

File No. 141148

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use & Development

Date Nov. 17, 2014

Board of Supervisors Meeting

Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
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Completed by: AA Date 11.13.14
 Completed by: _____ Date _____

1 [Contracting Process - Van Ness Bus Rapid Transit Project]

2
3 **Ordinance modifying the requirements of Administrative Code, Section 6.68, as applied**
4 **to the proposed construction of the Van Ness Bus Rapid Transit Project to authorize**
5 **the Municipal Transportation Agency to, instead of a formal Request for Qualifications,**
6 **issue a Request for Proposals (RFP) to potential construction managers/general**
7 **contractors (CM/GC), to include their teams of core trade subcontractors, which RFP**
8 **will contain minimum qualifications for the CM/GC and certain subcontractors;**
9 **evaluate the CM/GC primarily on non-cost criteria; negotiate a guaranteed maximum**
10 **price with the selected CM/GC when the design is sufficiently complete, provided the**
11 **price is fair and reasonable; and making environmental findings.**

12 **NOTE:** **Unchanged Code text and uncodified text** are in plain Arial font.
13 **Additions to Codes** are in *single-underline italics Times New Roman font*.
14 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
15 **Board amendment additions** are in double-underlined Arial font.
16 **Board amendment deletions** are in ~~strikethrough Arial font~~.
17 **Asterisks (* * * *)** indicate the omission of unchanged Code
18 subsections or parts of tables.

19 Be it ordained by the People of the City and County of San Francisco:

20 Section 1. General Background and Findings.

21 (a) The Van Ness Bus Rapid Transit (BRT) Project, now known as the Van Ness
22 Corridor Transit Improvement Project (the Project), is a large-scale plan to implement "full-
23 feature" BRT on one of the busiest transit routes that is also a major "north-south"
24 transportation corridor for all transportation modes in San Francisco; once completed, it will be
25 an integral part of the Muni "Rapid" network of transit service proposed in 2008 that will
gradually be implemented on all major transportation corridors in San Francisco. The San

1 Francisco Municipal Transportation Agency (SFMTA) anticipates that the Federal Transit
2 Administration (FTA) of the U.S. Department of Transportation will provide \$75,000,000 in
3 funding for the Project as part of its Small Starts Program.

4 (b) On September 13, 2013, the San Francisco County Transportation Authority
5 ("SFCTA"), as the lead agency under the California Environmental Quality Act ("CEQA")
6 adopted Resolution No. 14-18, in which it certified the Final Environmental Impact
7 Statement/Environmental Impact Report (EIS/EIR) for the Project as adequate, accurate and
8 objective, and reflecting the independent judgment of the SFCTA in accordance with the
9 adopted CEQA Findings, including a statement of overriding considerations and a mitigation
10 monitoring and reporting program; and approved the locally preferred alternative ("LPA"), "The
11 Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left
12 Turns," along with the Vallejo Northbound Station Variant. The SFCTA determined that the
13 LPA has the transit performance attributes of a center-running BRT (e.g., faster, more reliable
14 service), while avoiding the need to acquire left-right door vehicles and completely rebuild the
15 median; further, the Vallejo Northbound Station Variant would provide enhanced access for
16 residents in the northern part of the Project corridor.

17 (c) On September 17, 2013, the SFMTA Board of Directors, acting in its capacity as
18 a responsible agency under CEQA, considered the Final EIS/EIR; adopted CEQA Findings,
19 including a statement of overriding considerations, and a mitigation monitoring and reporting
20 program; and approved the Project by Resolution No. 13-214. The previously adopted CEQA
21 Findings are incorporated by reference.

22 (d) The Board of Supervisors finds that this approval action is within the scope of
23 the Project analyzed in the Final EIS/EIR and approved by the SFMTA Board by Resolution
24 No. 13-214. The documents related to the Final EIS/EIR have been made available to this
25

1 Board and the public and are on file with the Clerk of the Board of Supervisors in File No.
2 141148.

3 (e) The Board of Supervisors has considered the Final EIS/EIR, the previously adopted
4 CEQA Findings, which it adopts as its own in support of this approval, and finds, on the basis
5 of substantial evidence and in light of the whole record, that since the approval of the Project
6 no further environmental review beyond the Final EIS/EIR is required under CEQA for the
7 following reasons: there have been no changes in the Project, the circumstances under which
8 the Project will be undertaken, or new information that has become available about the Project
9 that would require major revisions to the Final EIS/EIR due to new significant impacts or a
10 substantial increase in the severity of previously identified significant impacts; and no new
11 information has become available to indicate that mitigation measures or alternatives found
12 not feasible, which would reduce one or more significant impacts have become feasible, or
13 considerably different mitigation measures or alternatives would substantially reduce one or
14 more significant effects on the environment.

15 Section 2. Construction Manager/General Contractor and Core Trade Subcontractors
16 Contracting Procedure for the Van Ness BRT Project.

17 (a) Administrative Code, Section 6.68, allows the City to procure construction
18 services for public works projects by a process known as "integrated project delivery" (IPD),
19 whereby the City retains a construction manager/general contractor (CM/GC) during the
20 design process to review and comment on the constructability of the design within the
21 established budget for the project. Under the IPD process, Section 6.68(C) requires that a
22 request for qualifications (RFQ) be issued to pre-qualify firms prior to issuance of a request for
23 proposals (RFP); pre-qualified firms are then invited to submit competitive proposals for the
24 project in response to the RFP. Under Section 6.68(D), each proposal is ranked to determine
25 which proposal provides the overall best value to the City with respect to non-cost and cost

1 criteria, with the cost criteria (the fees proposed for pre-construction services and for
2 construction phase services, including overhead, profit, and general conditions) constituting
3 not less than 65 percent of the overall evaluation.

4 (b) The City held a charrette regarding the Project with potential CM/GC proposers,
5 and the SFMTA issued a request for information to solicit feedback from firms not present at
6 the charrette. Based on those activities, the SFMTA has determined that it will not be
7 necessary to pre-qualify firms under an RFQ process; rather, the SFMTA intends to issue an
8 RFP with minimum qualifications listed for the CM/GC and certain core subcontractors.

9 (c) Other CM/GC transit projects that have been funded through the FTA have
10 placed more weight on non-cost considerations, such as experience, qualifications, diversity
11 and workforce approaches, than what is permitted under Administrative Code Section 6.68.
12 In order to meet and exceed federal disadvantaged business and workforce hiring
13 requirements, and obtain the most qualified CM/GC team for the Project, the SFMTA also
14 wishes to give more weight to non-cost criteria. SFMTA will ask for price proposals to include
15 (1) pre-construction costs, and (2) a fixed fee (profit and other fixed expenses) for all
16 construction work, based on the estimated cost of the construction, which may be adjusted if
17 actual construction costs differ significantly from the estimate. The evaluation of the price
18 proposals will constitute not less than 30 percent of the overall evaluation; evaluation of non-
19 cost criteria will constitute a maximum of 70 percent of the overall evaluation.

20 (d) Other CM/GC transit projects have negotiated a guaranteed maximum price
21 (GMP) with the selected CM/GC after the final design is sufficiently completed. The SFMTA
22 intends to negotiate portions of the GMP, including the general conditions and the cost of all
23 construction work for the Project. The fixed fee referred to in subsection (c) above will also
24 become part of the GMP. The SFMTA will retain independent estimators who shall provide
25 the SFMTA with cost estimates of all Project construction work. After receiving a GMP

1 proposal from the CM/GC, the SFMTA will meet with the CM/GC to discuss and negotiate
2 elements of the proposal. The SFMTA will conduct a cost/price analysis in accordance with
3 FTA requirements to ensure that the final GMP is fair and reasonable. If the SFMTA and the
4 CM/GC are unable to agree on what the SFMTA considers to be a reasonable price for the
5 work, the SFMTA may terminate the contract with the CM/GC, issue an invitation for bids, and
6 award a contract for the Project to the lowest responsive and responsible bidder.

7 (e) Under Administrative Code section 6.68(H), the selected CM/GC procures
8 subcontracts for the trade work by inviting pre-qualified trade subcontractors to submit
9 competitive bids. Those bids are evaluated on price alone, and the CM/GC awards the
10 subcontract to the lowest responsive bidder.

11 (f) The SFMTA has determined that selection of all subcontractors according to the
12 procedures in Section 6.68(H) would not be the most cost- and time-efficient way of
13 implementing the Project, which is unusual relative to other CM/GC projects that have been
14 constructed in San Francisco, given that it is a "horizontal" project that will be constructed in
15 the middle of a major traffic corridor in San Francisco (as opposed to construction of an office
16 building or other "vertical" project). Of great advantage in the pre-construction final design
17 and construction planning process will be the assistance of core subcontractors, such as
18 those with specialties in overhead contact system/traction power construction, paving,
19 sewer/water main replacement, and traffic control, to develop the best plan for scheduling
20 construction in the corridor. Non-core subcontractors who meet the minimum qualifications
21 will be solicited competitively by the CM/GC, based on low bid.

22 (g) On October 7, 2014, the SFMTA Board of Directors adopted Resolution No. 14-
23 147, which authorized the SFMTA to use a Construction Manager/General Contractor project
24 delivery method for the Van Ness BRT Project, and further authorized the Director of
25 Transportation, in his discretion, to seek approval from the Board of Supervisors for a Project-

1 specific ordinance to implement the CM/GC delivery method in a manner that is most efficient
2 for the Project.

3 Section 3. Modification of Requirements of Administrative Code Section 6.68.

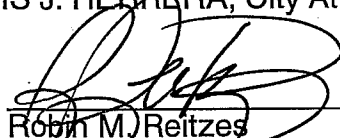
4 Notwithstanding the provisions of Administrative Code Section 6.68, the Board of
5 Supervisors authorizes the SFMTA to take all necessary steps to procure the CM/GC and its
6 core trade work subcontractor team for the Van Ness BRT Project as described in and in
7 conformance with Sections 2(b), 2(c), 2(d) and 2(f) of this ordinance.

8 Section 4. No Conflict with Federal or State Law. Nothing in this ordinance shall be
9 interpreted or applied so as to create any requirement, power, or duty in conflict with any
10 federal or state law, regulation or other requirement.

11 Section 5. Effective Date. This ordinance shall become effective 30 days after
12 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
13 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
14 of Supervisors overrides the Mayor's veto of the ordinance.

15
16 APPROVED AS TO FORM:
17 DENNIS J. HERRERA, City Attorney

18 By:


19 Robin M. Reitzes
Deputy City Attorney

20 n:\ptc\as2014\1000393\00967265.doc

LEGISLATIVE DIGEST

[Contracting Process - Van Ness Bus Rapid Transit Project]

Ordinance modifying the requirements of Administrative Code, Section 6.68, as applied to the proposed construction of the Van Ness Bus Rapid Transit Project, to authorize the Municipal Transportation Agency to, instead of a formal Request for Qualifications, issue a Request for Proposals (RFP) to potential construction managers/general contractors (CM/GC), to include their teams of core trade subcontractors, which RFP will contain minimum qualifications for the CM/GC and certain subcontractors; evaluate the CM/GC primarily on non-cost criteria; negotiate a guaranteed maximum price with the selected CM/GC when the design is sufficiently complete, provided the price is fair and reasonable; and making environmental findings.

Existing Law

- The existing ordinance requires that a request for qualifications (RFQ) be issued to pre-qualify firms prior to issuance of a request for proposals (RFP) to select a CM/GC for a project; pre-qualified firms are then invited to submit competitive proposals for the project in response to the RFP.
- The existing ordinance specifies that cost criteria (the fees proposed for pre-construction services and for construction phase services, including overhead, profit and general conditions) constitute not less than 65 percent of the overall evaluation of the proposals in response to an RFP.
- The existing ordinance does not provide for negotiation of a guaranteed maximum price (GMP).
- Under the existing ordinance, the selected CM/GC procures subcontracts for the trade work by inviting pre-qualified trade subcontractors to submit competitive bids. Those bids are evaluated on price alone, and the CM/GC awards the subcontract to the lowest responsive bidder.

Amendments to Current Law

- The existing ordinance is amended for this project to allow the SFMTA to issue an RFP with minimum qualifications listed for the CM/GC and certain core subcontractors, rather than issuing a separate RFQ.
- The existing ordinance is amended for this project to allow the SFMTA to ask for price proposals for (a) pre-construction costs and (b) a fixed fee (profit and other fixed expenses) for all construction work, based on the estimated cost of the construction, which fee may be adjusted if actual construction costs differ significantly from the estimate. Evaluation of the price proposals will constitute not less than 30 percent of

- the overall evaluation; evaluation of non-cost criteria will constitute a maximum of 70 percent of the evaluation.
- The existing ordinance is amended for this project to allow the SFMTA to negotiate the guaranteed maximum price (GMP) with the CM/GC. The GMP will include the cost of all construction work for the Project, as well as the costs for general conditions and the fixed fee referred to above. The proposed GMP will be subject to a cost/price analysis under FTA requirements to determine whether the amount is fair and reasonable. If the SFMTA and the CM/GC are unable to agree on what the SFMTA considers to be a reasonable price for the work, the SFMTA will terminate the contract with the CM/GC, issue an invitation for bids, and award a contract for the Project to the lowest responsive and responsible bidder.
 - The existing ordinance is amended to allow the SFMTA to procure for the pre-construction phase of the project, as part of the CM/GC team, the assistance of core subcontractors, such as those with specialties in overhead contact system/traction power construction, paving, sewer/water main replacement, and traffic control, to develop the best plan for scheduling construction in the Van Ness corridor.

Background Information

The Van Ness Bus Rapid Transit (BRT) Project (now known as the Van Ness Corridor Transit Improvement Project) (the Project) is a large-scale plan to implement "full-feature" BRT on one the Van Ness corridor. The SFMTA anticipates that the Federal Transit Administration of the U.S. Department of Transportation will provide \$75,000,000 in federal funding for the Project as part of its Small Starts Program.

Administrative Code Section 6.68 allows the City to procure construction services for public work projects by a process known as "integrated project delivery," whereby the City retains a construction manager/general contractor (CM/GC) during the design process to review and comment on the constructability of the design within the established budget for the project. To complete the design and construct the Project, the SFMTA has decided to employ a CM/GC project delivery method that differs in certain respects from the process in Section 6.68, but that is similar to the method used by the public transit agency in Portland, Oregon (TriMet) for a project that extended light rail into Portland's downtown area.

