

File No. 151232

Committee Item No. 22

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

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance

Date December 9, 2015

Board of Supervisors Meeting

Date \_\_\_\_\_

#### Cmte Board

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| <input type="checkbox"/>            | <input type="checkbox"/> | Legislative Digest                           |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report        |
| <input type="checkbox"/>            | <input type="checkbox"/> | Youth Commission Report                      |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form                            |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/> | MOU  |
| <input type="checkbox"/>            | <input type="checkbox"/> | Grant Information Form                       |
| <input type="checkbox"/>            | <input type="checkbox"/> | Grant Budget                                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Subcontract Budget                           |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Form 126 – Ethics Commission                 |
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Completed by: Victor Young Date December 4, 2015

Completed by: Victor Young Date \_\_\_\_\_

1 [Cooperative Agreement - State of California (Caltrans) - Van Ness Transit Improvement  
2 Project]

3 **Resolution approving a Cooperative Agreement with the State of California (Caltrans)**  
4 **regarding construction support and funding of the Van Ness Transit Improvement**  
5 **Project; and making findings under the California Environmental Quality Act.**  
6

7 WHEREAS, The goals of the Van Ness Transit Improvement Project (Project) are  
8 robust and stable ridership, efficient, effective and equitable transit service, neighborhood  
9 livability and community vitality, and links to a citywide rapid transit network; and

10 WHEREAS, On May 15, 2012, the San Francisco Municipal Transportation Agency  
11 (SFMTA) Board of Directors adopted Resolution No. 12-070, which identified and endorsed  
12 the Locally Approved Alternative (LPA) for the Van Ness Transit Improvement Project  
13 (Project), "The Center-running BRT with Right Side Boarding Platforms Single Median and  
14 Limited Left Turns," for further analysis in the Final Environmental Impact  
15 Statement/Environmental Impact Report (EIS/EIR); and

16 WHEREAS, On September 10, 2013, the San Francisco County Transportation  
17 Authority (Authority) Board certified the Final EIS/EIR, including an amendment to include the  
18 Vallejo Northbound Station Variant as adequate, accurate and objective and reflecting the  
19 independent judgment of the SFCTA; and

20 WHEREAS, On September 17, 2013, the SFMTA Board of Directors adopted  
21 Resolution No. 13-214, approving the Project, analyzed as the Locally Preferred Alternative in  
22 the Final EIS/EIR for the Project, including an amendment to include the Vallejo Northbound  
23 Station Variant in the approval of the LPA, and adopted the CEQA Findings and Statement of  
24 Overriding Considerations for the Final EIS/EIR; and  
25

1 WHEREAS, The Project files, including the Final EIS/EIR and SFMTA Resolution No.  
2 13-214, have been made available for review by this Board and the public, and those files are  
3 with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_; and

4 WHEREAS, Since the adoption of the CEQA Findings and the approval of the Project,  
5 the SFCTA has prepared a memo to file dated July 15, 2014, titled "Van Ness Avenue Bus  
6 Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from  
7 Conceptual Engineering Report" (Memo to File), which concludes that the removal of eleven  
8 parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed  
9 by SFMTA in its Conceptual Engineering Report, will not result in a new significant  
10 environmental impact due to parking loss; and

11 WHEREAS, Based on its review and consideration of the information contained in the  
12 Final EIS/EIR, the SFMTA Board found, on July 7, 2015, under Resolution No. 15-108, and on  
13 December 1, 2015, under Resolution No. 15-\_\_\_\_, that the proposed actions to remove parking  
14 spaces are within the scope of the Van Ness BRT Project Final EIS/EIR and that no additional  
15 environmental review is required under Public Resources Code section 21166; and

16 WHEREAS, The proposed Cooperative Agreement specifies the terms and conditions  
17 for Caltrans' funding contribution of \$7,300,000 to the Project, which funds will be used for  
18 pavement repair and construction of curb ramps on Van Ness Ave., a portion of U.S. Highway  
19 101 under the jurisdiction of Caltrans; and

20 WHEREAS, Execution of the Cooperative Agreement is a prerequisite for Caltrans  
21 issuing an encroachment permit for the Project, and is also a condition of the Federal Transit  
22 Administration for funding the Project through its Small Starts grant program under Section  
23 5309(h) of Title 49 of the United States Code; and

24 WHEREAS, The Board of Supervisors finds that entering into a Cooperative  
25 Agreement with Caltrans for construction of the Project is within the scope of the Van Ness

1 BRT Project Final EIS/EIR and that no additional environmental review is required under  
2 Public Resources Code, Section 2116; and

3 WHEREAS, On December 1, 2015, the SFMTA Board of Directors adopted Resolution  
4 No. 15-\_\_\_\_, which authorized the Director of Transportation to execute a Cooperative  
5 Agreement with the State of California regarding construction support and funding of the  
6 Project, and urged this Board of Supervisors to similarly approve the Agreement; now,  
7 therefore, be it

8 RESOLVED, That the Board of Supervisors has reviewed and considered the FEIR  
9 and record as a whole, finds that the FEIR is adequate for its use as the decision-making  
10 body for the action taken herein to approve the Cooperative Agreement with the State of  
11 California, incorporates the CEQA findings contained in SFMTA Board Resolution No. 13-214  
12 and the subsequent findings in SFMTA Board Resolution Nos. 15-108 and 15-\_\_\_\_ (with  
13 respect to deletion of parking spaces) by this reference as though set forth in this Resolution;  
14 and, be it

15 FURTHER RESOLVED, That this Board further finds that since the FEIR was finalized,  
16 there have been no substantial project changes and no substantial changes in project  
17 circumstances that would require major revisions to the FEIR due to the involvement of new  
18 significant environmental effects or an increase in the severity of previously identified  
19 significant impacts, and there is no new information of substantial importance that would  
20 change the conclusions set forth in the FEIR; and, be it

21 FURTHER RESOLVED, That the Board of Supervisors approves the Cooperative  
22 Agreement with the State of California regarding construction support and funding of the Van  
23 Ness Transit Improvement Project; and, be it

24 FURTHER RESOLVED, That the Board of Supervisors authorizes the SFMTA to  
25 approve any additions, amendments or other modifications to the Cooperative Agreement that

1 the Director of Transportation, in consultation with the City Attorney, determines is in the best  
2 interest of the SFMTA, do not materially increase the obligations or liabilities of the SFMTA or  
3 City, or materially decrease the public benefits accruing to the SFMTA, and are necessary or  
4 advisable to complete the transactions contemplated and effectuate the purpose and intent of  
5 this Resolution, such determination to be conclusively evidenced by the execution and  
6 delivery by the Director of Transportation of any such documents.

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<p><b>Item 22</b> <b>File No. 15-1232</b></p>	<p><b>Department:</b> Municipal Transportation Agency (MTA)</p>
<p><b>EXECUTIVE SUMMARY</b></p>	
<p style="text-align: center;"><b>Legislative Objectives</b></p> <ul style="list-style-type: none"> <li>• The proposed resolution would: (1) approve a cooperative agreement between the SFMTA and the State of California (Caltrans) regarding construction support and funding of the Van Ness Transit Improvement Project, and (2) make findings under the California Environmental Quality Act.</li> </ul> <p style="text-align: center;"><b>Key Points</b></p> <ul style="list-style-type: none"> <li>• The Van Ness Transit Improvement Project (Van Ness Project) will provide a Bus Rapid Transit (BRT) system along Van Ness Avenue (U.S. Route 101) between Union Street and Market Street.</li> <li>• In San Francisco, U.S. 101 overlaps with the portion of Van Ness Avenue that will receive improvements under the Van Ness Transit Improvement Project. Therefore, the right-of-way for this project is governed by Caltrans. The proposed cooperative agreement would legally establish the roles and responsibilities of the San Francisco Municipal Transportation Agency (SFMTA) and Caltrans for this project.</li> <li>• Under the agreement, Caltrans will contribute a not to exceed amount of \$7,300,000 for Van Ness Avenue pavement rehabilitation and curb-ramp upgrade work.</li> </ul> <p style="text-align: center;"><b>Fiscal Impact</b></p> <ul style="list-style-type: none"> <li>• The total project cost for the Van Ness Transit Improvement Project is \$258,762,490, which will be funded through a combination of federal, state and local funding sources.</li> <li>• The \$7,300,000 in State funding from Caltrans is restricted to uses on the Van Ness Ave/ U.S. 101 right-of-way pavement rehabilitation and curb-ramp upgrade work, and will not be used for the BRT portion of the Van Ness Transit Improvement Project.</li> </ul> <p style="text-align: center;"><b>Recommendation</b></p> <ul style="list-style-type: none"> <li>• Approve the proposed resolution.</li> </ul>	

**MANDATE STATEMENT**

City Charter Section 9.118(a) states that contracts entered into by a department, board, or commission that (i) have anticipated revenues of \$1 million or more, or (ii) have anticipated revenues of \$1 million or more and require modifications, are subject to Board of Supervisors approval.

