

Attachment C
Relevant Correspondence

Concurrence Letter from the State Historic Preservation Officer

Letter from San Francisco Department of Public Works

Letter from Golden Gate Bridge Highway & Transportation District

Letter from San Francisco Planning Department

Letter from San Francisco Department of Public Health

Resolution from San Francisco Commission on the Environment

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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RECEIVED
MAY 20 2013

May 17, 2013

Reply To: FTA100405A

Leslie Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Revised Finding of Effect for the Van Ness Avenue Bus Rapid Transit (BRT) Project, City and County of San Francisco, CA

Dear Mr. Rogers:

Thank you for your letter of April 22, 2013 continuing consultation for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting that I review the revised Finding of Effect (FOE) and concur with your determination of "No Adverse Effect."

As I presently understand it, the undertaking extends 2.2 miles along Van Ness Avenue from Mission Street to North Point Street. Activities associated with the project include reconfiguring the existing roadway to provide for dedicated bus lanes and transit platforms, and lighting and landscaping improvements within the streetscape. The majority of the improvements occur within the existing curb-to-curb pavement. The Locally Preferred Alternative (LPA) was selected; BRT vehicles would operate alongside the median for most of the corridor. At station locations, the BRT runningway would transition to the center of the roadway, providing the greatest travel time benefits for transit.

The Revised FOE has been modified to reflect my comments in the letter of December 19, 2012 and the subsequent conference call on January 29, 2013, specifically regarding the issue of assessing project effects on potentially sensitive archaeological resources within the project's Area of Potential Effect (APE). As stated in your letter and in the Revised FOE, the FTA has committed to a systematic approach for gathering information to further identify and evaluate potential prehistoric and historic-era archaeological sites that may be within the APE and impacted by the project. FTA has also committed to consultation with my office regarding the results of these investigations and as more specific construction parameters are developed in later design phases. Any potential subsurface testing and mitigation will take place just prior to construction. The Revised FOE also includes an inadvertent discovery plan.

My office provided comments on the Revised FOE on May 9, 2013, and those changes were subsequently incorporated into the document. The current FOE, dated May, 2013, was submitted to my office on May 15, 2013.

Additionally, the Locally Preferred Alternative (LPA) has been revised to include an additional southbound transit station located at Van Ness Avenue and Vallejo Street and the option of a northbound station at this intersection. No historic properties have been identified in this portion of the APE, per the Historic Property Survey conducted for the project in 2010.

Mr. Leslie Rogers—FTA
May 17, 2013
Page 2 of 2

FTA100405A

FTA has determined that the undertaking as described will have no adverse effect to historic properties. With the incorporation of the revisions described above, I concur with this determination.

Thank you for considering historic properties in your planning process. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or e-mail at kathleen.forrest@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, PhD
State Historic Preservation Officer



Edwin M. Lee, Mayor
Mohammed Nuru, Director



June 10, 2013

San Francisco County Transportation Authority Board
Chair John Avalos
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Chair Avalos and Members of the Transportation Authority Board:

The San Francisco Department of Public Works fully supports the Van Ness BRT project and the Locally Preferred Alternative (LPA) and would like to ask the Transportation Authority Board to certify the EIS/EIR for this project and alternative without delay.

Van Ness Avenue serves the needs of transit riders, motorists, pedestrians, and cyclists alike. It is one of the most important and heavily utilized streets in San Francisco. This project takes all needs and concerns into consideration and creates the best possible alternative to serve the greatest number of individuals. The EIS/EIR document also does a commendable job of analyzing all the possible impacts.

This project is consistent with the Better Streets Plan and Great Streets program that emphasize complete streets. The landscaping and preservation of priority trees is also something that will also improve the Van Ness corridor.

We look forward to working on an implementation of this important project that is as swift and strong as we hope the approval will be. Please certify the EIR/EIS for this project and LPA alternative. Thank you for your key involvement in this process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mohammed Nuru", written over a horizontal line.