On October 7, 2014, the SFMTA Board of Directors adopted Resolution No. 14-147, which authorized the SFMTA to use a CM/GC project delivery method for the Van Ness BRT Project, and further authorized the Director of Transportation to seek approval from the Board of Supervisors for a Project-specific ordinance to implement the CM/GC delivery method in a manner that is most efficient for the Project.



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*
Gwyneth Borden, *Director*
Jerry Lee, *Director*
Cristina Rubke, *Director*

Cheryl Brinkman, *Vice-Chairman*
Malcolm Heinicke, *Director*
Joél Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

November 3, 2014

The Honorable Members of the Board of Supervisors
City and County of San Francisco
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102

Subject: Request for Approval of a Project Specific Ordinance for the Van Ness Bus Rapid Transit Project

Honorable Members of the Board of Supervisors:

The San Francisco Municipal Transportation Agency (SFMTA) requests that the San Francisco Board of Supervisors approve a Project-Specific Ordinance for the Van Ness Bus Rapid Transit (BRT) Project (also known as the Van Ness Corridor Transit Improvement Project).

Background

The Van Ness BRT Project will be the first BRT service in San Francisco. In addition to promoting pedestrian safety and comfort and enhancing the urban design of Van Ness Avenue, the Project 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 from approximately 20 minutes to between 13 and 14 minutes. By 2035, following implementation of BRT, ridership is projected to be greater than 60,000 passengers per day, up from the approximately 45,000 passengers a day that currently ride the 47 and 49 bus lines. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes.

The SFMTA has determined that the most efficient way to deliver the work being performed under the Van Ness BRT Project is to employ the contracting method known as Construction Manager/General Contractor (CM/GC). Under CM/GC, the prime contractor on the project is brought in early to support the completion of the project design. This minimizes change orders and construction costs because the Contractor can influence the design directly to reduce time and correct errors and omissions. The goal is to achieve construction of the Project in the shortest amount of time, while maintaining a satisfactory level of service for public transit, pedestrian and vehicular traffic, and the overall welfare of the neighboring communities and businesses. Construction is scheduled to begin in late 2015 and be substantially complete by the summer of 2018.

Description of Work

The Van Ness Corridor Transit Improvement Project consists of the core BRT Project and five parallel projects. These parallel projects have their own funding separate from the BRT project, but the design and construction will be integrated with the BRT project. The parallel projects include:

- The SFMTA Overhead Contact System (OCS) and Poles Replacement Project, which will replace existing deteriorated OCS, poles and streetlights.
- The SFMTA SFgo Project, which will modernize and improve the traffic signal system including pedestrian countdown signals and Accessible Pedestrian Signals (APS).
- The San Francisco Public Utilities Commission (SFPUC) Sewer Replacement Project, Water Line Replacement Project, and Green Infrastructure Project.

Ordinance

Administrative Code Section 6.68 allows the City to procure construction services for public works projects by a process known as “integrated project delivery,” whereby the City retains a CM/GC during the design process to review and comment on the constructability of the design within the established budget for the project. The proposed ordinance modifies Administrative Code Section 6.68 to accommodate the Van Ness BRT Project in the following ways: elimination of the requirement for a Request for Qualifications (RFQ); authorizing price proposals to include pre-construction costs and a fixed fee and giving more weight in scoring to non-cost considerations; addition of core subcontractors as part of the CM/GC’s team; and negotiation of a Guarantee Maximum Price (GMP).

Elimination of RFQ

Administrative Code Section 6.68(C) requires that an RFQ be issued to pre-qualify firms prior to issuance of a request for proposals (RFP); pre-qualified firms are then invited to submit competitive proposals for the project in response to the RFP. The City held a charrette regarding the project with potential CM/GC proposers, and the SFMTA issued a request for information to solicit feedback from firms not present at the charrette. Based on those activities, the SFMTA has determined that it will not be necessary to pre-qualify firms under an RFQ process; rather, the SFMTA intends to issue an RFP with minimum qualifications listed for the CM/GC and certain core subcontractors.

Price Proposal/Scoring Criteria

Under Administrative Code Section 6.68(D), each proposal is ranked to determine which proposal provides the overall best value to the City with respect to non-cost and cost criteria, with the cost criteria (the fees proposed for pre-construction services and for construction phase services, including overhead, profit, and general conditions) constituting not less than 65 percent of the overall evaluation.

Under the proposed ordinance, the SFMTA will ask for price proposals for (a) pre-construction costs and (b) a fixed fee (profit and other fixed expenses) for all construction work, based on the estimated cost of the construction, which fee may be adjusted if actual construction costs differ significantly from the estimate.

Other CM/GC transit projects have placed more weight on non-cost considerations, such as experience, qualifications, diversity and workforce approaches. Recognizing this, the ordinance provides that the evaluation of the price proposals will constitute not less than 30 percent of the

overall evaluation, and evaluation of non-cost criteria will constitute a maximum of 70 percent of the overall evaluation.

Core Subcontractors on Team

Under Administrative Code section 6.68(H), the selected CM/GC procures subcontracts for the trade work by inviting pre-qualified trade subcontractors to submit competitive bids. Those bids are evaluated on price alone, and the CM/GC awards the subcontract to the lowest responsive bidder.

The SFMTA has determined that the nature and complexity of this project makes the selection of all subcontractors according to the procedures in Section 6.68(H) inefficient, and would greatly reduce the effectiveness of using a CM/GC. The assistance of a core team of subcontractors, such as those with specialties in overhead contact system/traction power construction, paving, sewer/water main replacement, and traffic management will be of great advantage in the pre-construction final design and construction planning process. This team would develop the best plan for scheduling and sequencing the construction in the corridor so as to maximize speed of construction while minimizing community impact. Non-core subcontractors who meet minimum qualifications will be solicited competitively by the CM/GC, based on low bid.

Guaranteed Maximum Price

Like other Federal Transportation Agency (FTA)-funded transit projects, this ordinance authorizes the SFMTA to negotiate a Guaranteed Maximum Price (GMP) with the selected CM/GC prior to construction. The GMP will include the general conditions and the cost of all construction work for the Project, and will also incorporate a fixed fee (profit) submitted by the CM/GC at the time of its proposal. The SFMTA will retain independent estimators who shall provide the SFMTA with cost estimates of all Project construction work. After receiving a GMP proposal from the CM/GC, the SFMTA will meet with the CM/GC to discuss and negotiate elements of the proposal. The SFMTA will conduct a cost/price analysis in accordance with FTA requirements to ensure that the final GMP is fair and reasonable. If the SFMTA and the CM/GC are unable to agree on what the SFMTA considers to be a reasonable price for the work, the SFMTA may terminate the contract with the CM/GC, issue an invitation for bids, and award a contract for the Project to the lowest responsive and responsible bidder.

Project Delivery Alternatives Considered

The SFMTA hosted a project delivery selection and risk assessment workshop in early 2014. The goal of this workshop was to allow for an open exchange of ideas between public agency stakeholders in order to come up with innovative ideas and recommendations for best project delivery methods, including construction sequencing and execution that would result in an efficient and timely completion of the Project with the least amount of interruption to residents, businesses, and all users of the public right-of-way.

Some of the findings from the workshop include:

- The complexities of maintaining access to transit and traffic in the public right-of-way during construction of the Van Ness BRT will require detailed traffic management planning and decisions on phasing, sequencing, and staging of construction.

- Pre-planning efforts should be implemented with communities, residents, developers, hotels, businesses, and other active construction projects regarding pre-designated access ways, delivery schedules, and special interim parking.
- The CM/GC method reduces duplicate work during pre-bid planning for permits, community outreach, and sequencing. CM/GC will not save money, but it may save time on the front end for design, permitting, sequencing, and minimizing disruption to the community, and incorporating design changes.
- While the City has some experience in CM/GC, neither the SFMTA nor other City agencies have experience in using CM/GC in a horizontal/roadway construction project. While this lack of experience poses some risk to the project schedule this approach will allow for significant opportunity to minimize the impacts to the community. Street reconstruction projects can have a significant impact on local businesses and residents. The more time that the Contractor has to understand the local conditions and stake holders needs the better the Project mitigation measures will be.
- The “Design Build” delivery method was found to be inappropriate for this Project. The high risk of significant public disruption during construction and the sensitivities of the communities along the length of the corridor will require that the SFMTA maintain a level of control over the project that would not be possible under a “Design Build” construction contract.
- “Design Bid Build”, the traditional method for delivering such projects, offers no advantages for accelerating the delivery of the Project or minimizing community impacts.

Funding Impact

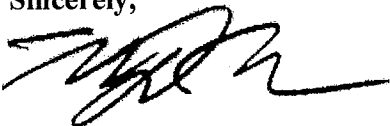
The current estimated cost for the Van Ness BRT Project is \$162.1 million. The funding plan for the project currently includes approximately \$75 million in FTA Small Starts Funds, \$36 million in Proposition K sales taxes (\$15M of which is subject to SFCTA Board approval anticipated in October 2014), and \$51.1 million other state and local funds, including State Highway Operation and Protection Program funds, SFMTA Revenue Bonds and local development impact fees.

Recommendation

The SFMTA recommends that the Board of Supervisors authorize this project-specific ordinance for the Van Ness Corridor Transit Improvement Project.

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

Sincerely,



Edward D. Reiskin
Director of Transportation

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,

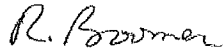
WHEREAS, The SFMTA Board has reviewed and considered the information contained in the EIS/EIR; now, therefore, be it

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.



Secretary, Board of Directors
San Francisco Municipal Transportation Agency

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 14-147

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 Municipal Transportation Agency 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 as adequate, accurate and objective and reflecting the independent judgment of the SFCTA on September 10, 2013; and,

WHEREAS, On September 17, 2013, the Municipal Transportation Agency 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 EIS/EIR for the Project, and adopted the CEQA Findings and Statement of Overriding Considerations for the EIS/EIR; and,

WHEREAS, On June 6, 2014, the SFMTA completed the Conceptual Engineering Report (CER), bringing the project to the 30 percent design level, and staff began an analysis of the best delivery method to complete the project on schedule; and

WHEREAS, Construction Manager/General Contractor (CM/GC) is an integrated alternative project delivery method whereby the CM/GC, selected during the design process to provide input on the constructability of the project, acts as the prime contractor and assumes the risks for full performance of all construction work, for financial overruns, and schedule delays not caused by the SFMTA; and

WHEREAS, The Director of Transportation has determined under Administrative Code Section 6.68(A) that an integrated project delivery method will be the most effective way to achieve time efficiencies to implement construction of the Project and that such a process is in the public interest; and

WHEREAS, Administrative Code Section 6.68(B) requires that the SFMTA obtain approval from this Board to solicit proposals for a CM/GC; and

WHEREAS, The SFMTA requires authority from this Board to seek approval from the Board of Supervisors for an ordinance that amends Administrative Code Section 6.68 specifically for the Project if the Director, in his discretion, deems it necessary; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA to use a Construction Manager/General Contractor project delivery method for the Van Ness Bus Rapid Transit Project; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation, in his discretion, to seek approval from the Board of Supervisors for a Project-specific ordinance to implement the CM/GC delivery method in a manner that is most efficient for the Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 7, 2014.

R. Roome

Secretary, Board of Directors
San Francisco Municipal Transportation Agency

Mitigation Monitoring & Reporting Program
for the
Van Ness Avenue BRT Project

Exhibit 1

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July 2013

Exhibit 1

Mitigation Monitoring & Reporting Program for the Van Ness Avenue BRT Project

City and County of San Francisco, California

By the

San Francisco County Transportation Authority and San Francisco
Municipal Transportation Agency

July 2013

Introduction

This Mitigation Monitoring and Reporting Program (MMRP) is for the Van Ness Bus Rapid Transit (BRT) Project. The California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations require an enforceable mitigation monitoring program for projects. CEQA Section 21081.6 and CEQA Guideline 15097(a), require public agencies to adopt a program for monitoring and reporting on the measures required to mitigate or avoid significant environmental impacts identified in the Final Environmental Impact Report (EIR). Under NEPA regulations, a monitoring and enforcement program shall be adopted and summarized where applicable for any mitigation (40 CFR Section 1505.2(c) and 23 CFR 771.27A). Under CEQA, the MMRP must be adopted when a public agency makes its findings pursuant to CEQA so that the mitigation requirements can be made conditions of project approval. Consistent with these requirements, this MMRP ensures compliance with all mitigation requirements set forth in the Final EIS/EIR that have been determined to be feasible under the CEQA Findings. These measures include, but are not limited to, elements that would be designed into the new facility and implementation of best management practices during construction. This MMRP will be kept on file in the offices of the San Francisco County Transportation Authority (Authority), 1455 Market Street, 22nd Floor, San Francisco, CA 94103.

Mitigation Monitoring & Reporting Program

Analysis of each environmental factor in Chapters 3 through 7 of the Final EIS/EIR includes discussion of the affected environment, environmental consequences (including permanent/project operational impacts, construction impacts, and cumulative impacts), and avoidance, minimization, and compensation measures for each project alternative, including the LPA. This MMRP includes all feasible mitigation measures that are applicable to the adopted project, the LPA. The avoidance, minimization, and compensation measures are identified in the following two categories: "mitigation measures" and "improvement measures." Mitigation measures are contained in Table A and are measures required to address a potentially significant impact. Improvement measures are contained in Table B. Improvement measures identified in the Final EIS/EIR are not needed to avoid or reduce significant impacts, but either embody regulatory requirements or are standard construction procedures or best practices that are recommended to reduce or avoid impacts that are less than

significant... The purpose of the MMRP is to list all mitigation and improvement measures adopted for the Van Ness Avenue BRT Project, and the milestones at which measures must be implemented. It also identifies the implementing, enforcing, and monitoring entities. The Authority, as the lead agency under CEQA, will oversee the implementation of the mitigation and monitoring program through project implementation, including construction, testing and initial operations. The Authority will designate a Mitigation Monitoring Manager at the Authority to oversee the monitoring and reporting of all mitigation and improvement measures. The San Francisco Municipal Transportation Agency (SFMTA), as a responsible agency under CEQA, will be the entity that will construct and operate the project and will be responsible for carrying out mitigation measures that must be implemented as part of project design, construction and operation. The SFMTA shall designate a mitigation and monitoring coordinator to oversee the implementation of all relevant mitigation measures.

