



Meeting Date: October 17, 2024

To: Public Works Commission

Through: Carla Short, Public Works Director

From: Ruby Yu, Public Works Project Manager

Subject: Transit U Improvement Project - Contract Award

Director's Recommendation: Award Transit U Improvement Project, Sourcing Event ID No: 0000004116, to R&S Construction Management, Inc. in the amount of \$4,586,398.50 with \$458,639.85 for contingency and contract duration of 500 consecutive calendar days with 50 consecutive calendar days of contingency for sidewalk widening, pavement renovation, water and drainage work, streetscape improvements, street lighting, traffic control, and all related work between Fremont Street and 1st Street from Market Street to Mission Street, and along Mission Street from 1st Street to Fremont Street, in San Francisco, California (the "Project").

Contract Background: The main objective of the Project is to improve pedestrian safety and access around the Transit area.

The work to be done under this contract consists of sidewalk widening, curb ramp and sidewalk enhancements, street light upgrades, traffic control improvements, sewer upgrades, transit island improvements on Fremont Street at Market Street, and roadway replacement on Fremont Street and 1st Street from Market Street to Mission Street, and along Mission Street from 1st Street to Fremont Street.

Proposed improvements fall into the following categories:

1. Pedestrian – Sidewalk and traffic modifications to provide pedestrian bulbouts and additional traffic signals, resulting in shorter pedestrian crossing distances and increased visibility at intersections.
2. Utility Work – Construct new catch basins and culverts as required for roadway improvements. Some water facilities such as fire hydrants, water valves, water meters, and water mains will be upgraded/modified to accommodate sidewalk widening and concrete bulbouts.

Solicitation Process: The Department advertised the project on May 6, 2024, and on May 29, 2024, the Department received three (3) bids. Staff evaluated the bids received and determined that R&S Construction Management, Inc. was the responsible bidder submitting the lowest responsive bid.

Contract Details:

Contract Title:	Transit U Improvement Project
Contract Award Amount:	\$4,586,398.50
Cost Estimate:	\$3,400,000.00
Contract Funding Sources:	CFD Transit Center Funds
Anticipated Project Schedule:	Notice-to-Proceed: 12/27/2024 Construction Start: 12/27/2024 Construction End: 5/11/2026
Contract Duration:	500 Calendar Days
Contractor Name:	R&S Construction Management, Inc.
Compliance with Chapter 14B Local Business Enterprise Ordinance:	The Contract Monitoring Division (CMD) established a Local Business Enterprise (LBE) subcontracting requirement of 25% for this contract. The contractor committed to LBE participation of 39.5% in its bid submittal, and San Francisco Public Works received CMD's recommendation to award.
Environmental Determination (if applicable):	Planning Commission Motion No. 18628 (5/24/2012), Transit Center District Plan Final Environmental Impact Report, Case No. 2007.0558E (9/28/2011), Transit Tower Project Case No. 2008.0789E (9/28/2011)
Other Compliance:	N/A
Additional Information:	N/A
Attachments:	Attachment 1: Resolution Attachment 2: Bid Tabulations Attachment 3: Contract Monitoring Division Memorandum Attachment 4: Environmental Determination Attachment 5: PM Award Recommendation

**PUBLIC WORKS COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. _____

WHEREAS, The work performed under the Transit U Improvement Project (Sourcing Event ID No: 0000004116) consists of sidewalk widening, curb ramp and sidewalk enhancements, street light upgrades, traffic control improvements, sewer upgrades, transit island improvements on Fremont Street at Market Street, and roadway replacement on Fremont Street and 1st Street from Market Street to Mission Street, and along Mission Street from 1st Street to Fremont Street, in San Francisco, California (the “Project”); and

WHEREAS, On May 24, 2012, the San Francisco Planning Commission in Motions 18628 and 18629 adopted the Transit Center District Plan, certified its Final Environmental Impact Report (“FEIR”), and adopted findings (“CEQA Findings”) including a statement of overriding considerations and a mitigation monitoring and reporting program (“MMRP”) pursuant to the California Environmental Quality Act (“CEQA”); on September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan; and the FEIR contains analysis at a program level for adoption and implementation of the Transit Center District Plan as well as project-level environmental review for the Transit Center Tower; and

WHEREAS, On April 5, 2022, the SFMTA Board of Directors approved Resolution No. 220405-025 approving the Project, including sidewalk widening that comprise part of the Project; and

