



## U.S. Department of Transportation

**Project Name:** Bayview Connections: Phase 1 Harney Way BRT and Cycletrack

**Applicant:** City & County of San Francisco

**State:** CA: California

**RAISE Grant Award Amount:** \$20,000,000

**Estimated Total Project Costs:** \$46,220,800

**Project Description:** The project will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arelious Walker Drive and Executive Park East; 2) extend Harney Avenue right-of-way north to Ingerson Avenue; 3) extend Arelious Walker Drive north to connect to Gilman Avenue; 4) add bus lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network. This award is less than the \$25,000,000 requested because the project sponsor will complete the original project scope through additional non-RAISE funding contributions, as documented in a confirmation email.

Congratulations! The project above was selected to receive an FY 2023 RAISE grant.

This letter does not authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter does not authorize pre-award costs to be eligible. The Department expects all RAISE funding be obligated no later than September 30, 2027 and expended by September 30, 2032.

All grantees must enter into an executed grant agreement with the USDOT. Use the link below to access the FY 2023 grant agreement templates, which are available for preview and download. Grantees will receive a prepopulated draft from the RAISE Program Office within the next month, but are also welcome to begin reviewing the template.

<https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements>

Additionally, the USDOT Operating Administration (e.g. FAA, FHWA, FRA, MARAD, FTA) overseeing your project will contact you in the coming weeks regarding next steps to complete the relevant requirements before executing a grant agreement.

If you have any questions about this award, please contact the RAISE Grants Team at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov)

Sincerely,

A handwritten signature in black ink that reads "John R. Augustia".

John Augustine

Director, Office of Infrastructure Finance and Innovation  
Office of the Secretary

1. **Award No.**  
FY23-RAISE-CA-SF-HWBRT
2. **Effective Date**  
See No. 17 Below
3. **Assistance Listings No.**  
20.933
4. **Award To**  
  
City and County of San Francisco  
San Francisco Public Works  
49 South Van Ness, 16<sup>th</sup> Floor  
San Francisco, CA 94103  
  
Unique Entity Id.:  
TIN No.: 946000417
5. **Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Acquisition & Grants Management  
1200 New Jersey Avenue, SE  
HCFA-32, Mail Drop E62-204  
Washington, DC 20590
6. **Period of Performance**  
Effective Date of Award –
7. **Total Amount**

Federal Share:	\$20,000,000
Recipient Share:	\$26,220,800
Total:	\$46,220,800
8. **Type of Agreement**  
Grant
9. **Authority**  
49 U.S.C. 6702; Infrastructure Investment and Jobs Act (Pub. L. No. 117-58, div. J, Nov. 15, 2021); Consolidated Appropriations Act, 2023 (Pub. L. 117-328, Dec. 29, 2022)
10. **Procurement Request No.**  
\$20,000,000
11. **Federal Funds Obligated**  
\$0
12. **Submit Payment Requests To**  
See Article 18 of the General Terms and Conditions.
13. **Payment Office**  
See Article 18 of the General Terms and Conditions.
14. **Accounting and Appropriations Data**
15. **Description of Project**  
  
The project will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arelious Walker Drive and Executive Park East; 2) extend Harney Avenue right-of-way north to Ingerson Avenue; 3) extend Arelious Walker Drive north to connect to Gilman Avenue; 4) add bus/mass transit priority lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network.
- RECIPIENT**
16. **Signature of Person Authorized to Sign**
- FEDERAL HIGHWAY ADMINISTRATION**
17. **Signature of Agreement Officer**

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Signature \_\_\_\_\_ Date \_\_\_\_\_  
Name: Carla Short  
Title: Director of San Francisco Public Works

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Signature \_\_\_\_\_ Date \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: Agreement Officer

**U.S. DEPARTMENT OF TRANSPORTATION**

**GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2023 RAISE PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the City and County of San Francisco (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Bayview Connections Phase 1 Harney Way BRT and Cycletrack.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**ARTICLE 1  
GENERAL TERMS AND CONDITIONS.**

**1.1 General Terms and Conditions.**

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2023 RAISE Program: FHWA Projects,” dated June 23, 2023, which is available at <https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2  
SPECIAL TERMS AND CONDITIONS.**

[Choose the appropriate one of these two alternatives.]

[**Alternative #1:** If there are no special terms and conditions, then use the following:]

There are no special terms for this award.

**SCHEDULE A  
ADMINISTRATIVE INFORMATION**

**1. Application.**

Application Title: Bayview Connections: Phase 1 Harney Way BRT and Cycletrack

Application Date: February 27, 2023

Recipient's Unique Entity Identifier.

