

THIS PRINT COVERS CALENDAR ITEM NO.: 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets - Capital Programs and Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Modification No. 2 to Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, with NTK Construction, Inc., to add special track work to replace a half grand union junction at 46th Avenue and Taraval Street, increasing the Contract Amount from \$57,264,139 by \$4,744,600 to a total of \$65,195,151 without extending the Contract Time.

SUMMARY:

- On October 5, 2021, the SFMTA Board of Directors adopted Resolution No. 211005-114, which authorized the award of SFMTA Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, in the amount of \$57,264,139, and for a term of 930 days to Substantial Completion.
- On January 29, 2024, Contract Modification No. 1 was executed to replace special trackwork single cross-over at 22nd Ave & Taraval St and to furnish and install additional trackwork and track slab at 35th Ave & Taraval St for \$3,186,412 without extending the Contract Time.
- This Contract Modification replaces substantially worn rail at the intersection of 46th and Taraval St.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 2
3. Project Budget and Finance Plan
4. Exhibit 2: TEP CEQA - MMRP_revised for TTRP.L

APPROVALS:

DATE

DIRECTOR



February 28, 2024

SECRETARY



February 28, 2024

ASSIGNED SFMTAB CALENDAR DATE: March 5, 2024

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PURPOSE

Authorizing the Director of Transportation to execute Modification No. 2 to Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, with NTK Construction, Inc., to add special track work to replace a half grand union junction at 46th Avenue and Taraval Street, increasing the contract amount from \$57,264,139 by \$4,744,600 to a total of \$65,195,151 without extending the contract time.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work to be performed under Contract Modification 2 to Contract No. 1308R supports the following goals in the SFMTA Strategic Plan and Transit First Policy Principles:

Strategic Goals:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
7. Build Stronger relationships with stakeholders.
8. Deliver quality projects on-time and on-budget.
9. Fix things before they break and modernize systems and infrastructure.

This item supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

Background

On October 5, 2021, the SFMTA Board of Directors adopted [Resolution No. 211005-114](#), which authorized the award of SFMTA Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, Phase 2 of the L Taraval Rapid Project (the Project), in the amount of \$57,264,139, and for a Contract Term of 930 days to Substantial Completion.

The Contract involves replacing existing track on L Taraval from Forrest Side Avenue near West Portal to La Playa. This encompasses a new direct fixation track, rails, and fastening systems, as

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well as overhead catenary system replacement, water/sewer line renewals, surface paving, curb ramps, traction power upgrades, and installations including but not limited to boarding islands, key stops, transit bulbs, traffic signals (VETAG), streetlights, and trolley poles.

Prior Contract Modifications

On January 29, 2024, the Director of Transportation executed Contract Modification No. 1 (CMOD-1) for \$3,186,412 and no time extension for the following additional work: (a) furnishing and installing single crossover at 22nd Ave and Taraval St. and (b) furnishing and installing trackwork and track slab at 35th Ave & Taraval St.

Current Status

To date, the completion percentages for various components of the Project are as follows: rail completion is at 70%, sewer line completion stands at 98%, and water completion is at 98%. The anticipated date for substantial completion of the contract is June 17, 2024.

Current Modification

This Contract Modification No. 2 (CMOD-2) replaces special track work at the 46th and Taraval St. intersection at a cost of \$4,744,600 within the Contract term of an original contract duration of 930 calendar days to substantial completion.

During an inspection, the Maintenance of Way (MOW) team identified a significant issue with rail wear at the 46th Avenue and Taraval intersection. This safety concern prompted MOW to request the replacement of the special track work at this location. As a result, this Contract Modification involves the procurement, removal, and replacement of special track work at Taraval and 46th Avenue.

The original contract value was \$57,264,139. With the previously approved CMOD-1 for additional special track work at 22nd and 35th at Taraval Avenue amounting to \$3,186,412, the total contract amount increased to \$60,450,551. The current CMOD-2 for additional special track work increases the contract amount by \$4,744,600, bringing the total contract amount to \$65,195,151.

TRANSIT IMPACT

Bus stop relocations are anticipated at 46th Ave. and Taraval St. due to the additional work covered under this contract modification.