WHEREAS, On January 13, 2021, the Planning Department issued a note to file to the FEIR (“Note to File”) to support the Planning Department’s determination that no supplemental environmental review is required for the proposed Project, concluding that the environmental effects of proposed changes to the Project are within the scope of the analysis for the public realm in the FEIR; and

WHEREAS, The Project’s cost estimate was \$3,400,000, and the contract duration is five hundred (500) consecutive calendar days; and

WHEREAS, On May 6, 2024, San Francisco Public Works (“Public Works”) advertised the contract for bids, and on May 29, 2024, Public Works received three (3) bids; and

WHEREAS, Public Works staff and the Contract Monitoring Division (CMD) staff reviewed the bids and application of bid preferences and determined that R&S Construction Management, Inc. is the responsive and responsible bidder that submitted the lowest bid; and

WHEREAS, CMD established a Local Business Enterprise (LBE) subcontracting requirements of 25% for this contract and the contractor committed to LBE participation of 39.5% in its bid submittal, and Public Works received CMD's recommendation to award; and

WHEREAS, The contract amount is \$4,586,398.50; and WHEREAS, The contract duration is 500 consecutive calendar days; and

WHEREAS, The Public Works Commission has reviewed the FEIR, the Planning Commission Motions, the CEQA Findings, and the Note to File, and the preceding documents are on file with the Public Works Commission Affairs Manager, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That this Commission finds that the FEIR is adequate for its use as the decision-making body for the approval of the contract for the Project and incorporates the CEQA Findings by this reference as though set forth in this Resolution and adopts the MMRP; and be it

FURTHER RESOLVED, That this Commission finds that since the FEIR was finalized, there have been no new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, no changes have occurred in the Project since the adoption of the FEIR that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and no new information has emerged that would materially change the analysis or conclusions set forth in the FEIR; and that the actions approved herein would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR; and be it

FURTHER RESOLVED, That in compliance with Chapter 31 of the San Francisco Administrative Code, this Commission adopts as its own the CEQA Findings and the Planning Department's determination in the Note to File that there is no substantial evidence that the Project could have a significant effect on the environment; and be it

FURTHER RESOLVED, That this Commission hereby awards Transit U Improvement Project (Sourcing Event ID No: 0000004116), to R&S Construction Management, Inc. in the amount of \$4,586,398.50 with \$458,639.85 for contingency and a contract duration of 500 consecutive calendar days with 50 consecutive calendar days of contingency to complete the Project.

I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of _____.

Commission Affairs Manager
Public Works Commission

**City and County of San Francisco
Department of Public Works
TABULATION OF BIDS**

SOURCING ID: 0000004116
 CONTRACT TITLE: PW TRANSIT U IMPR PRJ
 FULL TITLE: Transit U Improvement Project

BIDS RECEIVED: May 29, 2024

<u>BIDDERS (in the order received & opened):</u>	<u>LBE Status Claimed</u>	<u>Total Bid Price</u>
Bauman Landscape & Construction, Inc.	Small-LBE 10%	\$5,487,745.45
R&S Construction Management, Inc.	Micro-LBE 10%	\$4,586,398.50
Mitchell Engineering	N/A	\$4,571,488.45

= *Indicates a correction of the bid price after review.*

Average Bid:	\$4,881,877.47
Engineer's Estimate:	\$3,400,000.00
% of Engineer's Estimate:	144%
% of Engineer's Estimate vs. Low Bid Received	134%

cc:	Trent Tieger	Carla Short	Albert Ko
	Iqbalbhai Dhapa	Au Bui	K2 Systems
	Ed Yee	Patrick Rivera	Nicolas Huff
	Ivan Oldenkamp	Cyril Velasquez	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2513>



MEMORANDUM

Date: June 17, 2024

To: Robert Loftus, Contract Administration, SF Public Works
Ben Washington, Contract Administration, SF Public Works
Trent Tieger, Project Manager, SF Public Works

From: Ivan Oldenkamp, Contract Monitoring Division

Subject: Sourcing ID: 0000004116 PW Transit U Improvement Project – CMD Review

The Contract Monitoring Division (“CMD”) has reviewed the bids submitted for the above referenced project, applied the appropriate bid discounts, and determined responsiveness to the Chapter 14B pre-award requirements. An LBE subcontracting requirement of 25% was established for this project. Below is a summary of CMD’s review.