To ensure compliance with the MMRP, further agreements between the Authority and SFMTA will require SFMTA to implement or, through contracts, ensure implementation of, the mitigation measures and improvement measures. The Authority (or its Consultant) will conduct periodic audits of the construction site, and through the agreements will have authority to resolve with SFMTA any issues that arise concerning compliance with mitigation requirements on the part of SFMTA or its contractor. Through its CEQA Findings, the Authority will also urge other agencies that will issue permits for the work, including the Department of Public Works and Caltrans to require compliance with the mitigation measures through their permits.

Table A (Mitigation Measures) and Table B (Improvement Measures) are organized by environmental discipline, or affected resource. They provide a summary of the mitigation measures or improvement measures identified in the Final EIS/EIR. Table A and Table B include a summary of the following information:

- **Affected Resource:** Provides a broad title of the impact or effect that is to be mitigated or improved.
- **Contractor:** Refers to any contractor hired by SFMTA to implement the project.
- **Mitigation or Improvement Measures:** Provides a brief description of the mitigation or improvement measures. The MMRP includes all mitigation measures and improvement measures identified in the Final EIS/EIR that the Authority and the SFMTA found feasible and adopted as part of the CEQA Findings for the Project. The Authority will ensure that these measures are fully enforceable, in most cases by SFMTA, by making them conditions of project funding. Through agreements with SFMTA, the Authority will require SFMTA to incorporate the measures into design documents, construction specifications and project operational procedures. Other agencies may assist Authority in monitoring compliance with mitigation measures, such as the FTA, Department of Public Works, or Caltrans through their permitting and funding authority.
- **Implementation Procedure:** Describes by whom and when the mitigation and/or improvement measures must be implemented.
- **Implementation Responsibility:** Describes who is responsible for implementing the mitigation and/or improvement measures. In most cases it is the SFMTA or the Contractor.
- **Implementation Schedule:** Identifies the project phase or milestone at which the mitigation and/or improvement measures must be implemented. The Mitigation Monitoring Manager must approve that the mitigation measure is adequately addressed at each phase of project development.
- **Monitoring Responsibility:** Identifies the agency responsible for ensuring that mitigation measures are implemented. In most cases it is the SFMTA.
- **Report Recipient:** Identifies the agencies who will be notified that the mitigation measures have been implemented adequately. The Authority and the FTA are always reporting recipients.

Table A. Mitigation Monitoring & Reporting Program for the Van Ness Avenue BRT Project (Mitigation Measures)

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
1(M)	Aesthetics/Visual Resources	M-AE-1: Design sidewalk lighting to minimize glare and nighttime light intrusion on adjacent residential properties and other properties that would be sensitive to increased sidewalk lighting.	SFMTA, in coordination with SFPDW and SFPUC, with approval by SF Arts Commission	SFMTA, SFPDW, SFPUC	Final Design	SFMTA to oversee approval from SF Arts Commission	Authority FTA

¹ The number coding is as follows: improvement (IM) or mitigation (M) measure – environmental resource – construction period includes (C) – numerical order within environmental resource.

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
2(M)	Aesthetics/Visual Resources & Cultural Resources	<p><u>M-AE-2:</u> Design and install a replacement OCS support pole/streetlight network that (1) retains the aesthetic function of the existing network as a consistent infrastructural element along Van Ness Avenue, (2) has a uniform aesthetic throughout the corridor and (3) carries visual character that is of similar caliber to the architectural style of the original OCS support pole/streetlight network.</p> <p>Within the Civic Center Historic District, design the OCS support pole/streetlight network to comply with the Secretary of Interior's Standards for the Treatment of Historic Properties and be compatible with the character of the historic district as described in the Civic Center Historic District designating ordinance as called for by the San Francisco Planning Code.</p>	<p>SFMTA in coordination with SFDPW and SFPUC with approval by SF Arts Commission and, in Civic Center Historic District, HPC</p> <p>- Caltrans will review and approve final design of electrical plans (prior to issuing encroachment permit).</p>	SFMTA, SFDPW, SFPUC	Final Design	<p>SFMTA to oversee approvals by:</p> <p>-SFAC</p> <p>-SF HPC (within the Civic Center Historic District)</p>	<p>Authority</p> <p>FTA</p> <p>City Planning</p>
3(M)	Aesthetics/Visual Resources & Cultural Resources	<p><u>M-AE-3:</u> To the extent that the project alters sidewalk and median landscaping, design and implement a project landscape design plan, including tree type and planting scheme for median BRT stations and sidewalk plantings that replaces removed landscaping and re-establishes high-quality</p>	<p>The project landscape design plan will require review and approval by the San Francisco Arts Commission, as well as review and approval by</p>	SFMTA, SFDPW	Final Design	<p>SFMTA to oversee approvals by:</p> <p>- SFAC</p> <p>- SFDPW</p> <p>-SFHPC (within the Civic Center Historic District)</p>	<p>Authority</p> <p>FTA</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		landscaped medians and a tree-lined corridor. To the extent feasible, use single species street trees and overall design that provides a sense of identity and cohesiveness for the corridor. Place new trees close to corners, if feasible, for visibility.	the SFDPW as part of their permitting of work in the street ROW, which ensures consistency with the San Francisco Better Streets Plan. The median landscape design plan within the Civic Center Historic District will be reviewed by the San Francisco HPC and the City Hall Preservation Advisory Commission. A Certificate of Appropriateness must be obtained from the HPC for the landscape plans within the Civic Center Historic District.				
4(M)	Aesthetics/Visual Resources & Biological Resources	M-AE-4: Design and landscape medians with consistent tree plantings to promote a unified, visual concept for the Van Ness Avenue corridor consistent with policies in the Van Ness Area Plan, Civic Center Area Plan, and San	See M-AE-3	SFMTA, SFDPW	Final Design	SFMTA to oversee approvals by: - SFAC - SFHPC	Authority FTA SFAC SFHPC

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		Francisco Better Streets Plan. This design goal for a unified, visual concept will be balanced with the goal of preserving existing trees; thus, new tree plantings would be in-filled around preserved trees.					SFDPW
5(M)	Aesthetics/Visual Resources & Cultural Resources	M-AE-5: Design and install a project BRT station and transitway design plan (including station canopies, wind turbines, and other features) that is consistent with applicable City design policies in the San Francisco General Plan and San Francisco Better Streets Plan; and for project features located in the Civic Center Historic District, apply the Secretary of Interior's Standards for the Treatment of Historic Properties, Planning Code Article 10, Appendix J pertaining to the Civic Center Historic District, and other applicable guidelines, local interpretations and bulletins concerning historic resources.	Review and approval processes supporting this measure include: (1) The San Francisco Art Commission approval of the station and transitway design plan as part of its review of public structures; (2) The SFDPW approval of the station and transitway design plan as part of its permitting of work in the street right-of-way, which it will include review for consistency with the San Francisco Better Streets Plan; (3) the HPC approval of the portion of the station and	SFMTA, SFDPW	Final Design	SFMTA to oversee approvals by: -SFDPW -SFAC -SFHPC	Authority FTA

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
			transitway design plan located within the Civic Center Historic District as part of granting a Certificate of Appropriateness; and (4) the City Hall Preservation Advisory Commission and City Planning Department advise on design to HPC.				
6(M)	Aesthetics/Visual Resources & Cultural Resources	<p>M-AE-6: Context-sensitive design of BRT station features will be balanced with the project objective to provide a branded, cohesive identity for the proposed BRT service. The following design objectives that support planning policies described in Section 4.4.1 will be incorporated in the BRT station design and landscaping plans:</p> <ul style="list-style-type: none"> Architectural integration of BRT stations with adjacent Significant and Contributory Buildings through station canopy placement, materials, color, lighting, and texture, as well as the presence of modern solar paneling and wind turbine 	See M-AE-3	SFMTA, SFDPW	Final Design	<p>SFMTA to oversee approvals by:</p> <p>-SFAC -SF HPC</p>	<p>Authority FTA</p>

No.	Affected Resource/s	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>features to harmonize project features with adjacent Significant and Contributory Buildings.</p> <ul style="list-style-type: none"> Integration of BRT stations and landscaping with existing and proposed streetscape design themes within the Civic Center Historic District, in conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties and compatible with the character of the historic district as described in the Civic Center Historic District designating ordinance as called for by the San Francisco Planning Code. Marking the intersection of Van Ness Avenue and Market Street as a visual landmark and gateway to the city in design of the Market Street BRT station. 					
7(M)	Air Quality	<p><u>M-AQ-C1</u>: Require construction contractors to implement the BAAQMD <i>Basic Construction Mitigation Measures</i> listed in Table 4.15-7 and the applicable measures in the <i>Additional Construction Mitigation Measures</i>. This includes Measure 10 in the <i>Additional Construction Mitigation Measures</i>, which requires implementation of an off-road equipment emission reduction plan.</p>	Contractors shall implement daily during project construction, per contract specifications.	Contractor	Construction	SFMTA to conduct weekly monitoring to ensure implementation of measure. SFMTA to prepare weekly report throughout project construction duration.	Authority

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
8(M)	Air Quality	<u>M-AQ-C2</u> : Require construction contractors to comply with BAAQMD Regulation 11 (Hazardous Pollutants) Rule 2 (Asbestos Demolition, Renovation, and Manufacturing), which for project demolition activities requires removal standards, reporting requirements, and mandatory monitoring and record keeping.	Contractors shall implement daily during project construction, per contract specifications.	Contractor	Construction	SFMTA to conduct weekly monitoring to ensure implementation of measure. SFMTA to prepare weekly report throughout project construction duration.	Authority
9(M)	Biological Environment	<u>M-BI-C1</u> : Have a certified arborist conduct a preconstruction tree survey to evaluate trees already identified for preservation during the design phase. Employ Best Management Practices (BMPs) identified in tree protection plans and tree removal permits required by SFDPW that will be implemented to preserve the health of those identified trees during project construction.	Per contract specifications, a qualified arborist will implement tree preservation BMPs leading up to/during project construction, including all tree relocations, per contract specifications.	Contractor will provide a qualified arborist to implement.	Preconstruction/ Construction	SFMTA to oversee approvals from SFDPW SFMTA to provide weekly report throughout project construction duration.	Authority FTA SFDPW
10 (M)	Biological Environment	<u>M-BI-C2</u> : To comply with the Migratory Bird Treaty Act, avoid disturbance of nesting migratory birds during the breeding season by implementing the following procedures: (1) If feasible, schedule tree and shrub removal during the nonbreeding season (i.e. September 1 through January 31); (2) if tree and shrub removal is	Per contract specifications, a qualified wildlife biologist will implement pre-construction survey and exclusion structures and buffers as needed	Contractor will provide a qualified wildlife biologist to implement.	Preconstruction/ Construction	SFMTA to provide weekly report throughout project construction duration.	Authority FTA

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>required during breeding season (i.e. February 1 through August 31), follow these measures:</p> <ul style="list-style-type: none"> • Have a qualified wildlife biologist conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available. Exclusion structures (e.g. netting or plastic sheeting) may be used to discourage the construction of nests by birds within the project construction zone. A preconstruction survey of all accessible nesting habitat within 500 feet of construction activities is required to occur no more than 2 weeks prior to construction. • If preconstruction surveys conducted no more than 2 weeks prior to construction identify that protected nests are inactive or potential habitat is unoccupied during the construction period, then no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by protected birds or that are located outside the no-disturbance buffer for active nests may be removed. • If active protected nests are found during preconstruction 	<p>prior to construction and monitor as needed during construction.</p>				

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>surveys, then create a no-disturbance buffer (acceptable in size to CDFW) around active protected bird and/or raptor nests during the breeding season, or until the qualified wildlife biologist determines that all young have fledged. Typical buffers include 500 feet for raptors and 50 feet for passerine nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during consultation with CDFG, and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer will be necessary; however, the "take" (e.g., mortality, severe disturbance to) of any individual protected birds will be prohibited. Monitoring of active nests when construction activities encroach upon established buffers may be required by CDFG.</p>					
11(M)	Cultural Resources	<p><u>M-CP-C1</u> Focused archival research will identify specific areas within the APE that are likely to contain potentially significant remains. Methods and findings will be documented as an addendum to</p>	<p>Qualified archaeologist to conduct research during final design to inform construction</p>	<p>Authority to provide qualified archaeologist to implement</p>	<p>Final Design</p>	<p>FTA to provide Addendum Survey Report to SHPO as part of ongoing Section 106</p>	<p>Authority FTA SHPO</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>the 2009 survey and sensitivity assessment. Research will be initiated once the project's APE map is finalized identifying the major Areas of Direct Impact (the stations and sewer relocation). Many documents, maps, and drawings cover long stretches of Van Ness, while other locations may be researched if documents indicate potential sensitivity in adjacent areas.</p> <p>The Addendum Survey Report will include the following:</p> <ul style="list-style-type: none"> • A contextual section that addresses the development of urban infrastructure along Van Ness Avenue as well as widening and grading activities along the thoroughfare. This overview will provide a basis for evaluating potential resources as they relate to the history of San Francisco and to its infrastructure. • Documentary research that identifies the types of documents available for the identified station locations: street profiles for grading, street widening maps showing demolished building sites, utility work plans, and others as appropriate. This will include researching various archives and 	<p>planning and further consultation between FTA and SHPO.</p>			<p>consultation. SFMTA to provide final design and oversee archaeology approvals from the Planning Department.</p>	<p>Planning Department</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>records of public agencies in both San Francisco and Oakland (Caltrans).</p> <ul style="list-style-type: none"> • Locations apt to have historic remains present within select areas of the APE (i.e., not removed by later grading or construction). • A cut-and-fill reconstruction of the entire APE corridor, comparing the modern versus mid-1800s ground surface elevations, to fine-tune the initial prehistoric sensitivity assessment, and refine the location of high-sensitivity locations where prehistoric remains may be preserved. • Relevant profiles and plan views of specific blocks to illustrate the methods used in analyzing available documentation. • Summary and conclusions to provide detailed information on locations that have the potential to contain extant prehistoric archaeological and historic-era remains that might be evaluated as significant resources, if any. • Two results are possible based on documentary research: • No or Low Potential for Sensitive Locations – major Areas of Direct Impact have no 					

