

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-110

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

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

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

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

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

WHEREAS, On March 4, 2016, the SFCTA issued an “Addendum to Environmental Impact Report” for the Van Ness BRT Project (Addendum), which concludes that removal and replacement of various trees along the Van Ness corridor not previously identified in the Van Ness BRT Project Final EIS/EIR would not result in a new significant environmental impact; and,

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

WHEREAS, Based on its review of the Addendum, the SFMTA Board found, on April 5, 2016, under Resolution No. 16-044, that proposed actions to remove and replace trees, as outlined in the Addendum, are within the scope of the Van Ness BRT Project Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166; and

WHEREAS, Hereinafter, the Van Ness BRT Project Final EIS/EIR, including the Memo to File and Addendum, shall be collectively referred to as the “Van Ness BRT Project Final EIS/EIR”; and

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

WHEREAS, The SFMTA Board has reviewed and considered the information contained in the Van Ness BRT Project Final EIS/EIR, and based on such review, the SFMTA Board finds that the proposed actions for approval are within the scope of the Van Ness BRT Project Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166; and

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

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

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

WHEREAS, On July 7, 2015, the Municipal Transportation Agency Board of Directors awarded Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for Phase 1 (pre-construction services), for a target duration of 300 calendar days, and in an amount not to exceed \$800,000 ; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Van Ness BRT Project Final EIS/EIR and record as a whole, finds that the Van Ness BRT Project Final EIS/EIR is adequate for the Board’s use as the decision-making body for the actions taken herein relative to construction of the Project, and incorporates the CEQA findings contained in SFMTA Board Resolution No. 13-214, No. 15-108 (with respect to deletion of parking spaces), and No. 16-044 (with respect to the removal and replacement of trees) by this reference as though set forth in this Resolution; and be it

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

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute Amendment #1 to San Francisco Municipal Transportation Agency Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for Phase 2 construction services, increasing the contract amount by \$193,027,555 for the Phase 2 work, for a total contract amount of \$193,827,555, and for an overall contract term not to exceed five years.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency