Appendix B

Changes in Parking

CHANGES IN PARKING THAT WOULD RESULT UNDER EACH BUILD ALTERNATIVE FOR THE VAN NESS AVENUE BRT PROJECT

		Parking Spaces East Side of Van Ness															
		Existing Conditions	Build Alternative 2			Build Alternative 3			Build Alternative 3 with Design Option B			Build Alternative 4			Build Alternative 4 with Design Option B		
FROM	TO		Remove	Add	Net	Remove	Add	Net	Remove	Add	Net	Remove	Add	Net	Remove	Add	Net
Mission	Market	15	4		11	7		8	7		8	7		8	7		8
Market	Fell	6	1		5	6		0	6		0		7	13		7	13
Fell	Hayes	0		11	11		11	11		11	11		11	11		11	11
Hayes	Grove	6		3	9		3	9		3	9		3	9		3	9
Grove	McAllister	14	4	5	15	6	4	12	6	4	12		8	22		8	22
McAllister[1]	Golden Gate[1]	9	4		5	4		5	4		5	4		5	4		5
Golden Gate	Turk	10	1		9			10			10	9		1	1		9
Turk	Eddy	8		3	11		4	12		4	12		1	9		4	12
Eddy	Ellis	6	2		4		2	8		2	8		2	8		2	8
Ellis	O'Farrell	8	3		5	3		5	3		5	3		5	3		5
O'Farrell	Geary	6	5	3	4		3	9		3	9		3	9		3	9
Geary	Post	6	2		4	2		4	2		4	3		3	3		3
Post	Sutter	10	1		9	1		9	1		9	1		9	1		9
Sutter	Bush	5	4		1	3	4	6	3	4	6	3	4	6	3	4	6
Bush	Pine	9			9	6		3			9	8		1	1		8
Pine	California	6	2		4	2		4	2		4	1		5	1		5
California	Sacramento	5		4	9		4	9		4	9		4	9		4	9
Sacramento	Clay	11	8		3	4		7	4		7	4		7	4		7
Clay	Washington	4		2	6		2	6		2	6		2	6		2	6
Washington	Jackson	12	8		4	1		11	1		11	1		11	1		11
Jackson	Pacific	5		3	8	5		0	5		0		3	8		3	8
Pacific	Broadway	11	1		10	2		9	2		9	2		9	2		9
Broadway	Vallejo	8	1	3	10	8		0	8		0	8		0	8		0
Vallejo	Green	7	1	3	9			7			7			7			7
Green	Union	7	4	4	7	7		0		3	10	6		1		3	10
Union	Filbert	8			8			8			8	3		5	3		5
Filbert	Greenwich	5	1		4	1		4	1		4	1		4	1		4
Greenwich	Lombard	8	1	2	9	1	2	9	1	2	9	1	2	9	1	2	9
Total - Mission to Lombard		215	58	46	203	69	39	185	56	42	201	65	50	200	44	56	227
Total - ALL		215		-12	203		-30	185		-14	201		-15	200		12	227

		Parking Spaces West Side of Van Ness															
		Existing Conditions	Build Alternative 2			Build Alternative 3			Build Alternative 3 with Design Option B			Build Alternative 4			Build Alternative 4 with Design Option B		
FROM	TO		Remove	Add	Net	Remove	Add	Net	Remove	Add	Net	Remove	Add	Net	Remove	Add	Net
Market	Mission	11			11			11			11			11			11
Fell	Market	3		1	4		1	4		1	4		1	4		1	4
Hayes	Fell	11			11	8		3	1		10	9		2	1		10
Grove	Hayes	7		4	11		4	11		4	11		4	11		4	11
McAllister	Grove	16	4	3	15		6	22		6	22		6	22		6	22
Golden Gate	McAllister	12	4		8	5		7	3		9	7		5	3		9
Turk	Golden Gate	10	1	2	11	8		2	1		9	9		1	1		9
Eddy	Turk	5			5	4		1	4		1		4	9		4	9
Ellis	Eddy	10	2		8	2		8	2		8	1		9	1		9
O'Farrell	Ellis	6	2		4		2	8		2	8		1	7		1	7
Geary	O'Farrell	8	1	3	10	8		0	8		0	8		0	8		0
Post	Geary	3			3			3			3		3	6		3	6
Sutter	Post	5			5	3		2	3		2		5	10		5	10
Bush	Sutter	9	5		4	5		4	5		4	7		2	5		4
Pine	Bush	10	1		9	5		5			10	10		0	1		9
California	Pine	5	1		4	1		4	1		4	1		4	1		4
Sacramento	California	10	7		3			10			10			10			10
Clay	Sacramento	5	1		4	1		4	1		4	1		4	1		4
Washington	Clay	9			9			9			9			9			9
Jackson	Washington	7		5	12	1	6	12	1	6	12	1	6	12	1	6	12
Pacific	Jackson	9	6		3	1		8	1		8	1		8	1		8
Broadway	Pacific	7		3	10	2	4	9	2	4	9	3	4	8	3	4	8
Vallejo	Broadway	8	1		7	8		0	8		0	8		0	8		0
Green	Vallejo	11	1		10	2		9	2		9	1		10	1		10
Union	Green	7			7	2		5	2		5	2		5	2		5
Filbert	Union	7	6		1		4	11		4	11		4	11		4	11
Greenwich	Filbert	7	1	2	8	1	2	8	1	2	8	1	2	8	1	2	8
Lombard	Greenwich	9			9			9			9			9			9
Total - Mission to Lombard		227	44	23	206	67	29	189	46	29	210	70	40	197	39	40	228
Total - ALL		**227**		**-21**	**206**		**-38**	**189**		**-17**	**210**		**-30**	**197**		**1**	**228**

69

additional spaces due to relocated bus stop

additional spaces due to re-striping

#REF!

10-Jan-11

		Parking Spaces East Side of Van Ness						
		Existing Conditions	LPA			LPA with Vallejo Northbound Station Variant		
FROM	TO		Remove	Add	Net	Remove	Add	Net
Mission	Market	16			16			16
Market	Fell	6			6			6
Fell	Hayes	0		11	11		11	11
Hayes	Grove	5		3	8		3	8
Grove	McAllister	15			15			15
McAllister[1]	Golden Gate[1]	9	1		8	1		8
Golden Gate	Turk	11	2		9	2		9
Turk	Eddy	8	6		2	6		2
Eddy	Ellis	6		1	7		1	7
Ellis	O'Farrell	8	1		7	1		7
O'Farrell	Geary	5	5		0	5		0
Geary	Post	6	1		5	1		5
Post	Sutter	10	2		8	2		8
Sutter	Bush	5	4		1	4		1
Bush	Pine	9	2		7	2		7
Pine	California	6			6			6
California	Sacramento	5		3	8		3	8
Sacramento	Clay	11	10		1	10		1
Clay	Washington	4		3	7		3	7
Washington	Jackson	12	2		10	2		10
Jackson	Pacific	5	4		1	4		1
Pacific	Broadway	11	7		4	7		4
Broadway	Vallejo	9	9		0	9		0
Vallejo	Green	8	8		0	7		1
Green	Union	9	6		3	6		3
Union	Filbert	9			9			9
Filbert	Greenwich	8	1		7	1		7
Greenwich	Lombard	9		1	10		1	10
Total - Mission to Lombard		225	71	22	176	70	22	
Total - ALL				**-49**	**176**		**-48**	**177**

		Parking Spaces West Side of Van Ness						
		Existing Conditions	LPA			LPA with Vallejo Northbound Station Variant		
FROM	TO		Remove	Add	Net	Remove	Add	Net
Market	Mission	11	11		0	11		0
Fell	Market	4		2	6		2	6
Hayes	Fell	11	1		10	1		10
Grove	Hayes	7		4	11		4	11
McAllister	Grove	18		3	21		3	21
Golden Gate	McAllister	12	10		2	10		2
Turk	Golden Gate	11			11			11
Eddy	Turk	5		3	8		3	8
Ellis	Eddy	10	8		2	8		2
O'Farrell	Ellis	6		2	8		2	8
Geary	O'Farrell	10			10			10
Post	Geary	3		2	5		2	5
Sutter	Post	5		3	8		3	8
Bush	Sutter	9	8		1	8		1
Pine	Bush	10	2		8	2		8
California	Pine	5	1		4	1		4
Sacramento	California	10		1	11		1	11
Clay	Sacramento	5	4		1	4		1
Washington	Clay	7			7			7
Jackson	Washington	7		4	11		4	11
Pacific	Jackson	9	8		1	8		1
Broadway	Pacific	7		2	9		2	9
Vallejo	Broadway	9	9		0	9		0
Green	Vallejo	9	9		0	9		0
Union	Green	9	1		8	1		8
Filbert	Union	6	3		3	3		3
Greenwich	Filbert	8		1	9		1	9
Lombard	Greenwich	8	8		0	8		0
Total - Mission to Lombard		231	83	27	175	83	27	175
Total - ALL				**-56**	**175**		**-56**	**175**

additional spaces due to relocated bus stop
additional spaces due to re-striping

17-Oct-12
11-Apr-13

NOTE: Existing conditions were revised during the supplemental parking survey for the LPA that was completed in October 2012.

Appendix C

State Historic Preservation Officer Letter of Concurrence

STATE OF CALIFORNIA – THE RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

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.

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, Ph.D.

Carol Roland-Nawi, PhD
State Historic Preservation Officer

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

10 May 2010

Reply To: FTA100405A

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

Re: Section 106 Consultation for the Van Ness Avenue Rapid Bus Transit Project, San Francisco City and County, CA

Dear Mr. Rogers:

Thank you for your letter of 31 March 2010 initiating consultation for the Federal Transit Authority (FTA) 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 at this time that I concur with the determination of the Area of Potential Effect (APE) and determination of eligibility for the historic properties within the APE.

As I presently understand it, the proposed undertaking consists of reconfiguring the existing roadway along 2.2 miles of Van Ness Avenue 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 project APE was defined as the areas that could directly or indirectly be affected and is depicted in Attachment 1 of the Historic Property Survey. I find this satisfactory pursuant to 36 CFR 800.4(1).

Within the APE, there were three historic properties previously identified:

- San Francisco Civic Center Historic District/War Memorial Building, listed on the NRHP and a NHL.
- 11-35 Van Ness Avenue, Masonic Temple, determined eligible for listing in the NRHP.
- 1699 Van Ness Avenue (Paige Motor Car Company Building); listed in the NRHP.

In addition to the three previously identified historic properties, FTA determined four additional properties were eligible for inclusion in the National Register of Historic Places (NRHP):

- 799 Van Ness Avenue, automobile garage, eligible under Criteria A and C at the local level
- 945-999 Van Ness Avenue, automobile showroom, eligible A and C at the local level
- 1320 Van Ness Avenue, Scottish Rite Temple, eligible A and C at the local level
- 1946 Van Ness Avenue, Oakland Motor Auto Company Showroom, eligible A and C at the local level

I concur with the determinations for the above referenced properties. The remained 23 properties identified by FTA were determined ineligible for inclusion in the NRHP. I also concur with the determinations of ineligibility.