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>potential to retain extant archaeological remains that could be evaluated as significant resources. No further work would be recommended, beyond adherence to the Inadvertent Discovery Plan (M-CP-3).</p> <ul style="list-style-type: none"> • Potentially Sensitive Locations – If the major Areas of Direct Impact contain locations with a moderate to high potential to retain extant historic or prehistoric archaeological remains that could be evaluated as significant resources, further work would be carried out, detailed in a Testing and Treatment Plan (see M-CP-2). <p>The Phase I addendum report will be submitted to the SHPO for review and concurrence prior to initiation of construction.</p>					
12(M)	Cultural Resources	<p><u>M-CP-C2</u>: The Testing/Treatment plan, if required, would provide archaeological protocols to be employed immediately prior to project construction to test areas identified as potentially significant or having the potential to contain buried cultural resources. In case such areas might be unavoidable, mitigation measures would be proposed.</p> <p>For historic-era resources, work</p>	Per contract specifications, qualified archaeologist to instruct construction crews on this procedure prior to start of construction and throughout construction, as	<p>Authority to provide qualified archaeologist to prepare Testing/Treatment Plan if required.</p> <p>Contractor or SFMTA to provide qualified archaeologist to implement</p>	Construction	<p>FTA to consult with SHPO on a Testing/Treatment Plan to complete the Section 106 Process.</p> <p>SFMTA to monitor instruction and to provide</p>	<p>Authority</p> <p>FTA</p> <p>SHPO</p> <p>Planning Department</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>would initially entail detailed, focused documentary research to evaluate the potential significance of any archaeological material identified during initial research that might be preserved. Significance would be based on the data-potential of possible remains applied to accepted research designs. Two results could ensue:</p> <ul style="list-style-type: none"> • No Potentially Significant Remains. If no locations demonstrate the potential for significant remains, no further archaeological testing would be recommended. • Potentially Significant Remains. If any locations have the potential to contain significant remains, then appropriate field methods will be proposed, including compressed testing and data-recovery efforts. Testing will be initiated immediately prior to construction, when there is access to historic ground levels. Should a site or site feature be found and evaluated as potentially significant, mitigation in the form of data recovery will take place immediately upon discovery should avoidance of the site not be possible. 	<p>needed. Construction crew members to implement if needed during project construction.</p>	<p>Testing/ Treatment Plan if required.</p>		<p>weekly reports of archaeological findings and procedures throughout project construction duration as well as verification of training of all relevant construction crew staff working on job site.</p>	

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>If required for prehistoric resources, a Treatment Plan would identify relevant research issues for resource evaluation, and pragmatic field methods to identify, evaluate, and conduct data recovery if needed. This could include a pre-construction geoarchaeological coring program or a compressed three-phase field effort occurring prior to construction, when the ground surface is accessible.</p> <p>The procedures detailed in the Treatment Plan would be finalized in consultation with the SHPO.</p> <p>A Phase 2 Test/Phase 3 Mitigation report will document all testing and data-recovery excavation methods and findings.</p>					
13(M)	Cultural Resources	<p>M-CP-C3: In the event buried cultural resources are encountered during construction activities, pursuant to 36 CFR 800.13, construction would be halted and the discovery area isolated and secured until a qualified professional archaeologist assesses the nature and significance of the find. Unusual, rare, or unique finds—particularly artifacts or features not found during data recovery—could require additional study. Examples of these would include the following:</p>	<p>Per contract specifications, construction crews to be instructed on this policy prior to start of construction and throughout construction, and to implement if needed during project construction.</p>	<p>Contractor to provide qualified archaeologist to implement</p>	<p>Construction</p>	<p>SFMTA to monitor instruction and to provide weekly reports of archaeological findings and procedures throughout project construction duration.</p>	<p>Authority FTA SHPO Planning Department</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<ul style="list-style-type: none"> • Any bone that cannot immediately be identified as non-human • Any types of intact features (hearths, house floors, cache pits, structural foundations, etc.) • Artifact caches or concentrations • Rare or unique items (engraved or incised stone or bone, beads or ornaments, mission-era artifacts) • Archaeological remains which are redundant with materials collected during testing or data recovery and which have minimal data potential need not be formally investigated. This could include debitage; most flaked or ground tools, with the exception of diagnostic or unique items (e.g., projectile points, crescents) shell; non-human bone; charcoal and other plant remains. • Diagnostic and unique artifacts unearthed during construction would be collected and their proveniences noted. Artifact concentrations and other features would be photographed, flotation/soils/radiocarbon samples taken (as appropriate), 					

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>and locations mapped using a GPS device.</p> <p>Upon discovery of deposits which may constitute a site, the agency official shall notify the State Historic Preservation Officer (SHPO) and any Indian tribe that might attach religious and cultural significance to the affected property. The notification shall describe the agency official's assessment of National Register eligibility of the property and proposed actions to resolve the adverse effects (if any). The SHPO, Indian tribe, and Advisory Council on Historic Preservation (the Council) shall respond within 48 hours of the notification. The agency official shall take into account their recommendations regarding National Register eligibility and proposed actions, and then carry out appropriate actions. The agency official shall provide the SHPO, Indian tribe, and the Council a report of the actions when they are completed.</p> <p>The above activities could be carried out quickly and efficiently, with as little delay as possible to construction work.</p> <p>The methods and results of any excavations would be documented, with photographs, in an Addendum</p>					

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>Report. Any artifacts collected would be curated along with the main collection. Samples would be processed in a lab and analyzed, or curated with the collection for future studies, at the discretion of the project proponent.</p> <p>If major adjustments are made to the final project design, a qualified professional archaeologist should be consulted before work begins, to determine whether additional survey, research, and/or geoarchaeological assessments are needed.</p>					
14(M)	Cultural Resources	<p><u>M-CP-C4</u>: If humans are discovered during project construction, the stipulations provided under Section 7050.5 of the State Health and Safety Code will be followed. The San Francisco County coroner would be notified as soon as is reasonably possible (CEQA Section 15064.5). There would be no further site disturbance where the remains were found and all construction work would be halted within 100 feet of the discovery. If the remains are determined to be Native American, the coroner is responsible for contacting the California Native American Heritage Commission within 24 hours. The Commission, pursuant</p>	<p>Per contract specifications, construction crews to be instructed on this policy prior to start of construction and throughout construction, and to implement if needed during project construction.</p>	<p>Contractor to provide qualified archaeologist to implement</p>	<p>Construction</p>	<p>SFMTA to monitor instruction and to provide weekly reports of archaeological findings and procedures throughout project construction duration.</p>	<p>Authority County Coroner NAHC Planning Department</p>

No.	Affected Resource/s	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>to California Public Resources Code Section 5097.98 would notify those persons it believes to be the most likely descendants (MLD). Treatment of the remains would be dependent on the views of the MLD.</p>					
15(M)	Geology/Soils /Seismicity/T opography	<p><u>M-GE-C1</u>: Shore all cuts deeper than 5 feet (AGS, 2009a). Consider surcharge load from nearby structures in shoring design of open excavations including an examination of the potential for lateral movement of the excavation walls as a result. Implement the following construction BMPs related to shoring and slope stability:</p> <ul style="list-style-type: none"> • Keep heavy construction equipment, building materials, excavated soil, and vehicle traffic away from the edge of excavations, generally a distance equal to or greater than the depth of the excavation. • During wet weather, prevent storm runoff from entering the excavation. Excavation sidewalls can be covered with plastic sheeting, and berms can be placed around the perimeter of the excavated areas. • Adequately support sidewalks, slabs, pavement, and utilities adjacent to proposed excavations during construction. 	Per contract specifications, contractor to implement during construction.	Contractor	Construction	SFMTA to oversee cuts and provide weekly reports describing the shoring technique used on all cuts deeper than 5 feet throughout project construction duration.	Authority FTA

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
16(M)	Hazardous Waste/Materials	<p><u>M-HZ-C1</u>: Create a Worker Site Health and Safety Plan with the following components, in response to potential Recognized Environmental Conditions identified in the Phase II review or other follow-up investigations, and results from preconstruction lead-based paint (LBP) and aerially deposited lead (ADL) surveys specified in Sections 4.8.3 and 4.8.4:</p> <ul style="list-style-type: none"> • A safety and health risk/hazards analysis for each site task and operation in the work plan; • Employee training assignments; • Personal protective equipment requirements; • Medical surveillance requirements; • Air monitoring, environmental sampling techniques, and instrumentation; • Safe storage and disposal measures for encountered contaminated soil, groundwater, or debris, including temporary storage locations, labeling, and containment procedures. • Emergency response plan; and • Spill containment program. 	Per contract specifications, plan (including special provisions) to be written by Contractor as part of construction planning phase.	Contractor	Construction (planning phase)	<p>SFMTA to oversee approval from Caltrans.</p> <p>SFMTA to provide weekly reports on adherence to plan throughout construction duration.</p>	<p>Authority</p> <p>FTA</p> <p>Caltrans</p>
17(M)	Hazardous Waste/Materials	<u>M-HZ-C2, IM-HY-C1 and IM-HY-5</u> : Coordinate preparation of a Storm Water Pollution Prevention Plan	Per contract specifications, plan to be written	Contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals from	<p>Authority</p> <p>FTA</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>(SWPPP) required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit requirements with San Francisco Public Utilities Commission (SFPUC) and conform construction activities with SFPUC's "Keep it on site" guide. Include in the project SWPPP the following measures to contain any possible contamination, including protection of storm drains, and to prevent any contaminated runoff or leakage either into or onto exposed ground surfaces:</p> <ul style="list-style-type: none"> • Use of stormwater BMPs, including inlet protection devices, temporary silt fencing, soil stabilization measures, street sweeping, stabilized construction entrances, and temporary check dams. • Conducting drilling/piling operations in accordance with guidelines set forth by the City, including the Department of Public Health Local Oversight Program and Caltrans Construction Site BMP Manual. • Lining storage areas. • Proper and expeditious disposal of items to be removed, such as landscaping, curb bulb waste, existing bus stop shelters, and demolished OCS and signal 	<p>by contractor as part of construction planning phase.</p>			<p>Caltrans and RWQCB</p> <p>SFMTA to provide weekly reports outlining adherence to SWPPP throughout construction duration.</p>	<p>Caltrans</p> <p>RWQCB</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>poles.</p> <p>In accordance with NPDES General Permit requirements the SWPPP will address water quality impacts associated with construction activities, including identification of all drainage facilities onsite, placement of appropriate stormwater and non-stormwater pollution controls, erosion and sediment control, spill response and containment plans, inspection scheduling, maintenance, and training of all construction personnel onsite..</p>					
18(M)	Hazardous Waste/Materials	<u>M-HZ-C3</u> : Implement public health and safety measures contained in Worker Health and Safety Plan (M-HZ-C1) during construction.	Per contract specifications, measures will be identified as part of M-HZ-C1 above, and will be implemented throughout construction specifications.	Contractor	Construction	SFMTA to provide weekly reports throughout construction duration.	Authority FTA Caltrans
19(M)	Hazardous Waste/Materials	<p><u>M-HZ-1</u>: Prior to construction, review Phase II study and conduct a follow-up investigation, if appropriate, for identified recognized environmental conditions (RECS). Required actions are:</p> <ul style="list-style-type: none"> Field survey identified RECs to verify the physical locations of the REC sites with respect to the 	SFMTA shall implement M-HZ-1 following final design.	SFMTA	Final Design/Construction Planning	SFMTA to provide a report with findings.	Authority FTA Caltrans

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>preferred build alternative project components and proposed construction earthwork, and observe the current conditions of the sites.</p> <ul style="list-style-type: none"> • Conduct a regulatory file review for each identified REC to determine the current status of the sites and, if possible, the extent of the contamination. • If the aforementioned field survey and file review reveal a likelihood of encountering contaminated soil or groundwater during project construction, then conduct a subsurface exploration within the areas proposed for construction earthwork activities. Conduct the subsurface investigation within the project limits, adjacent to, or downgradient from the REC sites. If soil profiling reveals contaminant concentrations that meet the definition of hazardous materials, prepare and implement Construction Implementation Plan that addresses management of hazardous materials and hazardous waste that is consistent with the federal and state of California requirements pertaining to hazardous 					

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		materials and wastes management.					
20(M)	Hazardous Waste/Materials	<u>M-HZ-2</u> : Test soils in landscaped medians that will be disturbed by project activities for aerially deposited lead according to applicable hazardous material testing guidelines. If the soil contains extractible lead concentrations that meet the definition of hazardous materials, obtain Caltrans approval of a Lead Compliance Plan prior to the start of construction or soil-disturbance activities. If lead levels present in surface soils reach concentrations in excess of the hazardous waste threshold, stabilize onsite or dispose at a Class 1 landfill such soils as specified in the Lead Compliance Plan.	SFMTA shall implement soil testing for ADL prior to construction to inform construction planning. Per contract specifications, Contractor shall adhere to Lead Compliance Plan, if necessary.	SFMTA	Final Design/Construction Planning	SFMTA to provide a report with findings and, if necessary, a Lead Compliance Plan. If necessary, SFMTA shall provide weekly reports on Contractor compliance with Lead Compliance Plan throughout construction duration.	Authority FTA Caltrans
21(M)	Hazardous Waste/Materials	<u>M-HZ-3</u> : Test for lead in paint used for traffic lane striping and on streetscape features, including the OCS support poles/streetlights, prior to demolition/removal to determine proper handling and disposal methods during project construction. If lead is detected, include appropriate procedures in the Construction Implementation Plan to avoid worker or public contact with these materials or	SFMTA shall implement LBP testing of structures to be demolished, prior to construction to inform construction planning. Per contract specifications,	SFMTA	Final Design/Construction Planning	SFMTA to provide report outlining LBP and shall include procedures in Construction Implementation Plan SFMTA to provide weekly	Authority FTA Caltrans

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		generation of dust or vapors.	Contractor shall adhere to Construction Implementation Plan.			reports on adherence to Construction Implementation Plan throughout construction duration.	
22(M)	Community Impacts/ Public Services & Land Use, Transportation & Circulation	<u>M-CI-C1</u> : During the design phase, with participation from local agencies, other major project proposers in the area (e.g., the California Pacific Medical Center [CPMC] Cathedral Hill Campus, the Better Market Street Project, and the Geary Corridor BRT projects), local communities, businesses associations, and affected drivers develop a Transportation Management Plan (TMP) that includes traffic rerouting, a detour plan, and public information procedures. Implement early and well-publicized announcements and outreach to help minimize confusion, inconvenience, and traffic congestion at the start of and during construction.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA – planning Contractor - construction	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	Authority FTA Caltrans SFDPW
23(M)	Community Impacts/ Public Services & Land Use, Transportation &	<u>M-CI-C2</u> : As part of the TMP, construction planning will minimize nighttime construction in residential areas and minimize daytime construction impacts on retail and commercial areas.	SFMTA to implement as part of construction planning phase. Per contract specifications,	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to oversee project approvals from Caltrans and SFDPW SFMTA to	

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
	Circulation		Contractor to implement during construction.			provide weekly reports on adherence to TMP in Civic Center area throughout construction duration.	
24(M)	Community Impacts/ Public Services & Land Use, Transportation & Circulation	<u>M-CI-C3</u> : Incorporate in the TMP applicable in the Civic Center area, consideration of major civic and performing arts events.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to oversee project approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP in Civic Center area throughout construction duration.	Authority FTA Caltrans SFDPW
25(M)	Community Impacts/ Public Services & Land Use, Transportation & Circulation	<u>M-CI-C4</u> : ² As part of the TMP public information program, coordinate with adjacent properties along Van Ness Avenue to determine the need for colored parking spaces (for freight and passenger and disabled loading) for these uses and work to identify locations for replacement spaces or plan construction activities to minimize the loss of these spaces.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW. SFMTA to provide weekly reports on adherence to TMP	Authority FTA Caltrans SFDPW

² M-CI-2 constitutes a mitigation measure under NEPA and an improvement measure under CEQA.