**BACKGROUND**

The Van Ness Transit Improvement Project (Van Ness Project) will provide a Bus Rapid Transit (BRT) system along Van Ness Avenue (U.S. Route 101) between Union Street and Market Street. The project will convert one existing northbound traffic lane and one existing southbound traffic lane on Van Ness Avenue into dedicated BRT lanes for the 47 and 49 Muni routes and Golden Gate Transit buses that are physically separated from mixed traffic lanes in order to improve transit service and reduce traffic congestion on Van Ness Avenue.

In addition to construction of the BRT lanes, the project will include:

- Enhanced traffic signals that hold green lights for buses
- Safety improvements for pedestrians such as: shortening crosswalk distances, zebra-striped crosswalks, and boarding islands located at key transfer points.
- Utility maintenance to aging infrastructure including: replacing portions of the water main, sewer system, and emergency firefighter water system
- New street lights along the length of Van Ness Avenue
- New landscaping along Van Ness Avenue
- Repaving of this portion of Van Ness Avenue
- Replacing overhead wiring system for buses

Caltrans Jurisdiction of Van Ness Avenue/U.S. Route 101

U.S. Route 101 is a State highway, and under the jurisdiction of the California Department of Transportation (Caltrans). In San Francisco, U.S. 101 overlaps with the portion of Van Ness Avenue that will receive improvements under the Van Ness Transit Improvement Project. Therefore, the right-of-way for this project is governed by Caltrans. The proposed cooperative agreement would legally establish the roles and responsibilities of the San Francisco Municipal Transportation Agency (SFMTA) and Caltrans for this project.

Design Phase Cooperative Agreement

SFMTA and Caltrans entered into a similarly structured cooperative agreement to the proposed agreement during the design phase (Cooperative Agreement No. 04-2450, executed November 9, 2012). According to Mr. Peter Gabáncho, Project Manager for the Van Ness Project, the previous agreement is similar in structure to the proposed agreement, which establishes that Caltrans governs the right-of-way, and SFMTA is carrying out a project within Caltrans' jurisdiction, with their permission.

### Project Timeline

The project expects to complete the design phase by the end of 2015 and begin construction in 2016. Bus rapid transit service on Van Ness Avenue is expected to begin in 2019.

### **DETAILS OF PROPOSED LEGISLATION**

The proposed resolution would: (1) approve a cooperative agreement between the SFMTA and the State of California (Caltrans) regarding construction support and funding of the Van Ness Transit Improvement Project, and (2) make findings under the California Environmental Quality Act.

The proposed cooperative agreement would govern the roles and responsibilities of SFMTA and Caltrans throughout the construction phase of the Van Ness Transit Improvement Project. Key components set forth in the cooperative agreement include:

- Caltrans will contribute a not to exceed amount of \$7,300,000 for Van Ness Avenue pavement rehabilitation and curb-ramp upgrade work
- Caltrans will provide independent quality assurance
- Caltrans will provide construction support, including review of change orders affecting its work
- SFMTA will provide a Quality Management Plan for Caltrans' review and approval
- Sponsorship percentages of total project costs
- Funding details, documentation and reporting; invoice and payment procedures
- Requirements for securing environmental permits
- Requirements of Caltrans to issue an encroachment permit
- Other miscellaneous construction requirements, including disposal of hazardous materials
- Unlimited indemnification of Caltrans for anything done, or omitted to be done, by the SFMTA and/or its contractors or agents

Execution of the proposed cooperative agreement is a prerequisite for Caltrans issuing an encroachment permit for the project, as well as a condition of the Federal Transit Administration (FTA) to provide Small Starts grant funding.

### Environmental Findings

The SFMTA Board of Directors adopted the Van Ness BRT Project Final Environmental Impact Study/Environmental Impact Report (Final EIS/EIR), California Environmental Quality Act (CEQA) Findings and Statement of Overriding Considerations for the Final EIS/EIR on September 17, 2013.

The proposed resolution would find that entering into a cooperative agreement with Caltrans is within the scope of the Final EIR, and that there have been no substantial project changes or new information that would change the conclusions in the Final EIR, concluding that no additional environmental review is needed.



Construction Manager/General Contractor Contract

SFMTA plans to use a Construction Manager/General Contractor project delivery method for the Van Ness Project. The Board of Supervisors approved an ordinance in December 2014 (File 14-1148) that modified the requirements of Administrative Code Section 6.68<sup>1</sup> for the Van Ness Project, which authorized SFMTA to:

- a. Issue a Request for Proposals (RFP) to select a construction manager/general contractor without first pre-qualifying potential construction managers/general contractors and that includes the team of core trade subcontractors;
- b. Evaluate selection of the construction manager/general contractor on non-cost criteria; and
- c. Negotiate a guaranteed maximum price with the selected construction manager/general contractor when the design is sufficiently complete, provided that the general maximum price is fair and reasonable.

SFMTA awarded the construction manager/general contractor agreement to Walsh Construction following a competitive RFP process in an amount not to exceed \$800,000 for preconstruction services.

SFMTA will negotiate an amendment to the current agreement with Walsh Construction for construction services, including a guaranteed maximum price. Walsh Construction is expected to submit a cost proposal by December 5, 2015, and negotiations are expected to begin before the end of the year.

If SFMTA does not reach an agreement with Walsh Construction, SFMTA will issue an invitation for bids and award an agreement based on the lowest responsive and responsible bid and in accordance with File 14-1148.

**FISCAL IMPACT**

The total project cost for the Van Ness Transit Improvement Project is \$258,762,490, as shown in Table 1 below.

**Table 1: Van Ness Transit Improvement Project, Uses of Funds**

Project Phase	Amount
Environmental	\$5,973,081
Conceptual Engineering	\$7,628,265
Design	\$11,861,266
Construction	\$233,299,878
<b>Total Project Cost</b>	<b>\$258,762,490</b>

<sup>1</sup> Administrative Code Section 6.68 (1) requires City departments to prequalify construction manager/general contractors prior to selecting the construction manager/general contractor; (2) requires validation of subcontractor costs through independent cost estimates; and (3) authorizes direct negotiations between the construction manager/general contractor and the subcontractors for up to 7.5% of total construction costs.

\$233,299,878 in construction costs, which are covered in the proposed cooperative agreement, will be funded through a combination of federal, state and local funding sources, as shown in Table 2 below.

