

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
S.1 What is this document about?	1
S.2 Who is leading the environmental review of this project?	1
S.3 What is the purpose of this document?	2
S.4 In general, what kinds of environmental effects could be expected?	2
S.5 What are some of the benefits of the project (versus taking no action?)	3
S.6 What steps in the environmental process have occurred since issuance of the Draft EIS/EIR?	3
S.7 What is the difference between the Draft EIS/EIR and this Final EIS/ROD?	4
S.8 How can I be involved?	5
S.9 Where is the project located?	5
S.10 How did this project come to be?	6
S.11 What is the purpose and need for this project?	6
S.11.1 Project Purpose	6
S.11.2 Project Need	7
S.12 What is in this project?	9
S.12.1 Project Alternatives	9
S.13 How is this document organized?	21
S.14 How much will this project cost?	23
S.15 What are the potential environmental effects of this project?	23
S.15.1 Transit Conditions	24
S.15.2 Automobile Conditions	25
S.15.3 Pedestrian and Bicycle Conditions	25
S.15.4 Parking and Loading Conditions	26
S.16 The Preferred Alternative	27
CHAPTER 1.0 PROJECT PURPOSE AND NEED	1-1
1.1 Introduction	1-1
1.2 Final EIS/Record of Decision	1-3
1.2.1 Modifications to the Hybrid Alternative after Publication of the Draft EIS/EIR	1-3
1.2.2 Final EIS	1-4
1.2.3 Environmentally Preferable Alternative	1-4
1.2.4 Preferred Alternative	1-4
1.2.5 Uses of the Final EIS	1-5
1.3 Project Location	1-5
1.4 Planning Context	1-6
1.4.1 Regional Planning Context	1-8
1.5 Project Purpose and Need	1-9
1.5.1 Project Purpose	1-9
1.5.2 Project Need	1-9

CHAPTER 2.0	DESCRIPTIONS OF PROJECT ALTERNATIVES	2-1
2.1	Introduction	2-1
2.1.1	Selection of the Locally Preferred Alternative	2-1
2.1.2	Project Setting	2-7
2.1.3	Terminology	2-11
2.2	Description of Alternatives	2-12
2.2.1	Overview	2-12
2.2.2	No Build Alternative	2-15
2.2.3	Features Common to All Build Alternatives	2-19
2.2.4	Detailed Discussion of Features for Alternative 2: Side-Lane BRT	2-28
2.2.5	Detailed Discussion of Features for Alternative 3: Center-Lane BRT with Dual Medians and Passing Lanes	2-37
2.2.6	Detailed Discussion of Features for Alternative 3- Consolidated: Center-Lane BRT with Dual Medians and Consolidated Bus Service	2-44
2.2.7	Detailed Discussion of Features for the Hybrid Alternative/LPA	2-50
2.3	Evaluation of Alternatives	2-68
2.3.1	Transit Performance	2-69
2.3.2	System Performance	2-70
2.3.3	Environmental Effects	2-70
2.3.4	Pedestrian Access and Safety	2-71
2.3.5	Rail-Readiness	2-72
2.3.6	Cost	2-72
2.3.7	Construction Impacts	2-72
2.3.8	Summary	2-73
2.4	Construction Plan	2-77
2.5	Capital Costs of Project Alternatives	2-77
2.6	Operating and Maintenance Costs of Project Alternatives	2-79
2.7	Alternatives Development and Screening Process	2-81
2.7.1	Other Alternatives Considered	2-81
2.8	Related and Planned Projects	2-82
2.8.1	Local Projects	2-83
2.8.2	Regional Projects	2-88
2.9	Required Permits and Approvals	2-89
2.10	Next Steps in the Environmental Process	2-90
CHAPTER 3.0	TRANSPORTATION	3.1-1
3.1	Introduction	3.1-1
3.1.1	Transportation Chapter Organization	3.1-1
3.1.2	Transportation Analysis Process	3.1-2
3.2	Corridor Travel Patterns	3.2-1