STAKEHOLDER ENGAGEMENT

When the L Taraval Improvement Project was designed, the SFMTA Outreach staff engaged the community through a variety of methods over several years. Outreach was done in English and Chinese, with other language assistance being offered as needed. Staff made substantial changes

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and modifications based on comments received and conversations with various stakeholder groups. In addition to the community stakeholders, the Supervisors in District Four and District Seven provided feedback during regular briefings, which was incorporated into the final design of the Project.

In preparation for Phase 2, the project team again engaged with community stakeholders, including businesses and residents to determine staging areas. Taking into account community input, the staging areas are located at: Santiago Street between 22nd and 24th avenues, 20th Avenue between Ulloa and Wawona streets, Wawona between 21st and 23rd avenues, 36th Avenue between Taraval and Ulloa streets, and Taraval between 12th and 15th Avenues.

This Contract Modification No. 2 regarding the additional special track work at the intersection of 46th and Taraval St. was initiated by MOW due to the observation of significant rail wear. Minimizing the impact on the community, the work will be conducted during the contractual bus substitution period and will not require additional transit services or bus substitution periods.

ALTERNATIVES CONSIDERED

Incorporating the furnishing and installation of additional special trackwork on one side within Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, serves the dual purpose of addressing critical safety repairs and presents numerous advantages. It minimizes disruptions to the community, avoids the need for separate rail closures, ensures compliance with the project timeline, and adheres to the contractual schedule. Moreover, this integration optimizes resource allocation and financial management, resulting in time and cost savings. Considering these factors, there is currently no alternative option available that provide equivalent benefits.

FUNDING IMPACT

The proposed Contract Modification No. 2 increases the contract amount from \$57,264,139 by \$4,744,600 to a total of \$65,195,151 without extending the contract time.

The net increase amount of \$4,744,600 is provided by the following funding sources:

Contract	Scope	Source	Total Amount (\$)
Proposed Amendment Amount	46th and Taraval St.	Federal Funds	\$4,744,600

This Contract Modification is within the total approved funding to date.

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ENVIRONMENTAL REVIEW

The L Taraval Improvement Project – Sunset Boulevard to West Portal project was subject to the California Environmental Quality Act (CEQA), as described below.

Muni Forward/Transit Effectiveness Project

The Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Muni routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). Many of the original Project elements were within the scope of the TTRP.L: L Taraval Expanded Alternative as defined in the TEP FEIR. For those elements not included in the TEP FEIR, on August 10, 2016, the Planning Department issued a Note to File (Case Number 2011.0558E, Modification to Travel Time Reduction Proposal L for the L Taraval [TTRP.L] along Taraval Street between the intersections of 15th Avenue and 46th Avenue, on 15th Avenue from Taraval Street to Ulloa Street, and on 46th Avenue from Taraval Street to Ulloa Street) to the TEP FEIR, concluding the changes under the Muni Forward Modified Expanded TTRP.L would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

A subset of the TEP MMRP that is pertinent to the TTRP.L: L Taraval [TEP CEQA - MMRP revised for TTRP.L.pdf](#) is on file with the Secretary of the SFMTA Board of Directors.

L-Taraval Rail Replacement and Overhead Rehabilitation Project

On December 15, 2017, the Planning Department determined (Case Number 2017-015308ENV) that the transit infrastructure improvements along the L-Taraval corridor (“SFMTA - L-Taraval Rail Replacement and OH Rehab Project”) were categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed modification to Contract No. 1308R is within the scope of the environmental review discussed above.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney’s Office has reviewed the calendar item. No other approvals are required.