**Table 2: Van Ness Transit Improvement Project, Construction Phase Funding Sources**

<b>Federal Funds</b>	<b>Amount</b>
FTA Small Starts	\$61,597,734
FTA State of Good Repair	\$23,535,440
FTA Congestion Mitigation and Air Quality	\$16,000,000
<b>Subtotal</b>	<b>\$101,133,174</b>
<b>State Funds</b>	
Caltrans Funds	\$7,300,000
<b>Subtotal</b>	<b>\$7,300,000</b>
<b>Local Funds</b>	
Proposition K	\$36,326,984
SFMTA Revenue Bonds	\$26,347,524
California Pacific Medical Center Contribution	\$5,000,000
Central Freeway Parcel Revenues	\$12,654,136
AB 644	\$167,860
SFPUC Funds	\$44,370,200
<b>Subtotal</b>	<b>\$124,866,704</b>
<b>Total</b>	<b>\$233,299,878</b>

To date, SFMTA and SFPUC have spent or encumbered \$21,848,571 on soft costs, engineering and design, leaving a remaining available balance of \$236,913,919 in the overall Van Ness Transit Improvement Project budget.

#### Caltrans Funding Restriction

The \$7,300,000 in State funding from Caltrans is restricted to uses on the Van Ness Ave/ U.S. 101 right-of-way pavement rehabilitation and curb-ramp upgrade work, and will not be used for the BRT portion of the Van Ness Transit Improvement Project.

#### **RECOMMENDATION**

Approve the proposed resolution.



**SFMTA**  
Municipal  
Transportation  
Agency

Edwin M. Lee, Mayor

Tom Nolan, Chairman

Obayr Ebrahim, Vice Chairman

Gwyneth Borden, Director

Edward D. Reiskin, Director of Transportation

Malcolm Henriquez, Director

Joel Ramos, Director

Cristina Rutka, Director

**November 24, 2015**

**The Honorable Board of Supervisors  
City and County of San Francisco  
1 Carlton B. Goodlett Place, Room 244  
San Francisco, California 94102**

***RE: Authorization of Cooperative Agreement No. 04-2587 with the State of California  
(Caltrans) regarding construction support and Caltrans funding of the Van Ness Transit  
Improvement Project***

**Dear Members of the Board of Supervisors:**

The San Francisco Municipal Transportation Agency (SFMTA) requests authorization of behalf of the City, to execute Cooperative Agreement No. 04-2587 with Caltrans regarding construction support and Caltrans funding of the Van Ness Transit Improvement Project, pursuant to Charter Section 9.118(a).

This agreement is required as the Van Ness Corridor is part of the State highway system, and Caltrans requires a cooperative agreement spelling out the obligations of the parties for work performed by another public agency on a State highway within a municipality. This agreement is also required for SFMTA to receive Federal Transit Agency (FTA) Section 5309 Small Starts funding.

### **Background**

The Van Ness Corridor Transit Improvement Project, formerly known as the Van Ness Bus Rapid Transit (BRT) Project, will implement the first BRT service in San Francisco, which will improve transit reliability for the 47 and 49 Muni routes and provide reliable transit connections to transfer routes.

The transit service and infrastructure changes are expected to reduce transit travel times by over 30 percent. With the implementation of BRT, ridership is projected to be greater than 60,000 passengers per day by 2035. The 47 and 49 Muni routes currently service approximately 45,000 passengers per day, so this is about a 33 percent increase. Once completed, Van Ness BRT will be an integral part of the Muni "Rapid" network of transit service that will gradually be implemented on all major corridors in San Francisco. The Project will also concurrently promote pedestrian safety and comfort, and enhance the urban design of Van Ness Avenue.

On Nov. 8, 2012, Caltrans, the SFMTA, and the San Francisco County Transportation Authority executed Cooperative Agreement No. 04-2450, for pre-construction work (development of plans, specifications, estimates (PS&E) and right-of-way obligations) for the Project. Such work is

nearing completion.

The proposed Cooperative Agreement No. 04-2587 sets forth the following:

- Caltrans funding contribution (not to exceed \$7,300,000 for Van Ness Avenue pavement rehabilitation and curb-ramp upgrade work)
- Sponsorship percentages (i.e. Caltrans at 4.5 percent, SFMTA at 95.5 percent)
- Funding details, documentation and reporting; invoice and payment procedures
- SFMTA to provide a Quality Management Plan for Caltrans' review and approval
- Caltrans to provide independent quality assurance
- Environmental permit requirements
- Caltrans to provide construction support, including review of change orders affecting its work
- Requirements for Caltrans to issue an encroachment permit (i.e., completion of PS&E, right-of-way certification; verification of full funding; completion of quality management plan)
- Other miscellaneous construction requirements, including for disposal of hazardous materials
- An unlimited indemnification of Caltrans for anything done, or omitted to be done, by the SFMTA and/or its contractors or agents

Thank you for your consideration of this proposed agreement. Should you have any questions, or require more information, please do not hesitate to contact the SFMTA Project Manager Peter Gabancho at (415) 701-4306.

Sincerely,



**Edward D. Reiskin**  
**Director of Transportation**

## **COOPERATIVE AGREEMENT**

This AGREEMENT, effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

The City and County of San Francisco, a municipal corporation of the State of California (City), through its Municipal Transportation Agency, referred to as SFMTA.

### **RECITALS**

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.
2. For the purpose of this AGREEMENT, the conversion of one existing northbound traffic lane and one existing southbound traffic lane on Van Ness Avenue (Route 101) into dedicated bus lanes will be referred to hereinafter as PROJECT. The project scope of work is defined in the PROJECT initiation and approval documents (e.g., Project Study Report, Permit Engineering Evaluation Report, or Project Report).
3. All responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENTS will be referred to hereinafter as OBLIGATIONS:
  - CONSTRUCTION SUPPORT
  - CONSTRUCTION CAPITAL
4. This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between PARTNERS regarding the PROJECT.
5. The following work associated with this PROJECT has been completed or is in progress:
  - SFCTA (San Francisco County Transportation Authority) adopted the Locally Preferred Alternative (LPA) and certified the Final EIR under CEQA through its Board action on September 10, 2013. The SFMTA adopted the LPA through its Board action on September 17, 2013.
  - FTA certified the Final EIS under NEPA with a Record of Decision dated December 20, 2013.
  - SFMTA is in the process of completing its R/W obligations (Cooperative Agreement No.

- 04-2450, executed November 8, 2012).
- SFMTA is developing the Plans, Specifications and Estimate (Cooperative Agreement No. 04-2450, executed November 9, 2012).
  - CALTRANS approved the Project Study Report/Project Report (PSR/PR) completed by SFMTA on August 26, 2014.
6. CALTRANS will contribute SHOPP Capital Preventive Maintenance (CAPM) funds not to exceed \$7,300,000 (EA 3E601) as CONSTRUCTION CAPITAL for Van Ness Avenue pavement rehabilitation and curb-ramp upgrade work as scoped under EA 3E601.
  7. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
  8. PARTNERS set forth the terms, covenants, and conditions of this AGREEMENT, under which they will accomplish OBLIGATIONS.

## **RESPONSIBILITIES**

### **Sponsorship**

9. CALTRANS and SFMTA will co-SPONSOR the PROJECT COMPONENTS included in this AGREEMENT in the following percentages.

CALTRANS      4.5%

SFMTA            95.5%

### **Funding**

10. FUNDING PARTNERS, funding sources, funding limits, spending limits, and invoicing/payment details are documented in the FUNDING SUMMARY. The FUNDING SUMMARY is incorporated and made an express part of this AGREEMENT.

PARTNERS will execute a new FUNDING SUMMARY each time the funding details change. The FUNDING SUMMARY will be executed by a legally authorized representative of the respective PARTNERS. The most current fully executed FUNDING SUMMARY supersedes any previous FUNDING SUMMARY created for this AGREEMENT.

11. PARTNERS will not incur costs beyond the funding commitments in this AGREEMENT.

12. All costs incurred for WORK except those that are specifically excluded in this AGREEMENT are OBLIGATIONS COSTS. OBLIGATIONS COSTS are to be paid from the funds shown in the FUNDING SUMMARY. Costs that are not OBLIGATIONS COSTS are to be paid by the PARTNER incurring the costs from funds that are outside the scope of this AGREEMENT.