Bidder	LBE Status	Base Bid	LBE Bid Discount	Adjusted Bid with Bid Discount
R&S Construction Management, Inc.	SF LBE - MBE (Micro)	\$4,586,398.50	10%	\$4,127,758.65
Mitchell Engineering	SBE LBE	\$4,571,488.45	0%*	\$4,571,488.45
Bauman Landscape & Construction, Inc.	SF LBE - OBE (Small)	\$5,495,745.45	10%	\$4,946,170.91

*The 5% bid discount for SBA LBEs does not apply in the event that the apparent low bidder is a Small or Micro-LBE.

R&S Construction Management, Inc., (“R&S”) is the lowest responsive bidder. R&S satisfied the Good Faith Efforts requirement by exceeding the subcontractor participation requirement by at least 35% by counting its own participation as an LBE prime contractor.

R&S met the 25% LBE subcontracting requirement by listing the following LBE firms:

LBE Subcontractor	Scope of Work	Status	Percent LBE	Listed Amount	Amount Credited	Percent of Work
DR Traffic Control	Partial traffic control	SF LBE - MBE (Micro)	100%	\$10,000.00	\$10,000.00	0.22%
MC Metal Inc.	Handrail	SF LBE - MBE (Micro)	100%	\$28,700.00	\$28,700.00	0.63%
Baytech Engineering, Inc.	Electrical	SF LBE - MBE (Micro)	100%	\$246,600.00	\$246,600.00	5.38%
Michael O'Shaughnessy Construction	AWSS, water, sewer	SF LBE - WBE (Small)	100%	\$1,528,200.00	\$1,528,200.00	33.32%
TOTAL				\$1,813,500.00	\$1,813,500.00	39.54%

R&S has also listed the following non-LBE subcontractors:

Non-LBE Subcontractor	Scope of Work	Status	Listed Amount
Phoenix Electric	OV-1, OV-3	Non-LBE	\$525,000
Apex Testing Laboratories	Partial QC testing	Non-LBE	\$10,000
TOTAL			\$535,000.00

Based on the foregoing, CMD has determined that R&S has complied with the Chapter 14B pre-award requirements. Should you have any questions, please contact Ivan Oldenkamp at ivan.oldenkamp@sfgov.org



NOTE TO THE ENVIRONMENTAL FILE

January 13, 2021

To Case Number: 2007.0558E, Transit Center District Plan FEIR
Project Name: Transit U Improvement Project [on one-block portions of First, Mission and Fremont streets]
cc: Denny Phan, San Francisco Public Works
Boris Deunert, and Oliver Iberien,
San Francisco Public Works, Regulatory Affairs

Staff Contact: Lauren Bihl – (628) 652-7498
Lauren.Bihl@sfgov.org

Remarks

The purpose of this Note to the Environmental File for the Transit Center District Plan Final Environmental Impact Report (TCDP FEIR) is to support the Planning Department's determination that no supplemental environmental review is required for the proposed Transit U Improvement Project. As further described below, the environmental effects of proposed changes to the Transit U Improvement Project are within the scope of the analysis for the public realm in the TCDP FEIR.

Background

On May 24, 2012, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the proposed Transit Center District Plan (TCDP) and Transit Tower Project (Planning Department Case Numbers 2007.0558E and 2008.0789E) under Planning Commission Motion No. 18628 in fulfillment of the requirements under the California Environmental Quality Act (CEQA). The FEIR contains analysis at a program level for adoption and implementation of the Transit Center District Plan as well as project-level environmental review for the Transit Center Tower. The Plan proposes new planning policies and controls for land use, urban form, street network modifications and public realm improvements, historic preservation, and district sustainability. The public realm plan included proposed improvements along First, Mission, and Fremont Streets.

Since the certification of the FEIR, in 2018 in conjunction with the opening of the Transbay Transit Center, the SFMTA made changes to parking and loading on segments of Minna, First, Howard and Natoma Streets.¹ In particular, loading space near the Transbay Transit Center (now known as the Salesforce Transit Center) was expanded by creating new passenger loading zones, enlarging some existing passenger and commercial loading zones, creating a new taxi stand, and establishing motorcycle parking on segments of Minna, First, Howard and Natoma Streets within the Transit Center District Plan area. Stopping was prohibited along most of the frontage of the Transit Center itself except for loading for paratransit and people with disabilities alongside the Transit

¹ San Francisco Planning Department. 2018. Note to File (Transit Center District Plan FEIR) - Transit Center Area Parking and Loading Changes (Segments of Minna, First, Howard and Natoma Streets) **Case Number 2007.0558E**.

Center near the Natoma Street pedestrian-only zone which was analyzed in the TCDP EIR. This project established a 121-foot-long taxi stand on the west side of First Street between Natoma and Howard Streets, removing six general metered parking spaces.