3.2.1	Affected Environment	3.2-1
3.2.2	Future Travel Patterns	3.2-11
3.3	Transit Conditions	3.3-1
3.3.1	Regulatory Setting	3.3-1
3.3.2	Affected Environment	3.3-3
3.3.3	Methodology	3.3-15
3.3.4	Environmental Consequences	3.3-18
3.3.5	Avoidance, Minimization and Mitigation Measures	3.3-33
3.4	Automobile Traffic	3.4-1
3.4.1	Regulatory Setting	3.4-1
3.4.2	Affected Environment	3.4-3
3.4.3	Methodology: Traffic Evaluation	3.4-11
3.4.4	Environmental Consequences	3.4-13
3.4.5	Avoidance, Minimization and Mitigation Measures	3.4-64
3.5	Pedestrian and Bicycle Transportation	3.5-1
3.5.1	Regulatory Setting	3.5-1
3.5.2	Affected Environment	3.5-3
3.5.3	Methodology	3.5-15
3.5.4	Environmental Consequences	3.5-15
3.5.5	Avoidance, Minimization, and Mitigation Measures	3.5-26
3.6	Parking and Loading Conditions	3.6-1
3.6.1	Regulatory Setting	3.6-1
3.6.2	Affected Environment	3.6-2
3.6.3	Methodology	3.6-5
3.6.4	Environmental Consequences	3.6-7
3.6.5	Avoidance, Minimization, and Mitigation Measures	3.6-21

CHAPTER 4.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES 4-1

Topics Addressed in the Draft EIS/EIR		4-1
How this Chapter is Organized		4-2
Characterizing Baseline Conditions		4-2
4.1	Land Use	4.1-1
4.1.1	Regulatory Setting	4.1-1
4.1.2	Affected Environment	4.1-5
4.1.3	Methodology	4.1-11
4.1.4	Environmental Consequences	4.1-11
4.1.5	Avoidance, Minimization, and/or Mitigation Measures	4.1-16
4.2	Community Impacts	4.2-1

4.2.1		Regulatory Requirements	4.2-1
4.2.2		Affected Environment	4.2-1
4.2.3		Methodology	4.2-30
4.2.4		Environmental Consequences	4.2-31
4.2.5		Avoidance, Minimization, and/or Mitigation Measures	4.2-40
4.3	Growth		4.3-1
4.3.1		Regulatory Setting	4.3-1
4.3.2		Affected Environment	4.3-1
4.3.3		Methodology	4.3-6
4.3.4		Environmental Consequences	4.3-6
4.3.5		Avoidance, Minimization, and/or Mitigation Measures	4.3-10
4.4	Visual Resources		4.4-1
4.4.1		Regulatory Setting	4.4-1
4.4.2		Affected Environment	4.4-4
4.4.3		Methodology	4.4-14
4.4.4		Environmental Consequences	4.4-17
4.4.5		Avoidance, Minimization, and/or Mitigation Measures	4.4-48
4.5	Cultural Resources		4.5-1
4.5.1		Regulatory Setting	4.5-1
4.5.2		Affected Environment	4.5-6
4.5.3		Methodology	4.5-21
4.5.4		Environmental Consequences	4.5-23
4.5.5		Avoidance, Minimization, and/or Mitigation Measures	4.5-36
4.6	Utilities		4.6-1
4.6.1		Regulatory Setting	4.6-1
4.6.2		Affected Environment	4.6-5
4.6.3		Methodology	4.6-12
4.6.4		Environmental Consequences	4.6-13
4.6.5		Avoidance, Minimization, and/or Mitigation Measures	4.6-20
4.7	Geology/Soils/Seismic/Topography		4.7-1
4.7.1		Regulatory Setting	4.7-1
4.7.2		Affected Environment	4.7-1
4.7.3		Methodology	4.7-10
4.7.4		Environmental Consequences	4.7-11
4.7.5		Avoidance, Minimization, and/or Mitigation Measures	4.7-15
4.8	Hazards and Hazardous Materials		4.8-1
4.8.1		Regulatory Setting	4.8-1
4.8.2		Affected Environment	4.8-4