Thank your for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan K Stratton for

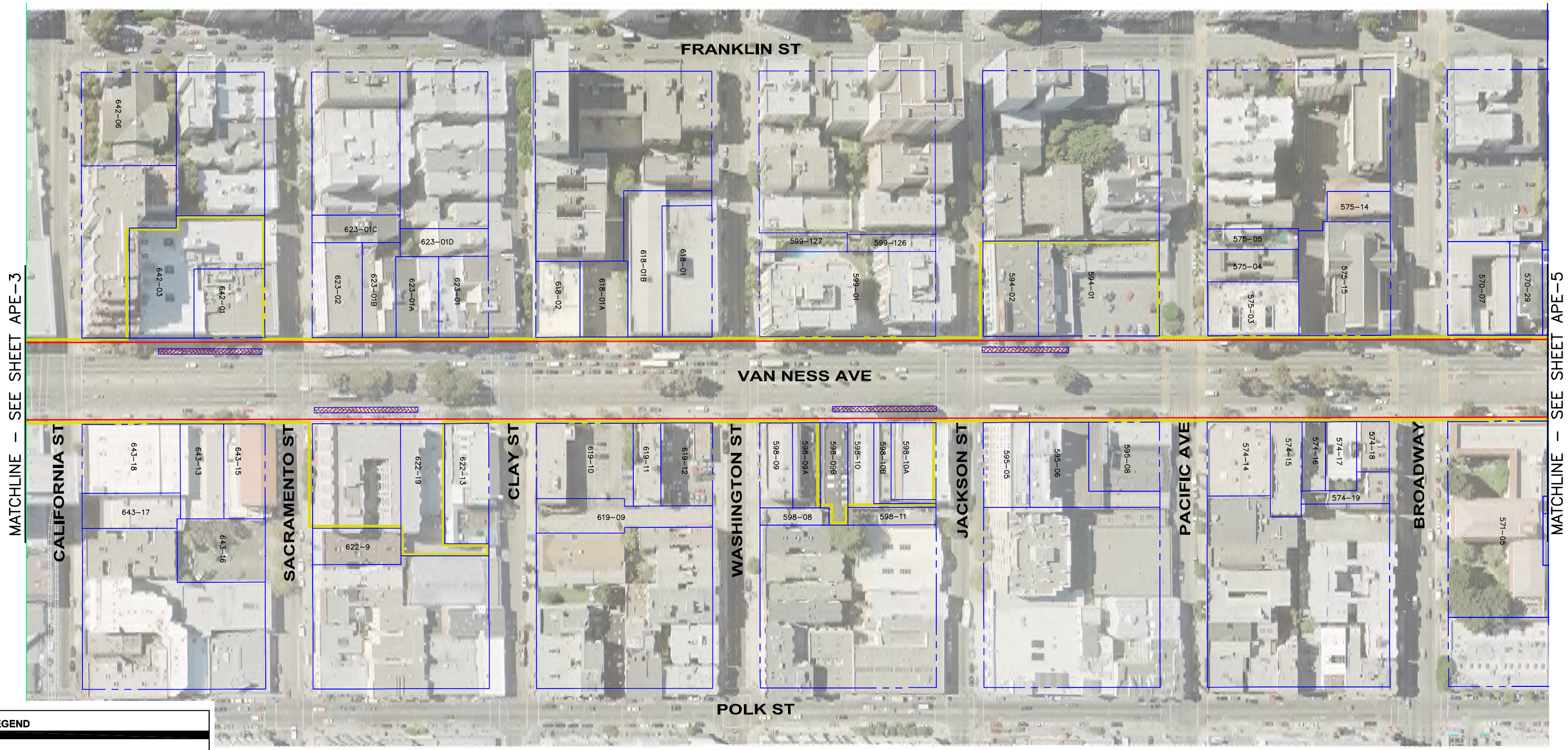
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

Appendix D

Area of Potential Effect Maps

1	2	3	4	5	6



LEGEND

- EXISTING R/W
- ARCHITECTURAL APE
- ARCHAEOLOGICAL APE
- PROPERTY LINE
- PROJECT LIMITS
- POTENTIAL SIDEWALK PLATFORM LOCATION

N

75' 0 75' 150'

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SUPERCEDES STR–5458.2 REV "4"

SCALE: 1"=150'

SHEET OF SHEETS 4 OF 6

Van Ness Avenue
Bus Rapid Transit Study

AREA OF POTENTIAL EFFECT

CONTRACT NO.

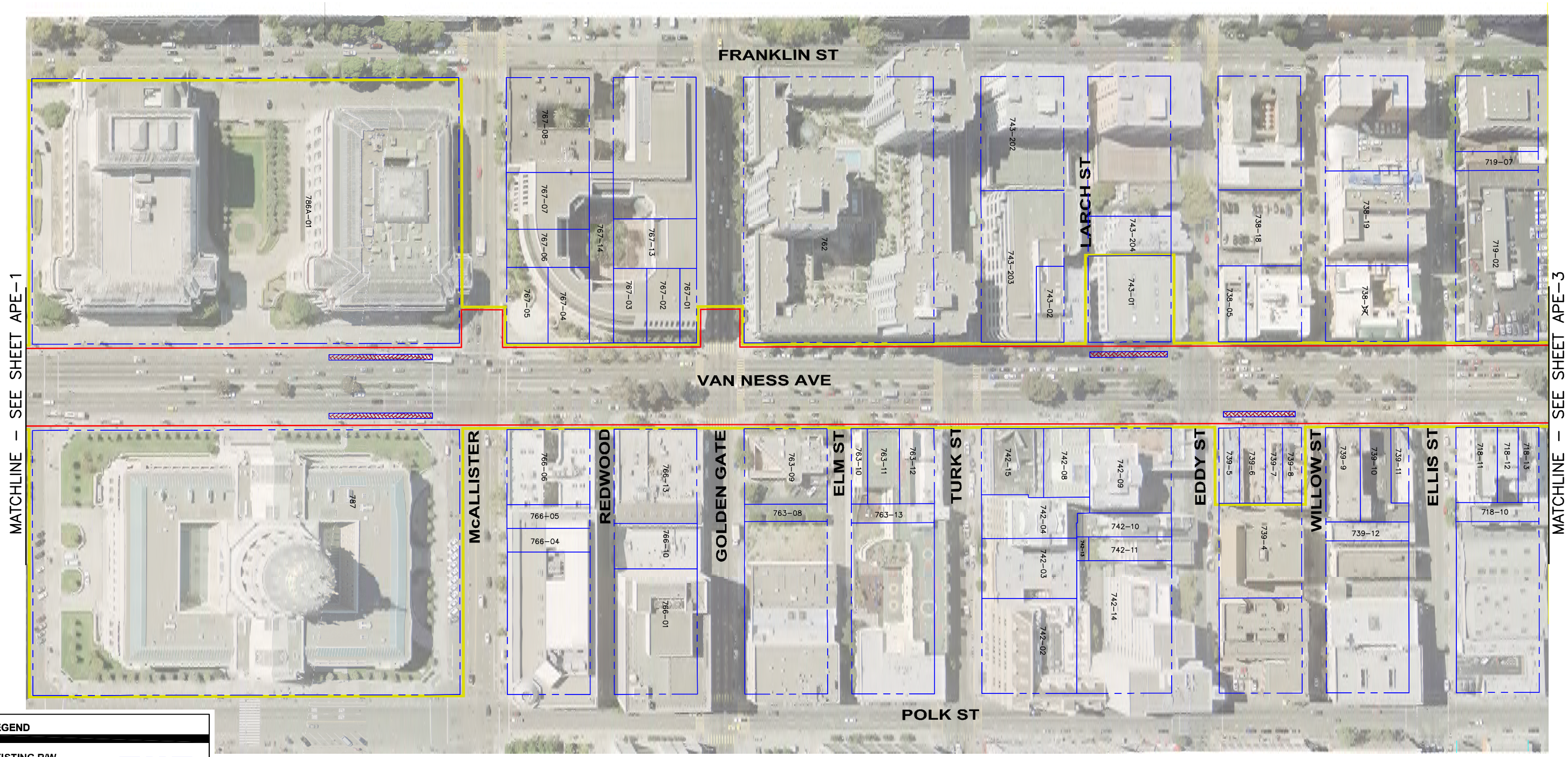
DRAWING NO. APE–4

FILE NO.

REV. NO.

Feb 16, 2009 – 11:00am R:\646904 Van Ness\Drawings\Civil\904–APE.dwg

1	2	3	4	5	6



LEGEND

- EXISTING R/W
- ARCHITECTURAL APE
- ARCHAEOLOGICAL APE
- PROPERTY LINE
- PROJECT LIMITS
- POTENTIAL SIDEWALK PLATFORM LOCATION

N

75' 0 75' 150'

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SUPERCEDES STR–5458.2 REV "4"

SCALE: 1"=150'

SHEET OF SHEETS: 2 OF 6

Van Ness Avenue
Bus Rapid Transit Study

AREA OF POTENTIAL EFFECT

CONTRACT NO.

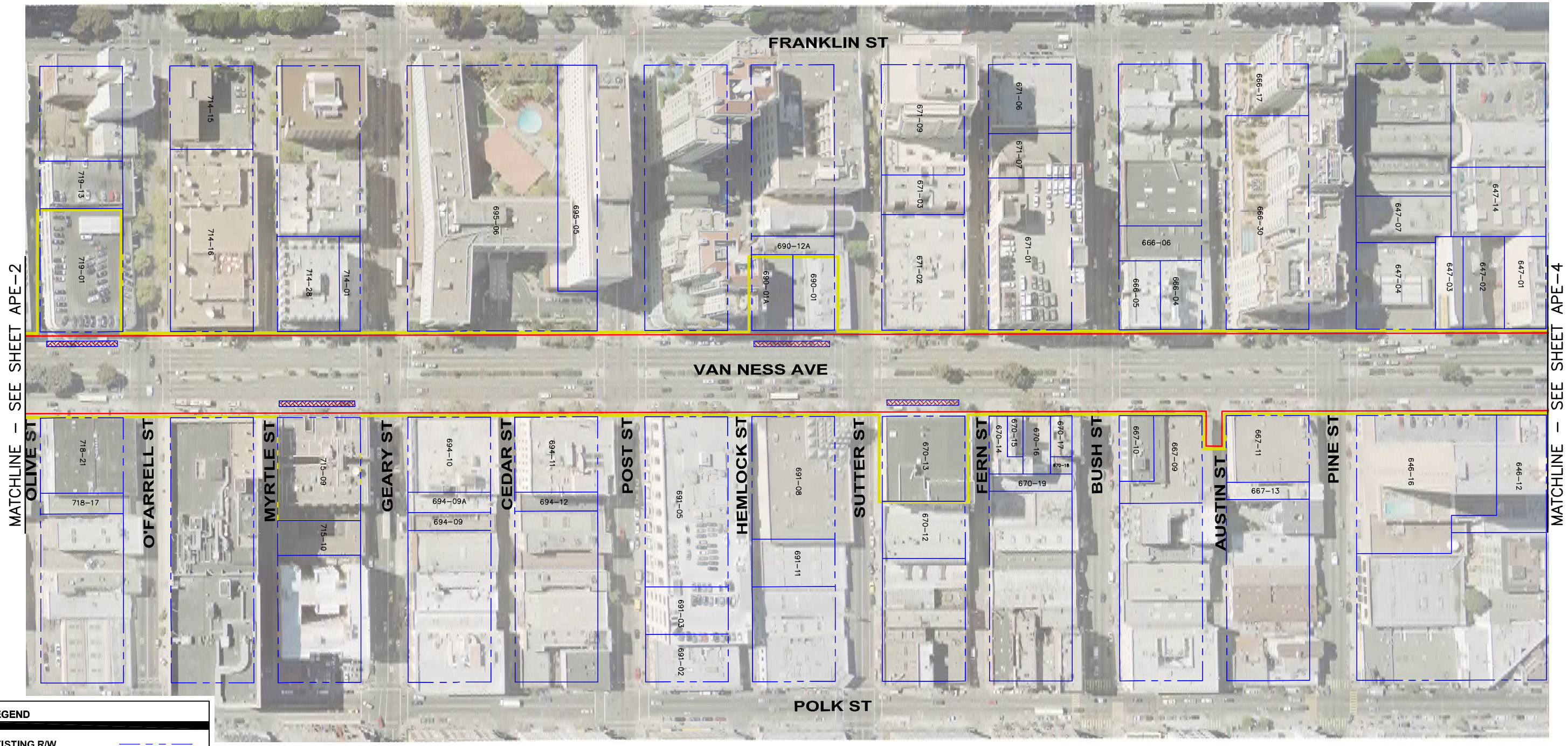
DRAWING NO. APE–2

FILE NO.

REV. NO.

Feb 16, 2009 – 11:06am R:\646904 Van Ness\Drawings\Civil\904–APE.dwg

1	2	3	4	5	6



LEGEND

- EXISTING R/W
- ARCHITECTURAL APE
- ARCHAEOLOGICAL APE
- PROPERTY LINE
- PROJECT LIMITS
- POTENTIAL SIDEWALK PLATFORM LOCATION

N

75' 0 75' 150'

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SUPERCEDES STR–5458.2 REV "4"

SCALE: 1"=150'

SHEET OF SHEETS 3 OF 6

Van Ness Avenue
Bus Rapid Transit Study

AREA OF POTENTIAL EFFECT

CONTRACT NO.