Since certification of the FEIR and the above changes, San Francisco Public Works, in coordination with the San Francisco Municipal Transportation Agency (SFMTA), proposes to refine the design for a portion of the TCDP public realm plan on streets between the Salesforce Transit Center and Market Street and implement the Transit U Improvement Project (modified Project). Similar to the project analyzed in the TCDP EIR, the modified project would reconfigure portions of First Street (from Market Street to Mission Street), Mission Street (from First Street to Fremont Street), and Fremont Street (from Market Street to Mission Street). The project would widen portions of sidewalk, replace portions of sidewalk in-kind, construct pedestrian bulbouts, reconstruct and enlarge an existing transit boarding island on Fremont Street at Market Street, reconfigure travel lanes, modify parking and loading zones, and repave existing roadway including concrete subbase and asphalt concrete driving surface.

The project’s objective is to support high pedestrian and transit volumes along the routes that connect the Salesforce Transit Center with the Market Street corridor.

Transit Center District Plan (TCDP) Public Realm Plan on First, Mission, and Fremont streets in FEIR

The TCDP FEIR assumed a sizable increase in pedestrian activity due to both new development and increased transit service to and from the new Transit Center. The plan proposed to reconfigure many of the existing rights-of-way throughout the plan area in an effort to meet the changing transportation and public space needs within the area, particularly to accommodate anticipated increases in pedestrian volume that would result from the intensification of the land uses and the completion of the Transbay Transit Center Program. Such improvements included the widening of sidewalks, the removal or reconfiguration of on-street parking and/or loading; the closure of one or more streets and alleys to general automobile traffic; installation of traffic-calming mechanisms; removal, addition, or reconfiguration of auto travel lanes; conversion of one or more one-way streets into two-way operations; and dedication of transit-only lanes, bicycle facilities, and delineation of pedestrian areas. Details regarding proposed Plan improvements for First, Mission, and Fremont streets are in Table 1 below.

Transit U Improvement Project (Modified Project)

The TCDP Public Realm Plan on portions of First, Mission, and Fremont Streets would be modified as part of the Transit U Improvement Project (modified project) compared to proposed changes for these street segments in the TCDP FEIR. Table 1 provides a comparison of the modified project with improvements for these segments in The TCDP FEIR.

Table 1: Comparison of Public Realm Modifications between Project and Modified Project

Location	Project Analyzed in the TCDP FEIR	Modified Project
First Street between Market and Mission streets	<ul style="list-style-type: none"> • Widen sidewalks on east and west sides • Prohibit daytime parking and loading on east side of street 	<ul style="list-style-type: none"> • Widen west sidewalk from 15 ft to 19 ft • Construct 60-ft-long, 6-ft-wide bulbouts extending into First Street at the southeast and

	<ul style="list-style-type: none"> • Allow commercial loading turnouts on the west side of street 	<p>southwest corners of Market Street</p> <ul style="list-style-type: none"> • Add 46-ft-long, 6-ft-wide bulbout extending into First Street at the northeast corner of Mission Street resulting in the removal of the part-time a.m. and p.m. peak hour travel lane from Market to Mission • Remove 4 commercial loading spaces on the east side of First Street • Remove 8 commercial loading spaces, add 3 passenger loading spaces, and remove 7 general metered parking spaces that serve as a part-time bus stop² on the west side of First Street³
Mission Street between First and Fremont streets	<ul style="list-style-type: none"> • Remove parking and loading on north side of the street • Widen sidewalk on both sides of the street 	<ul style="list-style-type: none"> • Widen north sidewalk from 15 ft to 17 ft
Fremont Street between Market and Mission streets	<ul style="list-style-type: none"> • Remove one travel lane • Widen sidewalk on east and west sides • Remove all parking and loading on west side of street • Add a new northbound bicycle lane⁴ 	<ul style="list-style-type: none"> • Widen east and west sidewalks from 15 ft to 20 ft except for 173-ft-long passenger loading turnout on west side, where sidewalk would be narrowed from 15 ft to 12 ft • Reconstruct existing transit boarding island at Fremont’s approach to Market (extending approximately 125 ft from the crosswalk) • Remove 8 commercial loading spaces and 11 motorcycle parking spaces, and add 5 passenger loading spaces on the west side of Fremont Street
First, Mission, and Fremont streets		<ul style="list-style-type: none"> • Relocation of sewer air inlets and covers • Relocation of water or AWSS mains or hydrants

2 The part-time bus stop on the west side of First Street between Market and Stevenson streets was previously used by Golden Gate Transit but was relocated to the west side of First Street between Mission and Minna streets in conjunction with opening of the Salesforce Transit Center

3 Note that a community plan evaluation pursuant to the Transit Center District Plan PEIR was prepared for the Oceanwide Center mixed use development, Case 2006.1523E_5, at 50 First Street. As a result of the construction of this project, the sidewalk along the west side of First Street would be restored following completion of construction anticipated by the end of 2021. This development project would implement curb and sidewalk changes consistent with the Transit U Improvement project.