4.8.3	Methodology	4.8-12
4.8.4	Environmental Consequences	4.8-12
4.8.5	Avoidance, Minimization, and/or Mitigation Measures	4.8-17
4.9	Hydrology and Water Quality	4.9-1
4.9.1	Regulatory Setting	4.9-1
4.9.2	Affected Environment	4.9-3
4.9.3	Methodology	4.9-5
4.9.4	Environmental Consequences	4.9-5
4.9.5	Avoidance, Minimization, and/or Mitigation Measures	4.9-16
4.10	Air Quality and Greenhouse Gases	4.10-1
4.10.1	Regulatory Setting	4.10-1
4.10.2	Affected Environment	4.10-12
4.10.3	Methodology	4.10-15
4.10.4	Environmental Consequences	4.10-17
4.10.5	Avoidance, Minimization, and/or Mitigation Measures	4.10-30
4.11	Noise and Vibration	4.11-1
4.11.1	Regulatory Setting	4.11-1
4.11.2	Affected Environment	4.11-4
4.11.3	Methodology	4.11-10
4.11.4	Environmental Consequences	4.11-12
4.11.5	Avoidance, Minimization and/or Mitigation Measures	4.11-26
4.12	Energy	4.12-1
4.12.1	Regulatory Setting	4.12-1
4.12.2	Affected Environment	4.12-4
4.12.3	Methodology	4.12-5
4.12.4	Environmental Consequences	4.12-5
4.12.5	Avoidance, Minimization, and/or Mitigation Measures	4.12-9
4.13	Biological Resources	4.13-1
4.13.1	Regulatory Setting	4.13-1
4.13.2	Affected Environment	4.13-4
4.13.3	Methodology	4.13-6
4.13.4	Environmental Consequences	4.13-7
4.13.5	Avoidance, Minimization, and/or Mitigation Measures	4.13-11
4.14	Environmental Justice	4.14-1
4.14.1	Regulatory Setting	4.14-1
4.14.2	Affected Environment	4.14-2
4.14.3	Methodology	4.14-11

4.14.4	Environmental Consequences	4.14-14
4.14.5	Avoidance, Minimization, and/or Mitigation Measures	4.14-35
4.15	Construction Methods and Impacts	4.15-1
4.15.1	Summary of Major Construction Activities for Build Alternatives	4.15-2
4.15.2	Construction Schedule & Phasing	4.15-8
4.15.3	Construction Approach	4.15-14
4.15.4	Construction Staging	4.15-15
4.15.5	Transportation Management Plan	4.15-17
4.15.6	Construction Period Effects - Traffic and Transportation	4.15-21
4.15.7	Construction Period Effects - Land Use and Community	4.15-23
4.15.8	Construction Period Effects - Aesthetics/Visual Resources	4.15-25
4.15.9	Construction Period Effects - Cultural Resources	4.15-26
4.15.10	Construction Period Effects - Utilities/Service Systems	4.15-30
4.15.11	Construction Period Effects - Geology/Soils/ Seismicity/ Topography	4.15-32
4.15.12	Construction Period Effects - Hazardous Materials	4.15-33
4.15.13	Construction Period Effects - Hydrology and Water Quality	4.15-35
4.15.14	Construction Period Effects - Air Quality	4.15-38
4.15.15	Construction Period Effects - Noise and Vibration	4.15-41
4.15.16	Construction Period Effects - Biological Resources	4.15-45
4.16	Irreversible and Irrecoverable Commitment of Resources	4.16-1
4.17	Relationship between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity	4.17-1
CHAPTER 5.0 CUMULATIVE IMPACTS		5-1
5.1	Regulatory Setting	5-1
5.1.1	Federal Regulations	5-1
5.1.2	State Regulations	5-1
5.2	Methodology	5-2
5.3	Historical Context and Past Projects	5-2
5.4	Reasonably Foreseeable Projects	5-3
5.5	Environmental Areas with Beneficial or No Adverse Cumulative Effects	5-4