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RECOMMENDATION

Authorizing the Director of Transportation to execute Modification No. 2 to Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, with NTK Construction, Inc., to add special track work to replace a half grand union junction at 46th Avenue and Taraval Street, increasing the contract amount from \$57,264,139 by \$4,744,600 to a total of \$65,195,151 without extending the contract time.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On October 5, 2021, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted Resolution No. 211005-114, which authorized the award of SFMTA Contract No. 1308R (Contract), L Taraval Improvement Project - Sunset Boulevard to West Portal, with NTK Construction, Inc., in the amount of \$57,264,139, and for a term of 930 days to Substantial Completion; and,

WHEREAS, The work under the Contract involved replacement of existing tie and ballast paved track along the L Taraval between Forrest Side Avenue near West Portal to La Playa with a new direct fixation track, new rails and fastening systems. Furthermore, the encompassed scope of work includes overhead catenary system replacement, water and sewer line renewals, surface paving, installation of curb ramps and traction power upgrades, installation of boarding islands, key stops, transit bulbs, traffic signals (VETAG), streetlights, and trolley poles; and,

WHEREAS, On January 29, 2024, the Director of Transportation executed Contract Modification No. 1 for \$3,176,412 for the following additional work: (a) furnishing and installing single crossover at 22nd Ave and Taraval and (b) furnishing and installing trackwork and track slab at 35th Ave & Taraval St.; and,

WHEREAS, During inspection, Maintenance of Way (MOW) identified significant rail wear at the interval of 46th and Taraval St. intersection and for safety concerns requested the replacement of special track work at the intersection; and,

WHEREAS, The inclusion of additional special track work results in a Contract amount increase of \$4,744,600, bringing the total Contract amount to not exceed \$65,195,151, within the Contract's original term of 930 days to substantial completion; and,

WHEREAS, The capital improvements and construction activities described in this staff report are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, The Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals, including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; and,

WHEREAS, As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), as well as a Mitigation Monitoring and Reporting Program (MMRP); many of project elements are within the scope of the TTRP.L: L Taraval Expanded Alternative as defined in the TEP FEIR; and,

WHEREAS, For those elements not included in the TEP FEIR, on August 10, 2016, the Planning Department issued a Note to File (Case Number 2011.0558E, Modification to Travel Time Reduction Proposal L for the L Taraval [TTRP.L] along Taraval Street between the intersections of 15th Avenue and 46th Avenue, on 15th Avenue from Taraval Street to Ulloa Street, and on 46th Avenue from Taraval Street to Ulloa Street) to the TEP FEIR, concluding the proposed changes (Muni Forward Modified Expanded TTRP.L) would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, On December 15, 2017, the Planning Department determined (Case Number 2017-015308ENV) that the proposed transit infrastructure improvements along the L-Taraval corridor (SFMTA - L-Taraval Rail Replacement and OH Rehab Project) are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed modification to Contract No. 1308R is within the scope of the environmental review discussed above; and,

WHEREAS, Copies of the CEQA determinations, including a subset of the TEP MMRP pertinent to the project [TEP CEQA - MMRP_revised for TTRP.L.pdf](#), are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department by Case Number at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to execute Modification No. 2 to Contract No. 1308R, L Taraval Improvement Project - Sunset Boulevard to West Portal, with NTK Construction, Inc., to add special track work to replace a half grand union junction at 46th Avenue and Taraval Street, increasing the contract amount by \$4,744,600 to a total of \$65,195,151 without extending the contract time.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 5, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

CONTRACT MODIFICATION NO. 2

San Francisco Municipal Transportation Agency
Contract No. 1308R
L-Taraval Improvement Project (Segment B)
Sunset Blvd. to West Portal

Contractor: NTK Construction Inc.
501 Cesar Chavez St, Suite 123
San Francisco, CA 94124

The Contract is modified as follows:

1. Scope of Change	Amount
CM-2A <u>Half-Grand Union Special Trackwork at 46th Ave & Taraval:</u>	\$4,269,600
Remove and replace special track as a half-grand union at 46 th & Taraval intersection as discussed during negotiations on 12/15/2022 and shown in the marked-up drawings contained under NTK Serial Letter #216 dated 04/20/2023. The additional work includes:	
<ul style="list-style-type: none">• Mobilize & Demobilize, Contractor's Project Management, Project Engineering, Scheduling, & Coordination.• Conduct site investigation, exploration, and set up quality control and oversight.• Provide additional traffic control and maintain pedestrian access path to all crosswalks and sidewalks at the intersection during construction, including traffic signage, and traffic control.• Perform surveying work by a licensed surveyor, including surveying existing conditions before construction, survey control, and as-built survey after construction.• Perform site clean-up and maintain general housekeeping including:<ul style="list-style-type: none">(a) Demolish and dispose of the existing special track and pavement.(b) Clean up daily demolished materials and cover stockpiles on site while not under active construction hours.(c) Maintain on-site staging.(d) Salvage and transport disassembled existing turnouts, casting rails, and switch machines, as directed by the RE.• Furnish and install regular track pavement and colored concrete pavement.• Furnish and Install bonding cables at all bolted joint connections between each end piece of castings and rails.• Provide support during LRV testing after trackwork installation.• Submit complete as-built documents	