4 Per FEIR Figure 3d in Appendix C. The City subsequently decided to not add a northbound bike lane on Fremont, instead proposing a two-way bikeway on Beale.

Analysis

Existing Conditions

The existing sidewalk and pedestrian infrastructure surrounding assessor’s block 3709 currently do not have the capacity to accommodate the heavy volume of pedestrians observed.

Table 2: Existing Conditions within the Project Area

Location	Existing Conditions
First Street between Market and Mission streets	<ul style="list-style-type: none"> • One-way southbound • Consists of: <ul style="list-style-type: none"> ○ One southbound transit/taxi only lane on the east side adjacent to curbside metered commercial and passenger loading zones ○ Two southbound general-purpose travel lanes ○ One curbside lane of metered general parking, metered commercial loading and unmetered passenger loading on the west side that is subject to tow-away restrictions during weekday a.m. and p.m. peak periods to provide an additional travel lane (this lane feeds into a full-time right-turn only pocket approaching Mission Street) • 15-ft sidewalks on east and west sides • 8 metered commercial loading spaces, 2 unmetered passenger loading spaces, and 7 general metered spaces (restricted weekdays 5 a.m. to 3 p.m. for a part-time bus zone) on the west side • 19 metered commercial loading spaces and 2 metered passenger loading spaces on the east side (7 of the metered commercial loading spaces and the 2 metered passenger loading spaces at the northern end of the block are restricted weekdays 3 p.m. to 7 p.m. to reduce friction with the adjacent transit/taxi only lane) • Stevenson Street is a narrow one-way eastbound one-lane alley, which intersects First Street between Market and Mission streets • First Street is characterized by a heavy volume of transit, vehicular and pedestrian traffic between Salesforce Transit Center and Market Street • Note: There was a part-time am and pm peak-hour travel lane used for parking and loading outside of peak hours, but this is no longer in place due to construction of the Oceanwide (50 First Street) development project.
Mission Street between First and Fremont streets	<ul style="list-style-type: none"> • Two-way street between First and Fremont streets • Consists of: <ul style="list-style-type: none"> ○ One westbound curbside transit/taxi only lane on the north side ○ One westbound general-purpose travel lane ○ One eastbound curbside transit/taxi only lane on the south side ○ One eastbound general-purpose travel lane • 15-ft sidewalks on north and south side • No parking or loading spaces on either side of Mission Street on this block • Existing transit boarding island serving eastbound transit at the Fremont and Mission intersection

	<ul style="list-style-type: none"> • Mission Street is characterized by a heavy volume of transit and pedestrian traffic
<p>Fremont Street between Market and Mission streets</p>	<ul style="list-style-type: none"> • Existing one-way northbound • Consists of: <ul style="list-style-type: none"> ○ One northbound transit/taxi only lane on the west side (adjacent to curbside metered motorcycle parking, metered commercial loading, and unmetered passenger loading at the southern end of the block; lane transitions to curbside at the northern end of the block approaching Market Street) ○ Two northbound general-purpose travel lanes ○ One curbside lane of metered parking/loading that is subject to tow-away restrictions during weekday a.m. and p.m. peak periods to provide an additional travel lane (also serves as a curbside bus stop for Golden Gate Transit during weekday p.m. peak periods) • 15-ft sidewalks on east and west sides • 9 metered commercial loading spaces and 3 unmetered passenger loading spaces along the east side • 11 metered motorcycle parking spaces, 3 unmetered passenger loading spaces, and 8 metered commercial loading spaces on the west side • Existing transit boarding island serving northbound transit at the Fremont and Market streets intersection • Fremont Street is characterized by a heavy volume of transit, vehicular and pedestrian traffic between Salesforce Transit Center and Market Street

First Street runs between Market and Harrison Streets. In the project area between Market and Mission Street, First Street consists of a southbound transit/taxi only lane on the east side and two southbound travel lanes. In addition, there is a part-time a.m. and p.m. peak-hour travel lane used for parking and loading outside of peak hours. There are 15-foot sidewalks on either side of the road between Market Street and Mission Street. There are eight metered commercial loading spaces, two unmetered passenger loading spaces, and seven general metered parking spaces along the west side as well as 19 metered commercial loading spaces and two metered passenger loading spaces along the east side. At the time of this analysis, a portion of the west side of First Street is temporarily inaccessible due to the construction of 50 First Street. There is a right turn pocket within the curbside lane at First Street’s approach to Mission Street. Stevenson Street, a narrow one-way eastbound street with one travel lane, intersects First Street between Market Street and Mission Street.