### **Implementing Agency**

13. SFMTA is the IMPLEMENTING AGENCY for CONSTRUCTION.
14. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for that component as part of the PROJECT MANAGEMENT PLAN. The Quality Management Plan describes the IMPLEMENTING AGENCY's quality assurance program and how it will be used. The Quality Management Plan is subject to CALTRANS' review and approval.
15. Any PARTNER responsible for completing WORK shall make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT COMPONENT work that may occur under separate agreements.

### **Independent Quality Assurance**

16. CALTRANS will provide Independent Quality Assurance for the portions of WORK within the existing and proposed SHS right-of-way.

CALTRANS' Independent Quality Assurance efforts are to ensure that SFMTA's quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan. Independent Quality Assurance does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking work performed by another party.

When CALTRANS performs Independent Quality Assurance it does so for its own benefit. No one can assign liability to CALTRANS due to its Independent Quality Assurance.

The cost of CALTRANS' Independent Quality Assurance is not an OBLIGATIONS COST.

### **CEQA/NEPA Lead Agency**

17. SFCTA is the CEQA Lead Agency for the PROJECT.
18. CALTRANS and the SFMTA are CEQA Responsible Agencies for the PROJECT.
19. FTA is the NEPA Lead Agency for the PROJECT.

**Environmental Permits, Approvals and Agreements**

- 20. PARTNERS will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this AGREEMENT.
- 21. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
- 22. The PROJECT requires the following environmental requirements/approvals:

<b>ENVIRONMENTAL PERMITS/REQUIREMENTS</b>
401, Regional Water Quality Control Board
National Pollutant Discharge Elimination System (NPDES), State Water Resources Control Board
Air Quality Permits

**Construction**

- 23. As IMPLEMENTING AGENCY for CONSTRUCTION, SFMTA is responsible for all CONSTRUCTION SUPPORT WORK except those CONSTRUCTION SUPPORT activities and responsibilities that are assigned to another PARTNER in this AGREEMENT and those activities that may be specifically excluded.
- 24. CALTRANS will be responsible for completing the following CONSTRUCTION SUPPORT activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	OBLIGATION COST
285.05.15.xx Change Order Review & Approval as required in this Agreement	No
270.20.45.xx SWPPP/WPCP Review & Approval	No



25. Physical and legal possession of right-of-way must be completed prior to construction advertisement, unless PARTNERS mutually agree to other arrangements in writing. Right-of-way conveyances must be completed prior to OBLIGATION COMPLETION, unless PARTNERS mutually agree to other arrangements in writing.
26. SFMTA has awarded a Construction Management/General Contractor agreement for Phase 1 (pre-construction) of the PROJECT in accordance with an ordinance approved by the San Francisco Board of Supervisors. At the completion of Phase 1, SFMTA will negotiate an amendment to the agreement, including a guaranteed maximum price (GMP), for Phase 2 (construction) of the PROJECT. If the SFMTA and its contractor are unable to negotiate a GMP, SFMTA will advertise and award the construction contract to the lowest responsible and responsive bidder in accordance with applicable federal, state and local law, including but not limited to the California Public Contract Code and the California Labor Code. SFMTA accepts responsibility to administer the construction contract.
27. CALTRANS will not issue an Encroachment Permit for construction work until CALTRANS accepts:
  - The final plans, specifications, and estimate package.
  - The Right of Way Certification.
  - The PROJECT SPONSOR verifies full funding of CONSTRUCTION SUPPORT and CONSTRUCTION CAPITAL.
  - The PROJECT SPONSOR's QMP.
28. If the GMP (or the lowest responsive and responsible construction contract bid if a GMP is not negotiated), is greater than the funding commitment to CONSTRUCTION CAPITAL, PARTNERS must agree in writing on a course of action within fifteen (15) working days. If no agreement is reached within fifteen (15) working days the IMPLEMENTING AGENCY shall not award the construction contract.
29. SFMTA will provide a Resident Engineer and CONSTRUCTION SUPPORT staff that are independent of the construction contractor. The Resident Engineer will be a Civil Engineer, licensed in the State of California, who is responsible for construction contract administration activities.
30. SFMTA will provide a landscape architect who will be responsible for all landscaping activities within the SHS during CONSTRUCTION and until completion of all WORK.
31. SFMTA will implement changes to the construction contract through Change Orders. PARTNERS will review and concur on all Change Orders over \$100,000.

32. CALTRANS will review and approve:
- Change Orders affecting public safety, public convenience, protected environmental resources, the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS Construction Manual. These Change Orders must receive written concurrence by CALTRANS prior to implementation.
  - The Stormwater Pollution Prevention Plan (SWPPP) or the Water Pollution Control Plan (WPCP).
33. If CONSTRUCTION CAPITAL is funded with state or federal funds, then SFMTA will administer and process all construction contract claims using a CALTRANS-approved process. CALTRANS will provide Independent Quality Assurance for the claims process.
34. SFMTA will require the construction contractor to furnish payment and performance bonds naming SFMTA as obligee, and CALTRANS as additional obligee, and to carry liability insurance as recommended by the Risk Manager of City and accepted by CALTRANS during the design approval process in accordance with CALTRANS Standard Specifications.
35. SFMTA is designated as the Approved Signatory Authority responsible for preparing and filing all Regional Water Quality Control Board (RWQCB) Permit Registration Documents including certifying the accuracy of all documents and its compliance in accordance with the Construction General Permit, and CALTRANS MS4 National Pollutant Discharge Elimination System (NPDES) permit for all work within the SHS.
36. The Quality Management Plan will describe how construction material verification and workmanship inspections will be performed at manufacturing sources and the PROJECT job-site. The construction material and source inspection Quality Management Plan is subject to review and approval by the CALTRANS Materials Engineer.
37. SFMTA may request CALTRANS to complete portions of CONSTRUCTION SUPPORT work as reimbursed engineering services. Should CALTRANS agree to perform the requested services, PARTNERS will document the arrangement in written Task Order. Such an arrangement does not change the responsibilities assigned in this AGREEMENT. Engineering services requested by SFMTA and provided by CALTRANS during CONSTRUCTION are an OBLIGATIONS COST.
38. As IMPLEMENTING AGENCY for construction, SFMTA is responsible for maintenance of the State Highway System within the PROJECT limits during CONSTRUCTION and until completion of all WORK.

39. PARTNERS will develop and execute a new or amended maintenance agreement prior to OBLIGATION COMPLETION. The maintenance of the SHS within the PROJECT limits is an OBLIGATION until a maintenance agreement is executed or amended.
40. Within one hundred eighty (180) calendar days following the completion and acceptance of the PROJECT construction contract, SFMTA shall furnish CALTRANS with a complete set of "As-Built" plans and Change Orders, including any changes authorized by CALTRANS, on a CD ROM and in accordance with CALTRANS' then current CADD User's Manual (Section 4.3), Plans Preparation Manual, and CALTRANS practice. The plans will have the Resident Engineers name, contract number, and construction contract acceptance date printed on each plan sheet, and with the Resident Engineer's signature only on the title sheet. The As-Built plans will be in Microstation DGN format, version 7.0 or later. In addition, SFMTA will provide one set of As-Built plans and addenda in TIFF format.

The submittal must also include all CALTRANS requested contract records, and land survey documents. The land survey documents include monument preservation documents and Records of Surveys prepared to satisfy the requirements of the California Land Surveyors Act (Business and Professions Code sections 8700 – 8805). Copies of survey documents and Records of Surveys filed in accordance with Business & Professions Code, including sections 8762 and 8771, shall contain the filing information provided by the county in which filed.

41. Upon OBLIGATION COMPLETION, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the SHS within SHS right-of-way as part of WORK become the property of CALTRANS, except the PROJECT Bus Rapid Transit (BRT) materials, equipment and infrastructure, and the utilities infrastructure.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside the SHS right-of-way.

### **Schedule**

42. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

### **Additional Provisions**

43. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; FTA STANDARDS; and CALTRANS STANDARDS.
44. CALTRANS retains the right to reject noncompliant WORK, protect public safety, preserve property rights, and ensure that all WORK is in the best interest of the SHS.