This item includes the cost of all materials, labor, equipment, and all other direct and indirect costs necessary to perform the work. The agreed to cost of \$4,269,600 is comprised of the lump sum and unit priced bid items as below:

CM-2A.1	Furnish and Install Half-Grand Union Special Trackwork at 46 th Ave & Taraval. The lump sum amount established to perform the work as described above is \$4,202,000.
CM-2A.2	Increase quantity of TC-03 (Track Concrete Pavement Between Rails and Roadway Between Tracks) by 1,300 SF at a unit price of \$22, for a total cost of \$28,600.
CM-2A.3	Increase quantity of TC-04 (Colorized Track Concrete Pavement in Track Right Of Way) by 1,500 SF at a unit price of \$26, for a total cost of \$39,000.

CM-2B Added Allowances for Extra Work as Directed by the Engineer: **\$475,000**

The following allowance items shall be used to provide services relevant to the additional work described within this Contract Modification as requested by the Engineer. Any unused portion of the following allowance items shall be adjusted at closeout of the Contract.

CM-2B.1	<p>Allowance for Traffic Control Support</p> <p>An allowance of \$75,000 will be established for payment under this item for the following:</p> <p>Payment under this item shall include costs related to traffic control personnel such as a traffic supervisor and, or flag persons.</p>
CM-2B.2	<p>Allowance for Community Relations Support</p> <p>An allowance of \$50,000 will be established for payment under this item for the following:</p> <p>Payment under this item shall include construction activity notifications to residents and businesses, special meetings, presentations to neighborhood and business groups, participation in community events, collateral materials and promotional items, exterior signage and other requested items as directed by the Engineer.</p>
CM-2B.3	<p>Allowance for Testing Agency and Independent Consulting Services</p> <p>An allowance of \$150,000 will be established for payment under this item for the following:</p> <p>Payment under this item shall include testing agency services</p>

		<p>and independent consulting services as directed by the Engineer. Testing services necessary to complete the Additional Work described as above may include, but is not limited to, subgrade compaction, rail welding, and concrete strength. In addition, work to be performed by consulting services may include, but is not limited to, monitoring site environments, noise, and safety.</p>
	CM-2B.4	<p>Allowance for Differing Site Conditions at 46th & Taraval</p> <p>An allowance of \$200,000 will be established for payment under this item for the following:</p> <p>Payment under this item shall include work related to surface, subsurface or latent physical site conditions differing materially from those indicated within the marked-up drawings under NTK Serial Letter #216 dated 04/20/2023 in addition to any unknown physical site conditions of an unusual nature within the work limits of 46th and Taraval. Utility facilities, whether active or abandoned, are not considered differing site conditions.</p>

2. Add the following new Contract Pay Items:

Item	Description	Qty	Unit	Unit Price	Amount
CM-2A.1	Furnish and Install Half-Grand Union Special Trackwork at 46 th Ave & Taraval	-	LS	-	\$4,202,000
CM-2A.2	Increase quantity of Bid Item TC-03	1,300	SF	\$22	\$28,600
CM-2A.3	Increase quantity of Bid Item TC-04	1,500	SF	\$26	\$39,000
CM-2B.1	Allowance for Traffic Control Support	-	AL	-	\$75,000
CM-2B.2	Allowance for Community Relations Support	-	AL	-	\$50,000
CM-2B.3	Allowance for Testing Agency and Independent Consulting Services	-	AL	-	\$150,000
CM-2B.4	Allowance for Differing Site Conditions at 46 th & Taraval	-	AL	-	\$200,000