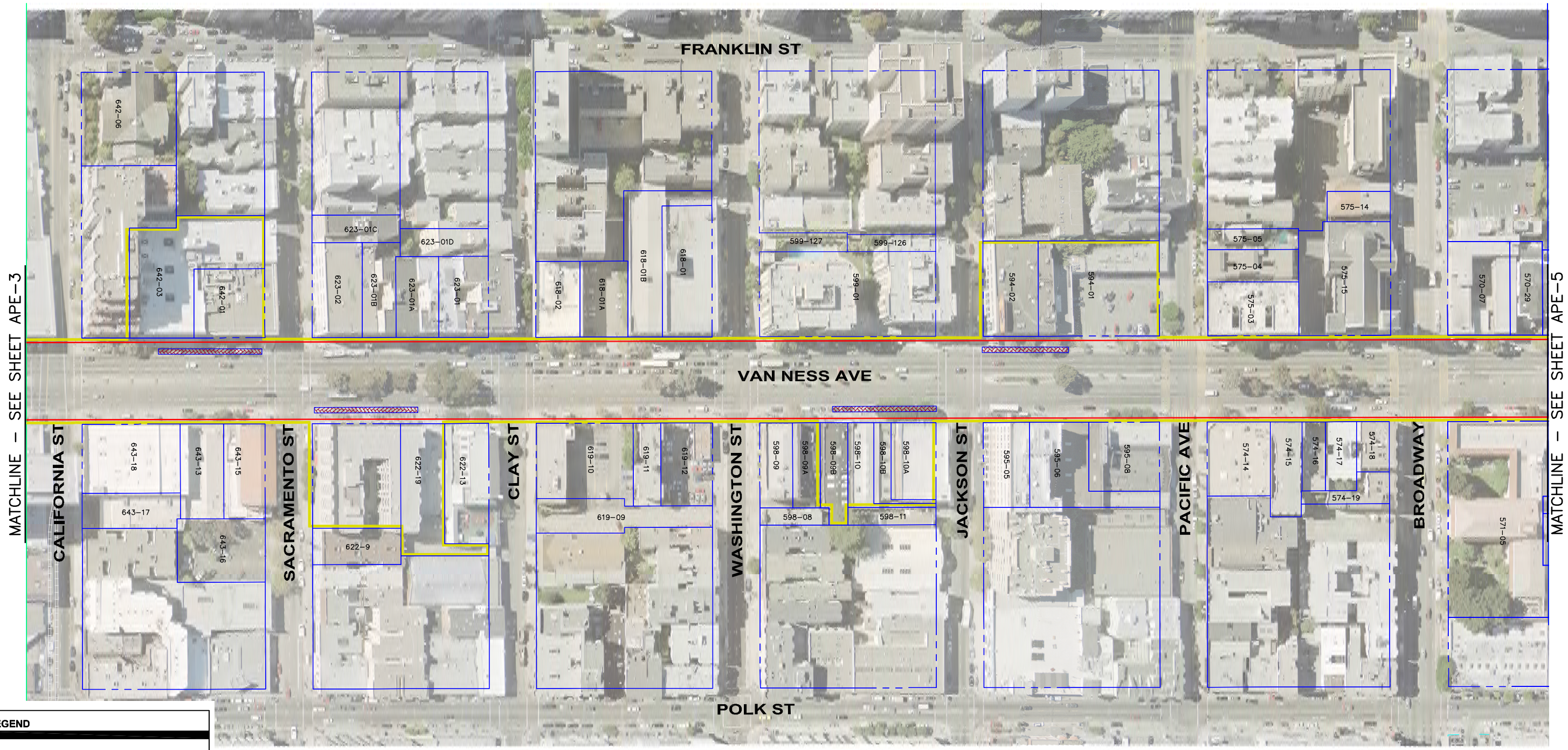
DRAWING NO. APE–3

FILE NO.

REV. NO.

Feb 16, 2009 – 11:03am R:\646904 Van Ness\Drawings\Civil\904–APE.dwg

1	2	3	4	5	6



LEGEND

- EXISTING R/W
- ARCHITECTURAL APE
- ARCHAEOLOGICAL APE
- PROPERTY LINE
- PROJECT LIMITS
- POTENTIAL SIDEWALK PLATFORM LOCATION

N

75' 0 75' 150'

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SUPERCEDES STR–5458.2 REV "4"

SCALE: 1"=150'

SHEET OF SHEETS 4 OF 6

Van Ness Avenue
Bus Rapid Transit Study

AREA OF POTENTIAL EFFECT

CONTRACT NO.

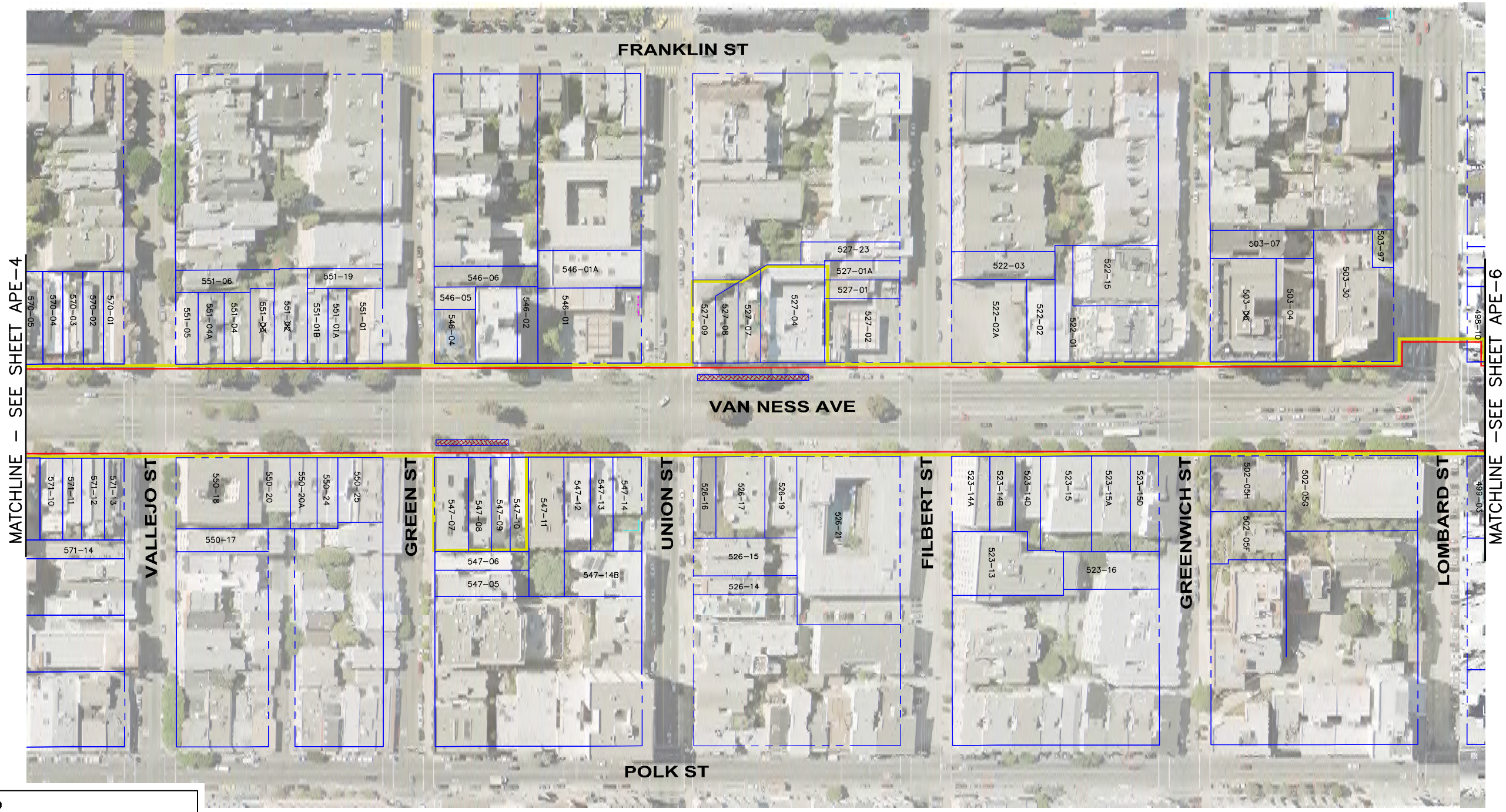
DRAWING NO. APE–4

FILE NO.

REV. NO.

Feb 16, 2009 – 11:00am R:\646904 Van Ness\Drawings\Civil\904–APE.dwg

1	2	3	4	5	6



LEGEND

EXISTING R/W	
ARCHITECTURAL APE	
ARCHAEOLOGICAL APE	
PROPERTY LINE	
PROJECT LIMITS	
POTENTIAL SIDEWALK PLATFORM LOCATION	

N

75' 0 75' 150'

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SUPERCEDES STR–5458.2 REV "4"

SCALE: 1"=150'

SHEET OF SHEETS 5 OF 6

Van Ness Avenue
Bus Rapid Transit Study

AREA OF POTENTIAL EFFECT

CONTRACT NO.

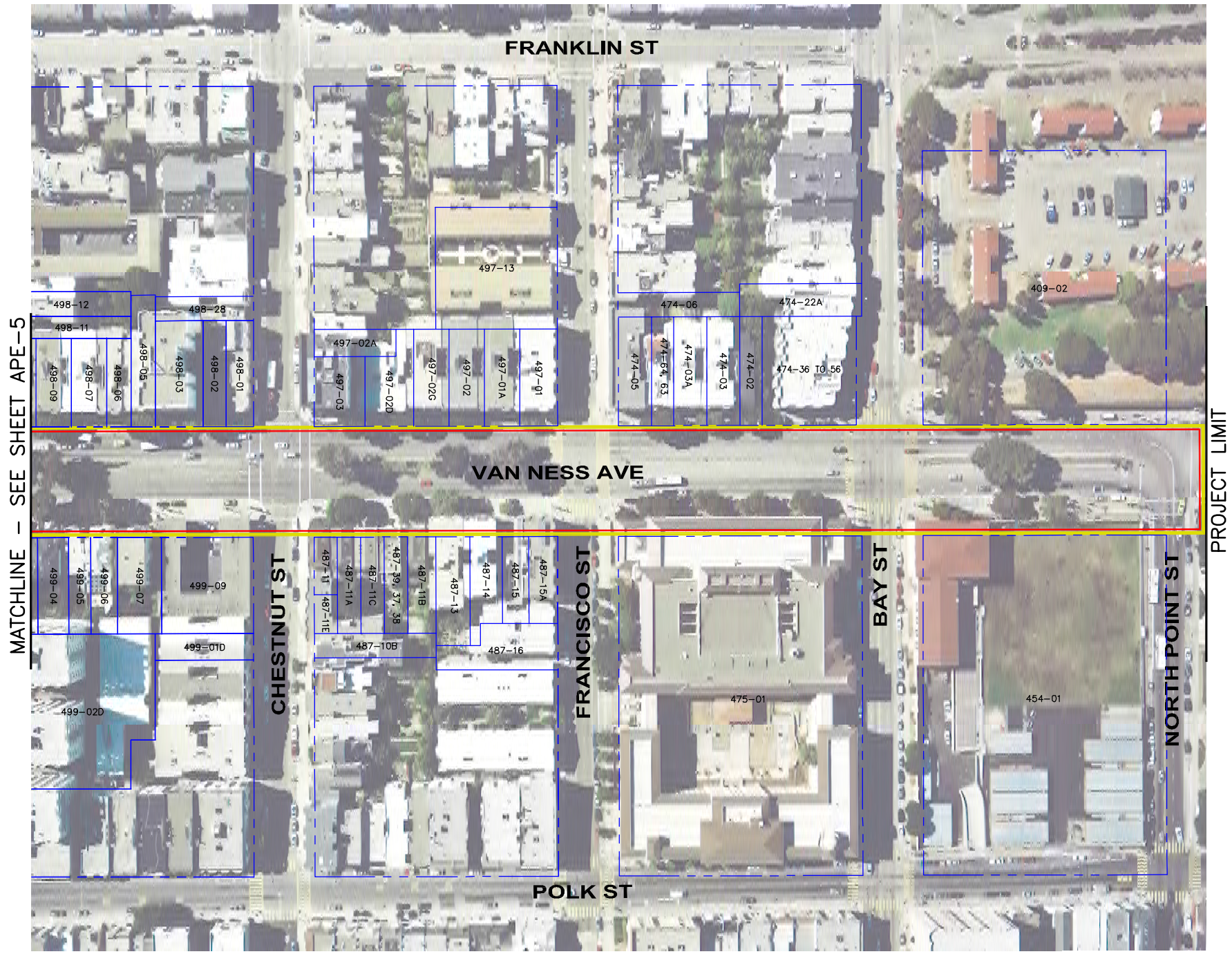
DRAWING NO. APE–5

FILE NO.

REV. NO.

Feb 16, 2009 – 10:58am R:\646904 Van Ness\Drawings\Civil\904–APE.dwg

1	2	3	4	5	6



LEGEND

EXISTING R/W	
ARCHITECTURAL APE	
ARCHAEOLOGICAL APE	
PROPERTY LINE	
PROJECT LIMITS	
POTENTIAL SIDEWALK PLATFORM LOCATION	

N

75' 0 75' 150'

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SUPERCEDES STR–5458.2 REV "4"

SCALE: 1"=150'

SHEET OF SHEETS 6 OF 6

Van Ness Avenue
Bus Rapid Transit Study

AREA OF POTENTIAL EFFECT

CONTRACT NO.

DRAWING NO. APE–6

FILE NO.

REV. NO.

Feb 16, 2009 – 10:55am R:\646904 Van Ness\Drawings\Civil\904–APE.dwg

Appendix E

Distribution List

Appendix E Distribution List

The Distribution List for the Draft EIS/EIR is provided below. A CD or hard copy of the Final EIS/EIR was sent to each party included in this Distribution List. Additionally, a CD of the Final EIS/EIR was sent to everyone who commented on the Draft EIS/EIR and provided a mailing address. An email with a link to the Final EIS/EIR digital file was sent to commenters who provided an email address but did not provide a physical mailing address.