45. Each PARTNER will ensure that personnel participating in OBLIGATIONS are appropriately qualified or licensed to perform the tasks assigned to them.
46. PARTNERS will invite each other to participate in the selection of any future consultants who participate in OBLIGATIONS.
47. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right-of-way. Contractors and/or agents, and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to PARTNERS, their contractors, consultants, and agents, and utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT shall prevail.
48. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the PROJECT COMPONENT WORK.
49. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within twenty-four (24) hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
50. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the PROJECT in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between PARTNERS.  
  
PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.
51. If a PARTNER receives a public records request pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT.
52. If HM-1 or HM-2 is found during a PROJECT COMPONENT, the IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.

53. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing SHS right-of-way. CALTRANS will undertake, or cause to be undertaken, HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to the PROJECT schedule.

The cost for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right-of-way is not an OBLIGATIONS COST and CALTRANS will pay, or cause to be paid, all costs for HM-1 ACTIVITIES.

54. SFMTA, independent of the PROJECT, is responsible for any HM-1 found within the PROJECT limits and outside the existing SHS right-of-way. SFMTA will undertake, or cause to be undertaken, HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to the PROJECT schedule.

The cost of HM MANAGEMENT ACTIVITIES related to HM-1 found within the PROJECT limits and outside of the existing SHS right-of-way is not an OBLIGATIONS COST and SFMTA will pay, or cause to be paid, all costs for such HM MANAGEMENT ACTIVITIES.

55. If HM-2 is found within the PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
56. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
57. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written monthly progress reports during the implementation of OBLIGATIONS in that component.
58. Any PARTNER that is responsible for completing OBLIGATIONS will accept, reject, compromise, settle, or litigate claims arising from those OBLIGATIONS.
59. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on the claim.

If the PROJECT expends state or federal funds, each PARTNER will comply with the federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTNERS will ensure that any for-profit party hired to participate in the OBLIGATIONS will comply with the requirements in 48 CFR, Chapter 1, Part 31 with respect to the cost allowability of OBLIGATIONS costs.

60. When state or federal funds are expended on the PROJECT these principles and requirements apply to all funding types included in this AGREEMENT.
61. PARTNERS will maintain, and will ensure that any party hired by PARTNERS to participate in OBLIGATIONS will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.
62. PARTNERS will maintain and make available to each other all OBLIGATIONS-related documents, including financial data, during the term of this AGREEMENT.

PARTNERS will retain all OBLIGATIONS-related records for three (3) years after the final voucher.

63. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if the PROJECT utilizes federal funds), FTA (if the PROJECT utilizes federal funds), and SFMTA will have access to all OBLIGATIONS-related records of each PARTNER, and any party hired by a PARTNER to participate in OBLIGATIONS, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any OBLIGATIONS-related records needed for the audit.

The audited PARTNER will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTNERS have thirty (30) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

64. If the PROJECT expends state or federal funds, each PARTNER will undergo an annual audit in accordance with the Single Audit Act and the federal Office of Management and Budget (OMB) Circular A-133.
65. If the PROJECT expends federal funds, any PARTNER that hires an A&E consultant to perform WORK on any part of the PROJECT will ensure that the procurement of the consultant and the consultant overhead costs are in accordance with federal requirements.

66. If WORK stops for any reason, IMPLEMENTING AGENCY will place the PROJECT right-of-way in a safe and operable condition acceptable to CALTRANS.
67. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this AGREEMENT, in order to keep the PROJECT in environmental compliance until WORK resumes.
68. The cost of awards, judgments, or settlements generated by OBLIGATIONS is an OBLIGATIONS COST.
69. The cost of legal challenges to the environmental process or documentation is an OBLIGATIONS COSTS.
70. Fines, interest, or penalties levied against a PARTNER are not an OBLIGATIONS COST and will be paid, independent of OBLIGATIONS COST, by the PARTNER whose action or lack of action caused the levy.
71. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.
72. Travel, per diem, and third-party contract reimbursements are an OBLIGATIONS COST only after those hired by PARTNERS to participate in OBLIGATIONS incur and pay those costs.  
  
Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Personnel Administration (DPA) rules current at the effective date of this AGREEMENT.  
  
If SFMTA invoices for rates in excess of DPA rates, SFMTA will fund the cost difference and reimburse CALTRANS for any overpayment.
73. If there are insufficient funds available in this AGREEMENT to place PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTNERS amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

74. If there are insufficient funds in this AGREEMENT to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTNER accepts responsibility to fund their respective OBLIGATIONS until such time as PARTNERS amend this AGREEMENT.

Each PARTNER may request reimbursement for these costs during the amendment process.

75. SFMTA will furnish CALTRANS with the Project History Files related to the PROJECT facilities on SHS within sixty (60) days following the completion of each PROJECT COMPONENT. SFMTA will prepare the Project History File in accordance with the Project Development Procedures Manual, Chapter 7. All material will be submitted neatly in a three-ring binder and on a CD ROM in PDF format.

### **GENERAL CONDITIONS**

76. PARTNERS understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTNER initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.
77. All CALTRANS' OBLIGATIONS under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
78. Neither SFMTA nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SFMTA and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
79. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by SFMTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SFMTA under this AGREEMENT. It is understood and agreed



that SFMTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by SFMTA, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

80. PARTNERS do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this AGREEMENT. PARTNERS do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.
81. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this AGREEMENT without an amendment to this AGREEMENT.
82. SFMTA will not interpret any ambiguity contained in this AGREEMENT against CALTRANS. SFMTA waives the provisions of California Civil Code section 1654.

A waiver of a PARTNER's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

83. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
84. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
85. PARTNERS will first attempt to resolve AGREEMENT disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of SFMTA will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this AGREEMENT. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the

CALTRANS district office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

86. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
87. If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.
88. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTNERS will amend this AGREEMENT to include completion of those additional tasks.
89. Except as otherwise provided in the AGREEMENT, PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.
90. When WORK performed on the PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771, PARTNERS shall conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTNERS shall include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts. WORK performed by a PARTNER's own employees is exempt from the Labor Code's Prevailing Wage requirements.
91. If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTNERS shall conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. § 276(a).

When applicable, PARTNERS shall include federal prevailing wage requirements in contracts for public work. WORK performed by a PARTNER's employees is exempt from federal prevailing wage requirements.

92. PARTNERS agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

93. The following documents are attached to, and made an express part of this AGREEMENT:

- FUNDING SUMMARY NO. 01

94. PARTNERS intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the OBLIGATIONS. The requirements of this AGREEMENT shall preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

## **DEFINITIONS**

**AGREEMENT** – This agreement, including any attachments, exhibits, and amendments.

**CALTRANS STANDARDS** – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the Project Development Procedures Manual (PDPM) and the CALTRANS Workplan Standards Guide for the Delivery of Capital Projects (WSG) [which contains the CALTRANS Work Breakdown Structure (WBS) and was previously known as the WBS Guide] and is available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

**CEQA (California Environmental Quality Act)** – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

**CFR (Code of Federal Regulations)** – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government.

**CONSTRUCTION** – See PROJECT COMPONENT.

**CONSTRUCTION CAPITAL** – See PROJECT COMPONENT.

**CONSTRUCTION SUPPORT** – See PROJECT COMPONENT.

**CLOSURE STATEMENT** – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this AGREEMENT and in all amendments to this AGREEMENT.

**EDQC (Environmental Document Quality Control)** - CALTRANS quality control and quality assurance procedures for all environmental documents as described in the Jay Norvell Memos dated October 1, 2012 (available at [http://www.dot.ca.gov/ser/memos.htm#LinkTarget\\_705](http://www.dot.ca.gov/ser/memos.htm#LinkTarget_705)). This also includes the independent judgment analysis and determination under CEQA that the environmental documentation meets CEQA requirements.