Mohammed Nuru,
Director



June 21, 2013

Commissioner John Avalos, Chair
San Francisco County Transportation Authority Board
1455 Market Street, 22nd Floor
San Francisco, CA 94103



RE: EIR/EIS Certification for the Van Ness Bus Rapid Transportation Project

Dear Chair Avalos and San Francisco County Transportation Authority Board:

I am writing to you today on behalf of The Golden Gate Bridge, Highway, and Transportation District to request that you support the Locally Preferred Alternative (LPA) for the Van Ness Bus Rapid Transportation project that is coming before you for EIR/EIS certification. This project will bring a multitude of benefits to the City of San Francisco, and we hope to see it approved rapidly.

The center-running BRT lanes are not only the best way to serve Muni riders and properly separate automobile drivers, but they will also create better service for transit that extends north of San Francisco. The choice to make the line right-door accessible makes it simple for us to better serve the corridor with our existing fleet, as well.

In addition, if we were to increase operations between the North Bay and San Francisco in the future, the LPA of the Van Ness BRT project gives us the necessary infrastructure to do so. It is important to prepare for improved service for San Francisco residents, employees, and visitors alike.

We request the certification of the EIS/EIR documents for this project be promptly approved, and that work begins as soon as possible.

Thank you for your time.

Best,

A handwritten signature in cursive script that reads "Barbara Vincent".

Barbara Vincent
Principal Planner

c: Ron Downing, Director of Planning
Teri Mantony, Deputy General Manager, Bus Division



SAN FRANCISCO PLANNING DEPARTMENT

June 20, 2013

Chair John Avalos
San Francisco County Transportation Authority Board
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Chair Avalos:

The San Francisco Planning Department would like to offer its support for the Van Ness Bus Rapid Transit Project, and specifically the Locally Preferred Alternative recommended by the San Francisco County Transportation Authority. We request that the Authority Board certify the project's EIS/EIR and move forward with this important investment in our city's transportation infrastructure.

As the State's population grows, housing and employment markets increasingly look to the Bay Area to accommodate this growth. State, regional, and local policies support new development in areas served by transit as a way to meet environmental and economic goals. Combined, these market and policy factors direct substantial growth to San Francisco in the foreseeable future. Bus Rapid Transit on Van Ness Avenue is an essential transit improvement that will support smart growth on the corridor and in surrounding areas. The Locally Preferred Alternative will bring the needed transit improvements to the corridor in and be cost effective.

We believe that is a transformative project for San Francisco and urge your Board to support the Local Preferred Alternative without delay.

Sincerely,

A handwritten signature in black ink, appearing to read "John Rahaim".

John Rahaim
Director

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

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Edwin M. Lee
Mayor

June 26, 2013

Barbara Garcia MPA
Director of Health

Rajiv Bhatia MD, MPH
Director

San Francisco County Transportation Authority Board
Chair John Avalos
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Chair Avalos and members of the Transportation Authority Board:

The San Francisco Department of Public Health would like to share our support for the certification of the Locally Preferred Alternative (LPA) for the Van Ness Bus Rapid Transit Project (Van Ness BRT).

The Van Ness Corridor is currently an area with significantly high numbers of pedestrian injuries and fatalities. The Van Ness BRT project would provide important pedestrian safety improvements and the EIS/EIR provides a systematic analysis of pedestrian impacts. Van Ness BRT would provide the kind of targeted, data-driven, evidence-based pedestrian safety improvements that we need to see in our City, and this project will set an important standard for the consideration of pedestrian safety conditions and improvements in other transit and transportation projects.

To that end, the Department of Public Health would like to continue to work with the San Francisco County Transportation Authority on future projects, addressing pedestrian safety impacts in the same vein as was conducted for the Van Ness BRT project.

We understand that this project has been in the pipeline for a long time, and we would like to thank the Authority Board for their continued efforts as they relate to the Van Ness BRT.