Table E-1: Agency and Elected Officials Distribution List

ELECTED OFFICIALS	
U.S. SENATE	
The Honorable Barbara Boxer U.S. Senate 1700 Montgomery Street, Suite 240 San Francisco, CA 94111	The Honorable Dianne Feinstein U.S. Senate One Post Street, Suite 2450 San Francisco, CA 94104
U.S. HOUSE OF REPRESENTATIVES	
The Honorable Nancy Pelosi U.S. House of Representatives, District 12 907th Street, Suite 2-800 San Francisco, CA 94103	
CALIFORNIA STATE SENATE	
The Honorable Mark Leno California State Senate, District 11 455 Golden Gate Avenue, Suite 14800 San Francisco, CA 94102	The Honorable Leland Yee California State Senate, District 8 455 Golden Gate Avenue, Suite 14200 San Francisco, CA 94102
CALIFORNIA STATE ASSEMBLY	
Assembly Member Tom Ammiano California State Assembly, District 17 455 Golden Gate Avenue, Suite 14300 San Francisco, CA 94102	Assembly Member Phil Ting California State Assembly, District 19 455 Golden Gate Avenue, Suite 14600 San Francisco, CA 94102
COUNTY OF BOARD OF SUPERVISORS	
Board of Supervisors City and County of San Francisco City Hall, Room 244 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102-4689	
FEDERAL AGENCIES	
Federal Emergency Management Agency Attn: Regional Director 1111 Broadway, Suite 1200 Oakland, CA 94607 Federal Transit Administration Elizabeth Patel 1200 New Jersey Avenue Washington DC, 20590 Federal Transit Administration, Region IX* Ray Sukys 201 Mission Street, Suite 1650 San Francisco, CA 94105 National Park Service Attn: Frank Dean Golden Gate National Recreation Area Fort Mason, Building 201 San Francisco, CA 94123	Office of Environmental Policy & Compliance U.S. Department of Interior Main Interior Building, MS 2462 1849 C Street, NW Washington, D.C. 20240 U.S. Environmental Protection Agency Office of Federal Activities Ariel Rios Building Susan Bromm1200 Pennsylvania Avenue, NW Washington, D.C. 20460 U.S. Environmental Protection Agency, Region 9 Jared Blumenfeld, Administrator 75 Hawthorne Street San Francisco, CA 94105

Table E-1: Agency and Elected Officials Distribution List

STATE AGENCIES

California Air Resources Board
Attn: Tom Cackette
P.O. Box 2815
1001 I Street
Sacramento, CA 95812

California Department of Conservation
Attn: Mark Nechodom801 K Street, MS 2401
Sacramento, CA 95814

California Department of Fish & Wildlife
Attn: Chuck Armor
1416 Ninth Street
Sacramento, CA 95814

California Department of Transportation
Office of Transportation Planning - B
Attn: Tim Sable, IGR CEQA Branch
P.O. Box 23660
Oakland, CA 94623-0660

California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

California Public Utilities Commission
Attn: Michael Peevey
505 Van Ness Avenue
San Francisco, CA 94102

Caltrans Transportation Library
111 Grand Avenue, Room 12-639
Oakland, CA 94612

Native American Heritage Commission
Attn: Cynthia Gomez915 Capitol Mall, Room 364
Sacramento, CA 95814

Office of Historic Preservation
California Department of Parks and Recreation
Attn: Carol Roland-Nawi, SHPO
P.O. Box 942896
Sacramento, CA 94296-0001

Regional Water Quality Control Board
Attn: Judy Huang
San Francisco Bay Region
1515 Clay Street, Suite 1400
Oakland, CA 94612

State Office of Intergovernmental Management
State Clearinghouse
1400 Tenth Street, Room 121
P.O. Box 3044
Sacramento, CA 95812-3044

REGIONAL AND LOCAL AGENCIES

Association of Bay Area Governments
Attn: Susan Ryder
PO Box 2050
Oakland, CA 94604-2050

Bay Area Air Quality Management District
Planning Department
Attn: Jack Broadbent
939 Ellis Street
San Francisco, CA 94109

Bay Area Rapid Transit District (BART)
Attn: Val Menotti
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Division of Fire Prevention & Investigation
Attn: Bill Mitchell, Captain
1660 Mission Street, 2nd Floor
San Francisco, CA 94103

City Hall Preservation Advisory Committee
Ellen Schumer, Chair
City Hall, Room 008
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Committee for Utility Liaison on Construction and Other Projects (CULCOP)
Department of Public Works
1155 Market Street, 3rd Floor
San Francisco, CA 94103

Regional Water Quality Control Board
San Francisco Bay Region
Attn: Melinda Wong
1515 Clay Street, Suite 1400
Oakland, CA 94612

San Francisco Arts Commission
Civic Design Review
Attn: Vicky Knoop
25 Van Ness Avenue, Suite 345
San Francisco, CA 94102

San Francisco Fire Department
Attn: Thomas Harvey, Fire Marshall
698 Second Street, Room 109
San Francisco, CA 94107-2015

San Francisco Historic Preservation Commission
Planning Department
Attn: Margaret Yuen
1650 Mission Street, Suite 400
San Francisco, CA 94103

San Francisco Mayors Office on Disability
Attn: Joanna Fraguli
401 Van Ness Avenue, Room 300
San Francisco, CA 94102

San Francisco Municipal Transportation Agency
Attn: Paul Bignardi
1 South Van Ness Ave. 7rdFloor
San Francisco, CA 94102

Table E-1: Agency and Elected Officials Distribution List

Department of Public Works
City and County of San Francisco
Attn: Brian Gatter
1 Dr. Carlton B. Goodlett Place
City Hall, Room 348
San Francisco, CA 94102

Golden Gate Bridge, Highway and Transportation District
Attn: Ms. Barbara Vincent
1011 Andersen Drive
San Rafael, CA 94901

Japantown Better Neighborhood Plan (BNP) Organizing Committee
San Francisco Planning Department
Paul Lord
1650 Mission Street, Suite 400
San Francisco, CA 94103

Mayor's office of Economic and Workforce Development
Todd Rufo City Hall, Room 448
1 Dr Carlton B Goodlett Place
San Francisco, CA 94102

Metropolitan Transportation Commission
Attn: Craig Goldblatt
101 8th Street
Oakland, CA 94607

Muni Accessibility Advisory Committee (MAAC)
One South Van Ness Avenue, 7th floor
San Francisco CA 94103-1267

Physical Access Committee
401 Van Ness Avenue, Room 300
San Francisco, CA 94102

San Francisco Planning Commission
Attn: Rodney Fong– President
1650 Mission Street, Suite 400
San Francisco, CA 94103

San Francisco Planning Department,
Environmental Planning
Attn: Viktoriya Wise
1650 Mission Street, Suite 400
San Francisco, CA 94103

San Francisco Public Utilities Commission
Attn: Marla Jurosek
1145 Market Street. 5TH Floor
San Francisco, CA 94103

Office of Community Investment and Infrastructure
Attn: Amy Cohen
Yerba Buena Center
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94102

San Francisco Urban Forestry Council
Attn: Mei Ling Hui
11 Grove Street
San Francisco, CA 94102

SF Department of Public Health
Attn: Stephanie Cushing
1380 Howard St., Suite 210,
San Francisco, CA 94102

SF Department of the Environment
Melanie Nutter, Executive Director
11 Grove Street,
San Francisco, CA 94102

*Copies were also sent to the FTA Region IX Office in Los Angeles, CA.

Table E-2: Stakeholder/Interested Organization/Individuals Distribution List

AGENCY/STAKEHOLDER/PARTY/INDIVIDUALS
Alliance for a Better District 6 P.O. Box 420782 San Francisco, 94142
The Avenue Assisted Living 1035 Van Ness Avenue San Francisco, 94109
Cathedral Hill Neighbors Association 1450 Sutter Street, PMB 309 San Francisco, CA 94109
Civic Center Stakeholder Group 163 Prospect Avenue San Francisco, CA 94110
Coalition for San Francisco Neighborhoods PO Box 320098 San Francisco, CA 94132
Cow Hollow Association P.O. Box 471136 San Francisco, CA 94147
Daniel Burnham Court 1 Daniel Burnham Ct San Francisco, CA 94109
Friends of Lafayette Park info@friendsoflafayettepark.org
Fox Plaza Tenants Association 1390 Market Street, Suite 107 San Francisco, CA 94102
Galileo Academy of Science and Technology 1150 Francisco Street San Francisco, CA 94109
Golden Gate Valley Neighborhood Association P.O. Box 9086 San Francisco, CA 94102
Gough Street Property Owners Association 2523 Gough Street San Francisco, CA 94123
Hayes Valley Neighborhood Association 300 Buchanan Street, #503 San Francisco, CA 94102
Lighthouse for the Blind and the Visually Impaired 214 Van Ness Avenue San Francisco, CA 94102
Livable City 995 Market Street, Suite 1450 San Francisco, CA 94103
Lower Polk Neighbors 1735 Van Ness Ave., #501 San Francisco, CA 94109
Marina Community Association 1517 North Point Street, Box # 531 San Francisco, CA 94123
Marina Merchants Association P.O. Box 471115 San Francisco, CA 94147
Middle Polk Neighbors P.O. Box 640918, San Francisco, CA 94164
North of Market Tenderloin Community Benefit District 134 Golden Gate Avenue, Suite A San Francisco, CA 94102
Pacific Heights Residents Association 2585 Pacific Avenue San Francisco, CA 94115
Opera Plaza Homeowners Association 601 Van Ness Avenue San Francisco, CA 94102
Pacific Professional Building Association 2100 Webster St # 120 San Francisco, CA 94115
Polk District Merchants Association 1563 Polk Street San Francisco, CA 94109
Presidio Heights Association of Neighbors P.O. Box 29503 San Francisco, CA 94129
ReLISTO 1318 Hayes Street San Francisco, CA 94117
Rescue Muni board@rescuemuni.org
Russian Hill Neighbors 1819 Polk Street, #221 San Francisco, CA 94109
San Francisco Ballet Chris Hellman Center for Dance 455 Franklin Street San Francisco, CA 94102
San Francisco Opera 301 Van Ness Avenue San Francisco, CA 94102
San Francisco Towers 1661 Pine Street San Francisco, CA 94109
San Francisco Architectural Heritage 2007 Franklin Street San Francisco, CA 94109
San Francisco Bicycle Coalition 833 Market Street, 10th Floor San Francisco, CA 94103
San Francisco Chamber of Commerce 235 Montgomery Street, 12th Floor San Francisco, CA 94104
San Francisco Planning + Urban Research Attn: Gabriel Metcalf, Executive Director 654 Mission Street San Francisco, CA 94105

Table E-2: Stakeholder/Interested Organization/Individuals Distribution List

Senior Action Network
1360 Mission St Suite 400
San Francisco, CA 94103

SF Transit Riders Union
P.O. Box 193141
San Francisco CA 94119

Symphony Towers Homeowners Association
750 Van Ness Avenue
San Francisco, CA 94102

TRANSDEF
P.O. Box 151439
San Francisco, CA 94915

Union Street Merchants Association
1686 Union Street, Suite 214
San Francisco, CA 94123

Urban Forestry Council
11 Grove Street
San Francisco, CA 94102

Walk SF
995 Market Street, Suite 1450
San Francisco, CA 94103

This page intentionally left blank.

Appendix F

Notice of Intent and Notice of Preparation

the FAA has decided to designate EWR as an IATA Level 2 Schedules Facilitated Airport for the summer 2008 scheduling season. The FAA understands EWR is currently Level 2 for certain international passenger terminal facilities, and this notice does not replace that schedule facilitation process done at the local airport level.

The FAA intends to work with carriers to review operations, particularly during the morning hours of 7 a.m. to 10 a.m. and afternoon and evening hours from 2 p.m. to 10 p.m. local time. The FAA is considering options to further address congestion and improve operational performance at EWR, including the timing of flights at the airport, and their impact on the airport's operation.

DATES: Schedules must be submitted no later than October 11, 2007.

ADDRESSES: Schedules may be submitted by mail to Slot Administration Office, AGC–240, Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202–267–7277; ARINC: DCAYAXD; or by e-mail to: *7–AWA-slotadmin@faa.gov*.

FOR FURTHER INFORMATION CONTACT: Komal Jain, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202–267–3073.

Issued in Washington, DC, on September 19th, 2007.

James W. Whitlow,

Deputy Chief Counsel.

[FR Doc. 07–4711 Filed 9–19–07; 2:26 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Proposed Dickson Southwest Bypass from US–70 to State Route 46 and/or Interstate 40, Dickson County, TN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in Dickson County, Tennessee.