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
						throughout construction duration.	
26(M)	Community Impacts/ Public Services & Land Use, Transportation & Circulation	M-CI-C5: As part of the TMP public information program, coordinate with adjacent properties along Van Ness Avenue to ensure that pedestrian access to these properties is maintained at all times.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW. SFMTA to provide weekly reports on adherence to TMP throughout construction duration	Authority FTA Caltrans SFDPW
27(M)	Community Impacts/ Public Services & Land Use, Transportation & Circulation	M-CI-C6: As part of the TMP, SFMTA's process for accepting and addressing complaints will be implemented. This includes provision of contact information for the Project Manager, Resident Engineer, and Contractor on project signage with direction to call if there are any concerns. Complaints are logged and tracked to ensure they are addressed.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	Authority FTA Caltrans SFDPW
28(M)	Community Impacts/ Public Services & Land Use,	M-CI-C7. As part of the TMP, adequate passenger and truck loading zones will be maintained for adjacent land uses, including maintaining access to driveways	SFMTA to implement as part of construction planning phase.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW.	Authority FTA Caltrans

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
	Transportation & Circulation	and providing adequate loading zones on the same or adjoining street block face.	Per contract specifications, Contractor to implement during construction.			SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	SFDPW
29(M)	Transportation and Circulation	<u>M-TR-C1</u> : Temporarily convert parking lanes to mixed-flow traffic lanes to generally maintain two open traffic lanes in each direction and minimize traffic impacts.	SFMTA to implement as part of construction planning phase. Per contract specification, Contractor to implement during construction.	SFMTA, Contractor	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW. SFMTA to provide weekly reports on adherence to TMP throughout construction.	Authority FTA Caltrans SFDPW
	Transportation and Circulation	<u>M-TR-C3</u> : Plan required closures of a second mixed-flow traffic lane and detours for nighttime or off-peak traffic hours and as in conformance with approved noise requirements.	SFMTA to implement as part of construction planning phase. Per contract specification, Contractor to implement during construction	SFMTA, Contractor.	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	Authority FTA Caltrans SFDPW

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
30(M)	Transportation and Circulation	M-TR-C4: Maintain one east-west and north-south crosswalk leg open at all times at all intersections.	SFMTA to implement as part of construction planning phase. Per contract specification, Contractor to implement during construction	SFMTA, Contractor	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	Authority FTA Caltrans
31(M)	Transportation and Circulation	M-TR-C5: Install sufficient barricading, signage, and temporary walkways as needed to minimize impacts to pedestrians.	SFMTA to implement as part of construction planning phase. Per contract specification, Contractor to implement during construction	SFMTA, Contractor	Construction Planning Phase, Construction Phase	SFMTA to oversee approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	Authority FTA Caltrans SFDPW
32(M)	Transportation and Circulation	M-TR-C6: Coordinate with the Golden Gate Bridge & Highway Transportation District (GGT) as part of the TMP to plan temporarily relocated transit stops as needed, and minimize impacts to GGT service.	SFMTA to implement as part of construction planning phase through coordination with GGT.	SFMTA, Contractor	Construction Planning Phase & Construction	SFMTA to oversee approvals from Caltrans and concurrence from GGT. SFMTA to	Authority FTA Caltrans GGT

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
			Per contract specification, Contractor to implement during construction.			provide weekly reports on adherence to TMP throughout construction duration.	
33(M)	Transportation and Circulation	<u>M-TR-CZ</u> : Develop and coordinate with other major projects in the area a Transportation Management Plan (TMP) outlining methods and strategies to minimize construction activity-related traffic delay and inconvenience to the traveling public. The TMP will include a public information program and wayfinding to provide local businesses and residents with information related to the construction activities and durations, temporary traffic closures and detours, parking restrictions, and bus stop relocations. The public information program will be coordinated with regional agencies, such as Caltrans and Golden Gate Transit.	SFMTA to implement as part of construction planning phase. Per contract specification, Contractor to implement during construction.	SFMTA	Construction Planning Phase & Construction; TMP to be developed during the 30 percent project design phase	SFMTA to oversee approvals from Caltrans and SFDPW SFMTA to provide weekly reports on adherence to TMP throughout construction duration.	Authority FTA Caltrans SFDPW
34(M)	Transportation and Circulation	<u>M-TR-1</u> : Add an additional vehicle to the fleet on Routes 47 and 49 if needed to decrease headways for each route sufficiently to bring the	SFMTA Transit Operations to implement as needed during	SFMTA	Operation	SFMTA to provide quarterly reports on	Authority FTA

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		load factors below SFMTA's maximum vehicle load standard of 0.85.	project operation.			crowding for first 2 years of operation, annual reports for subsequent 5 years.	
35(M)	Transportation and Circulation	<p><u>M-Traffic Management Toolbox:</u> Develop and implement a traffic management toolbox to raise public awareness of circulation changes; advise drivers of alternate routes; and provide pedestrian improvements. Toolbox actions will include:</p> <ul style="list-style-type: none"> • <u>Provide driver wayfinding and signage</u>, especially to assist infrequent drivers of the corridor who may not be aware of alternate routes, such as along the Larkin/Hyde and Franklin/Gough corridors. Coordinate with Caltrans to develop the driver wayfinding and signage strategy as part of mitigation measure and M-TR-C5. Continue to monitor traffic after construction and during project operation. If the above mentioned construction measures prove to be helpful in minimizing traffic delay impacts, consider implementing similar strategies on an as-needed basis during project operation. 	SFMTA to implement during and after construction.	SFMTA	Construction and Operation	<p>SFMTA to provide weekly reports on adherence to TMP throughout construction duration.</p> <p>SFMTA to prepare monthly monitoring reports for the first two years of project operation.</p>	<p>Authority</p> <p>FTA</p> <p>Caltrans</p> <p>Golden Gate Transit</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<ul style="list-style-type: none"> <li data-bbox="468 289 831 976">• <u>Public Awareness Campaign and Transportation Management Plan (TMP) during and after Project Construction.</u> As discussed as part of mitigation measure M-TR-C7, the TMP will implement a public awareness program of wayfinding during construction and will coordinate the public information program with regional agencies, including Caltrans and GGT. Continue to monitor traffic after construction and during project operation. If the above mentioned construction measures prove to be helpful in minimizing traffic delay impacts, the SFMTA may choose to implement similar strategies on an as-needed basis during project operation. <li data-bbox="468 984 831 1370">• <u>Pedestrian Amenities at Additional Corridor Locations.</u> After construction, during project operation, monitor travel in the corridor to identify additional locations for pedestrian improvements based on a combination of pedestrian and vehicle volumes, infrastructure capabilities, and collision history. Consider the potential for long- 					

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		term, pedestrian amenities, such as countdown signals and pedestrian curb bulbs, to help reduce the severity of automobile traffic delays through mode shift.					
36(M)	Utilities and Service Systems	<u>M-UT-1</u> : Closely coordinate BRT construction with concurrent utility projects planned within the Van Ness Avenue corridor.	SFMTA, SFPUC, and SFPDW to implement as part of construction planning phase, including coordination with the Committee for Utility Liaison on Construction and Other Projects (CULCOP) and the San Francisco Street Construction Coordination Center.	SFMTA, SFPUC and contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals from SFPDW.	Authority FTA
37(M)	Utilities and Service Systems	<u>M-UT-2</u> : During the design phase, inspect and evaluate the sewer pipeline within the project limits to assess the condition of the pipeline and need for replacement. If repair or relocation is needed, during project construction, continue to coordinate such work with SFPUC and SFPDW working with the City's Committee for Utility Liaison on Construction and Other Projects (CULCOP).	SFMTA and SFPUC to conduct needed sewer inspections during final design:	SFMTA, SFPUC	Final Design & Construction (planning phase)	SFMTA to oversee approvals from SFPDW.	Authority FTA

No.	Affected Resource/s	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
38(M)	Utilities and Service Systems	<p><u>M-UT-3:</u> Design the project to ensure that the proposed BRT transitway and station facilities do not prevent access to the underground auxiliary water supply service (AWSS) lines. Ensure that the design provides adequate access for specialized trucks to park next to gate valves for maintenance and that gate valves are not located beneath medians or station platforms.</p>	<p>SFMTA, SFPDW, SFPUC, and the San Francisco Fire Department to coordinate and plan during final design, and again for construction planning.</p> <p>Per contract specifications, Contractor to implement during construction.</p>	SFMTA, SFPUC, and the San Francisco Fire Department	Final Design & Construction	<p>SFMTA to oversee approvals from SFPUC and San Francisco Fire Department</p> <p>SFMTA to provide weekly reports on accessibility of AWSS lines and gate valves throughout construction duration.</p>	<p>Authority</p> <p>FTA</p>
39(M)	Utilities and Service Systems	<p><u>M-UT-4:</u> In situations where utility facilities cannot be relocated, create an operations plan to accommodate temporary closure of the transitway and/or stations in coordination with utility providers to allow utility providers to perform maintenance, emergency repair, and upgrade/replacement of underground facilities that may be located beneath project features such as the BRT transitway, station platforms, or curb bulbs. Integrate into the plan signage for BRT patrons and safety protocols for Muni operators and utility providers.</p>	<p>SFMTA to coordinate with utility providers, SFPDW, the SFPUC and SF Fire Department during final design to ensure project design considers utility maintenance programs, including those overlapping with project construction.</p>	SFMTA	Final Design, Construction	<p>SFMTA to oversee approvals from SFPUC, SF Fire Department, and SFPDW.</p>	<p>Authority</p> <p>FTA</p>

No.	Affected Resource/s	Mitigation & Improvement Measures ¹	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
40(M)	Community Impacts	<u>M-CI-IM-1</u> ³ : Prior to construction, coordinate with all businesses that would be affected by removal of colored parking spaces, including short-term parking, to confirm the need for truck and/or passenger loading spaces and to identify and implement appropriate replacement parking locations to minimize the impacts to these businesses.	SFMTA to implement as part of design phase Per contract specifications, Contractor to implement relocated parking	SFMTA	Design and Construction	SFMTA to oversee approvals from Caltrans and SFDPW. SFMTA to provide weekly report on adherence to parking designs throughout construction duration.	Authority FTA Caltrans SFDPW
41(M)	Community Impacts	<u>M-CI-IM-2</u> ⁴ : Apply parking management tools as needed to offset any substantial impacts from the loss of on-street parking, which may include adjustment of residential parking permits in the residential community north of Broadway, or use of SFpark, which is a package of real-time tools to manage parking occupancy and turnover through pricing (appropriate in areas of high-density commercial uses that rely on high parking turnover).	SFMTA to implement as part of post-construction project monitoring phase.	SFMTA	Post-Construction Monitoring Phase	SFMTA to provide quarterly parking assessment for first 2 years of project operation.	Authority FTA

³ M-CI-IM-1 and M-CI-IM-2 constitutes a mitigation measure under NEPA and an improvement measure under CEQA

⁴ M-CI-IM-1 and M-CI-IM-2 constitutes a mitigation measure under NEPA and an improvement measure under CEQA

Table B. Mitigation Monitoring & Reporting Program for the Van Ness Avenue BRT Project (Improvement Measures)

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
1 (IM)	Aesthetics/Visual Resources	<u>IM-AE-C1</u> : During construction, require the contractor to maintain the site in an orderly manner, removing trash and waste, and securing equipment at the close of each day's operation.	Contractor to implement daily during project construction.	Contractor	Construction	SFMTA to conduct daily visual scans and prepare weekly report throughout project construction duration.	Authority FTA
2 (IM)	Aesthetics/Visual Resources	<u>IM-AE-C2</u> : To reduce glare and light used during nighttime construction activities, require the contractor to direct lighting onto the immediate area under construction only and to avoid shining lights toward residences, nighttime commercial properties, and traffic lanes.	Contractor to implement nightly during project construction.	Contractor	Construction	SFMTA to conduct nightly visual scans and prepare weekly report throughout project construction duration.	Authority FTA
3 (IM)	Biological Environment	<u>IM-BI-1</u> : In compliance with local tree protection policies codified in the San Francisco Public Works Code, preserve mature trees and incorporate them into the project landscape plan as feasible. Incorporate the planting of replacement trees and landscaping into the landscape plan as feasible.	A qualified arborist will be on the landscape design team to work with SFMTA and SFDPW staff to identify preservation opportunities for mature trees.	Qualified arborist, SFMTA, SFDPW	30% design through final design	SFMTA to provide CER, final design and oversee project approvals from SFDPW Bureau of Urban Forestry.	Authority FTA
4	Biological	<u>IM-BI-2</u> : Have a certified arborist	A qualified arborist	Qualified Arborist,	30% design	SFMTA to	Authority

⁵ The number coding is as follows: improvement (IM) or mitigation (M) measure – environmental resource – construction period includes (C) – numerical order within environmental resource.