5.5.1	Transit	5-4
5.5.2	Pedestrian and Bicycle Transportation	5-5
5.5.3	Parking and Loading	5-7
5.5.4	Land Use	5-9
5.5.5	Community Impacts	5-10
5.5.6	Growth	5-13
5.5.7	Visual/Aesthetics	5-14
5.5.8	Cultural Resources	5-15
5.5.9	Utilities	5-17
5.5.10	Geology/Soils/Seismic/Topography	5-17
5.5.11	Hazards and Hazardous Materials	5-19
5.5.12	Hydrology and Water Quality	5-20
5.5.13	Air Quality/Greenhouse Gas Emissions	5-21
5.5.14	Noise and Vibration	5-24
5.5.15	Energy	5-25
5.5.16	Biological Resources	5-26
5.5.17	Environmental Justice	5-27
5.6	Environmental Area Subject to Cumulative Effects	5-28
5.6.1	Automobile Traffic	5-28
CHAPTER 6.0 SECTION 4(F) AND 6(F) EVALUATION		6-1
6.1	Introduction	6-1
6.1.1	Section 4(f)	6-1
6.1.2	Section 6(f)	6-1
6.1.3	Project Summary	6-2
6.2	Section 4(f) Resources	6-3
6.2.1	Parks and Recreation Properties	6-3
6.2.2	Wildlife and Waterfowl Refuges	6-5
6.2.3	Historic Sites	6-5
6.3	Section 6(f) Resources	6-8
6.4	Evaluation of Potential Impacts to Section 4(f) Properties	6-8
6.4.1	Evaluation of Impacts to Park and Recreational Facilities	6-10
6.4.2	Evaluation of Impacts to Cultural Resources	6-15
6.5	Measures to Minimize Harm	6-19
6.6	Evaluation of Potential Impacts to Section 6(f) Properties	6-20
6.7	Coordination	6-20
CHAPTER 7.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT EVALUATION		7-1
CHAPTER 8.0 PUBLIC PARTICIPATION		8-1
8.1	Overview	8-1
8.2	Interagency Consultation	8-1
8.2.1	SFCTA and SFMTA Coordination	8-1
8.2.2	External Local Agency	8-2

8.2.3	Federal Transit Administration Coordination	8-3
8.3	Community Involvement	8-3
8.3.1	Public Information Meetings	8-3
8.3.2	Outreach during the Draft EIS/EIR Circulation and Public Comment Period	8-8
8.3.3	Outreach following the Draft EIS/EIR Circulation Period	8-10
8.3.4	Community Input Received after the Draft EIS/EIR Circulation Period	8-11
8.4	Final EIR, Current, and Future Outreach Efforts	8-11
CHAPTER 9.0 FINANCIAL ANALYSIS		9-1
9.1	Capital Costs	9-1
9.1.1	FTA Small-Starts-Funded Project Elements	9-3
9.1.2	Projects to be Coordinated with the Proposed Project	9-5
9.1.3	Funding – Phase I	9-7
9.1.4	Funding – Phase II	9-9
9.2	Operations and Maintenance Costs	9-12
9.2.1	Operating Costs	9-12
9.2.2	Maintenance Costs	9-13
9.3	Coordination with Metropolitan Transportation Commission and <i>Plan Bay Area</i> Consistency	9-14
9.4	Risk Analysis	9-14
9.5	Financial Analysis Conclusions	9-16
CHAPTER 10.0 INITIAL DEVELOPMENT AND SCREENING OF ALTERNATIVES		10-1
10.1	Introduction	10-1
10.2	Configuration and Service Options Previously Considered and Rejected	10-1
10.2.1	Previous Analysis Rounds	10-1
10.2.2	Corridorwide Configurations/Service Options	10-2
10.2.3	Inner Geary Configurations/Service Options	10-2
10.2.4	West of Gough Configurations/Service Options	10-4
10.2.5	Fillmore Underpass Area Configurations	10-5
10.2.6	Masonic Area Underpass Configurations	10-8
10.3	Analysis of Configurations and Combinations, Identification of Staff-Recommended Alternative	10-11
10.3.1	Alternatives and Combinations Considered	10-11
10.3.2	Evaluation Criteria	10-14
10.3.3	Elimination of Options by Location: Fillmore	10-15
10.3.4	Elimination of Options by Location: Masonic	10-16
10.3.5	Elimination of Options by Location: Between Fillmore Street and Masonic Avenue	10-18
10.3.6	Comparison of Remaining Combinations	10-18