Sincerely,



Megan Wier, MPH
Epidemiologist
San Francisco Department of Public Health



Program on Health, Equity
and Sustainability

1390 Market Street
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San Francisco, CA 94102

Phone 415.252.3800

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www.sfenvironmentalhealth.org

[Van Ness Avenue Bus Rapid Transit]**Resolution in Support of the Van Ness Avenue Bus Rapid Transit Project.**

WHEREAS, The San Francisco Commission on the Environment recognizes that the reduction of carbon emissions in San Francisco is central to ensuring a sustainable future; and,

WHEREAS, In 2004, the San Francisco Climate Action Plan set a greenhouse gas reduction objective of 20% below the 1990 baseline by 2012 and 80% below by 2050; and,

WHEREAS, 40% of greenhouse gases in San Francisco are caused by transportation; and,

WHEREAS, Frequent and reliable public transportation can reduce the number of auto trips and thus reduce the amount of greenhouse gases; and,

WHEREAS, The Van Ness Avenue Bus Rapid Transit (BRT) Project may increase transit ridership on lines serving Van Ness Avenue by up to 37% and may increase Muni systemwide ridership by up to 2%; and decrease Vehicle Miles Traveled (VMT) by ~134,000, reducing approximately 27,600 metric tons of CO₂ annually versus the existing conditions.

This single project will reduce citywide emissions by about 1.3%; and,

WHEREAS, The Van Ness Avenue BRT Project would provide improved operations for regional transit service such as Golden Gate Transit, further helping to reduce emissions from regional travel by offering an alternative to driving; and,

WHEREAS, The Van Ness Avenue BRT Project may be the first in a series of projects to help complete the BRT network; and,

WHEREAS, The Locally Preferred Alternative (LPA), Center-Lane BRT with Right Side Boarding/Single Median and Limited Left Turns, included in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Van Ness Avenue Bus Rapid

1 Transit Project provides strong benefits compared to the No Build Alternative, and fewer risks
2 than the other center running alternatives analyzed in the Draft EIS/EIR; and,

3 WHEREAS, New street projects afford the opportunity to create valuable low-impact
4 runoff management facilities; and,

5 WHEREAS The Van Ness Avenue BRT Project will include installing significant
6 amounts of infrastructure along Van Ness Avenue, including new bus shelters; and,

7 WHEREAS, The Van Ness Avenue BRT Project would also create approximately 800
8 new construction jobs according to the methodology used in the City's Fiscal Year (FY) 2014-
9 2023 Capital Plan (<http://onesanfrancisco.org/fy-2014-2023-proposed-capital-plan/>), helping to
10 support and sustain the City's local community workforce; now, therefore, be it,

11 RESOLVED, That the San Francisco Commission on the Environment supports the
12 decision of the San Francisco County Transportation Authority to approve and fund the LPA
13 for the Van Ness Avenue BRT Project; and, be it,

14 FURTHER RESOLVED, That the San Francisco Commission on the Environment
15 supports the decision of the SFMTA Board of Directors to approve and direct staff to design
16 and construct the LPA for the Van Ness Avenue BRT Project; and, be it,

17 FURTHER RESOLVED, That the San Francisco Commission on the Environment
18 urges the SFMTA to integrate renewable energy, wherever feasible, in the infrastructure of the
19 Van Ness Avenue BRT Project, including installing solar on the bus shelters; and, be it,

20 FURTHER RESOLVED, That the San Francisco Commission on the Environment
21 urges the San Francisco Country Transportation Authority and San Francisco Municipal
22 Transportation Authority to work closely with the San Francisco Public Utilities Commission to
23 maximize the project's ability to collect and treat stormwater runoff and to minimize the City's
24 Combined Sewage Discharges.

25

1 I hereby certify that this Resolution was approved by the Commission on the
2 Environment at its Special Meeting on July 8, 2013

3 Monica Fish
4 Monica Fish, Commission Secretary

5 VOTE: Approved 4-0

6 AYES: Commissioners Arce, Gravanis, Josefowitz and Wald

7 NOES: None

8 ABSENT: None
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