDA Funds are to be expended from July 1, 2017, through June 30, 2020; and

WHEREAS, In its TDA Article 3 Project Application, the SFMTA seeks $495,575 of the TDA Funds for the engineering, construction, maintenance, and project management of pedestrian and bicycle improvements in San Francisco; and

WHEREAS, On March 13, 2017, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Funds is not defined as 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); 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 the requirements of the California Environmental Quality Act (CEQA, Public Resources Code, Sections 21000 et seq.) and the City's environmental quality regulations for each pedestrian and bicycle project; 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; and

WHEREAS, On April 18, 2017, the SFMTA Board of Directors adopted Resolution No. _____, authorizing the Director of Transportation (or his designee) to accept and expend $495,575 of the TDA Funds for Vision Zero Bicycle and Pedestrian Improvements, as set forth in the TDA Article 3 Project Application; and

WHEREAS, SFPW has identified $247,788 in work for the 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, to be funded from the TDA Funds; and

WHEREAS, SFPW has identified $247,787 in work to repair public sidewalks at various locations throughout San Francisco to be funded from the TDA Funds; and

WHEREAS, SFPW's actions contemplated in this Resolution are part of the Better Streets Plan (Project), for which the City's Planning Department issued a Final Amended Programmatic Mitigated Negative Declaration (PMND) on September 17, 2010, under the California Environmental Quality Act (CEQA, Public Resources Code, Sections 21000 et seq.), finding that the Project could not have a significant effect on the environment; said PMND is incorporated herein by reference; and

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

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

WHEREAS, Issues attendant to securing environmental and right-of-way permits and clearances for the projects have been 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; and

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

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

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

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

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

WHEREAS, SFPW's proposed grant budget includes indirect costs of $181,121, and the SFMTA's grant budget includes indirect costs of $197,982; now, therefore, be it

RESOLVED, That the projects and project categories have been reviewed by the Bicycle Advisory Committee of the City and County of San Francisco; and, be it

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

FURTHER RESOLVED, That this Board of Supervisors authorizes the SFMTA and SFPW to accept and expend up to $991,150 in state TDA Article 3 Funds for FY2017-2018 for the projects described above and to execute all required documents for receipt of such funds.

Recommended:

Edward D. Reiskin

Director of Transportation, SFMTA

Approved: _____

for Mayor

Recommended:

Mohammed Nuru

for

Director, San Francisco Public Works

Approved: _____

for Controller

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

## Grant Resolution Information Form
(Effective May 2011)

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

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

1. Grant Title: Transportation Development Act (TDA) Article 3

2. Department: Municipal Transportation Agency and Public Works

3. Contact Person: Rachel Alonso Telephone: 415.554.4139

4. Grant Approval Status (check one):

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

5. Amount of Grant Funding Approved or Applied for: $991,150 ($495,575 DPW and $495,575 SFMTA)
Grant Code: PWMT32/18

6a. Matching Funds Required: none
b. Source(s) of matching funds (if applicable):

7a. Grant Source Agency: Metropolitan Transportation Commission

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

8. Proposed Grant Project Summary:

SFMTA: engineering, construction, maintenance, and project management of pedestrian and bicycle projects

DPW: Preliminary engineering (planning and design) of curb ramps for compliance with the Federal Americans with Disabilities Act; Public sidewalk reconstruction and replacement.

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

Start-Date: July 1, 2017 End-Date: June 30, 2020

10. Number of new positions created and funded: none

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

12a. Amount budgeted for contractual services: none

b. Will contractual services be put out to bid? N/A

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? N/A

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

13a. Does the budget include indirect costs? [ X ] Yes (DPW and MTA)

b1. If yes, how much? $181,121 DPW; $197,982 MTA
b2. How was the amount calculated? DPW: 16/17 Indirect Cost Plan; MTA: FY2017 Overhead Rate

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

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

14. Any other significant grant requirements or comments:

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

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

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

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

Kevin Jensen
(Name)

ADA/Disability Access Coordinator, SF Public Works
(Title)

Date Reviewed: 4/11/2017

(Signature Required)

Overall Department Head or Designee Approval:

Mohammed Nuru
(Name)

Director, SF Public Works
(Title)

Date Reviewed: 4.18.17

(Signature Required)

# Transportation Development Act, Article 3 (TDA) Budget
# Public Works Curb Ramp Planning and Design Services
# FY 2017-18

| Position | Hourly Rate | Fully Burdened Hourly Rate (including MFB & Overhead) | Hours | Amount |
|---|---|---|---|---|
| Engineer (5211) | $ 82.34 | $ 223.79 | 35.06 | $ 7,846 |
| Associate Engineer (5207) | $ 61.44 | $ 166.99 | 237.80 | $ 39,711 |
| Assistant Engineer (5203) | $ 52.78 | $ 143.45 | 376.57 | $ 54,017 |
| Junior Engineer (5201) | $ 46.74 | $ 127.05 | 256.13 | $ 32,541 |
| Student Intern (5382) | $ 30.09 | $ 81.78 | 383.76 | $ 31,383 |
| Civil Engineering Associate I (5364) | $ 43.66 | $ 118.68 | 164.52 | $ 19,524 |
| Project Manager I (5502) | $ 65.91 | $ 179.15 | 233.57 | $ 41,844 |
| Business Analyst (1052) | $ 50.91 | $ 138.37 | 151.21 | $ 20,922 |
| **Total Public Works Labor** | | | **1,839** | **$247,788** |

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 2017-18

| Position | Hourly Rate | Fully Burdened Hourly Rate (including MFB & Overhead)* | Hours | Amount |
|---|---|---|---|---|
| 3435 Inspector | $ 38.27 | $ 104.29 | 22 | $ 2,250 |
| 7227 Cement Mason Supervisor | $ 54.22 | $ 147.75 | 21 | $ 3,174 |
| 7311 Cement Mason | $ 40.30 | $ 109.81 | 1,673 | $ 183,704 |
| 7211 Cement Finisher Supervisor II | $ 57.47 | $ 156.60 | 10 | $ 1,496 |
| 7355 Driver | $ 43.04 | $ 117.29 | 170 | $ 19,995 |
| Subtotal - Public Works Labor | | | | $ 210,619 |
| Materials - Cement Mix and Lumber | | | | $ 37,168 |
| Subtotal - Materials | | | | $ 37,168 |
| **Total Cement Shop** | | | **1,896** | **$ 247,787** |