FOR FURTHER INFORMATION CONTACT: Ms. Laurie S. Leffler, Assistant Division Administrator, Federal Highway Administration—Tennessee Division Office, 640 Grassmere Park Road, Suite 112, Nashville, TN 37211, or by phone at 615–781–5770.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Tennessee Department of Transportation will prepare an Environmental Impact Statement (EIS) on a proposal to construct a bypass around the southwest side of the City of Dickson, for a distance of approximately 10 miles.

Alternatives to be considered include: (1) No-build; (2) a Transportation System Management (TSM) alternative (3) one or more build alternatives that could include constructing a roadway on a new location, upgrading existing US–70 and State Route 46, or a combination of both, and (4) other alternatives that may arise from public input. Public scoping meetings will be held for the project corridor. As part of the scoping process, federal, state, and local agencies and officials; private organizations; citizens; and interest groups will have an opportunity to identify issues of concern and provide input on the purpose and need for the project, range of alternatives, methodology, and the development of the Environmental Impact Statement. A Coordination Plan will be developed to include the public in the project development process. This plan will utilize the following outreach efforts to provide information and solicit input: Newsletters, an internet website, e-mail and direct mail, informational meetings and briefings, public hearings, and other efforts as necessary and appropriate. A public hearing will be held upon completion of the Draft Environmental Impact Statement and public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA contact person identified above at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed program).

Issued on: September 18, 2007.

Laurie S. Leffler,

Assistant Division Administrator, Nashville, TN.

[FR Doc. E7–18796 Filed 9–21–07; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement for the Van Ness Avenue Bus Rapid Transit Project in San Francisco, CA

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent (NOI) to prepare Environmental Impact Statement (EIS).

SUMMARY: Pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA), the Council of Environmental Quality Regulations (40 CFR part 1505.6), and the California Environmental Quality Act (CEQA) Section 151710, the Federal Transit Administration (FTA), in cooperation with the San Francisco County Transportation Authority (SFCTA), will prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Van Ness Avenue Bus Rapid Transit (BRT) Project, an approximately two-mile transit improvement along Van Ness Avenue through the City and County of San Francisco, California. The Project would create dedicated bus lanes from approximately South Van Ness Avenue and Mission Street (south end) to Van Ness Avenue and Lombard Street (north end). The project would also establish high capacity stations with passenger amenities and low-level boarding platforms; real time bus arrival information systems; proof-of-payment fare verification; transit signal priority; and modern, high-capacity, low-floor, multi-door buses.

The EIS/EIR will evaluate the following alternatives: (1) No-Project/Baseline Alternative; (2) Van Ness Avenue BRT Project, which will include design options for the configuration of the BRT transitway and stations; and (3) any additional reasonable alternatives that emerge from the study process. The EIS will be prepared in accordance with FTA regulations (23 CFR 771 *et seq.*) implementing the National Environmental Policy Act (NEPA) as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU). The EIR will be prepared in accordance with the

California Environmental Quality Act (California Code of Regulation, Title 14, Chapter 3). As part of the EIS/EIR process, an evaluation of potential transit improvement alternatives will be completed (''alternatives analysis'') in accordance with 23 CFR Part 450 and inform the development of project alternatives.

Previous studies and documents relevant to this action include the recently completed Van Ness Avenue BRT Feasibility Study (December 2006); 2005 Prop K Strategic Plan (March 2005); 2004 San Francisco Countywide Transportation Plan (adopted July 20, 2004), and the New Transportation Expenditure Plan for San Francisco (Proposition K, approved November 4, 2003). These documents describe the planning and funding for transportation improvements in San Francisco, including BRT in major bus corridors. These documents can be downloaded at the Web site *www.sfcta.org*, or requested from the Authority.

EIS/EIR preparation will be initiated through a formal NEPA scoping process, which solicits input on issues and potential project impacts to consider in the environmental studies. Scoping will be accomplished through meetings and correspondence with interested persons, organizations, the general public, and Federal, State, and local agencies. Letters describing the proposed action and soliciting comments have been sent to the appropriate Federal, State, and local agencies, and to private organizations and individuals. Comments on issues and impacts to be considered in preparation of the EIS/EIR will be recorded in the project information database.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered must be postmarked no later than October 18, 2007 and should be sent to SFTA at the contact address below.

NEPA Scoping Meeting Date: The public scoping meetings will be held on October 2, 2007 at the Holiday Inn Golden Gateway, 1500 Van Ness Avenue, San Francisco, CA, from 6 p.m. to 8 p.m. The meeting agenda will include opportunities to speak with project staff, viewing of information on the project, a brief presentation of the project purpose and alternatives, and opportunity for meeting participants to comment on issues of interest. The open house will resume after the presentation and comment period. Project staff will be present to receive formal agency and public input regarding the scope of the environmental studies, key issues, and other suggestions. The meeting room is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, or any individual who requires English language interpretation should contact the SFCTA at 415–593–1423 at least 48 hours in advance of the meeting in order for the SFCTA to make necessary arrangements.

ADDRESSES: The scoping meeting will be held at the locations identified in the NEPA Scoping Meeting Date section above. Written comments should be sent to: Rachel Hiatt, Senior Transportation Planner, San Francisco County Transportation Authority; 100 Van Ness Avenue, 26th Floor; San Francisco, CA 94612. Phone: 415–522–4809 or *Rachel.Hiatt@sfcta.org.* To be added to the mailing list for the Van Ness Avenue BRT Project, contact Ms. Hiatt at the address listed above. Persons with special needs should leave a message at the phone number above.

FOR FURTHER INFORMATION CONTACT: Donna Turchie, Federal Transit Administration, Office of Planning and Program Development; 201 Mission Street, Suite 1650; San Francisco, CA 94105. Phone: 415–744–2737 or *Donna.Turchie@dot.gov.* Additional information on the Van Ness Avenue BRT Project can be found on the project Web site at: *http://www.vannessbrt.org/* and by contacting Rachel Hiatt at the SFCTA.

SUPPLEMENTARY INFORMATION:

I. Project Background

The proposed project would be located in a key north-south transportation corridor in the heart of the City and County of San Francisco. Van Ness Avenue is an important roadway and transit route serving high density commercial, residential, and civic/institutional areas along its length from the U.S. and State Highway Route 101 freeway on the south to San Francisco Bay on the north. It is an at-grade continuation of U.S. and State Highway Route 101 from the freeway to Lombard Street, which continues west to Doyle Drive and the Golden Gate Bridge. The roadway serves as a major thoroughfare for local traffic as well as through traffic, carrying over 50,000 people in cars per day and about 4000 people in vehicles during the pm peak hour. Transit service is provided by Muni routes 47 and 49, and by Golden Gate Transit (based in Marin County), which operates commute service and limited all-day service into San Francisco on Van Ness Avenue. About 43,000 passengers use Muni Routes 47 and 49 and the Golden Gate Transit Van Ness routes daily, with approximately 15,000 passengers riding daily within the Van Ness Avenue segment of service. A number of major east-west transit routes cross Van Ness Avenue and generate major bus-to-bus and bus-to-rail transfers with Van Ness Avenue services, including the muni Metro lines and the Muni lines 38 (Geary) and 38L (Geary Limited).

Traffic congestion in mix-flow traffic lanes and transit overcrowding result in poor transit service reliability and low average bus speeds, currently just 5 to 7 miles per hour during commute periods. Bus reliability is poor, with high variation in headways and bus bunching. Transit mode shares are low relative to the potential transit market along this corridor, where housing densities within one-quarter mile of Van Ness Avenue average over 90 units per acre, where 46% of households do not own a car (relative to 29% citywide), and where the city expects to add about 3,800 new housing units and 8,500 new jobs by 2025.

Van Ness Avenue has been identified as a high priority transit improvement corridor in a number of planning studies and funding actions by the City. The Authority's Four Corridors Plan (1995) and Muni's Vision for Rapid Transit (2000) identified Van Ness as a priority corridor for rapid transit improvements. Along with two other key transit corridors, Van Ness Avenue was designated for BRT improvements in the New Expenditure Plan for San Francisco, approved by voters as Proposition K, the reauthorization of the City's ½ cent transportation sales tax measure, in November 2003. The Expenditure Plan is the investment component of the 2004 San Francisco Countywide Transportation Plan, which sets forth the city's ''blueprint to guide the development of transportation funding priorities and policy'' with a key objective being the promotion and implementation of San Francisco's transit first policy through the development of a network of fast, reliable transit including bus rapid transit. The Van Ness Avenue BRT Feasibility Study was initiated in 2004, completed in 2006, and evaluated the feasibility of four alternative BRT configurations on Van Ness Avenue. Four BRT alternatives were developed and compared with a No Project scenario, in conjunction with a comprehensive public and agency participation program. The Feasibility Study found that all four BRT configurations are feasible on Van Ness and recommended an environmental analysis to identify a preferred alternative. The alternatives form the

foundation for the BRT improvements to be evaluated in the proposed project EIS/EIR.

II. Purpose and Need

The City and County of San Francisco adopted as part of the 2004 Countywide Transportation Plan and its investment component, the New Expenditure Plan for San Francisco, a bus rapid transit strategy for expanding rapid transit service in San Francisco. The BRT network is intended to address the following purpose:

1. Support the city's growth and development needs
2. Better serve existing transit riders and stem and reverse the trend toward transit mode share loss
3. Improve the operational efficiency and cost effectiveness of the transportation system.

A BRT network can meet those goals by:—

- Improving transit levels of service cost effectively.
- Strengthening rapid transit services
- Raising the cost effectiveness of Muni service and operational efficiency of transit preferential streets
- Contributing to livability of BRT corridors

Specific Van Ness BRT project purpose and need statements linked to these goals were subsequently established to guide the development of a BRT project for the Van Ness Avenue corridor. They guided preparation of the Van Ness Avenue BRT Feasibility Study (2005–2006), and include:

- *Close the performance gap between transit and automobile travel on Van Ness Avenue.* For transit, this means reducing travel time (including wait time); significantly increasing reliability and reducing bunching; reducing crowding; and improving connectivity and safety.
- *Raise the operational efficiency of Van Ness Avenue.* San Francisco has limited roadway capacity and no space to expand the network. It is also difficult in many areas to travel by auto given the obstacles—limited capacity and resulting congestion on key roadway segments. It is city policy to encourage travel by higher capacity modes to expand the transportation network's carrying capacity and use it more efficiently. BRT offers a means to expand the overall capacity of Van Ness Avenue. However, transit buses must be separated from the existing traffic and pedestrian congestion and other impediments to efficient, fast travel.

Transit infrastructure improvements would allow Muni to operate buses more efficiently and improve the productivity of buses by enabling each bus to complete more runs per hour. Frequent stops and starts and slowed, sometimes uneven, operations in congested conditions increase the wear and tear on buses and also fuel consumption. Improving average bus speeds would lead to more efficient operations and allow Muni to serve more passengers at a lower cost per passenger.

- *Raise the level of amenities and urban design of Van Ness Avenue.* Van Ness Avenue is currently not an appealing urban environment for pedestrians. The Van Ness Avenue BRT Project incorporates elements that enhance the urban design and identity of Van Ness Avenue, especially at major transit nodes such as Mission Street and South Van Ness, Market Street, and Geary and O'Farrell streets. Transit capital improvements properly done and integrated with other design initiatives would make the street more livable and attractive for residents and commercial and institutional uses along its length. The BRT on Van Ness Avenue Project would incorporate pedestrian safety and urban design features and help transform Van ness Avenue into a ''signature Preferential Transit Street and distinctive gateway into San Francisco.''
- *Accommodate future mobility needs.* This need is linked to the continuing growth in the San Francisco and the region. More housing and more households now exist than in 2000 and they are projected to continue growing, with population increasing almost 20 percent by 2030 (Association of Bay Area Governments, *Projections 2005;* San Francisco's 2000 population was 776,733; 2030 population is projected to be 924,600). Employment is forecast to grown by 29 percent during the same period, to 829,090 jobs available by 2030 (ABAG). Along the Van Ness Avenue corridor itself, over 3,800 new housing units and 8,500 new jobs are anticipated. Transit priority and other congestion management measures offer an important way to accommodate the resulting growth in travel demand, which will be focused on the major transportation corridors in the city. Van Ness Avenue is one of these critical corridors.

III. Alternatives

Alternatives to be reviewed in the include a (1) No-Project/Baseline Alternative, which would encompass low cost improvements to corridor bus services, such as bus stop amenities and limited transit signal priority; (2) Van Ness Avenue BRT Project, which would provide a full complement of BRT improvements in two or more cross-sectional configurations for Van Ness Avenue between approximately Mission Street and Lombard Street; and (3) any other service, alignment or cross-sectional alternatives that emerge from the scoping and alternatives analysis processes.