LTDTMU3KMH6

See section 28.3 of the General Terms and Conditions.

**2. Recipient Contact(s).**

Carla Short  
Director of San Francisco Public Works  
City and County of San Francisco  
San Francisco Public Works  
49 South Van Ness Ave, 1600  
Phone: (628) 271-3078  
Email: carla.short@sfdpw.org

**3. Recipient Key Personnel.**

<b>Name</b>	<b>Title or Position</b>
Bruce Robertson	Deputy Director, Finance and Administration
Jennifer Marquez	Finance Director
Victoria Chan	Budget Manager

**4. USDOT Project Contact(s).**

[enter name]  
Agreement Officer (AO)  
Federal Highway Administration  
Office of Acquisition and Grants Management  
HCFA-32, Mail Stop E62-310  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
[enter telephone]  
[enter email address]

and

[enter name]  
Agreement Specialist (AS)  
Office of Acquisition and Grants Management  
HCFA-32, Mail Stop E62-204  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
[enter telephone]  
[enter email]

and

[enter name]  
Agreement Officer Representative (AOR)  
[enter job title]  
[enter office]  
[enter address]  
[enter telephone]  
[email address]

and

[enter name]  
[enter job title]  
[enter office]  
[enter address]  
[enter telephone]  
[email address]

**5. Payment System.**

USDOT Payment System: DELPHI eInvoicing

**6. Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

**7. Federal Award Identification Number.**

See section 28.2 of the General Terms and Conditions.

**8. Designated Subrecipient.**

Designated Subrecipient: None

## SCHEDULE B PROJECT ACTIVITIES

### 1. General Project Description.

The project will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arelious Walker Drive and Executive Park East; 2) extend Harney Avenue right-of-way north to Ingerson Avenue; 3) extend Arelious Walker Drive north to connect to Gilman Avenue; 4) add bus lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network.

### 2. Statement of Work.

The Bayview Connections: Phase 1 Harney Way BRT and Cycletrack project will deliver transit and active transportation improvements through a series of integrated construction activities. The project scope includes the following:

#### 1. Harney Way Widening (Arelious Walker Drive to Executive Park East)

- **Distance:** Approximately 0.35 miles.
- **Activities:**
  - Roadway widening to add dedicated Bus Rapid Transit (BRT) lanes.
  - Implementation of stormwater drainage improvements to meet current environmental standards.
  - Installation of street lighting and landscaping along the widened corridor.
- **Specifications:**
  - Asphalt paving for new transit only and vehicular travel lanes as wide as 12 feet.
  - Stormwater catch basins installed at low points for conveyance of stormwater.
  - LED pedestrian-scale lighting every 100 feet.
  - Trees spaced approximately 40-feet apart.

#### 2. Harney Avenue Right-of-Way Extension (to Ingerson Avenue)

- **Distance:** Approximately 0.3 miles.



- **Activities:**
  - Construction of a new roadway segment connecting Harney Avenue to Ingerson Avenue.
  - Utility installation for potable water, non-potable water, sanitary sewer, storm drainage and electricity.
  - Integration of bicycle and pedestrian pathways.
- **Specifications:**
  - Multi-use pathway of 13 feet in width with protective barriers.
  - Concrete curbing for safety and durability.

### **3. Arelious Walker Drive Extension (to Gilman Avenue)**

- **Distance:** Approximately 0.4 miles.
- **Activities:**
  - Roadway construction extending Arelious Walker Drive northward.
  - Addition of shared-use lanes for vehicles and bicycles.
  - Installation of new traffic control systems.
- **Specifications:**
  - Shared lanes with a minimum width of 14 feet.
  - Traffic signals at key intersections.

### **4. Transit Infrastructure**

- **Bus Lanes:**
  - Dedicated lanes with a width of 12 feet to improve transit reliability.
- **Cycle Tracks:**
  - Two-way protected bike lanes with a total width of 8 feet, separated by raised medians.
- **Materials:**
  - Durable asphalt for bus lanes and cycle tracks, and concrete for bus stop locations.

- Reflective lane striping to enhance visibility.

## **5. Pedestrian Network Expansion**

- **Activities:**

- Construction of ADA-compliant sidewalks and pedestrian crossings.
- Installation of tactile paving at crosswalks for accessibility.

- **Specifications:**

- Sidewalks with a width of 6 feet.
- High-visibility crosswalk markings and pedestrian signalization.

## **6. Phased Implementation**

- **Phase 1 ( 2026-2028):**

- Initiate grading, utility installations and right-of-way extensions for both Arelious Walker Drive and Harney Way.