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

**FY 2017-18 FUND ESTIMATE**
**TRANSPORTATION DEVELOPMENT ACT FUNDS**
**SAN FRANCISCO COUNTY**

| | | |
|---|---|---|
| **FY2016-17 TDA Revenue Estimate** | | |
| ***FY2016-17 Generation Estimate Adjustment*** | | |
| 1. Original County Auditor Estimate (Feb, 16) | 50,724,425 | |
| 2. Revised Estimate (Feb, 17) | 49,808,740 | |
| 3. Revenue Adjustment (Lines 2-1) | | (915,685) |
| ***FY2016-17 Planning and Administration Charges Adjustment*** | | |
| 4. MTC Administration (0.5% of Line 3) | (4,578) | |
| 5. County Administration (Up to 0.5% of Line 3)[1] | (4,578) | |
| 6. MTC Planning (3.0% of Line 3) | (27,471) | |
| 7. Total Charges (Lines 4+5+6) | | (36,627) |
| 8. Adjusted Generations Less Charges (Lines 3-7) | | (879,058) |
| ***FY2016-17 TDA Adjustment By Article*** | | |
| 9. Article 3 Adjustment (2.0% of line 8) | (17,581) | |
| 10. Funds Remaining (Lines 8-9) | | (861,477) |
| 11. Article 4.5 Adjustment (5.0% of Line 10) | (43,074) | |
| 12. Article 4 Adjustment (Lines 10-11) | | (818,403) |

| | | |
|---|---|---|
| **FY2017-18 TDA Revenue Estimate** | | |
| ***FY2017-18 County Auditor's Generation Estimate*** | | |
| 13. County Auditor Estimate | | 51,303,002 |
| ***FY2017-18 Planning and Administration Charges*** | | |
| 14. MTC Administration (0.5% of Line 13) | 256,515 | |
| 15. County Administration (0.5% of Line 13) | 256,515 | |
| 16. MTC Planning (3.0% of Line 13) | 1,539,090 | |
| 17. Total Charges (Lines 14+15+16) | | 2,052,120 |
| 18. TDA Generations Less Charges (Lines 13-17) | | 49,250,882 |
| ***FY2017-18 TDA Apportionment By Article*** | | |
| 19. Article 3.0 (2.0% of Line 18) | 985,018 | |
| 20. Funds Remaining (Lines 18-19) | | 48,265,864 |
| 21. Article 4.5 (5.0% of Line 20) | 2,413,293 | |
| 22. TDA Article 4 (Lines 20-21) | | 45,852,571 |

**TDA APPORTIONMENT BY JURISDICTION**

| *Column* | *A* | *B* | *C=Sum(A:B)* | *D* | *E* | *F* | *G* | *H=Sum(C:G)* | *I* | *J=Sum(H:I)* |
|---|---|---|---|---|---|---|---|---|---|---|
| **Apportionment Jurisdictions** | **6/30/2016 Balance (w/o interest)** | **FY2015-16 Interest** | **6/30/2016 Balance (w/ interest)[2]** | **FY2015-17 Outstanding Commitments[3]** | **FY2016-17 Transfers/ Refunds** | **FY2016-17 Original Estimate** | **FY2016-17 Revenue Adjustment** | **6/30/2017 Projected Carryover** | **FY2017-18 Revenue Estimate** | **FY2017-18 Available for Allocation** |
| **Article 3** | 863,224 | 16,271 | 879,495 | (1,829,691) | 0 | 973,909 | (17,581) | 6,132 | 985,018 | 991,150 |
| **Article 4.5** | (61,305) | 3 | (61,302) | 0 | (2,324,538) | 2,386,077 | (43,074) | (42,837) | 2,413,293 | 2,370,456 |
| **SUBTOTAL** | **801,919** | **16,274** | **818,193** | **(1,829,691)** | **(2,324,538)** | **3,359,986** | **(60,655)** | **(36,705)** | **3,398,311** | **3,361,606** |
| **Article 4** | | | | | | | | | | |
| SFMTA | 63,282 | 778 | 64,060 | (47,721,539) | 2,324,538 | 45,335,462 | (818,403) | (815,882) | 45,852,571 | 45,036,689 |
| **SUBTOTAL** | **63,282** | **778** | **64,060** | **(47,721,539)** | **2,324,538** | **45,335,462** | **(818,403)** | **(815,882)** | **45,852,571** | **45,036,689** |
| **GRAND TOTAL** | **$865,201** | **$17,052** | **$882,253** | **($49,551,230)** | **$0** | **$48,695,448** | **($879,058)** | **($852,587)** | **$49,250,882** | **$48,398,295** |

*1. Balance as of 6/30/16 is from MTC FY2015-16 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 6/30/16, and FY2016-17 allocations as of 1/31/17.*

Attachment A

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2017/18 Applicant: City and County of San Francisco – SF Municipal Transportation Agency

Contact person: Suzanne Sui Wang, Principal Analyst

Mailing Address: 1 South Van Ness Avenue, 8th FL, San Francisco, CA 94103

E-Mail Address: Suzanne.Wang@sfmta.com Telephone: (415) 646-2515

Secondary Contact (in event primary not available): Bryant Tan

E-Mail Address: Bryant.Tan@sfmta.com Telephone: (415) 646-2576

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

Amount of claim: $495,575

**Functional Description of Project Category and Financial Plan:**

| **Short Title** | **Functional Description** | **TDA 3.0 Amount** | **Total Project Cost** |
|---|---|---|---|
| Vision Zero Bike and Pedestrian Improvements (to include 7th and 8th Streets Improvements Phase II and/or Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase I) | 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. 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, bike turn lanes, etc. | $ 495,575 | $ 495,575 |
| Total | | **$ 495,575** | **$ 495,575** |

| **Funding Source** | **All Prior FYs** | **Application FY** | **Next FY** | **Following FYs** | **Totals** |
|---|---|---|---|---|---|
| TDA Article 3 | | $495,575 | | | $495,575 |
| list all other sources: | | | | | |
| 1. | | | | | |
| 2. | | | | | |
| 3. | | | | | |
| **Totals** | | $495,575 | | | $495,575 |

| Project Eligibility: | YES?/NO? |
|---|---|
| **A.** Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). | Yes |
| **B.** Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page. | No |
| **C.** 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: http://www.dot.ca.gov). | Yes |
| **D.** Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation). | Yes |
| **E.** 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 |
| **F.** Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2018 | Yes |
| **G.** 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) 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. 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.