The No-Project Alternative assumes a 2030 condition of land use and transportation capital and service improvements that are programmed or planned to be implemented by the San Francisco Municipal Transportation Agency (MTA, which includes San Francisco Muni and the Department of Parking and Traffic) and other transit providers in the study area (e.g. Golden Gate Transit, Caltrain, the commuter rail service between San Francisco and San Jose, and the Bay Area Rapid Transit District, or BART, a regional rail service provider). For transit, these include upgraded bus stops and passenger information/communication systems. Other transportation system improvements, such roadway traffic management measures, street lighting upgrades, and street resurfacing/landscaping projects that would be the responsibility of the San Francisco Department of Public Works (DPW), the Public Utilities Commission (PUC), or the California State Department of Transportation (Caltrans), will be included in the 2030 No-Project network. This network will also form the background network for the build alternatives.

The Van Ness Avenue BRT Project would include, among other features, dedicated transit lanes within the existing Van Ness Avenue right-of-way; sheltered, low-platform passenger stations with real time bus arrival passenger information signs, lighting, and wayfinding; self-service fare vending on station platforms and on-board proof-of-payment verification; and advanced transit traffic signal priority and traffic management systems to reduce bus delays at signalized intersections yet maintain acceptable traffic flow. Passenger stations would be spaced on average every 940 feet with local bus service one block to the east. BRT transitway and stations improvements would be made entirely within existing public rights-of-way; improvements outside of existing public rights of way are not anticipated with the *possible* exception of required improvements to existing Muni bus storage and maintenance facilities and to off-alignment intersections and parking facilities for mitigation of project impacts. Variations in the cross-section for the BRT transitway and the locations of stations are anticipated and would comprise design options for the

basic BRT alignment. A two-way transitway either in the median of Van Ness Avenue or along the outside curbs (one northbound BRT lane along the east curb/parking lane; one southbound BRT lane along the west curb/parking lane) and, correspondingly, stations in the median or as extensions of the sidewalk were considered in the Van Ness Avenue BRT Feasibility Study and warrant further evaluation as part of the EIS/EIR and alternatives analysis.

The SFCTA in association with Muni will evaluate the procurement of modern low-floor high-capacity vehicles that would be assigned to the BRT service and have added features, such as two-sided multidoor access, passenger station docking assist, and other amenities. Streetscape improvements, such as enhanced landscaping and pedestrian access along Van Ness Avenue, are also included in the proposed BRT project.

IV. Probable Effects

FTA and SFCTA will evaluate the transportation, environmental, social, and economic impact of each alternative. Effects of the Van Ness Avenue BRT Project will be compared to the No Project/Baseline. The overall benefits of the Van Ness Avenue BRT Project, including on transit speeds and reliability, new riders, and transportation system user benefits, will be relative to the No Project/Baseline Alternative. The Van Ness Avenue BRT Project Alternative is expected to improve transit speeds and increase transit reliability; increase bus transit ridership; improve access and mobility for San Francisco residents, many of whom are highly dependent on transit; and provide competitive transit access to major employment and activity centers relative to the No Project/Baseline Alternative.

Increased congestion and worsening conditions for transit service along Van Ness Avenue are expected without a significant improvement. The No Project/Baseline Alternatives would not eliminate the main impediments to efficient and effective service in the corridor—auto/transit conflicts in mixed-flow lanes. The Van Ness Avenue BRT Project may affect the following areas: Traffic operations; parking; local access and circulation; visual and aesthetic effects; historic and cultural resources; disturbance of pre-existing hazardous wastes; and temporary construction-phase impacts. Impacts of the Van Ness Avenue BRT Project will be evaluated for both the construction period and for the long-term period of operation. Mitigation measures will be identified and evaluated for avoiding and reducing adverse effects.

To ensure all significant issues related to the proposed project are identified and addressed in the ESI/EIR and alternatives analysis, comments and suggestions are invited from all interested parties. Comments, suggestions, and questions concerning the proposed action should be directed to the contacts listed above.

V. FTA Procedures

In accordance with the FTA policy, all Federal laws, regulations and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500–1508 and 23 CFR part 771); the conformity requirements of the Clean Air Act; section 4040 of the Clean Water Act; Executive Order 12898 regarding environmental justice; the National Historic Preservation Act; the Endangered Species Act; and section 4(f) of the Department of Transportation Act, will be addressed to the maximum extent practicable during the NEPA process. Prior transportation planning studies may be pertinent to establishing the purpose and need for the proposed action and the range of alternatives to be evaluated in detail in the EIS/EIR. The Draft EIS/EIR will be prepared simultaneously with conceptual engineering for the alternatives, including bus stop and alignment options. The Draft EIS/EIR process will address the potential use of Federal funds for the proposed action, as well as assessing social, economic, and environmental impacts of the proposed Van Ness Avenue BRT Project. The Project will be refined to minimize and mitigate any adverse impacts.

After publication, the Draft EIS/EIR will be available for public and agency review and comment, and a public hearing will be held. Based on the Draft EIS/EIR and comments received, the San Francisco County Transportation Authority Board will select a locally preferred alternative (LPA) for further assessment in the Final EIS/EIR, which will be based on further engineering of the LPA and other remaining alternatives. SFCTA intends to request FTA approval to enter Project Development and secure funding under the Small Starts program prior to initiating further engineering (e.g., preliminary engineering) and preparing the Final EIS/EIR.

Issued on September 19, 2007.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 07–4713 Filed 9–21–07; 8:45 am]

BILLING CODE 4910–57–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–43 (Sub-No. 180X)]

Illinois Central Railroad Company—Abandonment Exemption—in Adams County, MS

Illinois Central Railroad Company (ICR) has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon approximately 0.46 miles of rail line, between milepost 148.67 and milepost 148.21, in Natchez, Adams County, MS. The line traverses United States Postal Service Zip Code 39120.

ICR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen,* 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

September 13, 2007

SUBJECT: NOTICE OF PREPARATION/NOTICE THAT AN EIR IS REQUIRED
Van Ness Avenue Bus Rapid Transit (BRT) Project
Environmental Impact Statement/Environmental Impact Report (EIS/EIR)

The San Francisco County Transportation Authority (SFCTA) and Federal Transit Administration (FTA), as joint lead agencies, will prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) and an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for the following proposed project:

PROJECT TITLE: Van Ness Avenue Bus Rapid Transit (BRT)

The Authority requests the views of your agency on the scope and content of the environmental information relevant to your agency's jurisdictional or regulatory responsibilities. If your agency is a responsible agency or trustee agency as defined by State California Environmental Quality Act (CEQA) Guidelines (Sections 15381 and 15386), your agency will need to use the EIS/EIR prepared for this project when considering your permit or other approval for the project. If your agency is not a responsible or trustee agency as defined by CEQA guidelines, or if you are an interested individual or organization, we would still appreciate your views on the scope of the environmental document for this project.

The project description, location, and probable environmental effects are described herein, along with dates, times, and locations of project scoping meetings. The project has the potential to have a significant effect on the environment, and therefore an EIS/EIR is required pursuant to State CEQA Guidelines 15060(d). No initial study has been prepared. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than 30 days after the receipt of this notice, or October 18, whichever is later. Please send your responses no later than October 18, 2007 to **Rachel Hiatt, Senior Transportation Planner; San Francisco County Transportation Authority; 100 Van Ness Avenue, 26th Floor; San Francisco, CA 94102.** Phone: (415) 522-4809. Fax: (415) 522-4829. E-mail: Rachel.Hiatt@sfcta.org. Please include the name of an appropriate contact person in your agency for continued EIS/EIR coordination.

BACKGROUND/PROJECT DESCRIPTION

The proposed project would be located in a key north-south transportation corridor in the heart of the City and County of San Francisco. Van Ness Avenue is an important roadway and transit route serving high density commercial, residential, and civic/institutional areas along its length from the U.S. and State Highway Route 101 freeway on the south to San Francisco Bay on the north. It is an at-grade continuation of U.S. and State Highway Route 101 from the freeway to Lombard Street, which continues west to Doyle Drive and the Golden Gate Bridge. The roadway serves as a major thoroughfare for local traffic as well as through traffic, carrying over 50,000 people in cars per day and about 4000 people in vehicles during the pm

peak hour. Transit service is provided by Muni routes 47 and 49, and by Golden Gate Transit (based in Marin County), which operates commute service and limited all-day service into San Francisco on Van Ness Avenue. About 43,000 passengers use Muni Routes 47 and 49 and the Golden Gate Transit Van Ness routes daily, with approximately 15,000 passengers riding daily within the Van Ness Avenue segment of service. A number of major east-west transit routes cross Van Ness Avenue and generate major bus-to-bus and bus-to-rail transfers with Van Ness Avenue services, including the Muni Metro lines and the Muni lines 38 (Geary) and 38L (Geary Limited).

Traffic congestion in mixed-flow traffic lanes and transit overcrowding result in poor transit service reliability and low average bus speeds, currently just 5 to 7 miles per hour during commute periods. Bus reliability is poor, with high variation in headways and bus bunching. Transit mode shares are low relative to the potential transit market along this corridor, where housing densities within one-quarter mile of Van Ness Avenue average over 90 units per acre, where 46% of households do not own a car (relative to 29% citywide), and where the city expects to add about 3,800 new housing units and 8,500 new jobs by 2025.

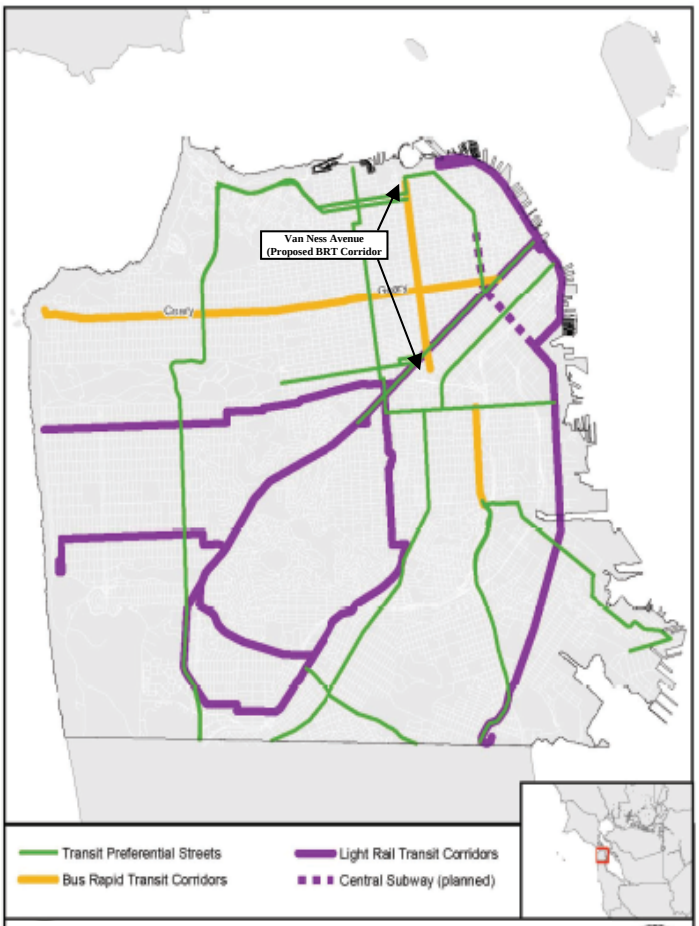


Figure 1 - Project Location in City and County of San Francisco and Transit Priority Network

Van Ness Avenue has been identified as a high priority transit improvement corridor in a number of planning studies and funding actions by the City. The Authority's Four Corridors Plan (1995) and Muni's Vision for Rapid Transit (2000) identified Van Ness as a priority corridor for rapid transit improvements. Along with two other key transit corridors, Van Ness Avenue was designated for BRT improvements in the New Expenditure Plan for San Francisco, approved by voters as Proposition K, the reauthorization of the City's ½ cent transportation sales tax measure, in November 2003. The Expenditure Plan is the investment component of the 2004 San Francisco Countywide Transportation Plan, which sets forth the city's "blueprint to guide the development of transportation funding priorities and policy" with a key objective being the promotion and implementation of San Francisco's transit first policy through the development of a network of fast, reliable transit including bus rapid transit..

The Van Ness Avenue BRT Feasibility Study was initiated in 2004, completed in 2006, and evaluated the feasibility of four alternative BRT configurations on Van Ness Avenue. Four BRT alternatives were developed and compared with a No Project scenario, in conjunction with a comprehensive public and agency participation program. The Feasibility Study found that all four BRT configurations are feasible on Van Ness and recommended an environmental analysis to identify a preferred configuration. The alternatives form the foundation for the BRT improvements to be evaluated in the proposed project EIS/EIR.

Previous studies and documents relevant to this action include the recently completed *Van Ness Avenue BRT Feasibility Study* (December 2006); *2005 Prop K Strategic Plan* (March 2005); *2004 San Francisco Countywide Transportation Plan* (adopted July 20, 2004), and the *New Transportation Expenditure Plan for San Francisco* (Proposition K, approved November 4, 2003). These documents describe the planning and funding for transportation improvements in San Francisco, including BRT in major bus corridors.