Mission Street is an existing two-way street between First and Fremont streets, containing a curbside transit-only lane and a travel lane in each direction with 15-foot sidewalks on either side of the road. There are no parking or loading spaces on either side of Mission Street on this block. There is an existing transit boarding island serving eastbound transit on Mission Street at the approach to Fremont Street. Mission Street hosts heavy transit and pedestrian volume traveling to and from the Salesforce Transit Center as well as pedestrian traffic traveling to and from its frontage with the Salesforce Tower. There are no cross streets intersecting Mission Street between First Street and Fremont Street.

Fremont Street is an existing one-way, northbound street between Market Street and Mission Street. Fremont Street includes a transit/taxi- only lane on the westside of the street – this lane is adjacent to curbside parking/loading at the southern end of the block and transitions to curbside at the northern end of the block. There are two full-time travel lanes and one additional curbside part-time a.m. and p.m. peak hour travel lane

that is used for parking/loading outside of peak hours. This block of Fremont Street has 15-foot sidewalks on either side of the road. There are nine metered commercial loading spaces and three unmetered passenger loading spaces along the east side as well as eleven metered motorcycle parking spaces, three unmetered passenger loading spaces, and eight metered commercial loading spaces along the west side. There is an existing transit boarding island serving northbound transit at the on Fremont Street at the Market Street intersection. Similar to First Street, Fremont connects pedestrian and transit traffic between the Salesforce Transit Center with the Market Street corridor, including above ground and underground transit services.

Comparison of Impacts

The following compares the impacts of the Transit U Improvement Project to the impacts identified in the FEIR.

Subsequent to the FEIR certification, CEQA was amended to prevent lead agencies from considering intersection level of service (LOS), also known as automobile delay, in its determination of impacts. Additionally, subsequent to the FEIR certification, the department removed transit capacity and sidewalk capacity from its determination of environmental impacts under CEQA. This is consistent with state guidance regarding not treating addition of new users as an adverse impact.⁵ Therefore, while the FEIR analyzed impacts related to automobile delay, transit capacity, and sidewalk capacity, those criteria are no longer relevant. Therefore, the following analysis does not discuss impacts to those topics.

PEDESTRIANS

The modified project would not alter the original proposal to widen sidewalks along these three streets as proposed in the FEIR. This would include implementing bulbouts at the intersections of First and Market, First and Mission, and Fremont and Mission streets. The modified project, as with the project in the FEIR, would provide additional space for pedestrians to gather at intersections, increasing pedestrian safety.

BICYCLES

In the TCDP FEIR, a northbound bike lane was proposed on Fremont Street (FEIR Figure 3d in Appendix C). The project would not remove or modify any existing bicycle facilities and would not include a northbound bike lane on Fremont Street. Instead, the City would implement a two-way bikeway on Beale Street as discussed in the Active Beale Street project.⁶ The modified project would not include any features that would result in new hazards to bicyclists. The modified project would not increase the severity of the significant and unavoidable bicycle impact identified under the TCDP FEIR.

TRANSIT

Other than reconstructing the existing transit island at the northern side of Fremont Street, which extends approximately 125 feet from Market Street, the project would not alter any existing transit infrastructure. All transit-only lanes on the specified segments of First, Mission, and Fremont streets would be retained, allowing transit vehicles to operate separately from other vehicles. While vehicles in remaining travel lanes may

⁵ San Francisco Planning Department, Transportation Impact Analysis Guidelines Update: Summary of Changes, February 14, 2019.

⁶ The San Francisco Municipal Transportation Agency (SFMTA) Active Beale Street Project aims to improve the safety and efficiency of pedestrian, bicycle, and transit infrastructure. The project is part of the South Downtown Design + Activation Plan (Soda). <https://www.sfmta.com/projects/active-beale-street#:~:text=The%20Active%20Beale%20Street%20Project,between%20Market%20and%20Folsom%20streets>

experience added delay during peak periods due to the reduction of peak-hour travel lanes, this would not result in public transit delay due to the operation of transit within the existing transit-only lane.