Resolution No. _____
Attachment B
page _____ of _____

# TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2017-18 Applicant: City and County of San Francisco

Contact person: Rachel Alonso

Mailing Address: SF Public Works, 1155 Market- 4th floor, San Francisco, CA 94102

E-Mail Address: rachel.alonso@sfdpw.org Telephone: 415.554.4139

Secondary Contact (in event primary not available) Bruce Robertson

E-Mail Address: bruce.robertson@sfdpw.org Telephone: 415.554.5418

**Short Title Description of Project:** Preliminary engineering (planning and design) of curb ramps

Amount of claim: $247,788

**Functional Description of Project:**
Preliminary engineering of curb ramps for compliance with the Federal Americans with Disabilities Act (ADA).

**Financial Plan:** TDA funds will pay for curb ramp program planning and preliminary engineering of curb ramps at various locations throughout the City. Locations will be based on public requests and prioritized by the Public Works Disability Access Coordinator and Mayor's Office of Disability. In 2017-18, TDA Article 3 funds will allow Public Works to design approximately 80 curb ramps and continue the curb ramp planning process. These curb ramps will be constructed in the following fiscal year using grant funds provided through the local sales tax measure.

**Project Elements:** Preliminary engineering and construction of curb ramps

| Funding Source | All Prior FYs | Application FY | Next FY | Following FYs | Totals |
|---|---|---|---|---|---|
| TDA Article 3 | | $247,788 | | | $247,788 |
| list all other sources: | | | | | |
| 1. Local Sales Tax | | $846,055 | | | $846,055 |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| **Totals** | | $1,093,843 | | | $1,093,843 |

| **Project Eligibility:** | **YES?/NO?** |
|---|---|
| **A.** Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). Anticipated approval date: 5/16/2017 | NO |
| **B.** Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page. | NO |
| **C.** 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: http://www.dot.ca.gov). | N/A |
| **D.** 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: Anticipated review date: 3/27/2017 | NO |
| **E.** 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). | YES |
| **F.** Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2018 | YES |
| **G.** 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 |

Resolution No. _____
Attachment B
page _____ of _____

# TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2017-18 Applicant: City and County of San Francisco

Contact person: Rachel Alonso

Mailing Address: SF Public Works, 1155 Market- 4th floor, San Francisco, CA 94102

E-Mail Address: rachel.alonso@sfdpw.org Telephone: 415.554.4139

Secondary Contact (in event primary not available) Bruce Robertson

E-Mail Address: bruce.robertson@sfdpw.org Telephone: 415.554.5418

**Short Title Description of Project:** Public sidewalk repair and reconstruction

Amount of claim: $247,787

**Functional Description of Project:**
Public sidewalk repair and reconstruction

**Financial Plan:**
TDA funds will pay for labor and materials for public sidewalk repair and reconstruction.

**Project Elements:** Public Works' Cement Shop estimates an average cost of $22 per square foot of sidewalk repair. In 2017-18, TDA Article 3 funds will allow Public Works to repair approximately 10,919 square feet of sidewalk.

| Funding Source | All Prior FYs | Application FY | Next FY | Following FYs | Totals |
|---|---|---|---|---|---|
| TDA Article 3 | | $247,787 | | | $247,787 |
| list all other sources: | | | | | |
| 1. Local Sales Tax | | $569,345 | | | $569,345 |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| **Totals** | | $817,132 | | | $817,132 |

| **Project Eligibility:** | **YES?/NO?** |
|---|---|
| **A.** Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). Anticipated approval date: 5/16/2017 | NO |
| **B.** Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page. | NO |
| **C.** 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: http://www.dot.ca.gov). | N/A |
| **D.** 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: Anticipated review date: 3/27/2017 | NO |
| **E.** 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). | YES |
| **F.** Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2018 | YES |
| **G.** 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 |

SFMTA
Municipal
Transportation
Agency

**Transportation Development Act (TDA) Article 3 Grant Funds**

The San Francisco Municipal Transportation Agency (SFMTA) requests authority to accept approximately $500,000 of Transportation Development Act (TDA) Article 3 grant funds in Fiscal Year 2017-2018 for Vision Zero Bike and Pedestrian Improvements. The choice of Vision Zero Bike and Pedestrian Improvements will be based on input SFMTA received from various community groups, such as the San Francisco Bicycle Coalition, the Board of Supervisors' Bicycle Advisory Committee, and the SFMTA Capital Improvement Program (CIP). 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 physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

3/13/2017

Andrea Contreras Date
San Francisco Municipal Transportation Agency

SAN FRANCISCO
**PLANNING DEPARTMENT**

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

# 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[1] N/A
5. Green House Gas Emission Checklist[2] 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**[3] All types | **Street Name** Multiple streets | [4]**From (Cross-street 1) To (Cross-street 2)** |

[1] 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].**

[2] 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].**

[3] See Table 1 in PMND and verify final list of street types with the online version of the BSP.

[4] 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[5] (EP PLANNER DETERMINATION ONLY) |
|---|---|---|---|
| **Standard Improvements** | | | |
| SI-1 | Accessible curb ramps | ☒ | ☐ |
| SI-2 | Marked crosswalks | ☐ | ☐ |
| SI-3 | Pedestrian signal timing | ☐ | ☐ |
| SI-4 | Curb radii guidelines | ☐ | ☐ |
| SI-5 | Corner curb extensions | ☐ | ☐ |
| SI-6 | Street trees | ☒ | ☐ |
| SI-7 | Tree basin furnishing | ☐ | ☐ |
| SI-8 | Sidewalk planters | ☐ | ☐ |
| SI-9 | Stormwater management tools | ☐ | ☐ |
| SI-10 | Street lighting | ☐ | ☐ |
| SI-11 | Special paving | ☐ | ☐ |
| SI-12 | Site furnishings | ☐ | ☐ |