EIS/EIR preparation will be initiated through a formal CEQA/NEPA scoping process, which solicits input on the range of alternative to be analyzed and potential project impacts to consider in the environmental studies. Scoping will be accomplished through meetings and correspondence with interested persons, organizations, the general public, and federal, state, and local agencies, including public scoping meetings to be held on:

Tuesday October 2nd
Holiday Inn Golden Gateway – Crystal Room
1500 Van Ness Avenue (at Pine)
6-8 pm

Thursday October 4th
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor (at Fell)
6-8 pm

An agency scoping meeting will be held on:

Thursday October 4th
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor (at Fell)
1-3 pm

Comments on issues and impacts to be considered in preparation of the EIS/EIR will be recorded.

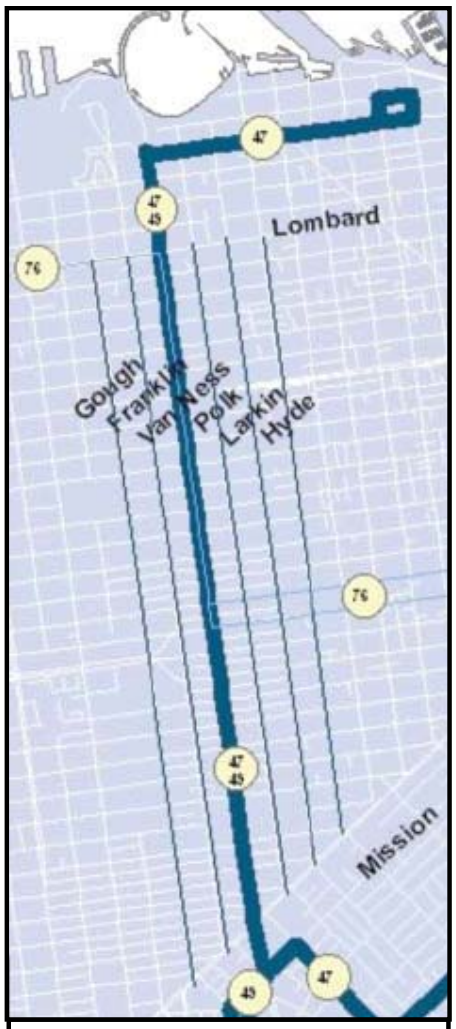


Figure 2 Study Area

<u>Purpose of and Need for the Project</u>

The San Francisco County Transportation Authority adopted as part of the 2004 Countywide Transportation Plan and its investment component, the New Expenditure Plan for San Francisco, a BRT strategy for expanding rapid transit service in San Francisco. The BRT network is intended to address the following purpose:

1. Support the city's growth and development needs
2. Better serve existing transit riders and stem and reverse the trend toward transit mode share loss
3. Improve the operational efficiency and cost effectiveness of the transportation system.

A BRT network can meet those goals by:—

- Improving transit levels of service cost effectively;
- Strengthening rapid transit services;
- Raising the cost effectiveness of Muni service and operational efficiency of transit preferential streets; and
- Contributing to livability of BRT corridors.

The Project and Project Alternatives

Alternatives to be reviewed in the EIS/EIR include a (1) combined No-Project Systems Management / Baseline Alternative, which would propose improvements to corridor bus services, such as fare prepayment / proof of payment and limited transit signal priority; (3) Van Ness Avenue BRT Project, which would expand upon the No Project/TSM/Baseline to provide a full complement of BRT improvements in two or more cross-sectional configurations for Van Ness Avenue between approximately Mission Street and Lombard Street; and (4) any other service, alignment or cross-sectional alternatives that emerge from the scoping and alternatives analysis processes.

The No-Project/TSM/Baseline Alternative assumes a 2030 condition of land use and transit capital and service improvements that are programmed or planned to be implemented by the San Francisco Municipal Transportation Agency (MTA, which includes San Francisco Muni and the Department of Parking and Traffic) and other transit providers in the study area (e.g., Golden Gate Transit, Caltrain, the commuter rail service between San Francisco and San Jose, and the Bay Area Rapid Transit District, or BART, a regional rail service provider). For transit, these include upgraded bus stops and passenger information/communication systems. Other transportation system improvements, such roadway traffic management measures, street lighting upgrades, and street resurfacing/landscaping projects that would be the responsibility of the San Francisco Department of Public Works (DPW), the Public Utilities Commission (PUC), or the California State Department of Transportation (Caltrans), will be included in the 2030 No-Project network. This network will also form the background network for the build alternatives.

No Project/TSM/Baseline Alternative would provide additional expected, low capital cost service enhancements, but not dedicated transit lanes. Low cost improvements would include such elements as modern traffic signals with the capability of providing transit signal priority and upgraded bus stops and passenger information/communication systems.

The Van Ness Avenue BRT Project would include, among other features:

- Dedicated transit lanes within the existing Van Ness Avenue right-of-way;
- Sheltered, low-platform passenger stations with real-time bus arrival passenger information signs, lighting, and fare ticketing machines;
- Off-vehicle self-service fare vending and on-board proof-of-payment verification; and
- Advanced transit traffic signal priority and traffic management systems to reduce bus delays at signalized intersections yet maintain acceptable traffic flow.

Passenger stations would be spaced on average every 940 feet with local bus service one block to the east. BRT transitway and station improvements would be made entirely within existing public rights-of-way; improvements outside of existing public-rights of way are not anticipated with the possible exception of required improvements to existing Muni bus storage and maintenance facilities and to off-alignment intersections for mitigation of project impacts. Variations in the cross-section for the BRT transitway and the locations of stations are anticipated and would comprise design options for the basic BRT alignment. A two-way transitway either in the median of Van Ness Avenue or along the outside curbs (one northbound BRT lane along the east curb/parking lane; one southbound BRT lane along the west curb/parking lane) and, correspondingly, stations in the median or as extensions of the sidewalk were considered in the Van Ness Avenue BRT Feasibility Study and warrant further evaluation as part of the EIS/EIR and alternatives analysis.

The Authority, in association with SFMTA, will evaluate the procurement of modern low-floor high-capacity vehicles that would be assigned to the BRT service and have added features, such as two-sided, multidoor access, passenger station docking assist, and other amenities. Streetscape improvements, such as enhanced landscaping and pedestrian access along Van Ness Avenue, are also included in the proposed BRT project.

THE EIS/EIR PROCESS AND THE ROLE OF PARTICIPATING AGENCIES AND THE PUBLIC

The purpose of the EIS/EIR process is to explore in a public setting potentially significant effects of implementing the proposed action and alternatives on the physical, human, and natural environment. Areas of investigation include, but are not limited to, land use, development potential, land acquisition and displacements, historic resources, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

Regulations implementing NEPA and CEQA, as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS/EIR process. Section 6002 of SAFETEA-LU requires that FTA and the Authority do the following: (1) extend an invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become “participating agencies,” (2) provide an opportunity for involvement by participating agencies and the public in helping to define the purpose and

need for a proposed project, as well as the range of alternatives for consideration in the impact statement, and (3) establish a plan for coordinating public and agency participation in and comment on the environmental review process. An invitation to become a participating agency, with the scoping information packet appended, will be extended to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project. It is possible that we may not be able to identify all Federal and non-Federal agencies and Indian tribes that may have such an interest. Any Federal or non-Federal agency or Indian tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity Rachel Hiatt at the contact numbers identified above.

A comprehensive public and agency involvement program is under development. The program includes a project Web site (www.vannessbrt.org); outreach to local and county officials and community and civic groups; a public scoping process to define the issues of concern among all parties interested in the project; establishment of a citizens advisory committee and organizing periodic meetings with that committee; a public hearing on release of the draft EIS/EIR; and development and distribution of project Fact Sheets.

The purpose of and need for the proposed project has been preliminarily identified in this notice. We invite the public and participating agencies to consider the preliminary statement of purpose of and need for the proposed project, as well as the alternatives proposed for consideration. Suggestions for modifications to the statement of purpose of and need for the proposed project and any other alternatives that meet the purpose of and need for the proposed project are welcomed and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are also welcomed. There will be additional opportunities to participate in the scoping process at the public meetings announced below.

In accordance with 23 CFR 771.105(a) and 771.133 and with CEQA and the implementing regulations, FTA and SFCTA will comply with all Federal and state environmental laws, regulations, and federal executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500-1508, and 23 CFR Part 771), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the DOT Act (23 CFR 771.135), federal Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands, and the CEQA laws and regulations.

The Authority intends to request FTA approval to enter Project Development and secure funding under the Small Starts program (SAFETEA-LU amended 49 U.S.C. 5309) prior to initiating further engineering (e.g., preliminary engineering) and preparing the Final EIS/EIR.

To ensure that the full range of issues related to this proposed action will be addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS/EIR should be directed to Rachel Hiatt, as noted above.

INITIATION OF STUDIES/SCOPING MEETINGS

To assure public involvement at the initiation of studies on this project, public scoping meetings are scheduled as follows:

October 2, 2007 **Holiday Inn Golden Gateway** **Crystal Room** **1500 Van Ness Avenue** **San Francisco, CA** **6 p.m. to 8 p.m.**	**October 4, 2007** **San Francisco County Transportation Authority** **100 Van Ness Avenue, 26th Floor** **San Francisco, CA** **6 p.m. to 8 p.m.**

The first 30 minutes of the meeting will be an open house and a viewing of exhibits. A brief presentation of the project purpose and alternatives will follow, with meeting participants provided the opportunity to comment on issues of interest. The open house will resume after the presentation and comment period. Project staff will be present to receive formal public input regarding the scope of the environmental studies, key issues, and other suggestions. Opportunities will be offered during the scoping meeting for comments to be provided either orally or in writing during the entire scoping comment period.

The meeting room is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, or any individual who requires English language interpretation should contact the Authority at 415-522-4809 at least 48 hours in advance of the meeting in order for the Authority to make necessary arrangements.

An agency scoping meeting will also be held:

October 4, 2007 **San Francisco County Transportation Authority** **100 Van Ness Avenue, 26th Floor** **San Francisco, CA** **1 p.m. to 3 p.m.**

ADDRESSES/CONTACT LIST/FURTHER INFORMATION

Written comments during scoping or on the proposed project in general should be sent to: Rachel Hiatt, Senior Transportation Planner, San Francisco County Transportation Authority; 100 Van Ness Avenue, 26th Floor; San Francisco, CA 94102. Phone: 415-593-1423 or (e-

Appendix G

Notice of Completion and Notice of Availability for the Draft EIS/EIR

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

NOTICE OF AVAILABILITY/NOTICE OF COMPLETION
FOR THE
VAN NESS AVENUE BUS RAPID TRANSIT PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

In compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) Section 15087, the Federal Transit Administration (FTA) and the San Francisco County Transportation Authority (SFCTA or Authority), in cooperation with the San Francisco Municipal Transportation Agency (SFMTA), have prepared a joint Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Van Ness Avenue Bus Rapid Transit (BRT) Project. This Draft EIS/EIR has been prepared pursuant to the requirements of both NEPA and CEQA. Both laws require that projects with a potential for significant adverse environmental effects be reviewed in an EIS and EIR, respectively. This Notice of Availability/Notice of Completion serves as a notice to the public regarding the availability of this environmental document, and it seeks public opinion and comment on the findings in the Draft EIS/EIR. FTA is the lead agency for the purposes of NEPA, and the Authority is the lead agency for the purposes of CEQA.

PROJECT LOCATION

The Van Ness Avenue BRT is proposed in the northeastern quadrant of the City and County of San Francisco, California. Van Ness Avenue is a primary north-south transit corridor in San Francisco. The proposed BRT alignment follows Van Ness Avenue (and one block of South Van Ness Avenue), a north-south primary arterial, and extends approximately 2 miles from Mission Street to Lombard Street. Replacement of the overhead contact system (OCS) support pole/ streetlight network, as part of the project, would extend from Mission Street to North Point Street, approximately 4 blocks beyond the BRT runningway northern limit. A location map is attached.

PROJECT DESCRIPTION

BRT is intended as an affordable approach to creating rapid transit along San Francisco's major north-south transit route. Three build alternatives, one design option, and a no build (no action) alternative are analyzed in the Draft EIS/EIR. Under each build alternative, two mixed-flow traffic lanes (one southbound [SB] and one northbound [NB]) would be converted into two dedicated transit lanes (one SB and one NB). The build alternatives would occur entirely within the existing street right-of-way. The Van Ness Avenue BRT Project would incorporate the following features:

- **Dedicated bus lanes** separated from regular (mixed-flow) traffic to reduce delays due to congestion.
- **Level boarding** to decrease passenger loading time, increase service reliability, and improve access for all users.