- **Phase 2 (2028-2031):**

- Complete Arelious Walker Drive extension and cycle track installation.
- Complete Harney Way widening and BRT lane construction.
- Finalize pedestrian network and stormwater improvements.

## **7. Environmental and Community Goals**

- All improvements will comply with NEPA standards and local environmental guidelines.
- The project will prioritize local hiring to maximize community economic benefits.

**SCHEDULE C**  
**AWARD DATES AND PROJECT SCHEDULE**

**1. Award Dates.**

Budget Period End Date: August 31, 2032

Period of Performance End Date: See section 28.5 of the General Terms and Conditions

**2. Estimated Project Schedule.**

[Choose the appropriate one of these two alternatives.]

[**Alternative #1:** if this designated a Capital project at section 2 of schedule F:]

<b>Milestone</b>	<b>Schedule Date</b>
Planned Construction Substantial Completion and Open to Traffic Date:	December 31, 2031

**3. Special Milestone Deadlines.**

[Choose the appropriate one of these two alternatives.]

[**Alternative #1:** If the only critical dates are completion dates, then use the following:]

None.

**SCHEDULE D  
 AWARD AND PROJECT FINANCIAL INFORMATION**

**1. Award Amount.**

RAISE Grant Amount: \$20,000,000

**2. Federal Obligation Information.**

[Choose the appropriate one of these two alternatives.]

[**Alternative #1:** If all funds are being obligated at once:]

Federal Obligation Type: Single

**3. Approved Project Budget.**

**Eligible Project Costs**

	<b>Component 1: Harney Extension</b>	<b>Component 2: Arelious Walker Dr.</b>	<b>Component 3: Harney Way</b>	<b>Component 4: West Harney Way</b>	<b>Total</b>
RAISE Funds:	\$4,702,428	\$10,656,847	\$2,220,342	\$2,420,382	\$20,000,000
Non-Federal Funds:	\$6,165,072	\$13,971,553	\$2,910,958	\$3,173,218	\$26,220,800
<b>Total:</b>	<b>\$10,867,500</b>	<b>\$24,628,400</b>	<b>\$5,131,300</b>	<b>\$5,593,600</b>	<b>\$46,220,800</b>

**4. Cost Classification Table**

[If no costs are anticipated in a category, remove the row from the table.]

<b>Cost Classification</b>	<b>Total Costs</b>	<b>Non-RAISE Previously Incurred Costs</b>	<b>Eligible Costs</b>
Construction	\$40,192,000	\$22,800,696	<b>\$17,391,304</b>
Contingency	\$6,028,800	\$3,420,104	<b>\$2,608,696</b>
<b>Project Total</b>	<b>\$46,220,800</b>	<b>\$26,220,800</b>	<b>\$20,000,000</b>

**5. Approved Pre-award Costs**

[Choose the appropriate one of these two alternatives.]

[If FHWA did not approve pre-award costs:]

**None.** The USDOT has not approved under this award any pre-award costs under 2 C.F.R. 200.458.

## SCHEDULE E CHANGES FROM APPLICATION

### Scope:

[ There are no material differences between the activities described in Schedule B and the scope presented in the original RAISE grant application. The project will deliver transit and active transportation improvements in the Bayview neighborhood, including roadway widening, dedicated BRT/Mass Transit Priority lanes, bike and pedestrian infrastructure, utility installations, and environmental enhancements, as outlined in the application.]

### Schedule:

[ If any dates listed in sections 2–3 of schedule C differ from the estimated schedule presented in the application by more than six months, describe the changes here and provide an explanation of the cause of those changes. If there are no changes, state that there are no changes and remove the milestone table below.

In 2024, the Candlestick project area redevelopment plan was required to go through a public hearing process in order to conform plan area expiration dates for public financing with state law. Permitting could not proceed until the extensions and state law conformation for the local plan was approved. That process was completed on November 5, 2024 with approval from the SF Board of Supervisors. Street, utility and related permitting processes can now commence. Therefore construction start dates are anticipated for approximately 2026.

The implementation schedule remains consistent with the grant application, with no significant deviations. Key phases include:

1. **2026–2028:** Completion of Harney Way widening and initial utility installations.
2. **2028–2031:** Completion of the Arelius Walker Drive extension, bike infrastructure, and pedestrian network.]

The table below compares the Project milestone dates.

[Choose the appropriate one of these two alternatives.]