Total Amount of this Contract Modification: Increase \$4,744,600

Previous Total of Contract: \$60,450,551

New Revised Total of Contract: \$65,195,151

Total Contract Time Added by this Contract Modification:	0 Days
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Previous Contract Substantial Completion Date: 06/17/2024

Current Contract Substantial Completion Date: 06/17/2024

- This Contract Modification is made in accordance with Article 6 of the General Provisions of the Contract.
- The amounts for all Items included in this Modification represent all direct costs and indirect costs related to the Work described above. Delivery and installation of special trackwork as well as all other activities needing to be performed to complete this additional work, shall be done within the remaining Contract time frame and will not impact the current Substantial Completion Date of June 17, 2024. Contractor shall mitigate and absorb any schedule impacts to maintain the current date of substantial completion.

5. Except as specifically stated herein, all other terms and conditions of the Contract remain unchanged.
6. The compensation (time and cost) set forth in this Modification comprises the total of all compensation due to Contractor, all Subcontractors, and all Suppliers, as a result of the events giving rise to the Modification and for the Additional Work described in this Modification, including any time impact on unchanged Work, including delays and inefficiencies. The execution of this Modification constitutes an accord and satisfaction of any claim for additional compensation or time for the Additional Work effected by this Modification, and Contractor on behalf of itself, and all Subcontractors and Suppliers, specifically waives and releases any and all claims rights or interest, including but not limited to legal and equitable claims for direct, indirect, and overhead costs, delay, impact, disruption, loss of efficiency or other special, extraordinary or consequential costs arising from or related to the Work described in the Modification, without exception or reservation of any kind.

Signatures on following page.

In Witness Whereof, this Modification has been executed in San Francisco, California, as of this date: _____.

NTK Construction Inc.

**CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

By: _____

Sammy Kwok
Vice President

By: _____

Jeffrey P. Tumlin
Director of Transportation

Authorized By:

San Francisco Municipal
Transportation Agency
Board of Directors
Resolution No. _____
Adopted: _____

Attest:

Christine Silva, Secretary
SFMTA Board of Directors

APPROVED AS TO FORM:

David Chiu, City Attorney

By: _____

David F. Innis
Deputy City Attorney

ENCLOSURE 3

L Taraval Improvement Project - Sunset Boulevard to West Portal

San Francisco Municipal Transportation Agency, Contract No. 1308R

Project Budget and Financial Plan

Cost	Amount
Pre-Development / Conceptual Engineering	\$1,931,358
Detail Design	\$7,097,624
Construction Phase Construction Contract, Contingency, and Staff Support	\$83,662,673
Total Cost	\$92,691,655

Funding	Amount
FTA 5337	\$32,473,469
Revenue Bond	\$100,000
Bridge Tolls	\$2,639,780
GO Bond	\$34,626,474
CalTrans Prop 1B	\$1,064,908
Prop AA	\$3,664,159
Prop B General Fund	\$2,627,502
Prop K	\$15,295,363
Operating from PW	\$200,000
Total Funding	\$92,691,655

ENCLOSURE 4

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES AGREED TO BY SFMTA					
<i>Cultural and Paleontological Resources</i>					
<p>Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archaeological and paleontological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to any utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	SFMTA and project contractors	Prior to soils disturbance activities	SFMTA to distribute Planning Department "ALERT" sheet and provide signed affidavit from project contractor, subcontractor(s) and utilities firm(s) stating that all field personnel have received copies of the "ALERT" sheet.	ERO to receive signed affidavit.	<p>Prior to any soil disturbing activities.</p> <p>Following distribution of "ALERT" sheet but prior to any soils disturbing activities.</p>

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Should any indication of an archaeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	SFMTA and project contractor's Head Foreman	During soils disturbance activities	SFMTA and project contractor's Head Foreman to inform ERO and suspend soils disturbing activities.	ERO to determine if additional measures are necessary	During soils disturbance activities
<p>If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archaeological resource, an archaeological monitoring program, or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism,</p>	SFMTA and project archaeological consultant	When determined necessary by the ERO	<p>If required, SFMTA to retain an archaeological consultant from the pool of qualified archaeological consultants.</p> <p>Project archaeological consultant to advise ERO regarding the status of the archeological resource.</p> <p>ERO to determine whether the need for an archaeological monitoring program, an archaeological testing program, or site security program is needed.</p>	ERO to determine if additional measures are necessary to implement	