**FHWA** – Federal Highway Administration.

**FHWA STANDARDS** – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at [www.fhwa.dot.gov/topics.htm](http://www.fhwa.dot.gov/topics.htm).

**FTA** – Federal Transit Administration.

**FUNDING PARTNER** – A PARTNER that commits funds in this AGREEMENT to fulfill OBLIGATIONS. A FUNDING PARTNER accepts the responsibility to provide the funds it commits in this Agreement.

**FUNDING SUMMARY** – An executed document that names FUNDING PARTNER(S) and includes a FUNDING TABLE, SPENDING SUMMARY, and invoicing details.

**FUNDING TABLE** – The table that designates funding sources, types of funds, and the PROJECT COMPONENT in which the funds are to be spent. Funds listed on the FUNDING TABLE are “not-to-exceed” amounts for each FUNDING PARTNER.

**GAAP (Generally Accepted Accounting Principles)** – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See <http://www.fasab.gov/accepted.html>.

**HM-1** – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by the PROJECT or not.

**HM-2** – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

**HM MANAGEMENT ACTIVITIES** – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

**IMPLEMENTING AGENCY** – The PARTNER responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

**IQA (Independent Quality Assurance)** – CALTRANS’ efforts to ensure that another PARTNER’s quality assurance activities are in accordance with the applicable standards and the PROJECT’s Quality Management Plan (QMP). When CALTRANS performs Independent Quality Assurance it does not develop, produce, validate, verify, re-check, or quality control another PARTNER’s work products.

**NEPA (National Environmental Policy Act of 1969)** – This federal act establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

**OBLIGATIONS** – All WORK responsibilities and their associated costs.

**OBLIGATION COMPLETION** – PARTNERS have fulfilled all OBLIGATIONS included in this AGREEMENT and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

**OBLIGATIONS COST(S)** – The cost(s) to complete the responsibilities assigned in this AGREEMENT. Costs that are specifically excluded in this AGREEMENT or that are not incurred in the performance of the responsibilities in this AGREEMENT are not

## OBLIGATIONS COSTS.

OBLIGATIONS COSTS are to be paid from the funds shown in the FUNDING SUMMARY. Costs that are not OBLIGATIONS COSTS are to be paid by the party that incurs the cost from funds that are outside the scope of this AGREEMENT.

PARTNER – Any individual signatory party to this AGREEMENT.

PARTNERS – The term that collectively references all of the signatory agencies to this AGREEMENT. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other PARTNER.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- PID (Project Initiation Document) – The work required to deliver the project initiation document for the PROJECT in accordance with CALTRANS STANDARDS.
- PA&ED (Project Approval and Environmental Document) – The work required to deliver the project approval and environmental documentation for the PROJECT in accordance with CALTRANS STANDARDS.
- PS&E (Plans, Specifications, and Estimate) – The work required to deliver the plans, specifications, and estimate for the PROJECT in accordance with CALTRANS STANDARDS.
- R/W (Right of Way) – The project components for the purpose of acquiring real property interests for the PROJECT in accordance with CALTRANS STANDARDS.
  - R/W (Right of Way) SUPPORT – The work required to obtain all property interests for the PROJECT.
  - R/W (Right of Way) CAPITAL – The funds for acquisition of property rights for the PROJECT.
- CONSTRUCTION – The project components for the purpose of completing the construction of the PROJECT in accordance with CALTRANS STANDARDS.
  - CONSTRUCTION SUPPORT – The work required for the administration, acceptance, and final documentation of the construction contract for the PROJECT.
  - CONSTRUCTION CAPITAL – The funds for the construction contract.

**PROJECT MANAGEMENT PLAN** – A group of documents used to guide the PROJECT's execution and control throughout that project's lifecycle.

**QMP (Quality Management Plan)** – An integral part of the PROJECT MANAGEMENT PLAN that describes IMPLEMENTING AGENCY's quality policy and how it will be used.

**SHS (State Highway System)** – All highways, right-of-way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

**SPENDING SUMMARY** – A table that identifies the funds available for expenditure by each PARTNER. The table shows the maximum reimbursable expenditure for each PARTNER in each PROJECT COMPONENT.

**SPONSOR** – Any PARTNER that accepts the responsibility to establish scope of the PROJECT and the obligation to secure financial resources to fund the PROJECT COMPONENTS in this AGREEMENT. A SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds to fully fund the PROJECT COMPONENTS in this AGREEMENT. If this AGREEMENT has more than one SPONSOR, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by CALTRANS as the owner/operator of the SHS.

**WORK** – All efforts to complete the OBLIGATIONS included in this AGREEMENT as described by the activities in the CALTRANS Workplan Standards Guide for the Delivery of Capital Projects (WSG).

**SIGNATURES**

PARTNERS are empowered by California Streets and Highways Code sections 114 and 130 to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

Signatories may execute this AGREEMENT through individual signature pages provided that each signature is an original. This AGREEMENT is not fully executed until all original signatures are attached.

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
(CALTRANS)**

\_\_\_\_\_  
Helena (Lenka) Culik-Caro  
Deputy District Director, Design

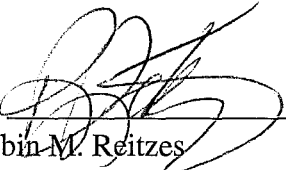
Certified as to funds:

\_\_\_\_\_  
Jeffrey Armstrong  
District Budget Manager

**SAN FRANCISCO MUNICIPAL  
TRANSPORTATION AGENCY  
(SFMTA)**

\_\_\_\_\_  
Edward D. Reiskin  
Director of Transportation

Approved as to form:  
Dennis J. Herrera, City Attorney

By  \_\_\_\_\_  
Robin M. Reitzes  
Deputy City Attorney

Municipal Transportation Agency Board of  
Directors

Resolution \_\_\_\_\_ No. \_\_\_\_

Dated: \_\_\_\_\_

Attest: \_\_\_\_\_

\_\_\_\_\_  
Secretary

Board of Supervisors

Resolution \_\_\_\_\_ No. \_\_\_\_

Dated: \_\_\_\_\_

Attest: \_\_\_\_\_

\_\_\_\_\_  
Clerk



**FUNDING SUMMARY NO. 01**

<b><u>FUNDING TABLE</u></b>					
<b><u>IMPLEMENTING AGENCY →</u></b>			<b><u>SFMTA</u></b>		
Source	FUNDING PARTNER	Fund Type	CONST. SUPPORT	CONST. CAPITAL	Totals
State	CALTRANS	SHOPP – CAPM* (EA 3E601)**	0	7,300,000	7,300,000
Federal	SFMTA	FTA 5309 Small Starts	18,479,320	43,118,414	61,597,734
Federal	SFMTA	FTA 5377 State of Good Repair	7,060,632	16,474,808	23,535,440
Federal	SFMTA	FTA CMAQ	4,800,000	11,200,000	16,000,000
Local	SFMTA	Prop K	10,898,095	25,428,889	36,326,984
Local	SFMTA	SFMTA Revenue Bonds	7,904,257	18,443,267	26,347,524
Local	SFMTA	California Pacific Medical Center Contribution	1,500,000	3,500,000	5,000,000
Local	SFMTA	Central Freeway Parcel Revenues	3,796,241	8,857,895	12,654,136
Local	SFMTA	AB 644	50,358	117,502	167,860
Local	SFMTA	PUC Funds	13,311,060	31,059,140	44,370,200
<b>Totals</b>			<b>67,799,963</b>	<b>165,499,915</b>	<b>233,299,878</b>

\* This fund type includes federal funds.

\*\* SHOPP-CAPM funds shall be used only for pavement rehabilitation and curb-ramp upgrade work and not for BRT part of project.