[5] 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[6]<br><br>(DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY) |
|---|---|---|---|
| **Case-by-Case Improvements** | | | |
| CBC-1 | High-visibility crosswalk | ☐ | ☐ |
| CBC-2 | Special crosswalk | ☐ | ☐ |
| CBC-3 | Vehicle turning movements | ☐ | ☐ |
| CBC-4 | Removal or reduction of permanent crosswalk closures | ☐ | ☐ |
| CBC-5 | Mid-block crosswalks | ☐ | ☐ |
| CBC-6 | Raised crosswalks | ☐ | ☐ |
| CBC-7 | Extended bulb-outs | ☐ | ☐ |
| CBC-8 | Mid-block blub-out | ☐ | ☐ |
| CBC-9 | Center or side medians | ☐ | ☐ |
| CBC-10 | Pedestrian refugee islands | ☐ | ☐ |
| CBC-11 | Transit bulb-out | ☐ | ☐ |
| CBC-12 | Transit boarding islands | ☐ | ☐ |
| CBC-13 | Perpendicular or angled parking | ☐ | ☐ |
| CBC-14 | Flexible use of parking | ☐ | ☐ |
| CBC-15 | Parking lane planters | ☐ | ☐ |
| CBC-16 | Chicanes | ☐ | ☐ |

[6] 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[7] (FOR EP PLANNER DETERMINATION ONLY) |
|---|---|---|---|
| CBC-17 | Traffic calming circles | ☐ | ☐ |
| CBC-18 | Roundabouts | ☐ | ☐ |
| CBC-19 | Pocket parks | ☐ | ☐ |
| CBC-20 | Reuse of 'pork chops' | ☐ | ☐ |
| CBC-21 | Boulevard treatments | ☐ | ☐ |
| CBC-22 | Shared public ways | ☐ | ☐ |
| CBC-23 | Pedestrian-only streets | ☐ | ☐ |
| CBC-24 | Public stairs | ☐ | ☐ |
| CBC-25 | Multi-use paths | ☐ | ☐ |
| CBC-26 | Above-ground landscaping | ☐ | ☐ |
| **Other Design Improvements in the Better Streets Plan (BSP) but not identified above** | | | |
| **Design Element Name** | **BSP Page Number** | ☐ | ☐ |
| | | | |
| **(EP PLANNER COMMENTS):**<br>**Project can proceed with review. No subsequent environmental review is required.** | | | |

[7] 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.**

| III – Identify Storm Water Facilities that are part of the project | | | |
|---|---|---|---|
| | Yes | No | Requires Subsequent Environmental Review[8]<br><br>(FOR EP PLANNER DETERMINATION ONLY) |
| Permeable Paving | ☐ | ☒ | ☐ |
| Bioretention Facilities | ☐ | ☒ | ☐ |
| Swales | ☐ | ☒ | ☐ |
| Infiltration Boardwalks | ☐ | ☒ | ☐ |
| Infiltration and Soakage Trench | ☐ | ☒ | ☐ |
| Channels and Runnels | ☐ | ☒ | ☐ |
| Vegetated Buffer Strip | ☐ | ☒ | ☐ |
| Vegetated Gutter | ☐ | ☒ | ☐ |
| Other (describe stormwater improvements) | ☐ | ☒ | ☐ |
| **(EP PLANNER COMMENTS):**<br>**Project can proceed with review. The proposed project does not include any of the items listed above.** | | | |

[8] 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___<br>No_x_ |
| Does the project include removal of crosswalk closures? | Yes___<br>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___<br>No_x_ |
| Does the project include roundabouts? | Yes___<br>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___<br>No_x_ |
| Does the project include multi-use paths?[9] | Yes___<br>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___<br>No_x_ |
| **V- Project elements that will require Tech Spec Evaluation:**[10] (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? **Please state the name of the historic district or historic landmark:__To be determined**_____ | Yes_ x<br>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? **Please identify the historic elements that are part of the proposed project: To be determined.**<br>_____ | Yes x _<br>No_ _ |
| Does the proposed project involve removal of trees adjacent to historic resources? | Yes_X_<br>No_x_ |

[9] 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.

[10] 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. | | | | | |
|---|---|---|---|---|---|
| **CEQA Topic** | **Sub-topic** | **Meet criteria/threshold:[11] Yes/No or N/A** | **Requires mitigation measure: Yes/No** | **Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.** | **Comments and PMND reference page.** |
| **Aesthetics** | | | | | |
| Does the proposed project involve removal of significant trees?__no___ | Significant trees | **N/A** | | | |
| Does the project involve tree root trimming?__yes_<br><br>Is tree root trimming greater than two inches?___yes__ | | **Yes** | 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 |
| **Historical/Archeological Resources** | | | | | |
| Could the project have an effect on individual historic resources or historic districts? | Historic resources | **Yes** | 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? _yes___ | Accidental discovery | **Yes** | 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?[12] __yes___ | Hispanic Period District | **Yes** | Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64). | | FMND page 64 |
| **Transportation and Circulation** | | | | | |
| Does the project include removal of loading spaces?__TBD___ | Loading | | Provision of New Loading Space, Mitigation Measure TR-1 (p.78). | | |
| **Air Quality** | | | | | |

[11] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[12] **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. |
| **Biological Resources** | | | | | |
| Does the project include tree removal? no | Nesting birds | N/A | Nesting Birds Mitigation Measure M-Bio-1 (p.151). | | |
| **CEQA Topic** | **Sub-topic** | **Meet criteria/threshold:[13] Yes/No or N/A** | **Requires mitigation measure: Yes/No** | **Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.** | **Comments and PMND reference page.** |
| **Biological Resources (Cont.)** | | | | | |
| 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). | | |
| **Hazardous Materials** | | | | | |
| Does the project occur in an area within the Maher-designated area?[14] Yes | Determination of contaminated soil | N/A | Hazardous Materials Mitigation Measure M-HAZ-1 (p.161). | | Maher compliance is mandatory for all SFPW projects |
| **(EP PLANNER COMMENTS):** **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.

[13] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[14] www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

# SAN FRANCISCO
# PLANNING DEPARTMENT

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

**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 |
|---|---|

PUBLIC WORKS

Edwin M. Lee
Mayor

Mohammed Nuru
Director

John Thomas
Division Manager

Project Management
and Construction

30 Van Ness Ave.
San Francisco, CA 94102
tel 415-558-4000

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

# DIRECTIVE

| | |
|---|---|
| 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 |

## 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_Stds_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 thay 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.