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>looting, or other damaging actions.</p> <p>The project archaeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describing the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked searchable Portable Document Format (PDF) copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the NRHP/CRHR. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>SFMTA and project archaeological consultant</p>	<p>When determined necessary by the ERO</p>	<p>SFMTA and project archaeological consultant to prepare draft and final FARR</p>	<p>ERO to review and approve final FARR</p>	

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery</p> <p>In order to avoid any potential adverse effect in the event of accidental discovery of a paleontological resource during construction of the project, the project sponsor shall be responsible for ensuring that all project contractors and subcontractors involved in soil-disturbing activities associated with the project comply with the following procedures in the event of discovery of a paleontological resource. Paleontological remains, or resource, can take the form of whole or portions of marine shell, bones, tusk, horn and teeth from fish, reptiles, mammals, and lower order animals. In the case of Megafauna, the remains, although partial, may be large in scale. Also paleontological resources include petrified wood and rock impressions of plant or animal parts.</p> <p>Should any indication of a paleontological resource be encountered during any soil- disturbing activity of the project, the project foreman and/or project sponsor shall immediately notify the City Planning Department's Environmental Review Officer (ERO) and one of its designated paleontologists (currently, Dr. Jean De Mouthe/Dr. Peter Roopnarine in the Geology Department of the California Academy of Sciences) and immediately suspend any soil-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures are needed.</p>	<p>SFMTA and project contractor's Head Foreman</p>	<p>During construction</p>	<p>Project contractor/SFMTA to notify the ERO and one of its designated paleontologists and suspend soils-disturbing activities.</p>	<p>SFMTA and ERO</p>	<p>During construction, upon indication that a paleontological resource has been encountered</p>

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>If the ERO determines that a potentially-significant paleontological resource may be present within the project site, the project sponsor shall retain the services of a qualified paleontological consultant with expertise in California paleontology to design and implement a Paleontological Resources Mitigation Plan (PRMMP). The PRMMP shall include a description of discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; and procedures for the preparation and distribution of a final paleontological discovery report (PDR) documenting the paleontological find.</p> <p>The PRMMP shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. In the event of a verified paleontological discovery, the remaining construction and soil-disturbing activities within those geological units specified as paleontologically sensitive in the PRMMP shall be monitored by the project paleontological consultant.</p> <p>The consultant's work shall be conducted in accordance with this mitigation measure and at the direction of the City's ERO. Plans and reports prepared by the consultant shall be submitted for review and approval by the ERO.</p>	<p>SFMTA and project paleontological consultant in consultation with the ERO.</p>	<p>The project paleontological consultant to consult with the ERO as indicated; completed when ERO accepts final report</p>	<p>SFMTA to retain appropriately qualified consultant to prepare PRMMP, carry out monitoring, and reporting</p>	<p>ERO to approve final PRMMP</p> <p>Project paleontological consultant shall provide brief monthly reports to ERO during monitoring or as identified in the PRMMP, and notify the ERO immediately if work should stop for data recovery during monitoring.</p> <p>The ERO to review and approve the final documentation as established in the PRMMP</p>	<p>Considered complete on approval of final PRMMP.</p> <p>Considered complete on approval of final documentation by ERO.</p>