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
(IM)	Environment	complete a preconstruction tree survey to identify protected trees that will be potentially impacted by the proposed project, and to determine the need for tree removal permits and tree protection plans under San Francisco Public Works Code requirements.	will conduct tree survey during 30% design, and then again during final design as needed.	SFMTA	through final design	provide CER, final design and oversee project approvals from SFPDW Bureau of Urban Forestry.	FTA
5 (IM)	Biological Environment	<u>IM-BI-3</u> : In compliance with the Executive Order on Invasive Species, E.O. 13112, design and implement landscaping that does not use species listed as noxious weeds.	Qualified landscape architect will exclude noxious weeds from landscape plan.	Qualified Landscape Architect provided by SFMTA	Final Design	SFMTA to provide final design and oversee project approvals from SFPDW Bureau of Urban Forestry	Authority FTA
6 (IM)	Geology/Soils/Seismicity/Topography	<u>IM-GE-1</u> : Perform localized soil modification treatments as needed at locations where station platforms would be located in areas of fill or areas mapped as a liquefaction area. Such soil modification may include soil vibro-compaction or permeation grouting.	Per contract specifications, Contractor to implement during design and construction phase, in preparation of construction of station platforms.	Contractor	Final Design/Permitting/Construction	SFMTA to provide weekly report on soil modification treatments throughout project construction duration.	Authority FTA
7 (IM)	Geology/Soils/Seismicity/Topography	<u>IM-GE-2</u> : Over-excavate fill soils and replace them with engineered fill as needed in areas where proposed project structures would be located in areas of fill or in liquefaction zones.	Per contract specifications, Contractor to implement during design and construction phase, in preparation of construction of station platforms.	Contractor	Final Design/Permitting/Construction	SFMTA to provide weekly report on fill soils in areas of fill or liquefaction zones throughout project construction	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
8 (IM)	Geology/Soils/Seismicity/Topography	<u>IM-GE-3</u> : As needed; in areas of fill or areas mapped as a liquefaction area, design and construct deeper foundations for station platforms and canopies.	SFMTA to perform assessment during final design. Per contract specifications, Contractor to implement during permitting and construction phase, in preparation of construction of station platforms.	Contractor	Final Design/Permitting/Construction	duration. SFMTA will oversee permit approval from SFPDW and Caltrans SFMTA to provide weekly reports on compliance with foundational requirements throughout construction of foundations, then monthly reports on subsidence through the remainder of project construction	Authority FTA Caltrans SFPDW
9 (IM)	Water Quality and Hydrology	<u>IM-HY-C1</u> . See <u>M-HZ-C2</u> .	Per contract specifications, SWPPP to be written by contractor as part of construction planning phase.	Contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals by: SFPUC and RWQCB SFMTA to provide weekly reports outlining adherence to SWPPP	Authority FTA RWQCB

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
10 (IM)	Water Quality and Hydrology	<u>IM-HY-C2</u> : Coordinate with and obtain any needed permit approval from the SFPUC for any construction work that impacts the combined sewer system (CSS)	SFMTA shall obtain any needed approval from SFPUC.	SFMTA, SFPUC and contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals from SFPUC SFMTA to provide weekly reports on adherence to "Keep it on Site" guidelines throughout construction duration.	Authority FTA RWQCB
11 (IM)	Water Quality and Hydrology	<u>IM-HY-C3</u> : If groundwater is encountered during project excavation activities, pump the water from the excavated area, contain and treated it in accordance with all applicable State and federal regulations before discharging it to the existing local CSS. Obtain a batch discharge permit from SFPUC prior to commencement of discharge to the CSS.	SFMTA and SFPUC to implement as part of construction planning phase. Per contract specifications, contractor shall implement during construction if groundwater is encountered.	SFMTA, SFPUC and contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals from SFPUC and RWQCB	Authority FTA RWQCB
12 (IM)	Water Quality and Hydrology	<u>IM-HY-1</u> : Design landscape areas provided by the project to minimize and reduce total runoff. Avoid the overuse of water and/or fertilizers on landscaped areas.	SFMTA and landscape architects to implement during landscape design. SFPDW to implement water and fertilizer usage during project operation	SFMTA, SFPDW	Final Design & Operation	SFMTA to oversee approvals from SF Arts Commission, HPC, and Planning Department	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
			<p>Contractor will implement landscape plan and follow watering/fertilizing guidelines during construction, as needed, and per contract specifications.</p>			<p>SFDPW to provide quarterly reports on fertilizer usage for first 5 years of operation.</p> <p>SFMTA to submit weekly reports on Contractor implementation of landscape plan and watering/fertilizing guideline adherence, as needed throughout construction duration.</p>	
13 (IM)	Water Quality and Hydrology	<p><u>IM-HY-2</u>: As project design progresses, investigate and as feasible incorporate in the design and implement stormwater management tools, such as permeable paving, infiltration planters, swales, and rain gardens, as set forth in the <i>San Francisco Better Streets Plan</i>. In determining the feasibility of implementing stormwater management tools, consider streetscape geometry, topography, soil type and compaction, groundwater depth,</p>	<p>SFMTA, SFPUC and SFDPW landscape architects to include in landscape design, and consult with SFDPW on maintenance aspects.</p> <p>Contractor to implement stormwater management tools, per contract</p>	SFMTA, SFPUC, SFDPW, and Contractor	Final Design & Operation	<p>SFMTA to oversee approvals from: SFAC, HPC, Planning Department, SFDPW, and SFPUC for final design.</p> <p>SFMTA to provide weekly reports on implementation</p>	<p>Authority</p> <p>FTA</p>

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		subsurface utility locations, building laterals, maintenance costs and safety, and pedestrian accessibility.	specifications.			of stormwater elements throughout construction duration.	
14 (IM)	Water Quality and Hydrology	<u>IM-HY-3</u> : In compliance with the City Integrated Pest Management Policy (City Municipal Code, Section 300), employ prevention and non-chemical control methods in maintaining landscaping in the Van Ness Avenue corridor, including monitoring for pests before treating, and using the least-hazardous chemical pesticides, herbicides, and fertilizers only when needed and as a last resort.	SFMTA and landscape architects to consider pest management requirements in landscape design, and the contractor to implement throughout the plant establishment period. SFDPW to implement during project operation Contractor to implement during construction, as needed and per contract specifications and City guidelines.	Contractor, SFMTA, SFDPW	Final Design & Operation	SFMTA to oversee approvals from: SFAC, HPC, and Planning Department, for final design. SFMTA to provide weekly reports on pest control elements throughout construction duration. SFDPW to provide quarterly reports on pest control management for the first 5 years of operation.	Authority FTA SFDPW
15 (IM)	Water Quality and Hydrology	<u>IM-HY-4</u> : Equip proposed BRT stations with trash receptacles to minimize the miscellaneous waste that may enter the storm drain system and clog storm drains or	SFMTA to implement during final design.	SFMTA	Final Design	SFMTA	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		release pollutants.					
16 (IM)	Water Quality and Hydrology	<u>IM-HY-5</u> : See-M-HZ-C2.	Per contract specifications, SWPPP to be written by contractor as part of construction planning phase. SWPPP will be implemented by Contractor.	Contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals from SFPUC and RWQCB SFMTA to provide weekly reports on implementation of SWPPP throughout construction duration.	Authority FTA RWQCB
17 (IM)	Noise and Vibration	<u>IM-NO-C1</u> : During construction, implement the following best practices in equipment noise and vibration control, as feasible: <ul style="list-style-type: none"> Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., 	Per contract specifications, Contractor to implement during construction.	Contractor	Construction	SFMTA to provide weekly reports outlining adherence to standards throughout construction duration.	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>mufflers and shrouding).</p> <ul style="list-style-type: none"> • Perform all construction in a manner that minimizes noise and vibration. Utilize construction methods or equipment that will provide the lowest level of noise and ground vibration impact. • Turn off idling equipment. • When possible, limit the use of construction equipment that creates high vibration levels, such as vibratory rollers and hammers. When such equipment must be used within 25 feet of any existing building, select equipment models that generate lower vibration levels. • Restrict the hours of vibration-intensive equipment or activities, such as vibratory rollers, so that annoyance to residents is minimal (e.g., limit to daytime hours as defined in the noise ordinance). 					
18 (IM)	Noise and Vibration	<p><u>IM-NO-C2</u>: During project construction, conduct project truck loading, unloading, and hauling operations so that noise and vibration are kept to a minimum by carefully selecting routes to avoid passing through residential neighborhoods to the greatest possible extent.</p>	<p>Per Contract specifications, Contractor to implement daily during project construction, per contract specifications.</p>	Contractor	Construction	<p>SFMTA to provide weekly reports on adherence to noise and vibration minimization practices throughout construction duration.</p>	<p>Authority FTA</p>

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
19 (IM)	Noise and Vibration	<u>IM-NO-C3</u> : Perform independent noise and vibration monitoring in sensitive areas as needed to demonstrate compliance with applicable noise limits. Require contractors to modify and/or reschedule their construction activities if monitoring determines that maximum limits are exceeded at residential land uses per the City Noise Ordinance.	SFMTA to perform independent noise and vibration monitoring. Contractor to implement modifications as needed during project construction, per contract specifications.	Contractor	Construction	SFMTA to provide weekly reports on noise and vibration monitoring throughout construction duration.	Authority FTA SFDPH
20 (IM)	Noise and Vibration	<u>IM-NO-C4</u> : During construction, comply with the City noise ordinances and obtain all necessary permits, particularly in relation to nighttime construction work.	Per contract specifications. Contractor to implement throughout project construction.	Contractor	Construction	SFMTA to provide weekly reports on compliance with City noise ordinance throughout construction duration.	Authority FTA
21 (IM)	Noise and Vibration	<u>IM-NO-1</u> : Throughout project operation, maintain roadway surface to avoid increases in BRT noise and vibration levels.	SFMTA to ensure regular maintenance of roadway surface through Caltrans maintenance agreement.	SFMTA/SFDPW	Operation	SFMTA to provide final maintenance agreement with Caltrans and identify maintenance funding source for local contribution to BRT runningway maintenance.	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
22 (IM)	Traffic and Circulation	<u>IM-NMT-1</u> : Include comprehensive wayfinding, allowing all users to navigate to and from the correct platform.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to prepare weekly report throughout duration of project construction.	Authority FTA
23 (IM)	Traffic and Circulation	<u>IM-NMT-2</u> : For Build Alternative 4, bus vehicle design should incorporate an intuitive seating space for users requiring level boarding that is easily accessible to both the front door on the right side and the door behind the operator on the left side.	SFMTA to incorporate in vehicle procurement	SFMTA	Operation	SFMTA to provide periodic report on vehicle procurement	Authority FTA
24 (IM)	Traffic and Circulation	<u>IM-NMT-3</u> : For Build Alternative 4, bus vehicle design should incorporate audible cues, such as stop announcements, of which door will open to avoid any confusion for passengers.	SFMTA to incorporate in vehicle procurement	SFMTA	Operation	SFMTA to provide report on vehicle procurement	Authority FTA
25 (IM)	Traffic and Circulation	<u>IM-NMT-4</u> : Provide sufficient information to educate less-ambulatory passengers that board at BRT stations that they would need to exit through the front, right doors for stops outside the Van Ness Avenue corridor.	SFMTA to incorporate in vehicle procurement	SFMTA	Operation	SFMTA to provide report on vehicle procurement	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
26 (IM)	Traffic and Circulation	IM-TR-1: On-street parking will be created where bus stops are consolidated or moved to the center of the street.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to prepare weekly report during applicable phase of project construction.	Authority FTA
27 (IM)	Traffic and Circulation	IM-TR-2: Additional on-street parking will be provided where feasible by lane striping.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to prepare weekly report during applicable phase of project construction.	Authority FTA
28 (IM)	Traffic and Circulation	IM-TR-3: Infill on-street parking spaces will be provided where they do not exist today as feasible.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to prepare weekly report during applicable phase of project construction.	Authority FTA

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
29 (IM)	Traffic and Circulation	<u>IM-TR-4</u> : SFMTA will give priority to retaining color-painted on-street parking spaces, such as yellow freight zones white passenger loading zones, green short-term parking, and blue disabled parking.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to prepare weekly report during applicable phase of project construction.	Authority FTA
30 (IM)	Traffic and Circulation	<u>IM-TR-5</u> : Blue handicapped parking spaces will be designed to provide a curb ramp behind each space.	SFMTA to implement as part of construction planning phase. Per contract specifications, Contractor to implement during construction.	SFMTA	Construction Planning Phase, Construction Phase	SFMTA to prepare weekly report during applicable phase of project construction.	Authority FTA
31 (IM)	Utilities and Service Systems	<u>IM-UT-C1</u> : For construction work involving utilities follow these requirements: <ul style="list-style-type: none"> • Obtain authorization from utility provider before initiating work • Contact Underground Service Alert in advance of excavation work to mark-out underground utilities • Conduct investigations, including exploratory borings if needed, to confirm the location and type of 	SFMTA, SFPUC, and SFPDW to implement as part of construction planning phase, including coordination with utility providers, the Committee for Utility Liaison on Construction and Other Projects	SFMTA, SFPUC and contractor	Permitting & Construction (planning phase)	SFMTA to oversee approvals from SFPDW and Caltrans. SFMTA to provide weekly reports on adherence to permitting requirements	Authority FTA Caltrans SFPDW

No.	Affected Resource/s ⁵	Mitigation & Improvement Measures	Implementation Procedure	Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Reporting Recipient
		<p>underground utilities and service connections</p> <ul style="list-style-type: none"> • Prepare a support plan for each utility crossing detailing the intended support method • Take appropriate precautions for the protection of unforeseen utility lines encountered during construction • Restore or replace each utility as close as planned and work with providers to ensure its location is as good or better than found prior to removal 	<p>(CULCOP) and the San Francisco Street Construction Coordination Center.</p> <p>Per contract specifications and as outlined in approval permits, Contractor to implement planned approach to utilities.</p>			<p>with respect to utilities throughout construction duration.</p>	

#270921

Notice of Determination

TO:
 Office of Planning and Research
For U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth Street
Sacramento, CA 95814

FROM:
Public Agency: San Francisco County
Transportation Authority (Lead Agency)
Address: 1455 Market Street, 22nd Floor
San Francisco, CA 94103
Contact: Michael Schwartz
Phone: (415) 522-4823

County Clerk
County of: San Francisco
Address: 1 Dr. Carlton B. Goodlett Place, #168
San Francisco, CA 94102

ENDORSED
FILED
San Francisco County Clerk

SUBJECT: *Filing of Notice of Determination in compliance with Section 21
Public Resources Code.*

SEP 13, 2013

State Clearinghouse Number (if submitted to State Clearinghouse): 2007092059 by: **JENNIFER WONG**

Deputy County Clerk

Project Title: Van Ness Avenue Bus Rapid Transit Project

Project Location (include county): Van Ness Avenue and South Van Ness Avenue, from Van Ness Avenue at Lombard Street to South Van Ness Avenue at Mission Street, City and County of San Francisco.

Project Description: Bus Rapid Transit (BRT) is a new mode of transit in San Francisco and represents a package of features that together create rapid and reliable transit service for the benefit of passengers along a given corridor, and the transit system as a whole. The Van Ness Avenue BRT Project will operate existing bus service in a dedicated transit lane for a two-mile-long stretch from South Van Ness Avenue at Mission Street to Van Ness Avenue at Lombard Street by converting a northbound and a southbound mixed-flow traffic lane in the center of the roadway to dedicated transit lanes. Project features include: at or near level boarding, consolidated transit stops, high quality stations, platform proof of payment, traffic signal optimization, fewer left turn pocket lanes, transit signal priority, pedestrian safety enhancements, and replacement of the overhead contact support system/streetlight system, including poles.

This is to advise that the San Francisco County Transportation Authority has approved the above described project on September 10, 2013, by SFCTA Resolution No. 14-18, and has made the following determinations regarding the above described project:

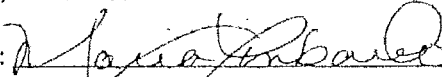
1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

POSTED SEP 13 2013
TO

Notice of Determination (continued)

San Francisco County Transportation Authority: Van Ness Avenue BRT Project

This is to certify that the final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the General Public at: 1455 Market Street, 22nd Floor, San Francisco, CA 94103.

Signature:  Date: 9/10/13

Name: Maria Lombardo

Title: Interim Executive Director

Date Received for filing at OPR _____

**Record of Decision on the
Van Ness Avenue Bus Rapid Transit Project
in San Francisco, California
by the
Federal Transit Administration**

Decision

The Federal Transit Administration (FTA) has determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Van Ness Avenue Bus Rapid Transit (BRT) Project (the Project) located in San Francisco, California.

This environmental Record of Decision (ROD) applies to the transit alternative consisting of dedicated bus travel lanes and related facilities on Van Ness Avenue, which was described as the Project (defined as the Locally Preferred Alternative [LPA]: Center-Lane BRT with Right-Side Boarding/Single Median and Limited Left Turns), and was evaluated in the *Van Ness Avenue Bus Rapid Transit Project Final Environmental Impact Statement/Environmental Impact Report*, dated July 2013 (Final EIS). FTA served as the federal lead agency under NEPA. The San Francisco County Transportation Authority (SFCTA), in partnership with the San Francisco Metropolitan Transportation Agency (SFMTA), served as the local lead agency for environmental review under the California Environmental Quality Act (CEQA). The California Department of Transportation (Caltrans) participated as a responsible agency under CEQA because Caltrans owns the portion of Van Ness and South Van Ness Avenues, designated as U.S. Highway 101 (US 101), within the project limits. Caltrans also served as a cooperating agency under NEPA as delegated by the Federal Highway Administration. SFMTA also participated as a responsible agency under CEQA and a participating agency under NEPA because it will implement the Project.

SFMTA will seek financial assistance from FTA for the Project and carry out the Project final design and construction. If FTA provides financial assistance for the final design or construction of the Project, FTA will require the Project to be designed and built as presented in the Final EIS and in this ROD. Any proposed change must be evaluated in accordance with 23 CFR § 771.130 and must be approved by FTA before the agency requesting the change can proceed.

Background

The Project's purpose is to improve transit reliability, speed, and connectivity in the corridor; to improve pedestrian safety; to enhance the urban design and identity of Van Ness Avenue; to create a more livable and attractive street for local residential and commercial activities; and to accommodate safe multimodal circulation and access within the corridor. Van Ness Avenue is a heavily-traveled, north-south primary arterial and a part of US 101. It serves as a key north/south route in the SFMTA transit system (Muni). Strong demand for transit service and future ridership growth potential exist in this corridor. Transit speeds and reliability are poor on Van Ness Avenue, due in large part to transit operations in congested, mixed flow traffic. The Project is intended to support San Francisco's growth and transportation demands by improving transit system performance.

The Project includes a two mile, dedicated bus lane on Van Ness Avenue, extending from Mission Street in the south to Lombard Street in the north. Two mixed-flow lanes (one northbound [NB] and one southbound [SB] lane) would be converted into dedicated transit lanes. The Project also includes replacement of the Overhead Contact System (OCS) support poles/streetlights from Mission Street north to North Point Street and streetscaping throughout the corridor. The Project proposes consolidation and removal of existing bus stops in each direction to reduce dwell time delays and improve service reliability. Nine NB and nine SB stations are included as center lane stations with single median configuration. The NB stations are located at the following intersections: Market Street, McAllister Street, Eddy Street, O'Farrell to Geary streets, Bush Street, Clay Street, Pacific Avenue, Vallejo Street, and Union Street. The SB stations are located at the following blocks: Market Street, McAllister Street, Eddy Street, O'Farrell to Geary streets, Sutter Street, Sacramento Street, Jackson Street, Vallejo Street, and Union Street. The project also reduces left turns in the corridor.

Planning for the Project

FTA published the Notice of Intent (NOI) to prepare an EIS for this Project in the *Federal Register* on September 24, 2007. The scoping process concluded on November 30, 2007. The Notice of Availability (NOA) of the Draft EIS was published in the *Federal Register* on November 4, 2011 as well as the local *San Francisco Examiner*, the *Sing Tao Daily* (In Cantonese), *El Mensajero* (In Spanish), and the *Marina Times* within one week of the appearance in the *Federal Register*. The Draft EIS was circulated for public review and comment over a 49-day period, which concluded on December 23, 2011. In 2012, after consideration of the environmental analysis and public feedback on the Draft EIS, the SFCTA and SFMTA Boards identified a Locally Preferred Alternative (LPA) as center-lane BRT with right-side boarding/single median and limited left turns for the Van Ness Avenue corridor.

The NOA for the Final EIS was published on July 12, 2013 in the *Federal Register*. The review and comment period for the Final EIS concluded on August 12, 2013. FTA extended the review period by 15 days, ending on August 27, 2013, for one individual in response to a request for additional review time.

Alternatives Considered

FTA and SFCTA, in collaboration with SFMTA, considered a broad range of alternatives in various studies prior to the initiation of the NEPA process and continuing through the Draft and Final EIS.

Between 1995 and 2005, numerous adopted local and regional studies and plans, including a voter-approved transportation sales tax expenditure plan, identified Van Ness Avenue as part of a citywide BRT network. Prior to the initiation of the environmental study process, the SFCTA and SFMTA Boards adopted the *Van Ness Avenue BRT Feasibility Study* in 2006. The study described several possible BRT configurations for Van Ness Avenue. In addition to recommendations in the Feasibility Study, agency and public input during the scoping process in 2007 helped refine the range of alternatives carried forward into the environmental process.

In 2008, the *Alternatives Screening Report* applied screening criteria to the alternatives analyzed during scoping to determine the ability of each alternative to meet the purpose and need for the Project. The screening criteria measured the performance of alternatives with regard to achieving benefits in terms of transit operations, transit rider experience, urban design, and multimodal

system performance, as well as impacts to traffic and parking, cost, and construction impacts. The alternatives analyzed in this report included a No Build Alternative; transit preferential street (TPS) improvements; multiple BRT alignments, including center running and side running BRT; and surface light rail and subway alternatives. The TPS improvements, surface light rail and subway alternatives were not recommended for further analysis in the Draft EIS based on their low performance in meeting the screening criteria. The report recommended the following alternatives for further study in a Draft EIS, as described below:

- No Build Alternative;
- Build Alternative 2 – Side Lane BRT with Street Parking;
- Build Alternative 3 – Center Lane BRT with Right-Side Boarding and Dual Median.; and
- Build Alternative 4 – Center Lane BRT with Left-Side Boarding and Single Median.

The report also recommended a design option termed “Design Option B” for Build Alternatives 3 and 4. Design Option B would eliminate all left turns on the Van Ness Avenue corridor, except for one NB left turn at Lombard Street and one SB left turn at Broadway. The design option reduces weaving and aids the flow of north-south traffic on Van Ness Avenue.

Alternative 1 – No Build Alternative. The No Build Alternative would not alter the existing transit network within the project area and would not include any major service improvements or new transportation infrastructure aside from improvement projects planned to occur within the near-term horizon year of 2015. This includes planned pavement rehabilitation, OCS and support pole/streetlight replacement, traffic signal upgrades, bus vehicle improvements such as low floor boarding and all door boarding, and installation of bus arrival displays. These improvements would not change sidewalk, intersection crossing, and median configurations.

Build Alternative 2 – Side Lane BRT with Street Parking. Build Alternative 2 proposes dedicated transit lanes along the side of the roadway where the right-most travel lane in each direction currently exists, adjacent to the curbside parking area. Construction of Build Alternative 2 would not require replacement or relocation of segments of the sewer pipeline, as would occur in varying degrees under the other build alternatives. Alternative 2 is the environmentally preferable alternative as it would result in less traffic impacts at intersections during operations and would remove fewer trees compared to the other build alternatives. However, compared to the other build alternatives, Alternative 2 had the lowest performance in meeting the Purpose and Need, particularly in regard to transit performance, bicycle and pedestrian access and safety enhancement, and system performance, as discussed in Chapter 10 of the Final EIS.

Build Alternative 3 – Center Lane BRT with Right-Side Boarding and Dual Median. Build Alternative 3 proposes dedicated transit lanes in the center of the roadway where the median currently exists, with two medians separating bus lanes from mixed-flow traffic. The BRT stations would be located in the center medians. Build Alternative 3 requires the removal and complete reconstruction of the center median and, therefore, would remove the associated street trees. It would also require extensive replacement of the sewer pipeline.

Build Alternative 4 – Center Lane BRT with Left-Side Boarding and Single Median. Build Alternative 4 proposes dedicated transit lanes in the center of the roadway where the left-most travel lane in each direction currently exists along both sides of a single center median. The BRT stations would be located in the single center median. This alternative requires left-side boarding and the acquisition of left-side door vehicles, which adds cost to the Project. Further, this type of

left-side door vehicle, which uses electric propulsion through an overhead contact system, is not known to be operating anywhere in North America.

Locally Preferred Alternative – Center-running BRT with Right-Side Boarding Platforms Single Median and Limited Left Turns: On May 15, 2012, the SFMTA Board selected the Center-Lane BRT with Right-Side Boarding Platforms Single Median and Limited Left Turns as the LPA for inclusion in the Final EIS for the Van Ness Avenue BRT Project. On June 26, 2012, the SFCTA Board also selected this alternative as the LPA for inclusion in the Final EIS. The LPA is a combination and refinement of the two center-running alternatives with limited left turns (Build Alternatives 3 and 4 with Design Option B) presented in the Draft EIS. The LPA has similar impacts as both Alternatives 3 and 4; however, the LPA rebuilds a smaller portion of the median than Build Alternative 3 and avoids a complete removal of median trees and rebuilding of the sewer. The LPA would not need left-side boarding vehicles as is the case with Build Alternative 4.

Additionally, in response to public comments, the Final EIS evaluated a northbound station at the Vallejo Street/Van Ness Avenue intersection as a design variant (Vallejo Northbound Station Variant). Like the other stations, it would be a center lane station with single median configuration. The SFCTA Board approved implementation of the LPA with the Vallejo Northbound Station Variant on September 10, 2013. On September 17, 2013, the SFMTA Board also approved implementation of the LPA with the design variant.

Description of the Project

The Project as described in the Final EIS is the subject of this ROD. The Van Ness Avenue BRT Project is scheduled to begin construction in 2016 with operation commencing in 2018. The LPA is a combination and refinement of the center-running alternatives with limited left turns (Build Alternatives 3 and 4 with Design Option B) and is referred to as Center-Lane BRT with Right-Side Boarding/Single Median and Limited Left Turns.

The Project would operate along a dedicated transit lane, or transitway, for the two-mile-long project corridor from Mission Street to Lombard Street. The Project would occur entirely within the existing street right of way. Two mixed-flow traffic lanes (one SB and one NB) would be converted into two dedicated transit lanes (one SB and one NB) to accommodate the BRT transitway. BRT vehicles would run alongside a single median for most of the corridor; however, at station locations, BRT vehicles would transition to the center of the roadway, allowing right-side loading at station platforms.

The existing curbside Muni bus stops within the corridor would be removed and replaced with center lane BRT stations. With the Vallejo Northbound Station Design Variant, nine NB and nine SB stations are included as center lane stations with single median configuration.

The LPA also incorporates Design Option B, which eliminates all left turns in the Project corridor, except for one NB left turn at Lombard Street and one SB left turn at Broadway. Existing left-turn pockets for mixed-flow traffic would be eliminated at twelve intersections (six NB movements and six SB movements) to reduce conflicts with the BRT operation and oncoming vehicles. Right-turn pockets would be provided at three intersections (Mission/Otis/South Van Ness, Market Street, and Pine Street) along SB Van Ness Avenue.

Pedestrian improvements at the South Van Ness Avenue and Mission Street intersection will be implemented as part of the Van Ness Avenue BRT Project consistent with the Market and

Octavia Area Plan, which was approved in 2007 by the City and County of San Francisco Board of Supervisors. Those improvements include including pedestrian bulbouts to reduce crossing distances and would also convert the turn from South Van Ness Avenue onto 12th Street such that traffic would be allowed to access South Van Ness Avenue from 12th Street (i.e., converting it from 1-way to 2-way). This would allow the Project to close the southern part of the roadway connecting 12th Street to South Van Ness Avenue, increasing the pedestrian space without reducing traffic access.

The following transportation system and infrastructure improvements are included in the Project:

- Bus vehicles with level or near level boarding capability;
- High quality BRT stations;
- Platform proof of payment/all-door boarding;
- Traffic signal optimization;
- Transit signal priority; and
- Pedestrian safety enhancements such as median upgrade/nose cones, curb ramp upgrades, curb bulbs, pedestrian countdown signals, accessible pedestrian signals, and OCS and support pole/streetlight replacement.

The Project would require modification of some of the existing median landscaping, including removal of trees and landscaping at station platform locations and transition blocks leading to and from station locations. Existing trees would be retained where feasible, and new trees would be planted in the median and along the sidewalk at former bus stop locations. The Project provides an approximately two-foot-wide buffer between pedestrians and traffic in the form of planters located between existing sidewalk trees. Those buffers are located on the block between O'Farrell and Geary streets on the east side of the street and on the two blocks between Broadway and Green Street on both sides of the street.

Basis for Decision

FTA has determined that the Project meets the Purpose and Need of the proposed action as outlined in Chapter 10 of the Final EIS and discussed below.