[**Alternative #1:** if this designated a Capital project at section 2 of schedule F:]

Milestone	Application	Agreement
Planned Construction Substantial Completion and Open to Traffic Date:	March 2027	December 31, 2031

### Budget:

[ If any amounts listed in sections 3–4 of schedule D differ from the budget presented in the application, describe the changes here and provide an explanation of the cause of those changes. If there are no changes, state that there are no changes and remove the budget table below. ]

### Other:

[ There are no other notable changes from the application in aspects of the Project other than scope, schedule, and budget.]

**SCHEDULE F**  
**RAISE PROGRAM DESIGNATIONS**

**1. Urban or Rural Designation.**

Urban-Rural Designation: Urban

**2. Capital or Planning Designation.**

Capital-Planning Designation: Capital

**3. Historically Disadvantaged Community or Area of Persistent Poverty Designation.**

HDC or APP Designation: Yes

**4. Funding Act.**

Funding Act: IJJA - FY2023 RAISE Grant

**5. Security Risk Designation.**

Security Risk Designation: Low

**SCHEDULE G  
 RAISE PERFORMANCE MEASUREMENT INFORMATION**

[Choose the appropriate one of these two alternatives.]

[Alternative #1, if this designated a Capital project at section 2 of schedule F:]

**Study Area:** [The study area includes the Bayview neighborhood, specifically the Harney Way corridor and adjacent streets affected by the project, spanning approximately 1.5 miles of roadway improvements and transit infrastructure.]

**Baseline Measurement Date:** [January 2026]

**Baseline Report Date:** [June 2026]

**Table 1: Performance Measure Table**

Measure	Category and Description	Measurement Frequency
Transit Ridership	Transportation Efficiency: Measure ridership increases on improved bus routes	Quarterly
Cyclist Volume	Active Transportation: Count of cyclists using new cycle tracks.	Quarterly
Vehicle Miles Traveled (VMT) Reduction	Environmental Sustainability: Reduction in VMT compared to baseline.	Annual
Greenhouse Gas Emissions	Environmental Impact: Estimate of emissions reduction from modal shifts to transit and cycling	Annual
ADA Compliance Rate	Accessibility: Percentage of pedestrian infrastructure meeting ADA standards.	Annual
Economic Development	Community Impact: Measure of local hiring percentages and total job creation.	Annual



**SCHEDULE H  
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**1. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project significantly reduces transportation-related pollution, like air pollution and greenhouse gas emissions. <i>(Describe the expected reductions and how they are achieved in the supporting narrative below.)</i>
X	The Project aligns with an applicable State, regional, or local carbon-reduction plan. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project addresses the disproportionate negative environmental impacts of transportation, such as exposure to elevated levels of air, water, and noise pollution. <i>(Describe how in the supporting narrative below.)</i>
	The Project implements transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers. <i>(Describe how in the supporting narrative below.)</i>
	The Project shifts freight to lower-carbon travel modes to reduce emissions. <i>(Describe how in the supporting narrative below.)</i>
X	The Project improves the resiliency of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the USDOT. <i>(Identify the at-risk infrastructure and describe how the project improves its resiliency in the supporting narrative below.)</i>
X	The Project incorporates energy efficient investments, such as electrification or zero emission vehicle infrastructure. <i>(Describe the energy efficient investments in the supporting narrative below.)</i>
	The Project redevelops brownfield sites. <i>(Identify the brownfield sites and describe the redevelopment in the supporting narrative below.)</i>
	The Project removes, replaces, or restores culverts to improve passage of aquatic species. <i>(Identify the affected culverts and describe how the changes will improve the passage of aquatic species in the supporting narrative below.)</i>
X	The Project avoids adverse impacts to air or water quality, wetlands, and endangered species. <i>(Describe how in the supporting narrative below.)</i>

	The Project includes floodplain upgrades consistent with the Federal Flood Risk Management Standard in Executive Orders 14030 and 13690. <i>(Describe those floodplain upgrades in the supporting narrative below.)</i>
X	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

**2. Supporting Narrative.**

**(i) [ Transportation-Related Pollution Reduction**

The Bayview Connections: Phase 1 Harney Way BRT and Cycletrack Project is expected to reduce air pollution and greenhouse gas (GHG) emissions by shifting transit users to energy-efficient Bus Rapid Transit (BRT) and cycling. The project will decrease vehicle miles traveled (VMT) by enhancing transit reliability and providing new protected bike lanes, which promote active transportation. These improvements align with the project's goal of reducing GHG emissions as outlined in California's AB 32 Scoping Plan and the San Francisco Climate Action Strategy.