10.3.7	Summary Conclusion: Alternative 3.2C (Hybrid Alternative) as Staff Recommendation	10-23
10.4	Selection of Locally Preferred Alternative	10-25
CHAPTER 11.0	REFERENCES	11-1
Chapter 1.0 – Purpose and Need		11-1
Chapter 2.0 – Project Alternatives		11-1
Chapter 3.0 – Transportation		11-1
Chapter 4.0 – Affected Environment		11-2
Land Use		11-2
Community Services		11-3
Growth		11-5
Aesthetics/Visual Resources		11-5
Cultural Resources		11-6
Utilities/Service Systems		11-7
Geology/Soils/Seismic/Topography		11-7
Hazards and Hazardous Materials		11-9
Hydrology/Water Quality		11-9
Air Quality		11-10
Noise		11-11
Energy		11-11
Biological Resources		11-11
Environmental Justice		11-12
Construction		11-12
Chapter 5.0 – Cumulative Impacts		11-13
Chapter 6.0 – Section 4f and 6f		11-13
ACRONYMS AND ABBREVIATIONS		II

Page Intentionally Left Blank.

LIST OF TABLES

Table 2-1	Proposed Bus-Only Lane Configurations and Frequencies by Alternative	2-13
Table 2-2	Bus Stop Types and Amenity Levels	2-22
Table 2-3	Proposed Eastbound Stop Locations	2-23
Table 2-4	Proposed Westbound Stop Locations	2-24
Table 2-5	Alternative 2 Bus-Only Lane Configuration	2-34
Table 2-6	Alternative 3 Bus-Only Lane Configuration	2-41
Table 2-7	Alternative 3-Consolidated Bus-Only Lane Configuration	2-48
Table 2-8	Hybrid Alternative/LPA Bus-Only Lane Configuration	2-56
Table 2-9	Capital Cost Estimates for Build Alternatives	2-79
Table 2-10	Annual Operating and Maintenance Costs for Proposed Service	2-80
Table 2-11	Anticipated Permits and Approvals	2-90
Table 3.2-1	ABAG Projections (2009) Population and Employment Forecasts with SF Planning Department Allocation	3.2-13
Table 3.2-2	Daily Trips by Origin/Destination for Each District within the Study Area (2012)	3.2-18
Table 3.2-3	Growth in Daily Trips from 2012 to 2020 by Origin/Destination for Each District within the Study Area	3.2-19
Table 3.2-4	Daily Trip Growth From 2012 to 2035 by Origin/Destination for Each District within the Study Area	3.2-19
Table 3.3-1	Existing SFMTA Transit Services on Geary Corridor	3.3-4
Table 3.3-2	Existing Transit Routes Crossing the Geary Corridor	3.3-5
Table 3.3-3	Bus Capacities for Geary Corridor Routes	3.3-8
Table 3.3-4	Number of Bus Stops between 34th Avenue and Market Street	3.3-23
Table 3.3-5	Average Bus Stop Spacing from 33rd Avenue to Kearny Street	3.3-23
Table 3.3-6	Year 2020 Geary Corridor Bus Travel Time Percent Reduction Compared with No Build Conditions (Entire Corridor, 48th Avenue to Transbay Transit Center)	3.3-24
Table 3.3-7	Transit Travel Time Variations, P.M. Peak Hour (2020) Westbound (Difference between 95th Percent Travel Time and Mean Travel Time)	3.3-25
Table 3.3-8	Transit Travel Time Variations, P.M. Peak Hour (2020) Eastbound (Difference between 95th Percent Travel Time and Mean Travel Time)	3.3-25
Table 3.3-9	Year 2035 Geary Corridor Bus Travel Time Percent Reduction Compared with No Build Conditions (Entire Corridor, 48th Avenue to Transbay Transit Center)	3.3-26