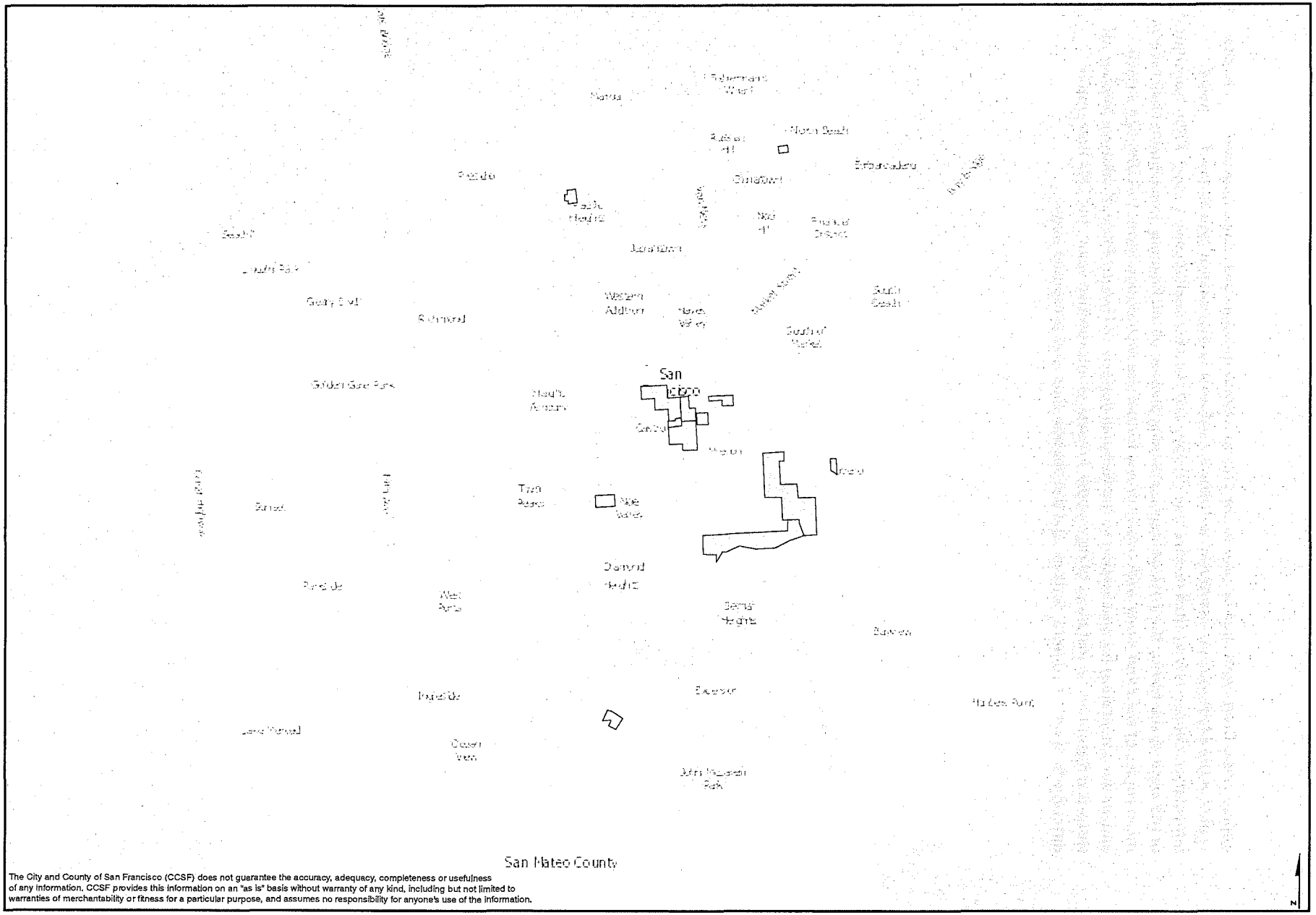
*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the of the Draft FARR 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