**SECTION 2. Alignment with Carbon-Reduction Plans**

The project aligns with California's statewide carbon-reduction goals, including SB 375's requirements for sustainable communities strategies, and regional plans such as the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan.

**SECTION 3. Addressing Disproportionate Environmental Impacts**

The project prioritizes equity by addressing transportation-related pollution in disadvantaged communities within the Bayview District, which historically experiences higher levels of air pollution. By promoting public transit and cycling infrastructure, the project aims to improve air quality and reduce noise pollution.

**SECTION 4. Resiliency of At-Risk Infrastructure**

Design improvements incorporate stormwater drainage upgrades to address flood risks, including the installation of catch basins and permeable pavement. These measures

improve the resiliency of infrastructure to withstand extreme weather events exacerbated by climate change.

#### **SECTION 5. Energy-Efficient Investments**

The project includes energy-efficient investments such as LED lighting along transit and cycling routes and preparations for zero-emission bus operations within the BRT lanes.

#### **SECTION 6. Avoidance of Adverse Environmental Impacts**

The project will avoid adverse impacts on air and water quality by complying with NEPA and CEQA standards, incorporating green infrastructure elements, and following all required environmental mitigation measures.

#### **SECTION 7. Other Environmental Justice Actions**

The project includes targeted hiring initiatives to prioritize local and minority workers, ensuring that the benefits of the project extend to disadvantaged communities. Additionally, the planning process incorporated community engagement sessions to integrate local needs and priorities into the project design.]

**SCHEDULE I  
 RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

**1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project increases affordable transportation choices. <i>(Describe how in the supporting narrative below.)</i>
X	The Project expands active transportation usage. <i>(Describe how in the supporting narrative below.)</i>
X	The Project significantly reduces vehicle dependence. <i>(Describe how in the supporting narrative below.)</i>
X	The Project reduces transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure. <i>(Describe how in the supporting narrative below.)</i>
X	The Project coordinates and integrates land use, affordable housing, and transportation planning to create more livable communities and expand travel choices. <i>(Describe how in the supporting narrative below.)</i>
X	The Project reduces vehicle dependence and improves access to daily destinations, such as jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks, such as by adding new facilities that promote walking or biking. <i>(Describe how in the supporting narrative below.)</i>
X	The Project implements transit-oriented development that benefits existing residents and businesses. <i>(Describe how in the supporting narrative below, including a specific description of the benefits to <u>existing</u> residents and businesses.)</i>
X	The Project mitigates urban heat islands to protect the health of at-risk residents, outdoor workers, and others. <i>(Describe how in the supporting narrative below.)</i>
X	The Project proactively addresses racial equity. <i>(Describe how in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>

	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

[ The Bayview Connections: Phase 1 Harney Way BRT and Cycletrack Project contributes significantly to improving racial equity and reducing barriers to opportunity. Key efforts include:

- **Affordable Transportation Choices:**  
By introducing dedicated Bus Rapid Transit (BRT) lanes and protected cycle tracks, the project provides cost-effective, multimodal transportation options, enabling equitable access for residents who rely on affordable transit options.
- **Expanded Active Transportation Usage:**  
The construction of protected cycle tracks and ADA-compliant sidewalks will encourage biking and walking, reducing reliance on motor vehicles. These features improve accessibility and foster a healthier, more active community.
- **Vehicle Dependence Reduction:**  
The project’s integrated multimodal design reduces vehicle dependence by enhancing access to public transit, cycling, and walking infrastructure, contributing to reduced traffic congestion and environmental benefits.
- **Integrated Land Use and Housing:**  
The project aligns with regional efforts to create mixed-use developments, connecting affordable housing with multimodal transit options to minimize transportation and housing cost burdens for residents.
- **Access to Daily Destinations:**  
Improved connectivity through the project ensures residents can reach essential destinations such as jobs, schools, grocery stores, healthcare facilities, and parks more efficiently.
- **Transit-Oriented Development Benefits:**  
The project directly supports existing residents and businesses by enhancing transit-oriented development that encourages local economic growth while minimizing displacement risks.
- **Urban Heat Island Mitigation:**  
Tree planting and green space enhancements along the corridor reduce urban heat island

effects, improving public health and quality of life for at-risk residents and outdoor workers.

- **Proactive Racial Equity Measures:**

Local hiring initiatives, workforce development programs, and outreach to disadvantaged business enterprises (DBEs) ensure equitable participation in project benefits.

