

**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.vannessbrt.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

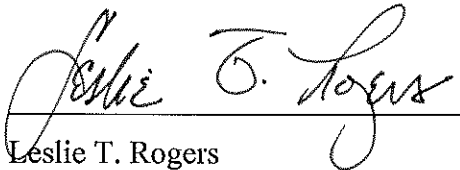
The study area has a lower percentage of minority population (approximately 43 percent) than that of the City and County of San Francisco (approximately 56 percent) as a whole. However, minority and low income populations exist in the study area. Figure 4.14-2 on page 4.14.10 of the Final EIS shows Census 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

DEC 20 2013

Date

Regional Administrator
Federal Transit Administration, Region IX

Attachments:

- Attachment A: Mitigation Monitoring and Reporting Program
- Attachment B: Summary of Comments Subsequent to the Draft EIS and Responses
- Attachment C: Relevant Correspondence