SAN FRANCISCO
PLANNING DEPARTMENT



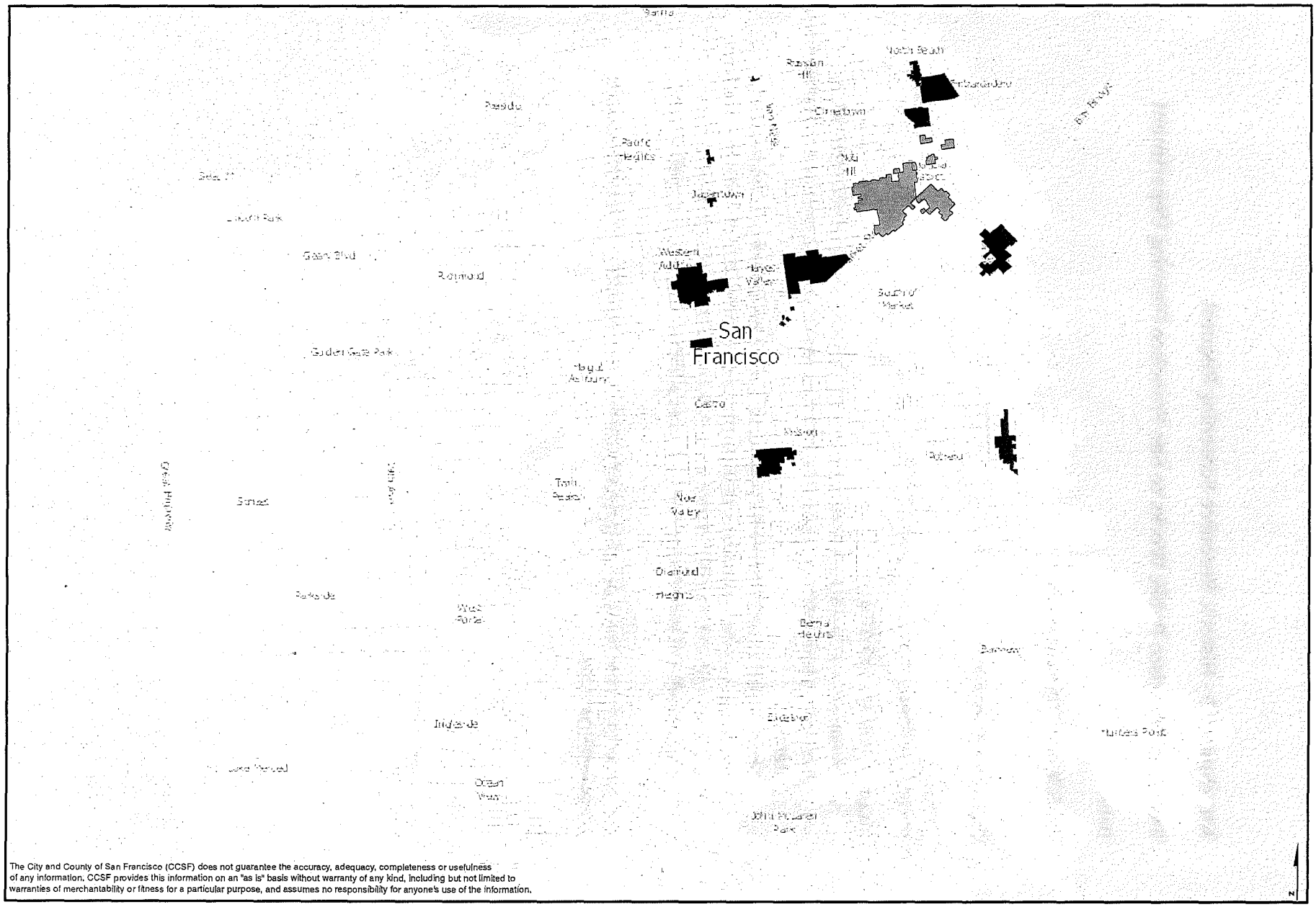



0 2,625 5,250 10,500 Feet

Printed: 8 February, 2017

# Attachment C - Historic Districts

SAN FRANCISCO
**PLANNING DEPARTMENT**






0 2,200 4,400 8,800 Feet

Printed: 8 February, 2017

## 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

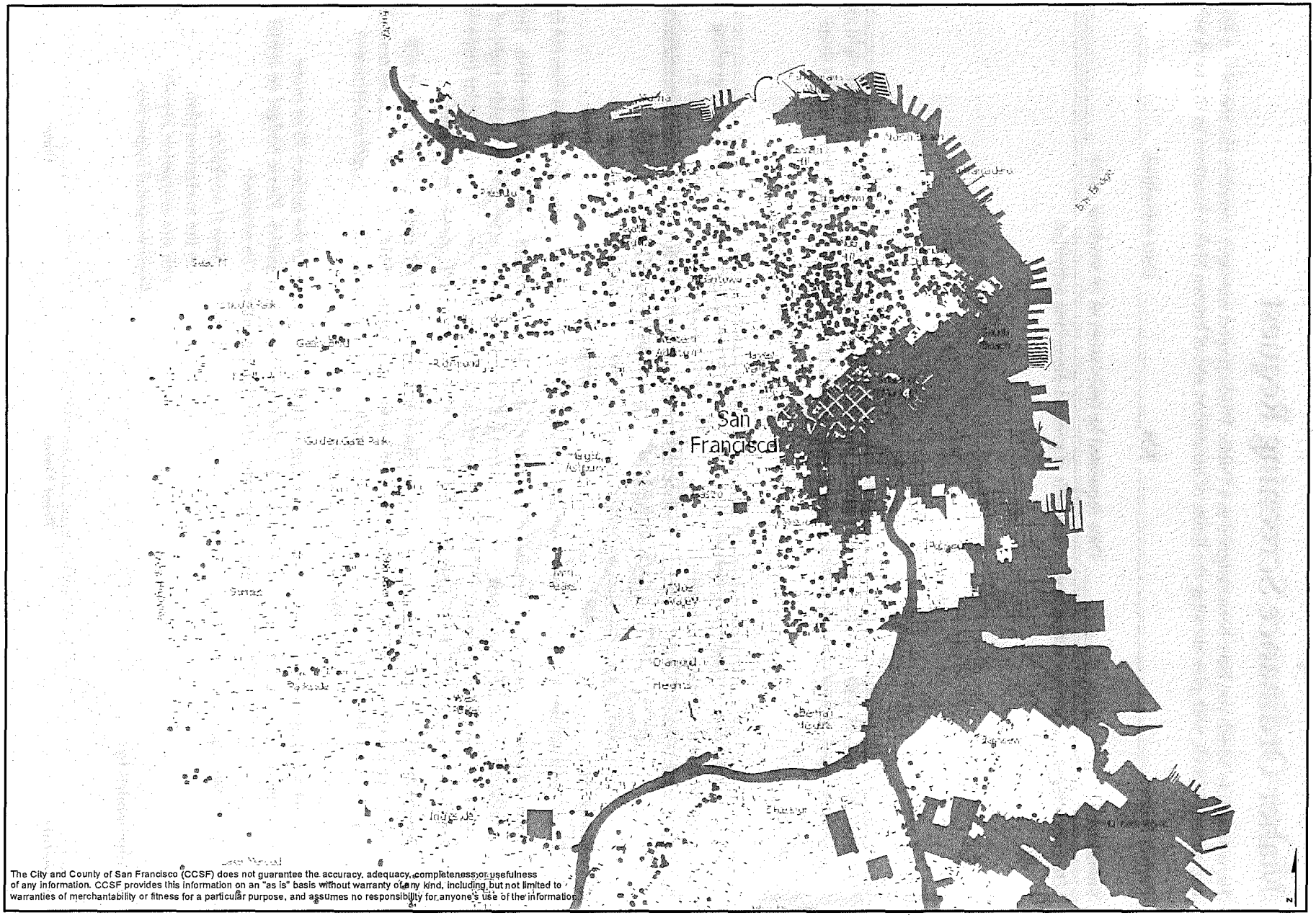
Please include the following:

- 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")

SAN FRANCISCO
PLANNING DEPARTMENT






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: _____ $yd^3$ 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' x 5' x 5' x 12 = 1,500 $ft^3$. 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' x 5' x 40') + (8' x 5' x 20') = 2,800 $ft^3$. Together, the total excavation for Maher is about 150 yd3, which would go over the 50 $yd^3$ 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\sfGeology\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>**

**THIS PRINT COVERS CALENDAR ITEM NO. :**

**SAN FRANCISCO**
**MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Authorizing the San Francisco Municipal Transportation Agency, through its Director of Transportation (or his designee), to accept and expend up to $495,575 in FY 2017/18 Transportation Development Act (TDA), Article 3 funds for Vision Zero Bike and Pedestrian Improvements, as set forth in the TDA Article 3 Project Application Form.