- **Community-Focused Planning:**

Through extensive community engagement and alignment with the city's racial equity goals, the project actively seeks to address historical inequities in transportation infrastructure investments. ]

**SCHEDULE J  
LABOR AND WORK**

**1. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
X	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
X	The Recipient or a project partner implements targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions. <i>(Describe the use of targeted hiring preferences that will promote the entry and retention of underrepresented populations in jobs in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>

	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

**2. Supporting Narrative.**

[ The Bayview Connections: Phase 1 Harney Way BRT and Cycletrack project demonstrates a strong commitment to creating good-paying jobs, promoting strong labor standards, and supporting equitable workforce development through the following efforts:

- **Robust Job Creation:**  
The project is expected to generate a significant number of jobs in construction, transit operations, and active transportation infrastructure. These roles will align with prevailing wage standards and offer workers the free and fair choice to join unions.
- **Workforce Training Programs:**  
Project partners will collaborate with registered apprenticeship programs and local workforce development organizations to train and retain a skilled labor force. These programs will focus on technical skills required for transit and roadway construction, emphasizing high-quality job opportunities.
- **Targeted Hiring Preferences:**  
The project implements policies to promote the hiring of underrepresented populations, including women, people of color, and individuals with prior convictions. Targeted outreach will ensure equitable access to these employment opportunities.
- **Supportive Services for Underrepresented Communities:**  
Supportive services such as transportation assistance, childcare, and mentorship programs will be integrated into workforce development initiatives. Linkage agreements with organizations serving disadvantaged groups will facilitate job placement and retention.
- **Union Engagement and Labor Agreements:**  
The project will engage with local unions and worker-based organizations to ensure labor standards are upheld throughout the project's lifecycle. This includes implementing Project Labor Agreements (PLAs) and Community Benefit Agreements that prioritize local hiring and equitable working conditions.



- **Partnership with Community Groups:**  
Workforce strategies will be co-developed with community organizations representing historically underrepresented groups. These strategies will address barriers to entry and ensure sustained participation in the labor market.
- **Commitment to Labor Standards and Equity:**  
All job opportunities will comply with Equal Employment Opportunity (EEO) standards, and proactive measures will be taken to prevent workplace harassment.

]

**SCHEDULE K  
CIVIL RIGHTS AND TITLE VI**

**1. Recipient Type Designation.**

[Choose the appropriate one of these two alternatives.]

[**Alternative #1**, if either

(1) the Recipient has an award with same operating administration that makes the Recipient subject to the operating administration's Title VI requirements; or

(2) the Recipient had an award with same operating administration as a result of which the Recipient is already in compliance with the operating administration's Title VI requirements:]

Recipient Type Designation: Existing

Existing Award Program: [ 20.933 ]

[**Alternative #2**:]

Recipient Type Designation: New

**2. Title VI Assessment Information.**

[Choose the appropriate one of these two alternatives.]

[**Alternative #1**, if the Recipient Type Designation is Existing:]

This section is not applicable because the Recipient Type Designation is "Existing."

[**Alternative #2**, if the Recipient Type Designation is New:]

Title VI Assessment Completion Date: [ insert date ]

1 [CEQA Findings, Candlestick Point – Hunters Point Shipyard Phase II Project]

2  
3 **Resolution adopting findings under the California Environmental Quality Act, (CEQA),**  
4 **CEQA Guidelines and San Francisco Administrative Code Chapter 31, including the**  
5 **adoption of a mitigation monitoring and reporting program and a statement of**  
6 **overriding considerations in connection with the development of the Hunters Point**  
7 **Shipyard and Candlestick Point, as envisioned in the Hunters Point Shipyard**  
8 **Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and the**  
9 **Conceptual Framework for integrated development of the Hunters Point Shipyard and**  
10 **Candlestick Point endorsed by the Board of Supervisors and the Mayor in May 2007**  
11 **and approved by the voters in 2008 through passage of Proposition G, the Jobs, Parks**  
12 **and Housing Initiative.**

13  
14 WHEREAS, The Board of Supervisors makes the following findings in compliance with  
15 the California Environmental Quality Act ("CEQA"), California Public Resources Code  
16 Sections 21000 et seq., the CEQA Guidelines, 14 Cal. Code Reg. Code Sections 15000 et  
17 seq. ("CEQA Guidelines"), and San Francisco Administrative Code Chapter 31 ("Chapter 31");  
18 and

19 WHEREAS, The proposed area for development as envisioned in proposed  
20 amendments to the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters  
21 Point Redevelopment Plan is the existing Hunters Point Shipyard Redevelopment Area,  
22 except for the Hunters Point Shipyard Phase I area, and the Candlestick Point activity node of  
23 the existing Bayview Hunters Point Redevelopment Plan ("Project Area"); and