Table 3.3-10	Transit Travel Time Variations, P.M. Peak Hour (2035) Westbound (Difference between 95th Percent Travel Time and Mean Travel Time)	3.3-27
Table 3.3-11	Transit Travel Time Variations, P.M. Peak Hour (2035) Eastbound (Difference between 95th Percent Travel Time and Mean Travel Time)	3.3-27
Table 3.3-12	Year 2020 Platform Space per Passenger during Peak Hour: Highest Ridership Stations	3.3-28
Table 3.3-13	Year 2035 Platform Space per Passenger during Peak Hour: Highest Ridership Stations	3.3-28
Table 3.3-14	Year 2020 Load Factors at Peak Hour	3.3-30
Table 3.3-15	Year 2035 Load Factors at Peak Hour	3.3-30
Table 3.4-1	Average Daily Weekday Traffic and P.M. Peak-Hour Volumes	3.4-5
Table 3.4-2	P.M. Peak-Period Vehicle Travel Times	3.4-7
Table 3.4-3	Signalized Intersection Level of Service Thresholds	3.4-8
Table 3.4-4	P.M. Peak-Hour Geary Corridor Traffic Volume Differences Between 2020 Build Alternatives and the 2020 No Build Alternative	3.4-19
Table 3.4-5	P.M. Peak-Hour Geary Corridor Traffic Volume Differences Between 2035 Build Alternatives and the 2035 No Build Alternative	3.4-20
Table 3.4-6	Left-Turn Locations on Geary Corridor, by Alternative	3.4-23
Table 3.4-7	Diversions from Geary Boulevard to Parallel Roadways, Total Difference in Volume on All Parallel Streets vs. No-Build Alternative, 2020 P.M. Peak Hour	3.4-25
Table 3.4-8	Diversions from Geary Boulevard to Parallel Roadways, Total Difference in Volume on All Parallel Streets vs. No-Build, 2035 P.M. Peak Hour	3.4-28
Table 3.4-9	Daily Weekday San Francisco VMT and VHT, 2020	3.4-33
Table 3.4-10	Daily Weekday San Francisco VMT and VHT, 2035	3.4-33
Table 3.4-11	Average Automobile Travel Times, Total Difference by Alternative vs. No-Build, P.M. Peak Hour (2020)	3.4-36
Table 3.4-12	Average Automobile Travel Time Variations, Total Difference by Alternative vs. No-Build, P.M. Peak Hour (2020)	3.4-36
Table 3.4-13	Average Automobile Travel Times, Total Difference by Alternative vs. No-Build, P.M. Peak Hour (2035)	3.4-39
Table 3.5-1	Existing Sidewalk Widths	3.5-4
Table 3.5-2	Future Pedestrian Volumes	3.5-18
Table 3.5-3	Future Pedestrian Delay during P.M. Peak Hour (2020 and 2035)	3.5-19
Table 3.5-4	Number of Additional Pedestrian Crossing Bulbs by Alternative	3.5-20
Table 3.5-5	Crosswalk Locations – All Build Alternatives	3.5-21
Table 3.5-6	Number of Protected and Permissive Left Turns by Alternative	3.5-22