**SUMMARY:**

- The choice of Vision Zero bike and pedestrian projects are based on input the SFMTA received from various community groups, such as the San Francisco Bicycle Coalition, the Board of Supervisors' Bicycle Advisory Committee, and the SFMTA Capital Improvement Program (CIP).
- The acceptance and expenditure of these TDA funds also requires approval from the Board of Supervisors, because San Francisco Public Works (SFPW) and the SFMTA jointly present their respective Vision Zero bike and pedestrian projects to the Metropolitan Transportation Commission (MTC) for funding.
- MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with the MTC's policies governing project delivery.

**ENCLOSURES:**

1. SFMTAB Resolution
2. TDA Article 3 Project Application

**APPROVALS:** **DATE**

DIRECTOR _____ _____

SECRETARY _____ _____

**ASSIGNED SFMTAB CALENDAR DATE:** April 18, 2017

## PURPOSE

Authorizing the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to $495,575 in FY 2017/18 TDA funds for Vision Zero Bike and Pedestrian Improvements, as set forth in the TDA Article 3 Project Application Form.

## STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This request supports the following SFMTA Strategic Plan Goal:

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.
Objective 2.3: Increase use of all non-private auto modes.

Goal 3: Improve the environment and quality of life in San Francisco.
Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise.
Objective 3.3: Allocate capital resources effectively.
Objective 3.5: Reduce capital and operating structural deficits.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

## DESCRIPTION

Article 3 of the TDA authorizes disbursement of funds for bicycle and pedestrian projects. Within the nine-county Bay Area, the MTC administers TDA funds. Funds for San Francisco are split between SFPW, for pedestrian facilities, and the SFMTA, for bicycle and pedestrian facilities. As in past years, SFPW and the SFMTA are preparing a unified, countywide TDA Article 3 request for funding, consistent with MTC's directions.

The designated Vision Zero Bike and Pedestrian Improvements projects were identified as specific capital projects in the SFMTA Capital Improvement Program (CIP) in July 2016 and include 7th and 8th Streets Improvements Phase II and/or Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase I (see the TDA Article 3 Project Application (Attachment A). These projects will be referred to as the "Designated Improvements."

MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with the following MTC policies governing project delivery.

1. That the SFMTA will commit adequate staffing resources to complete the Designated Improvements.

2. A review of the Designated Improvements has resulted in the consideration of all pertinent matters, including those related to environmental review and right-of-way permits attendant to the successful completion of the Designated Improvements.

3. Issues attendant to securing environmental review and right-of-way permits for the Designated Improvements have been reviewed or 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 the Designated Improvements will comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.). The SFMTA will provide documentation of CEQA clearance for the Designated Improvements as they are approved for implementation. Such documentation will be provided to MTC with invoices for project reimbursement.
5. That as portrayed in the budgetary description(s) of the Designated Improvements, the sources of funding other than TDA will be either programmed or allocated and adequate for completion of the project(s).
6. That the FY 2017/18 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 of an adopted capital improvement program or plan.
8. That the Designated Improvements will be completed before the funds expire.
9. That the SFMTA agrees to maintain, or provide for the maintenance of, the Designated Improvements for the benefit of and use by the public.

**STAKEHOLDER ENGAGEMENT**

The project categories selected for the TDA claim are from the SFMTA Capital Improvement Program (CIP), which was approved by the SFMTA Board in July 2016. Selected projects within the Bike and Pedestrian Improvement categories of the CIP include the Designated Improvements. These projects were selected based on input the SFMTA received from various community groups, such as the San Francisco Bicycle Coalition and the Board of Supervisors' Bicycle Advisory Committee. The Bicycle Advisory Committee provided a Resolution of Support for the TDA bicycle and pedestrian projects on March 27, 2017.

## ALTERNATIVES CONSIDERED

The two alternatives are not to pursue the TDA funds, which will leave the SFMTA's capital program in deficit, or to find alternative funds from other capital programs to fund the proposed project categories.

## FUNDING IMPACT

No matching funds are required.

## ENVIRONMENTAL REVIEW

On March 13, 2017, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not defined as 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) because the action would not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

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.

The SFMTA will provide CEQA determinations for individual bicycle and pedestrian projects prior to their approval for implementation in accordance with CEQA and S. F. Administrative Code Chapter 31.

## OTHER APPROVALS RECEIVED OR STILL REQUIRED

The acceptance and expenditure of these grant funds require approval from the Board of Supervisors because Vision Zero Bike and Pedestrian Improvements are combined with projects from SFPW to be presented to the MTC as a countywide program of projects using TDA Article 3 funds.

The City Attorney has reviewed this report.

## RECOMMENDATION

Staff recommends that the SFMTA Board authorize the SFMTA, through the Director of Transportation or his designee, to accept and expend up to $495,575 in FY 2017/18 TDA funds for Vision Zero Bike and Pedestrian Improvements as set forth in the TDA Article 3 Project Application Form.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 $495,575 in FY 2017/18 Transportation Development Act, Article 3 (TDA) funds for the designated Vision Zero Bike and Pedestrian Improvements projects, as identified in the Capital Improvement Plan approved by the SFMTA Board in July 2016 (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 March 13, 2017, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not defined as 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 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 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; and,

WHEREAS, SFMTA will provide California Environmental Quality Act (CEQA) determinations for individual bicycle and pedestrian projects prior to their approval for implementation in accordance with CEQA and S. F. 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 has resulted in the consideration of 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 have been 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 2017/18 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 SFMTA's other projects and programs; now, therefore, be it,

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to $495,575 in FY 2017/18 Transportation Development Act, Article 3 funds for Vision Zero Bike and Pedestrian Improvements, as set forth in the TDA Article 3 Project Application Form; 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 has resulted in the consideration of 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 have been reviewed or 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 2017/18 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 April 18, 2017.