1           WHEREAS, The Project Area comprises an approximately 702 acre area of property in  
2 the southeast portion of the City and County of San Francisco consisting of 281 acres at  
3 Candlestick Point and 421 acres at Hunters Point Shipyard; and

4           WHEREAS, The Planning Department ("Department") and the Redevelopment Agency  
5 ("Agency") have undertaken a planning and environmental review process for the proposed  
6 Project Area and provided for appropriate public hearings before the Planning Commission  
7 and the Redevelopment Agency Commission; and

8           WHEREAS, The actions listed in Attachment A, on file with the Clerk of the Board of  
9 Supervisors in File No. 100572, which is hereby declared to be a part of this motion as if set  
10 forth fully herein, ("Actions") are part of a series of considerations in connection with the  
11 adoption of the Redevelopment Plan amendments and various other actions to implement the  
12 project development (collectively, the "Project"), as more particularly defined in Attachment A;  
13 and,

14           WHEREAS, On November 12, 2009, the Department and Agency released for public  
15 review and comment the Draft Environmental Impact Report for the Project, (Department  
16 Case No. 2007.0946E); and

17           WHEREAS, The Planning Commission on December 17, 2009, and the  
18 Redevelopment Agency Commission on December 15, 2009, and January 5, 2010, held  
19 public hearings on the Draft Environmental Impact Report and received written public  
20 comments until 5:00 pm on January 12, 2010, for a total of 60 days of public review; and

21           WHEREAS, The Department and Agency prepared a Final Environmental Impact  
22 Report ("FEIR") for the Project consisting of the Draft Environmental Impact Report, the  
23 comments received during the review period, any additional information that became available  
24 after the publication of the Draft Environmental Impact Report, and the Draft Summary of  
25

1 Comments and Responses, all as required by law, a copy of which is on file with the Clerk of  
2 the Board in File No. 100572, which is incorporated into this resolution by this reference; and

3 WHEREAS, The FEIR files and other Project-related Department and Agency files  
4 have been available for review by this Board of Supervisors and the public, and those files are  
5 part of the record before this Board of Supervisors; and

6 WHEREAS, On June 3, 2010, the Planning Commission and the Redevelopment  
7 Agency Commission reviewed and considered the FEIR and, by Motion No. 18096 and  
8 Resolution No. 58-2010, respectively, found that the contents of said report and the  
9 procedures through which the FEIR was prepared, publicized and reviewed complied with the  
10 provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines  
11 and Chapter 31 of the San Francisco Administrative Code; and

12 WHEREAS, By Motion No. 18096 and Resolution No. 58-2010, the Planning  
13 Commission and the Redevelopment Agency Commission, respectively, found that the FEIR  
14 was adequate, accurate and objective, reflected the independent judgment and analysis of  
15 each Commission and that the summary of Comments and Responses contained no  
16 significant revisions to the Draft Environmental Impact Report; and

17 WHEREAS, By Motion No. 18096 and Resolution No. 58-2010, the Planning  
18 Commission and the Redevelopment Agency Commission, respectively, adopted findings that  
19 the Project will have significant and unavoidable project impacts and make a considerable  
20 contribution to cumulative impacts in the areas of transportation, noise, air quality and historic  
21 resources; and

22 WHEREAS, By Motion No. 18096 and Resolution No. 58-2010, the Planning  
23 Commission and the Redevelopment Agency Commission, respectively, certified the  
24 completion of the Final Environmental Impact Report for the Project in compliance with CEQA  
25 and the CEQA Guidelines; and

1           WHEREAS, The Department and Agency prepared proposed Findings, as required by  
2 CEQA, regarding the alternatives and variants, mitigation measures and significant  
3 environmental impacts analyzed in the FEIR, overriding considerations for approving the  
4 Project including all of the actions listed in Attachment A, and a proposed mitigation  
5 monitoring and reporting program, denoted as Attachment B, on file with the Clerk of the  
6 Board of Supervisors in File No. 100572, which material was made available to the public and  
7 this Board of Supervisors for the Board of Supervisors' review, consideration and actions;  
8 now, therefore, be it

9           RESOLVED, That the Board of Supervisors has reviewed and considered Planning  
10 Commission Motion No. 18096 certifying the FEIR and finding the FEIR adequate, accurate  
11 and objective, and reflecting the independent judgment and analysis of the Planning  
12 Commission, and hereby affirms the Planning Commission's certification of the FEIR by Board  
13 of Supervisors Motion No. M10-110 and incorporates the same into this resolution by this  
14 reference; and be it