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>Hazards and Hazardous Materials</i>					
<p>Mitigation Measure M-HZ-1: Hazardous Materials Soil Testing</p> <p>In order to protect both construction workers and the public from exposure to hazardous materials in soils encountered during construction of the proposed project, the project sponsor agrees to adhere to the following requirements.</p> <p>1) Any soil excavated and then, encapsulated under concrete and/or asphalt covering within the same area as its excavation shall not require testing for the presence of hazardous materials in levels exceeding those acceptable to government agencies unless the TEP project or construction manager determines any extenuating circumstances exist, such as odors, unusual color or presence of foreign material. The reuse, remediation, or disposal of any soil tested and found to contain hazardous materials under these circumstances shall be in compliance with the requirements of the San Francisco Department of Public Health (DPH) and other agencies. The project sponsor shall be responsible for reporting the test results of any soil with hazardous material content to DPH within 21 days of the completion of testing, accompanied with a map showing the excavation location.</p> <p>2) Any excavated soil not reused and encapsulated under concrete and/or asphalt covering within the same area as its excavation, shall be tested for the presence of hazardous materials in levels exceeding those acceptable to government agencies, before it is moved from the area of excavation. The</p>	SFMTA	Soil and groundwater test results containing any hazardous materials shall be submitted to the Department of Public Health (DPH) within 21 days of the completion of testing.	SFMTA project construction contractor shall be responsible for the implementation of Steps 1 – 3.	Department of Public Health	Considered complete on review and approval by DPH of the soil and groundwater testing results, along with maps showing the location of the excavated soil and/or groundwater containing the hazardous materials.

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>transportation and disposal of the soil shall be in compliance with DPH, state, and federal requirements. The project sponsor shall be responsible for reporting the test results of any soil with hazardous material content to DPH within 21 days of the completion of testing, accompanied with a map showing the excavation location.</p> <p>3) If the proposed excavation activities encounter groundwater, the groundwater shall be tested for hazardous materials. Copies of the test results shall be submitted to DPH within 21 days of the completion of testing. Any dewatering shall adhere to DPH, SFPUC, and state requirements.</p> <p>In the event that a subsequent ordinance or regulations are adopted by DPH governing the handling and testing of hazardous materials encountered during construction within the public right-of-way, DPH shall be given the option to require the project sponsor to adhere to the implementation of the new ordinance or regulations in lieu of the above requirements if they provide similar safety protection for both construction workers and the public.</p>					

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES IN DEIR					
<i>Transportation and Circulation</i>					
<p>Mitigation Measure M-C-TR-1: SFMTA Monitoring of Muni Service</p> <p>The SFMTA, shall, to the extent feasible and consistent with annual budget appropriations, continue to monitor Muni service citywide, reporting as required on service goals, including the capacity utilization standard, and where needed, and as approved by decision makers and under budgetary appropriations, strive to improve upon Muni operations, including peak hour transit capacity on screenlines and corridors.</p>	SFMTA	Ongoing, after implementation of TEP improvements.	SFMTA to monitor transit service goals and proposed improvements to Muni operations.	SFMTA	Ongoing.

Continues on the next page.

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MODIFIED EXPANDED TTRP.L FOR THE L TARAVAL (continued)

MONITORING AND REPORTING PROGRAM

IMPROVEMENT MEASURES FOR THE TRANSIT EFFECTIVENESS PROJECT

<p>Improvement Measure I-TR-1: Construction Measures During the construction of all TEP projects, the SFMTA shall require the following: 1) Construction contractors shall be prohibited from scheduling any truck trips, such as concrete mixers, heavy construction equipment and materials delivery, etc., to the construction sites during the a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) peak commute periods. 2) All construction activities shall adhere to the provisions in the City of San Francisco's Regulations for Working in San Francisco Streets (Blue Book), including those addressing sidewalk and lane closures. To minimize construction impacts on nearby businesses and residents, the SFMTA shall alert motorists, bicyclists, and nearby property owners of upcoming construction through its existing website and other available means, such as distribution of flyers, emails, and portable message or informational signs. Information provided shall include contact name(s) for the SFMTA project manager, public information officer, and/or the SFMTA General Enforcement Division contact number (311). 3) Construction contractors shall encourage construction workers to use carpooling and transit to the construction site in order to minimize parking demand.</p>	<p>SFMTA and project construction contractor(s)</p>	<p>Throughout the construction duration for any TEP component requiring construction.</p>	<p>SFMTA and project construction contractor(s) to coordinate construction related activities with DPW, the Fire Department, the Planning Department, and any other City agencies.</p>	<p>SFMTA</p>	<p>Considered complete after completion of construction activities.</p>
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