The project would improve access to transit by providing additional sidewalk width for pedestrians to navigate to transit services in the area, both above ground and underground. The modified project would not increase the severity of the significant and unavoidable transit impacts identified under the TCDP FEIR.

LOADING

The TCDP FEIR found that the implementation of the Plan would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed on-site loading facilities or within convenient on-street loading zones, creating potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, and pedestrians. Even with the ongoing implementation of Mitigation Measure M-TR-7b by the SFMTA, Augmentation of On-Street Loading Space Supply, the loss of on-street loading space and additional loading demand created by the Transit Center and adjacent development projects would create a significant and unavoidable loading impact.

The modified project would not remove additional loading other than what has already been identified in the TCDP. For this reason, the project would not increase the severity of the significant and unavoidable loading impact that has been identified under the TCDP FEIR.

EMERGENCY VEHICLE ACCESS

According to the FEIR, the implementation of the Plan would not introduce unusual design features, nor would the Plan change the Plan area street network so as to hinder or preclude emergency vehicle access. The changes in the modified project are not substantial when compared to the FEIR. In addition, the Fire Department reviewed and approved of the Transit U plans at the Transportation Advisory Staff Committee (TASC) meeting on November 12, 2020. The modified project would not result in restricted emergency vehicle access and would thus, not result in new or worsened significant and unavoidable impacts.

PARKING

Parking removal under the modified project would not substantially differ from the project proposed in the FEIR.

CONSTRUCTION

The TCDP FEIR identified that construction activities associated with development under the Plan, including the proposed public realm changes, would result in the disruption of nearby streets, transit service, and pedestrian and bicycle circulation, creating potentially hazardous conditions. To address plan level construction impacts, the FEIR included Mitigation Measure M-TR-9: Construction Coordination but concluded that even with incorporation of this mitigation measure, plan level construction impacts would be significant and unavoidable.

The construction activities associated with the Transit U project would be similar to the public realm plan projects evaluated in the FEIR. However, the project would also require excavation to a depth of approximately four feet to preserve and relocate the historic Auxiliary Water Supply System (AWSS) infrastructure located beneath the segments of sidewalks, which have been identified for widening. Because the project is a Public

Works project, the Public Works Standard Construction measures would be applicable to the associated project construction activities in addition to the FEIR construction mitigation measure.

The Public Works Standard Construction Measures applicable to this project include: Air Quality (which requires that the project comply with the Construction Dust Control Ordinance and if requiring more than 20 days of work and located within the Air Pollutant Exposure Zone the project must also comply with the Clean Construction Ordinance), Water Quality (which requires that the project prevent discharges of sediment and other pollutants to storm drains and all surface waterways), Traffic (which will implement traffic control measures to maintain adequate traffic and pedestrian circulation), Noise (which ensures that the project complies with local construction noise ordinances), Hazardous Materials (which ensures that the project is enrolled in the Maher program), and Archeological Resources (Preliminary archeology review determined that Standard Construction Measure 2 for Archeological Monitoring would be required for this project).

With the implementation of the mitigation measures from the FEIR and Public Works Standard Construction Measures, the project would not result in new or more severe plan level or cumulative construction-related transportation impacts than identified in the TCDP FEIR.

OTHER ENVIRONMENTAL TOPICS

The Transit U Improvement project elements are similar to the descriptions of First, Mission, and Fremont Streets in the FEIR such that most other environmental topic areas do not warrant further analysis. However, as a result of sidewalk widening along certain segments of the project site, the Transit U project would also involve soil excavation to a depth of approximately four feet to relocate existing Auxiliary Water Supply System (AWSS) infrastructure. The modified project was reviewed for cultural resource impacts to the AWSS infrastructure and determined not to result in more severe impacts than identified in the FEIR.⁷

The environmental effects associated with the project would not result in new or worsened significant and unavoidable impacts than previously identified in the FEIR with the implementation of the applicable mitigation measures identified in the FEIR as well as Public Works Construction Measures.

The FEIR, including the impact significance conclusions reached therein for all above-noted environmental topics, remain applicable to the modified project.

Cumulative Impacts

BETTER MARKET STREET PROJECT (CASE 2014.0012E)

Better Market Street is a city project (five key city agencies), together with community partners, to improve and enhance the public realm along Market Street. An EIR was certified for Better Market Street and the project was approved on October 10, 2019. As part of its Quick-Build program, the SFMTA will provide safety and transit reliability measures to revitalize Market Street from Octavia Boulevard to The Embarcadero ahead of implementation of the long-term improvements. The Quick-Build project would include elements that can be installed relatively quickly, such as:

⁷ The project was determined not to have an impact on cultural resources via email by Stephanie Cisneros, Senior Preservation Planner, San Francisco Planning Department, November 5, 2020.