**SPENDING SUMMARY**

Fund Type	Const. Support SFMTA	Const. Capital SFMTA	Totals
<b>State Funds</b>			
SHOPP – CAPM* (EA 3E601)**	0	7,300,000	7,300,000
<b>Federal Funds</b>			
FTA 5309 Small Starts	18,479,320	43,118,414	61,597,734
FTA 5377 State of Good Repair	7,060,632	16,474,808	23,535,440
FTA CMAQ	4,800,000	11,200,000	16,000,000
<b>Local Funds</b>			
Prop K	10,898,095	25,428,889	36,326,984
SFMTA Revenue Bonds	7,904,257	18,443,267	26,347,524
California Pacific Medical Center Contribution	1,500,000	3,500,000	5,000,000
Central Freeway Parcel Revenues	3,796,241	8,857,895	12,654,136
AB 644	50,358	117,502	167,860
PUC Funds	13,311,060	31,059,140	44,370,200
Totals	67,799,963	165,499,915	233,299,878

\*\* SHOPP-CAPM funds shall be used only for pavement rehabilitation and curb-ramp upgrade work and not for BRT part of project.

**Funding**

1. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTNERS must obtain approval from the applicable federal agencies prior to any PROJECT funding changes that will change federal share of funds.

**Invoicing and Payment**

2. PARTNERS will invoice for funds where the SPENDING SUMMARY shows that one PARTNER provides funds for use by another PARTNER. PARTNERS will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). To the extent that the SFMTA reimburses CALTRANS for work, when paying with EFT, SFMTA will pay invoices within thirty (30) calendar days of receipt of invoice.
3. If SFMTA has received EFT certification from CALTRANS then SFMTA will use the EFT mechanism and follow all EFT procedures to pay any invoices issued from CALTRANS.
4. When a PARTNER is reimbursed for actual costs, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTNERS will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTNERS will invoice and then refund or pay as necessary in order to satisfy the financial commitments of this AGREEMENT.
5. If an executed Program Supplement Agreement (PSA) or STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement (PPM) exists for this PROJECT then SFMTA will abide by the billing and payment conditions detailed for the fund types identified in the PSA or PPM.
6. If CALTRANS reimburses SFMTA for any costs later determined to be unallowable, SFMTA will reimburse those funds.

**CONSTRUCTION SUPPORT**

7. No invoicing or reimbursement will occur for CONSTRUCTION SUPPORT.

**CONSTRUCTION CAPITAL**

8. SFMTA will invoice and CALTRANS will reimburse for actual costs not to exceed \$7,300,000 (EA 3E601).

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The goals of the Van Ness Transit Improvement Project (Project) are robust and stable ridership, efficient, effective and equitable transit service, neighborhood livability and community vitality, and links to a citywide rapid transit network; and,

WHEREAS, On May 15, 2012, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted Resolution No. 12-070, which identified and endorsed the Locally Approved Alternative (LPA) for the Project, “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns,” for further analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR); and,

WHEREAS, On November 8, 2012, Caltrans, the SFMTA, and the Transportation Authority executed Cooperative Agreement No. 04-2450, for pre-construction work (development of plans, specifications, estimates (PS&E) and right-of-way obligations) for the Project; and

WHEREAS, On September 10, 2013, the San Francisco County Transportation Authority (Authority) Board certified the Final EIS/EIR, including an amendment to include the Vallejo Northbound Station Variant as adequate, accurate and objective and reflecting the independent judgment of the SFCTA; and,

WHEREAS, On September 17, 2013, the SFMTA Board of Directors adopted Resolution No. 13-214, approving the Project, analyzed as the Locally Preferred Alternative in the Final EIS/EIR for the Project, including an amendment to include the Vallejo Northbound Station Variant in the approval of the LPA, and adopted the CEQA Findings and Statement of Overriding Considerations for the Final EIS/EIR; and,

WHEREAS, The Project files, including the Final EIS/EIR and SFMTA Resolution No. 13-214, have been made available for review by the SFMTA and the public, and those files are part of the record before this Board; and,

WHEREAS, Since the adoption of the CEQA Findings and the approval of the Van Ness BRT Project, the SFCTA has prepared a memo to file dated July 15, 2014, titled “Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report” (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in its Conceptual Engineering Report, will not result in a new significant environmental impact due to parking loss; and

WHEREAS, Based on its review and consideration of the information contained in the Final EIS/EIR, the SFMTA Board found, on July 7, 2015, under Resolution No. 15-108, that the proposed actions to remove parking spaces are within the scope of the Van Ness BRT Project Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166; and

WHEREAS, Also on July 7, 2015, the SFMTA Board approved the Construction Manager/General Contractor Contract No. 1289 with Walsh Construction Company for pre-construction services for the Project, for a term not to exceed 300 days and in an amount not to exceed \$800,000; and

WHEREAS, This Cooperative Agreement specifies the terms and conditions for Caltrans' funding contribution of \$7,300,000 to the Project, which funds will be used for pavement repair and construction of curb ramps on Van Ness Ave., a portion of U.S. Highway 101 under the jurisdiction of Caltrans; and

WHEREAS, Execution of the Cooperative Agreement is a prerequisite for Caltrans issuing an encroachment permit for the Project, and is also a condition of the Federal Transit Administration for funding the Project through its Small Starts grant program under Section 5309(h) of Title 49 of the United States Code; and

WHEREAS, The SFMTA Board finds that entering into a Cooperative Agreement with Caltrans for construction of the Project is within the scope of the Van Ness BRT Project Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Final EIS/EIR and record as a whole, finds that the Final EIS/EIR is adequate for its use as the decision-making body for the action taken herein to approve the Cooperative Agreement with the State of California, incorporates the CEQA findings contained in SFMTA Board Resolution No. 13-214 and No. 15-108 (with respect to deletion of parking spaces) by this reference as though set forth in this Resolution; and be it further

RESOLVED, That the SFMTA Board further finds that since the Final EIS/EIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the Final EIS/EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIS/EIR; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute Cooperative Agreement No. 04-2587 with the State of California regarding construction support and Caltrans funding of the Van Ness Transit Improvement Project; and be it further

RESOLVED, That the SFMTA Board authorizes the Director of Transportation to approve any additions, amendments or other modifications to the Cooperative Agreement that the Director, in consultation with the City Attorney, determines is in the best interest of the SFMTA, do not materially increase the obligations or liabilities of the SFMTA or City, or materially decrease the public benefits accruing to the SFMTA, and are necessary or advisable to complete the transactions contemplated and effectuate the purpose and intent of this Resolution, such determination to be conclusively evidenced by the execution and delivery by the Director of Transportation of any such documents; and be it further

RESOLVED, That the SFMTA Board urges the Board of Supervisors to similarly approve the Cooperative Agreement.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of December 1, 2015.

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Secretary, Board of Directors  
San Francisco Municipal Transportation Agency

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 15-108

WHEREAS, The goals of the Van Ness Bus Rapid Transit Project are robust and stable ridership, efficient, effective and equitable transit service, neighborhood livability and community vitality, and links to a citywide rapid transit network; and,

WHEREAS, On May 15, 2012, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted Resolution No. 12-070, which identified and endorsed the Locally Approved Alternative (LPA) for the Van Ness Avenue Bus Rapid Transit Project, "The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns," for further analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR); and,

WHEREAS, The San Francisco County Transportation Authority (SFCTA) Board certified the EIS/EIR, including an amendment to include the Vallejo Northbound Station Variant as adequate, accurate and objective and reflecting the independent judgment of the SFCTA on September 10, 2013; and,

WHEREAS, On September 17, 2013, the SFMTA Board of Directors adopted Resolution No. 13-214, approving the Van Ness Avenue Bus Rapid Transit Project, analyzed as the Locally Preferred Alternative in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Project, including an amendment to include the Vallejo Northbound Station Variant in the approval of the LPA, and adopted the CEQA Findings and Statement of Overriding Considerations for the EIS/EIR; and,

WHEREAS, the Project files, including the Final EIS/EIR and SFMTA Resolution No. 13-214, have been made available for review by the SFMTA and the public, and those files are part of the record before this Board; and,