Transit Performance - The Project would significantly improve transit travel time, reliability, and ridership along Van Ness Avenue. In 2015, relative to the No Build Alternative described in the EIS, the LPA would reduce transit travel time by 33 percent (up to 7 minutes in each direction between Mission and Lombard streets), reducing the travel time gap between autos and transit by as much as 50 percent. The likelihood of a bus unexpectedly stopping (excluding loading and unloading passengers) would decrease by 52 percent, allowing more reliable travel times. Transit boardings would increase by 37 percent (more than 14,000 additional riders) throughout the routes of Muni bus lines 47 and 49 when compared with the existing conditions, and up to half of the additional riders could be former automobile occupants. The Van Ness Avenue BRT Project would increase the street's transit mode share to 44 percent of all motorized trips, relative to 30 percent under the No Build Alternative.

Passenger Experience - The proposed project offers numerous enhancements to the passenger experience, including bus vehicles with level or near level boarding, dedicated bus lanes (transitway), new stations, and platform proof of payment/all-door boarding. Additionally, the number of lane-weaves made by buses along Van Ness Avenue would reduce by more than 50 percent compared with the No-Build Alternative.

Access and Pedestrian Safety - The Project would incorporate features to increase pedestrian safety at intersections, including pedestrian countdown signals, additional curb bulbs, and enhanced median refuges. With the proposed Project, the median refuges within all of the crosswalks in the project corridor would be at least six feet wide, compared with existing conditions in which 47 percent of the median refuges are less than five feet wide. These features would shorten crossing distances, allowing nearly all intersections to meet local and federal standards for minimum pedestrian crossing speed, while giving pedestrians more information about when it is safe to cross. New ADA curb ramps and Accessible Pedestrian Signals (APS) along Van Ness Avenue would enhance safety and access for all users.

Urban Design - A main component of the Van Ness Avenue BRT Project is to provide a consistent landscaped median treatment and pedestrian lighting, as well as establish a more unified identity for Van Ness Avenue as one of the City's most prominent arterials with a visible rapid transit service. The improved streetscape features of the Project would enhance the amenity and urban design of Van Ness Avenue as a gateway into the city and support recently approved nearby high-density mixed-use development plans. The Project would help transform the street into a vibrant pedestrian promenade that supports the Civic Center and commercial uses. Placement of BRT infrastructure would demonstrate an investment in the corridor and would provide a greater sense of permanence than existing bus facilities. Such facilities can support place-making and livability, while helping to stimulate further transit-oriented development.

Multimodal Circulation - The Project would increase the total number of people (in cars and on transit) that use each lane of Van Ness Avenue. While the No Build Alternative moves approximately 605 transit patrons and 630 people in private vehicles in each lane on Van Ness Avenue, the proposed project would move approximately 930 transit patrons and 680 people in private vehicles in each lane during the PM peak hour. Overall person delays on Van Ness Avenue would be similar to the No Build Alternatives and the total number of people traveling through the corridor would be maintained (within 1% in Year 2035) with implementation of BRT.

Public Involvement and Outreach

As discussed in Chapter 8 of the Final EIS, an extensive public outreach and involvement program was implemented throughout the development of the Project, beginning with scoping in 2007 and throughout the NEPA process. Public outreach will continue through construction. SFCTA staff met with over 35 local community and business groups, provided publicity on Muni vehicles and in bus shelters, disseminated press releases, held public meetings, and established a Community Advisory Committee (CAC) comprised of nine citizens living in or near the project area, which held 27 meetings between September 2007 and September 2013. During the scoping period and circulation of the Draft EIS, the project team met with stakeholders and held briefings with elected officials. Two public meetings were held during the scoping period, a public hearing and webinar were held during circulation of the Draft EIS, and public meetings and hearings were also held after the Final EIS was issued.

Various techniques and venues were used to encourage participation by the public, including environmental justice communities, as well as stakeholder groups and agencies. Informational materials were disseminated through multilingual mailings (Spanish and Cantonese), multilingual print media notices, e-mail, flyers, a project information phone line (415-593-1655),

a project website (www.vannessbrrt.org), social media networks (Facebook), and media relations (press releases and press advisories).

A particular focus of the public information process was to address concerns of residents and businesses within the project area. Local concerns included displacement of parking, traffic congestion, noise, and the consolidation of existing bus stops into a fewer number of BRT stations. Meetings were held with business and neighborhood associations, as well as community leaders and representatives of individual businesses. Public meetings were held at various locations in the corridor and were accessible by public transit.

Prior to the selection of the LPA, the project team gave presentations at more than 15 public and stakeholder meetings. Additional presentations regarding the LPA were made following the SFCTA Board's selection of the LPA on June 26, 2012. The SFCTA Board considered public comments as part of its LPA selection process. The SFCTA maintained an email list of stakeholders located throughout the project area. Stakeholders were notified of station planning workshops, which focused on urban and streetscape design concepts and station area planning along the project corridor. E-mail updates outlining the staff-recommended LPA were sent to the project e-mail list, a postcard containing similar information was mailed to constituents without email addresses, and a media advisory and press release were sent to announce consideration of the LPA.

Responses to public comments received during the circulation period of the Draft EIS were incorporated into the Final EIS, Appendix I. Further, Attachment B to this ROD provides a summary of comments received after the Final EIS was issued and responses to those comments. A Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program was prepared and the SFCTA's Board certified the Final EIR on September 10, 2013 under CEQA.

FTA and SFCTA also identified other Federal and non-Federal agencies that may have had an interest in the Project and involved them in project briefings and preliminary reviews of the Draft and Final EIS. Caltrans and SFMTA were involved as responsible agencies under CEQA. Other participating agencies included Golden Gate Bridge Highway & Transportation District, Metropolitan Transportation Commission, San Francisco Department of Public Works, San Francisco Planning Department, San Francisco Public Utilities Commission, and the San Francisco Mayor's Office on Disability.

Determinations and Findings

Section 106 of the National Historic Preservation Act

Seven historic properties and property-type resources listed in or eligible for listing in the National Register of Historic Places (NRHP) are located in the area of potential effects for this Project. The majority of the improvements occur within the existing curb-to-curb pavement. The Project would not affect the historic integrity of any historic resource or the features for which the properties are eligible for the NRHP. There is a potential for excavation associated with the Project if undiscovered buried archaeological resources are encountered during construction. The Project includes measures for the treatment of unanticipated archeological resources discovered during construction, as set forth in the Final EIS and Attachment A to this ROD. As a result, the FTA determined that the Project would have no adverse effect on historic resources within the

area of potential effects, and the State Historic Preservation Officer concurred in this finding in a letter, dated May 17, 2013, which is included in Attachment C.

Air Quality Conformity

The Project satisfies the Environmental Protection Agency (EPA) air quality conformity requirements under 40 C.F.R. Part 93, as documented in Section 4.10.5 of the Final EIS. The Project was included in the regional emissions analysis completed by the Metropolitan Transportation Commission (MTC) for the conforming Regional Transportation Plan (Transportation 2035 Plan, approved in August 2013). This analysis found that the plan and, therefore, the individual projects contained in the plan, are conforming projects and will have air quality impacts consistent with those identified in the State Implementation Plan (SIP) for achieving the national ambient air quality standards. The Federal Highway Administration (FHWA) and FTA determined the Transportation 2035 Plan to conform to the SIP in 2013. The proposed project is also included in the federal 2013 Transportation Improvement Program (TIP). The 2013 TIP and accompanying Transportation-Air Quality Conformity Analysis were adopted by MTC on July 18, 2013. FHWA and FTA determined the TIP to conform to the SIP on August 12, 2013.

The Project is not considered a Project of Air Quality Concern (POAQC) as defined in EPA's Transportation Conformity Guidance. The Project would not increase the percentage of diesel vehicles on the roadway, does not involve a bus or rail terminal that significantly increases diesel vehicles, and is not identified in the SIP as a possible PM_{2.5} or PM₁₀ violation site. The MTC has confirmed that the LPA is not considered a POAQC.

Section 4(f) Findings

Twenty park and recreational facilities and seven historic properties, including one historic landmark/district, are located in the vicinity of the Project. Pursuant to Title 49 U.S.C. § 303, the Project would not result in the direct use, temporary occupancy, or constructive use of any Section 4(f) resources.

Endangered Species Act

No sensitive species or habitats protected under the Endangered Species Act were identified in the project area. The only sensitive species from the California Natural Diversity Database potentially found in the study area are raptors, including the peregrine falcon. Due to lack of suitable habitat, there are no reports that these sensitive species have nested in buildings within the study area. The Project is not likely to have any direct or indirect effects on these species, due to the limited nature of proposed construction which will be confined to the street and sidewalk area. No formal consultation with the United States Fish and Wildlife Service was required. No adverse effects pursuant to the Endangered Species Act would occur.

Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act

No surface water bodies are located in the immediate vicinity of the corridor. As part of San Francisco's combined wastewater and stormwater sewer system, the storm drain inlets on Van Ness Avenue collect and convey surface runoff to a wastewater treatment plant, where it receives secondary treatment prior to discharge to receiving waters. The Project will comply with Title III

and Title IV of the Clean Water Act and National Pollution Discharge Elimination System (NPDES) standards during and following construction. To comply with the NPDES General Construction Permit, a Notice of Intent would be filed with the State Water Resources Control Board (SWRCB) prior to construction. The Project would include preparation of a Storm Water Pollution Prevention Plan (SWPPP) that includes the identification and implementation of applicable Best Management Practices (BMPs) to control erosion and to ensure that dirt, construction materials, pollutants or other human-associated materials are not discharged from the project area into surface waters or into areas that would eventually drain to storm drains. The SWPPP also includes a monitoring program to ascertain the effectiveness of the prescribed BMPs. Upon completion of construction, a Notice of Termination would be filed with the SWRCB.

Executive Order 11988: Floodplain Management

The Project is not located within any 100 or 500 year flood zones and, therefore, no modifications to any established floodplains would result from the implementation of the Project. The Project is located in a developed area with impervious surfaces and well-developed drainage infrastructure. There is no net increase in impervious area under the proposed project. The Project would increase the pervious (landscaped) area by approximately 0.2-acre. It would not increase the risk of flooding. No adverse effects relative to Executive Order 11988 (Flood Plain Management) would occur.

Executive Order 12898: Environmental Justice

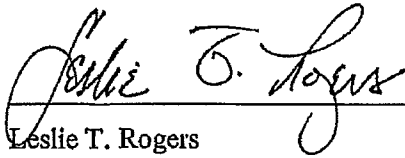
The study area has a lower percentage of minority population (approximately 43 percent) than that of the City and County of San Francisco (approximately 56 percent) as a whole. However, minority and low income populations exist in the study area. Figure 4.14-2 on page 4.14.10 of the Final EIS shows Census Block Groups with greater than 50% minority population. Field observations indicate a presence of homeless people in the southern portion of the corridor, namely near the Civic Center and Market Street vicinities, and a number of Census Block Groups (shown in Figure 4.14-1 on page 4.14-9 of the Final EIS) were identified as having more than a 10 percent greater number of households with incomes below the poverty threshold than the City of San Francisco as a whole.

The Project would result in improved transit reliability and travel time savings that would benefit all communities in the study area and citywide, including minority and low-income groups. Within the Van Ness Avenue corridor, implementation of the Project would improve transit service for the transit-dependent populations and provide improvements to pedestrian signals and curb ramps.

The effects of the Project would be distributed throughout the project corridor. The Project includes measures to avoid, minimize or mitigate adverse impacts, as set forth in the Final EIS and Attachment A to this ROD. Accordingly, FTA has concluded, in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, that environmental justice communities would not be subject to disproportionately high and adverse human health or environmental effects as a result of the Project.

Measures that Mitigate the Adverse Effects of the Project

Measures to mitigate the effects of the Project were considered during planning and development in coordination with interested agencies. The mitigation commitments are described in the Mitigation Monitoring and Reporting Program to ensure fulfillment of all environmental and related commitments in the Final EIS (see Attachment A). Any change in such mitigation from the description in the Final EIS will require a review in accordance with 23 CFR § 771.130 and must be approved by FTA.



Leslie T. Rogers

Regional Administrator
Federal Transit Administration, Region IX

DEC 20 2013

Date

Attachments:

Attachment A: Mitigation Monitoring and Reporting Program

Attachment B: Summary of Comments Subsequent to the Draft EIS and Responses

Attachment C: Relevant Correspondence

BOARD of SUPERVISORS



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TDD/TTY No. 554-5227

MEMORANDUM

TO: John Rahaim, Director, Planning Department
Ed Reiskin, Executive Director, Municipal Transportation Agency
Mohammed Nuru, Director, Public Works
Theresa Sparks, Executive Director, Human Rights Commission
Naomi Kelly, City Administrator, Office of the City Administrator
Jaci Fong, Director, Office of Contract Administration
Maria Cordero, Director, Contract Monitoring Division

FROM: Andrea Ausberry, Assistant Clerk, Land Use and Economic Development
Committee, Board of Supervisors

DATE: November 13, 2014

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Economic Development Committee has received the following proposed legislation, introduced by Supervisor Kim on November 4, 2014:

File No. 141148

Ordinance modifying the requirements of Administrative Code, Section 6.68, as applied to the proposed construction of the Van Ness Bus Rapid Transit Project to authorize the Municipal Transportation Agency to, instead of a formal Request for Qualifications, issue a Request for Proposals (RFP) to potential construction managers/general contractors (CM/GC), to include their teams of core trade subcontractors, which RFP will contain minimum qualifications for the CM/GC and certain subcontractors; evaluate the CM/GC primarily on non-cost criteria; negotiate a guaranteed maximum price with the selected CM/GC when the design is sufficiently complete, provided the price is fair and reasonable; and making environmental findings.

If you have any additional comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: AnMarie Rodgers, Planning Department
Aaron Starr, Planning Department
Janet Martinsen, Municipal Transportation Agency
Kate Breen, Municipal Transportation Agency
Dillon Auyoung, Municipal Transportation Agency
Frank Lee, Public Works
Gloria Lopez, Human Rights Commission
Cameron Langner, Office of Contract Administration
Kofo Domingo, Office of Contract Administration
Rochelle Fretty, Contract Monitoring Division
Selorymey Dzikunu, Public Works
Jewell Finbarr, Public Works

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 Jane Kim

Subject:

Contracting Process for Van Ness Bus Rapid Transit Project

The text is listed below or attached:

See attached.

Signature of Sponsoring Supervisor: 

For Clerk's Use Only:

141148