- Making Market Street a car-free zone westbound from Steuart to Van Ness and eastbound from 10th to Main (started January 29, 2020)
- 100 new cross-street passenger and commercial loading zones to accommodate safe loading
- Peak hour loading restrictions on Market Street to reduce conflicts between people on bicycles, transit, and commercial vehicles (currently in effect)
- Extending existing transit-only lane east from Third to Main Street – the segment of Market with the most transit service – and making it Muni-only (taxis and non-Muni buses will no longer be allowed)
- Installing painted safety zones at eight intersections to make crossing the street safer
- Adding bicycle intersection improvements at Eighth, Page, Battery, and Valencia streets
- Changes to sections of Ellis, Jones, Second, and Steuart streets to improve safety and vehicle movement

301 MISSION STREET PROJECT (CASE 2018-016691ENV)

The project would involve a structural foundation upgrade, consisting of the installation of approximately fifty-two perimeter piles, which would be installed under a portion of the sidewalk areas adjacent to the 301 Mission Street parcel along Fremont and Mission streets and would connect to the existing foundation for 301 Mission Street (Millennium Tower portion). The project completed environmental review in December 2019. Construction activities for 301 Mission Street would occur over an approximate 22-month time period, after which Fremont and Mission Streets would be restored to pre-construction conditions and not result in the permanent closure of any travel lanes along Mission or Fremont streets.

SOUTH DOWNTOWN DESIGN + ACTIVATION (SODA PLAN)

The project seeks to develop a comprehensive vision for the design, implementation, and stewardship of the public spaces within San Francisco's South Downtown (composed of the Transbay and Rincon Hill Planning areas). This plan refines the public realm plan for TCDP area plan. Key project features would include conceptual curb lines and roadway striping for a 30-block area, curbside management strategies and the conversion of all long-term on-street parking north of Folsom to curbside loading, updated bike network, which would include protected bikeways on several streets in the District. The South Downtown Design and Activation plan is currently undergoing environmental review. Although the modified project is located within the South Downtown Design and Activation plan area, the project would be constructed regardless of South Downtown Design and Activation plan implementation.

The Transit U Improvement project is a transportation infrastructure project modifying the public realm in the vicinity of the Transbay Transit Center. The application of the Public Works Standard Construction measures would reduce this project's construction impacts to less than significant. In addition, with these measures, the project would not contribute considerably to any significant cumulative construction impact. In addition, operational impacts of this project would not combine with private development projects because this project does not add vehicle trips and the proposed public realm modifications are such that these would not alter the conclusions in the FEIR. For these reasons, the proposed project would not combine with other projects in the vicinity to create any significant cumulative impacts not identified in the FEIR.

Conclusion

This Note to File is prepared in accordance with local CEQA procedures under Chapter 31 of the San Francisco Administrative Code. San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Thus, this memorandum to the environmental file (Note to File) provides written documentation for the case record that the proposed modifications to pedestrian infrastructure, traffic lanes, and parking and loading spaces described and analyzed are within the scope of the analysis in the TCDP EIR and do not warrant additional environmental review. No further environmental review is required.

Attachments:

- A. Project description
- B. Proposed plans/drawings/diagrams



London Breed
Mayor
Carla Short
Director of Public Works

Division of Contract Administration
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Public Works Project Manager Form

Project Manager/Project Lead: Ruby Yu / Y La

Public Works Division/Section: IDC-BPM, IDC-ESH

Contract Title: Transit U Improvement Project

Supplier Name: R&S Construction Management, Inc.

Project Manager Recommendation: The project team has concluded its review of the bids submitted for the subject project. We find that R&S Construction Management, Inc. has met the experience requirements, is responsible, and is qualified to perform the work. We recommend R&S Construction Management, Inc. for award of contract.

Contract Background: The Transit U Improvement Project with work along 1st Street and Fremont Street from Market Street to Mission Street, and on Mission Street from 1st Street to Fremont Street. The project will widen sidewalks, construct new pedestrian bulb-outs, pavement renovation, drainage, water, traffic signal, structural, and other associated infrastructure works. This project comes at the recommendation of the SODA Plan which provided a comprehensive community vision for San Francisco's South Downtown.

Contract Funding Source(s):

Source(s)	Amount
CFD Transit Center	\$4,586,398.50