- **Consolidated transit stops** to reduce delays due to existing stop spacing that does not meet Muni standards.
- **High-quality stations**, each with an elevated platform, canopy for weather protection, comfortable seating, vehicle arrival time information, landscaping, and other amenities. Platforms would be large enough to safely and comfortably accommodate waiting passengers, long enough to load two BRT vehicles, and would provide Americans with Disabilities Act (ADA) accessibility.
- **Platform Proof of Payment** to allow passengers to swipe their fare cards before the buses arrive, reducing passenger loading time.
- **Traffic signal optimization** using technology upgrades to allow real-time traffic management and optimal signal timing.
- **Transit Signal Priority (TSP)** to recognize bus locations and provide additional green light time for buses approaching intersections to reduce delay at red lights.
- **Pedestrian safety enhancements,** including enhanced median refuges, nose cones, curb bulbs to reduce crossing distances at intersections, and accessible pedestrian signals with crossing time countdowns.
- **Removal of left-turn pocket lanes** (as a design option) for mixed-flow traffic at certain intersections to reduce conflicts with the BRT operation.

The BRT build alternatives also include full replacement of the existing OCS support pole/ streetlight network between Mission Street and North Point Street. The OCS provides overhead electrical energy for the existing SFMTA, or Muni, operated trolley buses, and the replacement OCS would serve the proposed BRT vehicles.

PROJECT PURPOSE AND NEED

The Van Ness Avenue BRT Project is intended to improve the safety and operational efficiency of Van Ness Avenue to:

- Significantly improve transit reliability, speed, connectivity, and comfort.
- Improve pedestrian comfort, amenities, and safety.
- Enhance the urban design and identity of Van Ness Avenue.
- Create a more livable and attractive street for residential, commercial, and other activities.
- Accommodate safe multimodal circulation and access within the corridor.
- Existing transit services in the corridor, two Muni transit lines (49 and 47) and three Golden Gate regional bus routes, suffer from poor performance in terms of speed and reliability. A key need for transit service on Van Ness Avenue is to close the performance gap, in ridership and in travel time, between transit and automobile travel. Attainment of these transit improvement objectives must be balanced with the need to accommodate mixed traffic, pedestrian, bicycle and goods circulation, and access within the corridor, as well as maintain on-street parking for loading/unloading and drop-off access.

ENVIRONMENTAL IMPACTS

The Draft EIS/EIR evaluates the environmental effects that would result from each project alternative and the design option. The Draft EIS/EIR identifies measures to avoid, minimize, and mitigate environmental impacts pursuant to NEPA and CEQA. Potentially significant and unavoidable impacts to traffic circulation are identified to occur with implementation of each

build alternative. All other environmental effects are considered less than significant or less than significant with incorporation of impact avoidance, minimization, or mitigation measures.

PUBLIC REVIEW AND COMMENT PERIOD

The Draft EIS/EIR is being made available to the public for a 45-day comment period ending on December 19, 2011. During this review period, the project team is soliciting further public and agency input on the findings of the environmental impact analysis and alternatives analysis, including input on the selection of a Locally Preferred Alternative (LPA). Once input has been gathered from all of the parties, including comments received on the Draft EIS/EIR, SFCTA and SFMTA will propose an LPA in an LPA Report. The LPA Report will be presented to the SFCTA and SFMTA Boards for adoption before completion of the Final EIS/EIR.

Agencies and members of the public may submit comments on the Draft EIS/EIR and project alternatives via e-mail or letter to:

Van Ness BRT EIS/EIR
Attn: Ms. Rachel Hiatt
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102
vannessbrt@sfcta.org

For a list of upcoming events, visit the project Web site at www.vannessbrt.org. Comments may also be given verbally to the court reporter at the public hearing or via email during the webinar, which will be held at the following times and locations:

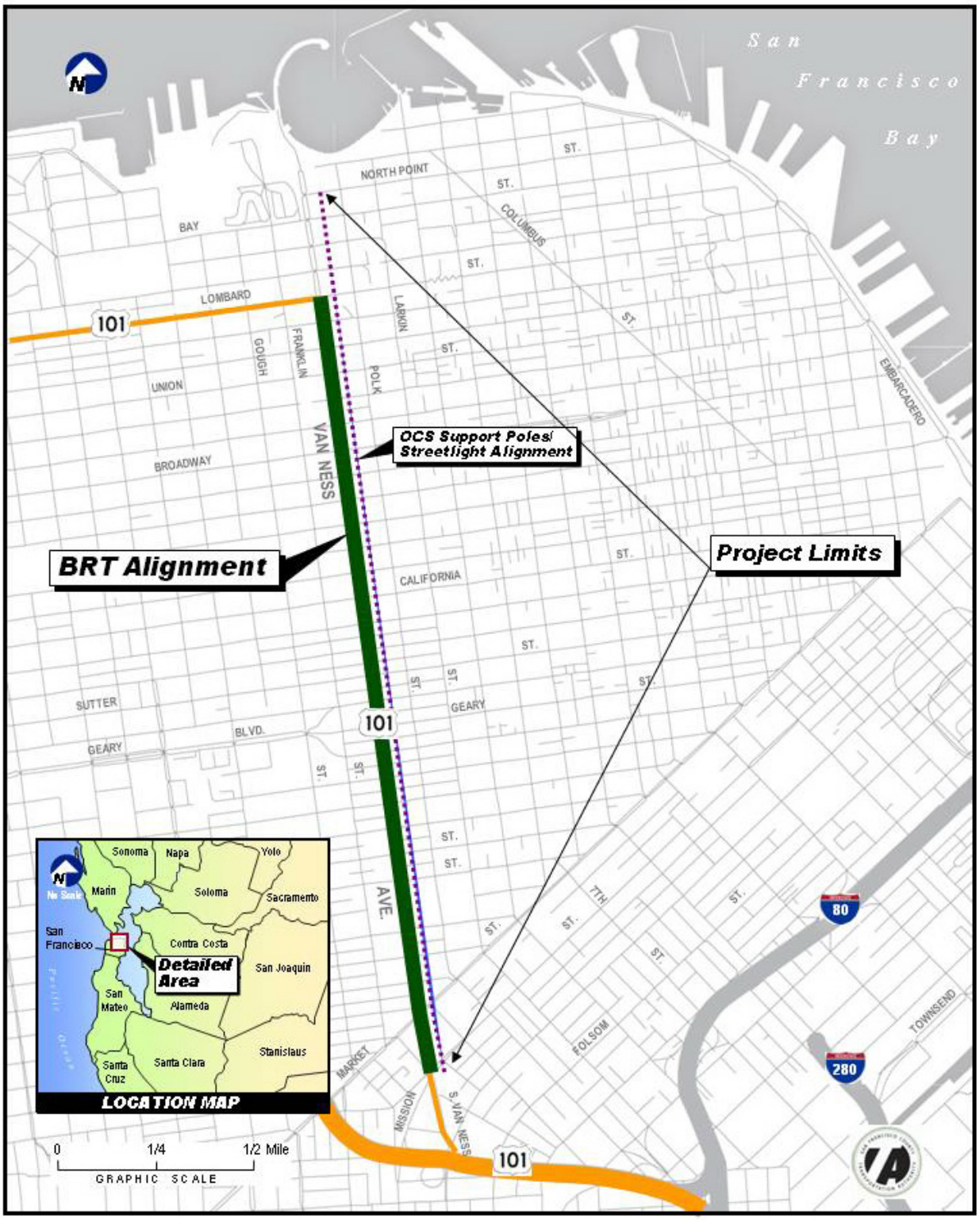
- Public Hearing on November 30, 2011, Holiday Inn-Golden Gateway, 1500 Van Ness Avenue.
- Webinar on December 5, 2011, www.vannessbrt.org.

Buildings used for the public hearings are accessible to persons with disabilities. Any individual who requires special accommodations, such as a sign language interpreter, accessible seating, or documentation in alternative formats, is requested to contact Ms. Rachel Hiatt at vannessbrt@sfcta.org or (415) 593-1655.

WAYS TO OBTAIN THE DRAFT EIS/EIR

The Draft EIS/EIR is available at www.vannessbrt.org. CDs and hard copies of the Draft EIS/EIR are available at the San Francisco public libraries listed below, and they also may be requested from the Authority at the address shown above:

Main Library Branch 100 Larkin Street	SFMTA Main Office 1 South Van Ness Avenue	Planning Information Center 1660 Mission Street, 1st Floor	Marina Branch Library 1890 Chestnut Street	Golden Gate Valley Branch Library 1651 Union Street


San Francisco Bay
NORTH POINT
BAY
LOMBARD
101
GOUGH
FRANKLIN
LARKIN
POLK
UNION
BROADWAY
VAN NESS
OCS Support Poles/ Streetlight Alignment
BRT Alignment
Project Limits
CALIFORNIA
SUTTER
GEARY
BLVD.
AVE.
COLUMBUS
EMBARCADERO
7TH
FOLSOM
TOWNSEND
MARKET
MISSION
S. VAN NESS
80
280
Sonoma
Napa
Yolo
Marin
Soloma
Sacramento
San Francisco
Contra Costa
Detailed Area
San Joaquin
San Mateo
Alameda
Stanislaus
Santa Cruz
Santa Clara
LOCATION MAP
0
1/4
1/2 Mile
GRAPHIC SCALE

Appendix H

List of Preparers

Appendix H List of Preparers

Agency Staff

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tilly Chang – Deputy Director for Planning

Colin Dental-Post – Transportation Planner

Rachel Hiatt – Senior Transportation Planner

Bob Masys – Administrative Engineer

Stephen Newhouse – Intern

Elizabeth Sall – Deputy Director for Technology Services

Michael Schwartz – Senior Transportation Planner - and Van Ness BRT Staff Lead for Planning and Environmental Review

Bridget Smith – Senior Graphic Designer

Ben Stupka – Principle Transportation Planner

Shari Tavafrashti – Principal Engineer

FEDERAL TRANSIT ADMINISTRATION

Raymond Sukys – Director of Planning and Program Development

Alexander Smith – Community Planner

Debra G. Jones – Environmental Protection Specialist

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Paul Bignardi, Transit Planner IV/SFMTA BRT Planning Lead – Multi-Modal Planning, Sustainable Streets Division

Nate Chanchareon, Manager IV – Multi-Modal Planning, Sustainable Streets Division

Peter Gabancho, Project Manager II – Capital Projects and Construction Division

Darton Ito, Manager VI – Long Range Planning, Sustainable Streets Division

Julie Kirschbaum, Transit Planner V – Service Planning Manager, Transit Division

Ricardo Olea, City Traffic Engineer – Transportation Engineering, Sustainable Streets Division

Timothy Papandreou – Deputy Director, Sustainable Streets Division

Britt Tanner, Transit Engineer – Transportation Engineering, Sustainable Streets Division

Project Consultants

PARSONS

Soumya Ananthanarayanan – Senior Environmental Planner

Jeffery C. Bingham – Project Manager

Jennifer Cardamone – Associate Planner

Jacquelyn Corodimas – Environmental Planner

Sandi Domingue – Principal Transportation Planner

Christopher Espiritu – Associate Planner

Conrad (Kim) Franchi –Engineering Manager

Areg Gharabegian – Principal Noise Engineer

Greg King – Principal Planner

Anne Kochaon – Principal Planner

Liz Koos – Senior Technical Editor

Brynna McNulty – Principal Planner and Deputy Manager for EIS/EIR

Indu Sreedevi-Menon – Senior Transportation Systems Analyst

Karla Nicholas – Senior Project Planner

Debbie Paulshus – Senior Editor

Laura Prickett - Principal Planner

Craig Richey – Assistant Planner

Angela Schnapp – Senior Environmental Planner

Lincoln Walker – Environmental Planner

TERRY A. HAYES ASSOCIATES

Terry A. Hayes – Principal

Jared Jerome – Planner

Sam Silverman – Senior Environmental Scientist

FAR WESTERN ANTHROPOLOGICAL RESEARCH GROUP, INC.

Brian Byrd – Principal Investigator

JRP HISTORICAL CONSULTING SERVICES

Polly S. Allen – Architectural Historian

Rebecca Meta Bunse – Architectural Historian

CHS CONSULTING GROUP

Chi-Hsin Shao – President

Preethi Narayanan – Senior Transportation Planner

ARUP

Megan Hemmerle – Marketing/Business Development

Gary Hsueh – Senior Transportation Planner

Bill Maddex – Cost Estimating Lead

Colm Tully – Cost Estimator

Corey Wong – Senior Transportation Planner

BMS DESIGN GROUP

Kathryn Gritt

DAVID VASQUEZ

David Vasquez – Visual Simulation Specialist

AGS

Joe Farrow – Geologist

Bahram Khamenehpour – Geologist

GARCIA AND ASSOCIATES

Joe Drennan – Biologist

Karla Marlow – Biologist

THE ROBERT GROUP

Betty Chau – Outreach Specialist

CHAUDHARY AND ASSOCIATES

Ed Krumrai – Survey/Base Mapping

PTV

Jim Dale – Traffic Simulation

HORTSCIENCE

Jim Clark – Vice President

This page intentionally left blank.