15           FURTHER RESOLVED, That the Board of Supervisors finds that (1) modifications  
16 incorporated into the Project and reflected in the Actions will not require important revisions to  
17 the FEIR due to the involvement of new significant environmental effects or a substantial  
18 increase in the severity of previously identified significant effects; (2) no substantial changes  
19 have occurred with respect to the circumstances under which the Project or the Actions are  
20 undertaken that would require major revisions to the FEIR due to the involvement of new  
21 significant environmental effects, or a substantial increase in the severity of effects identified  
22 in the FEIR; and (3) no new information of substantial importance to the Project or the Actions  
23 has become available that would indicate (a) the Project or the Actions will have significant  
24 effects not discussed in the FEIR; (b) significant environmental effects will be substantially  
25 more severe; (c) mitigation measures or alternatives found not feasible, which would reduce

1 one or more significant effects, have become feasible; or (d) mitigation measures or  
2 alternatives, which are considerably different from those in the FEIR, would substantially  
3 reduce one or more significant effects on the environment; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors has reviewed and considered  
5 the FEIR and hereby adopts the Project Findings in Attachment A, including the mitigation  
6 monitoring and reporting program contained in Attachment B, and the statement of overriding  
7 considerations, on file with the Clerk of the Board of Supervisors in File No. 100572, and  
8 incorporates the same into this resolution by this reference; and, be it

9 FURTHER RESOLVED, That because the City and County of San Francisco remains  
10 deeply concerned about the Navy's final cleanup strategy for Parcel E-2, the Board of  
11 Supervisors hereby (i) declares the adoption of these findings shall not in any way imply  
12 support of a cap for Parcel E-2, (ii) pursuant to Proposition P, adopted by the voters of San  
13 Francisco in 2000, and the legally binding Conveyance Agreement regarding the cleanup and  
14 transfer of the Shipyard between the Navy and the City, executed in 2004, implementing  
15 Proposition P, the Board of Supervisors hereby declares its intention that the United States  
16 Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency  
17 (California EPA), and the Navy should pursue the highest practicable level of cleanup for  
18 Parcel E-2, and that the San Francisco Redevelopment Agency shall not accept such property  
19 unless and until that cleanup standard is satisfied as provided in the Interagency Cooperation  
20 Agreement between the City and the Redevelopment Agency, and (iii) the Board of  
21 Supervisors shall conduct a hearing regarding potential final cleanup strategies for Parcel E-2  
22 before a final remedy is selected, and urges that the Navy, U.S. EPA and California EPA  
23 participate in such hearing before the Board of Supervisors regarding potential final cleanup  
24 strategies for Parcel E-2 before a final remedy is selected, and the Board of Supervisors shall  
25 conduct a separate hearing prior to any transfer of Parcel E-2 to the San Francisco

1 Redevelopment Agency. To the extent final remedies have not already been selected, the  
2 Board of Supervisors shall conduct hearings regarding potential final cleanup strategies for  
3 each Project parcel at the Shipyard before any final remedies are selected and urges that the  
4 Navy, U.S. EPA and the California EPA participate in all such hearings.

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# City and County of San Francisco

## Tails Resolution

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

**File Number:** 100572

**Date Passed:** July 27, 2010

Resolution adopting findings under the California Environmental Quality Act (CEQA), CEQA Guidelines and San Francisco Administrative Code Chapter 31, including the adoption of a mitigation monitoring and reporting program and a statement of overriding considerations in connection with the development of the Hunters Point Shipyard and Candlestick Point, as envisioned in the Hunters Point Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and the Conceptual Framework for integrated development of the Hunters Point Shipyard and Candlestick Point endorsed by the Board of Supervisors and the Mayor in May 2007 and approved by the voters in 2008 through passage of Proposition G, the Jobs, Parks and Housing Initiative.

July 27, 2010 Board of Supervisors - AMENDED

Ayes: 9 - Alioto-Pier, Campos, Chiu, Chu, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi  
Noes: 2 - Avalos and Daly

July 27, 2010 Board of Supervisors - AMENDED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi

July 27, 2010 Board of Supervisors - ADOPTED AS AMENDED

Ayes: 9 - Alioto-Pier, Campos, Chiu, Chu, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi  
Noes: 2 - Avalos and Daly

File No. 100572

I hereby certify that the foregoing  
Resolution was ADOPTED AS AMENDED on  
7/27/2010 by the Board of Supervisors of the  
City and County of San Francisco.

Mayor Gavin Newsom

Angela Calvillo  
Clerk of the Board

August 3, 2010  
Date Approved