WHEREAS, Since the adoption of CEQA Findings and the approval of the Van Ness BRT Project, the SFCTA has prepared a memo to file dated July 15, 2014, titled "Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report" (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in its Conceptual Engineering Report, will not result in a new significant environmental impact due to parking loss; and

WHEREAS, The SFMTA Board has reviewed and considered the information contained in the Final EIS/EIR; and

WHEREAS, Based on its review and consideration of the information contained in the Final EIS/EIR, the SFMTA Board finds that the proposed actions are within the scope of the Van Ness BRT Project Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166; and

WHEREAS, On October 7, 2014, the SFMTA Board of Directors adopted Resolution No. 14- 147, which authorized the SFMTA to use a Construction Manager/General Contractor (CM/GC) project delivery method for the Van Ness BRT Project; and

WHEREAS, On December 9, 2014, the Board of Supervisors approved Ordinance No. 255- 14, enabling the SFMTA to proceed with a CM/GC implementation for the Van Ness BRT Project, to include the CM/GC and a team of Core Subcontractors in the following trades: paving, overhead contact system, sewer and water main replacement, and traffic control; and

WHEREAS, The Agency advertised an RFP for the CM/GC contract on January 16, 2015, and received two proposals in response to the RFP on March 19, 2015, from Walsh Construction and Van Ness Corridor Constructors, a joint venture between Stacy Witbeck and Shimmick Construction; and

WHEREAS, After a technical evaluation and oral interview, Walsh Construction emerged as the highest-ranked proposer; now, therefore, be it

RESOLVED, The Board has reviewed and considered the EIS/EIR and record as a whole; finds that the Van Ness BRT Final Environmental Impact Report and Environmental Impact Statement is adequate for its use as the decision-making body for the approval of the Construction Manager/General Contractor contract for the Van Ness Bus Rapid Transit Project, and incorporates the CEQA findings contained in Resolution No. 13-214, including the Statement of Overriding Considerations, by this reference as though set forth in this Resolution; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for Phase 1 (pre-construction services), for a target duration of 300 calendar days, and in an amount not to exceed \$800,000.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 7, 2015.



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Secretary, Board of Directors  
Municipal Transportation Agency



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 13-214

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) are partnered in the development of Bus Rapid Transit (BRT) for Van Ness Avenue (the Project); and,

WHEREAS, The goals of BRT are robust and stable ridership, efficient, effective and equitable transit service, neighborhood livability and community vitality, and links to a citywide rapid transit network; and,

WHEREAS, The SFCTA released the draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) for public review and comment from November 4 – December 23, 2011, which included a public meeting where comments could be submitted, and information about the project provided at a webinar and at neighborhood briefings; and,

WHEREAS, After a long period of analysis by staff at SFMTA and SFCTA, and after considering the information in the draft EIS/EIR and incorporating public comments received during the review period of the draft EIS/EIR, the staff recommendation for the locally preferred alternative (LPA) for the Project, for analysis in the Final EIS/EIR, was “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns,” which combines key elements contained in Alternatives 3 and 4; and,

WHEREAS, On May 15, 2012, the Municipal Transportation Agency Board of Directors adopted Resolution No. 12-070, which identified and endorsed the LPA for the Van Ness Avenue Bus Rapid Transit Project, “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns” for further analysis in the Final EIS/EIR; and,

WHEREAS, The SFCTA has completed a combined Final EIS/EIR, which analyzes the environmental impacts of the LPA; and,

WHEREAS, The Final EIS/EIR analyzed the LPA, “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns,” and determined that it has the transit performance attributes of a center-running BRT (e.g., faster, more reliable service), while avoiding the need to acquire left-right door vehicles and completely rebuild the median, and is therefore the preferred alternative for project implementation; and,

WHEREAS, The Final EIS/EIR was prepared to respond to comments on the Draft EIS/EIR and was distributed on July 5, 2013; and,

WHEREAS, The Vallejo Northbound Station Variant described in the Final EIS/EIR would provide enhanced access for residents in the northern part of the project corridor; and

WHEREAS, The SFCTA certified the EIS/EIR as adequate, accurate and objective and reflecting the independent judgment of the SFCTA on September 10, 2013, including an amendment to include the Vallejo Northbound Station Variant in the approval of the LPA; and,

WHEREAS, The SFMTA Board has reviewed and considered the information contained in the EIS/EIR; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the Van Ness Avenue Bus Rapid Transit Project, analyzed as the Locally Preferred Alternative (LPA) in the Final EIS/EIR for the Project, including the Vallejo Northbound Station Variant; and be it further

RESOLVED, That the SFMTA Board adopts the CEQA Findings and Statement of Overriding Considerations for the EIS/EIR, attached to this Resolution as Attachment A and incorporated herein as those fully set forth; and adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit 1 to Attachment A; and be it further

RESOLVED, That the SFMTA Board authorizes the Director of Transportation to direct staff to continue with obtaining otherwise necessary approvals and to carry out the actions to implement the Project.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of September 17, 2013.



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Secretary, Board of Directors  
San Francisco Municipal Transportation Agency

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 12-070

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) are partnering in the development of Bus Rapid Transit (BRT) for Van Ness Avenue; and,

WHEREAS, The goals of BRT are robust and stable ridership, efficient, effective and equitable transit service, neighborhood livability and community vitality, and links to a citywide rapid transit network; and,

WHEREAS, The SFMTA and SFCTA have completed a combined Draft Environmental Impact Statement (DEIS)/Draft Environmental Impact Report (DEIR) which analyzes the environmental impacts of four alternatives for construction of the proposed project:

- Alternative 1: "No Build"
- Alternative 2: Side-running BRT with Right Side Boarding from sidewalk bulbouts
- Alternative 3: Center Median running BRT with Right Side Boarding from platform islands located adjacent to the exclusive bus lanes
- Alternative 4: Center Median running BRT with Right and Left Side Boarding from platform islands located adjacent to the exclusive bus lanes; and,

WHEREAS, The DEIS/DEIR also provided comparative information on the need, feasibility, funding and cost for each alternative; and,

WHEREAS, The SFMTA and SFCTA released the DEIS/DEIR for public review and comment from November 4 – December 23, 2011, which included a public meeting where comments could be submitted, and information about the project provided at a webinar and neighborhood briefings; and,

WHEREAS, After a long period of analysis by staff at SFMTA and SFCTA, and after considering the information in the DEIS/DEIR and incorporating public comments received during the review period of the DEIS/DEIR, the staff recommendation for the locally preferred alternative (LPA) for the project is "The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns," which combines key elements contained in Alternatives 3 and 4; and,

WHEREAS, In this alternative, BRT lanes would flank the center median except at stations where the BRT vehicles would transition to the center of the roadway and be protected by right side boarding platforms; this alternative would also eliminate all left turns from Van Ness Avenue between Mission and Lombard streets, with the exception of a two-lane left turn onto Broadway from southbound Van Ness, in order to gain the most transit travel time benefits; and,

WHEREAS, Upon adoption of the LPA for the Van Ness BRT project, the Director of Transportation will direct SFMTA staff to work with the SFCTA in finalizing the FEIS/FEIR for the project so that the proposed project can be presented to the SFMTA for its consideration; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts "The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns" as the Locally Preferred Alternative for the Van Ness Bus Rapid Transit project; and, be it further

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 15, 2012.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Print Form

# Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [ ] inquires"
- 5. City Attorney request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Reactivate File No. [ ]
- 10. Question(s) submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.**

**Sponsor(s):**

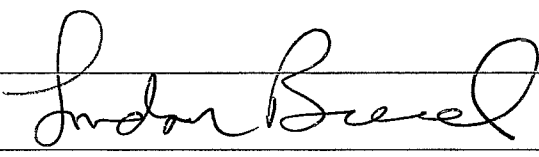
Supervisor Breed

**Subject:**

Van Ness BRT Construction Co-op Resolution

**The text is listed below or attached:**

[ ]

Signature of Sponsoring Supervisor: 

**For Clerk's Use Only:**