_____

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2017/18 Applicant: City and County of San Francisco – SF Municipal Transportation Agency

Contact person: Suzanne Sui Wang, Principal Analyst

Mailing Address: 1 South Van Ness Avenue, 8th FL, San Francisco, CA 94103

E-Mail Address: Suzanne.Wang@sfmta.com Telephone: (415) 646-2515

Secondary Contact (in event primary not available): Bryant Tan

E-Mail Address: Bryant.Tan@sfmta.com Telephone: (415) 646-2576

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

Amount of claim: $495,575

**Functional Description of Project Category and Financial Plan:**

| **Short Title** | **Functional Description** | **TDA 3.0 Amount** | **Total Project Cost** |
|---|---|---|---|
| Vision Zero Bike and Pedestrian Improvements (to include 7th and 8th Streets Improvements Phase II and/or Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase I) | 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. 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, bike turn lanes, etc. | $ 495,575 | $ 495,575 |
| Total | | **$ 495,575** | **$ 495,575** |

| **Funding Source** | **All Prior FYs** | **Application FY** | **Next FY** | **Following FYs** | **Totals** |
|---|---|---|---|---|---|
| TDA Article 3 | | $495,575 | | | $495,575 |
| list all other sources: | | | | | |
| 1. | | | | | |
| 2. | | | | | |
| 3. | | | | | |
| **Totals** | | $495,575 | | | $495,575 |

| **Project Eligibility:** | **YES?/NO?** |
|---|---|
| **A.** Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). | Yes |
| **B.** Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page. | No |
| **C.** 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: http://www.dot.ca.gov). | Yes |
| **D.** Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation). | Yes |
| **E.** 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 |
| **F.** Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2018 | Yes |
| **G.** 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) 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. 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.

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 FY2017-18

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 FY17-18 between the two departments, as they have in past years; and,

WHEREAS, The SFMTA plans to submit a claim for up to $495,575 in FY17-18 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 $247,788 in FY17-18 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 $247,787 in FY17-18 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 FY17-18 TDA3 claim for these worthwhile needs.

*Passed unanimously March 27, 2017*

District 1 - Devon Warner, District 2-Charles Deffarges, District 3 - Marc Brandt, District 4 - Anne Brask, District 5 - Melyssa Mendoza, District 6 - Mary Kay Chin (Vice Chair), District 7 - Bert Hill (Chair), District 8 - Diane Serafini, District 9 - Catherine Orland, District 10 - Paul Wells, District 11 – Jeffrey Taliaferro

Bert Hill, Chair

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@sfgov.org

April 12, 2017

Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Opinion of Counsel
Transportation Development Account Article 3 FY17/18 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) FY17/18 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 Applications.

1. That 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 amd 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

Robin M. Reitzes
Deputy City Attorney

SAN FRANCISCO PUBLIC WORKS

Edwin M. Lee
Mayor

Mohammed Nuru
Director

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

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

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

**FROM:** Mohammed Nuru, Director of SF Public Works

**DATE:** April 13, 2017

**SUBJECT:** Accept and Expend State Grant

**GRANT TITLE:** Transportation Development Act, Article 3 (TDA 3)

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Attached please find the original and one copy of each of the following:

- ☑ Proposed grant resolution; original signed by Departments
- ☑ Grant information form, including disability checklist
- ☑ Draft SFMTA Board of Directors' Resolution for MTA bike projects
- ☑ SFMTA Bicycle Advisory Committee Resolution
- ☑ Grant applications for three projects: one for SFMTA, two for SFPW
- ☑ Grant budgets for SFPW curb ramp and sidewalk repair projects
- ☑ CEQA determinations
- ☑ Opinion of Counsel
- ☑ MTC Resolution 4220 (fund estimate for San Francisco)

**Special Timeline Requirements:**

Departmental representative to receive a copy of the adopted resolution:

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

Interoffice Mail Address: Public Works, 1155 Market Street – 4th floor

Certified copy required ☐ Yes ☑ No

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

## Summary

The Municipal Transportation Agency and San Francisco Public Works request authorization to accept and expend $991,150 in Transportation Development Act, Article 3 (TDA 3) state funds available for County bicycle and pedestrian projects. SFMTA will use $495,575 for Vision Zero bicycle and pedestrian safety improvements. Public Works will use $495,575 for planning and design of curb ramps, as well as sidewalk 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 17-18, San Francisco will allocate $991,150, including MTC's revenue estimate of $985,018 and $6,132 in projected adjustments and carryforwards. SFMTA and Public Works will split the allocation equally.

## Project Selection

MTA proposes to use:

- $495,575 to implement improvements according to the WalkFirst pedestrian safety analysis and prioritization framework and/or the SF Bicycle Plan, SFMTA Bicycle Strategy, and subsequent efforts that prioritize bicycle improvements and countermeasure types. Improvements could include but are not limited to: improved crosswalks, bulb-outs/sidewalk extensions, rapid rectangular flashing beacons, islands/transit bulbs, colored markings and safe hit posts, bike boxes, bike turn lanes, Class IV bikeways, striping and signing changes, and/or signal upgrades and timing modifications.

Public Works proposes to use:

- $247,787 to repair public sidewalks at various locations in San Francisco. 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.
- $247,788 for preliminary engineering (planning and design) of curb ramps at various sites throughout the City. Locations will be selected from a list developed by 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 Rachel Alonso, SF Public Works Transportation Finance Analyst, at 415.554.4139.

OFFICE OF THE MAYOR
SAN FRANCISCO

EDWIN M. LEE

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: for Mayor Edwin M. Lee

RE: Accept and Expend Grant - State Transportation Development Act, Article 3 - Pedestrian and Bicycle Projects - $991,150

DATE: May 2, 2017

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Attached for introduction to the Board of Supervisors is a resolution authorizing the acceptance and expenditure of State Transportation Development Act, Article 3, Pedestrian and Bicycle Project funding for Fiscal Year 2017/2018, in the amount of $991,150, including $495,575 for Public Works and $495,575 for the San Francisco Municipal Transportation Agency.

Should you have any questions, please contact Mawuli Tugbenyoh (415) 554-5168.



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