Table 3.5-7	Future Geary Corridor Bicycle Volumes	3.5-24
Table 3.5-8	Future Bicycling Delay during P.M. Peak Hour (2020 and 2035)	3.5-25
Table 3.6-1	Existing On-street Parking and Loading Supply along Geary Boulevard, Geary Street, and O'Farrell Street (2017)	3.6-5
Table 3.6-2	Change in Area-wide Public Parking Supply in the Geary Corridor, by Alternative and Corridor Segment (2017)	3.6-10
Table 3.6-3	On-Street Parking Spaces in the Geary Corridor	3.6-11
Table 3.6-4	Parking Supply and Occupancy in the Masonic Study Area	3.6-13
Table 3.6-5	Change in Parking Supply in the Masonic Study Area	3.6-14
Table 3.6-6	Parking Supply and Occupancy Data in the Japantown/Fillmore Study Area	3.6-15
Table 3.6-7	Change in Parking Supply in the Japantown/Fillmore Study Area	3.6-16
Table 3.6-8	Change in Supply of Parking Spaces for People with Disabilities, by Build Alternative and Corridor Segment	3.6-17
Table 3.6-9	Change in Supply of Commercial Loading Spaces	3.6-20
Table 3.6-10	Change in Supply of Passenger Loading Spaces	3.6-20
Table 4.2-1	Population and Age	4.2-2
Table 4.2-2	Racial and Ethnic Composition	4.2-2
Table 4.2-3	Household Characteristics	4.2-5
Table 4.2-4	Housing Occupancy	4.2-5
Table 4.2-5	Transit-Dependent Populations	4.2-6
Table 4.2-6	Neighborhood Organizations	4.2-12
Table 4.2-7	Public and Community Facilities	4.2-18
Table 4.2-8	Houses of Worship	4.2-22
Table 4.2-9	Parks and Recreational Facilities	4.2-25
Table 4.2-10	Employment Sector Distribution	4.2-28
Table 4.2-11	Labor Force by Industry, 2011	4.2-30
Table 4.3-1	Population and Housing Projections; 2010-2035	4.3-2
Table 4.3-2	Employment Projections; 2010-2035	4.3-2
Table 4.3-3	Major Planned and Reasonably Foreseeable Projects	4.3-3
Table 4.4-1	Potential Operational Visual Effects	4.4-23
Table 4.5-1	Properties listed in or previously determined eligible for listing in the NRHP	4.5-10
Table 4.5-2	Properties that are Eligible for Listing in the NRHP	4.5-11
Table 4.5-3	Geologic Unit and Paleontological Sensitivity	4.5-21
Table 4.5-4	Construction Vibration Damage Criteria	4.5-31
Table 4.5-5	Vibration Velocities for Construction Equipment	4.5-31
Table 4.7-1	Major Fault Characterization in the Vicinity of the Geary Corridor	4.7-6
Table 4.8-1	Associated Risk Levels within the Geary Corridor	4.8-13
Table 4.9-1	Federal 303(d) List of Impairments for Central and South San Francisco	4.9-4

Table 4.9-2	Disturbed Soil and Impervious Surface Areas Under Project Alternatives ^a	4.9-8
Table 4.10-1	Federal and State Air Quality Standards and Attainment Status, San Francisco Bay Area	4.10-2
Table 4.10-2	2009-2013 Ambient Air Quality Data in Project Vicinity	4.10-13
Table 4.10-3	Measurements of Carcinogenic Toxic Air Contaminants Concentrations at Arkansas Street Station and Estimated Cancer Risk from Lifetime Exposure	4.10-16
Table 4.10-4	Estimated Daily Construction Emissions for all Build Alternatives	4.10-25
Table 4.10-5	Construction Health Risk Assessment	4.10-25
Table 4.10-6	Criteria Pollutant and GHG Emissions – Operational Effects	4.10-28
Table 4.10-7	Regional VMT and Traffic Speed Data Under the No Build and Build Alternatives	4.10-29
Table 4.10-8	Operational Health Risk Assessment	4.10-31
Table 4.11-1	Existing Noise Levels	4.11-8
Table 4.11-2	Land Use Categories And Metrics For Transit Noise Impact Criteria	4.11-10
Table 4.11-3	Noise Levels Defining Impact for Transit Project	4.11-11
Table 4.11-4	Typical Noise Levels From Construction Equipment	4.11-15
Table 4.11-5	Construction Vibration Damage Criteria	4.11-18
Table 4.11-6	Vibration Velocities for Construction Equipment	4.11-18
Table 4.11-7	Operational Noise Effects	4.11-22
Table 4.12-1	Existing Transportation Related Energy Use	4.12-5
Table 4.12-2	Energy Use – Build and No Build Alternatives; 2020 and 2035	4.12-8
Table 4.13-1	Special-Status Animal Species Within ½ Mile of Study Area	4.13-5
Table 4.13-2	Special-Status Plant Species for the Study Area	4.13-6
Table 4.14-1	Census Block Group Analysis	4.14-6
Table 4.14-2	Adverse Traffic Effects in 2035 Resulting from each Build Alternative, 2012 Census Data	4.14-27
Table 4.14-3	Adverse Traffic Effects in 2035 Resulting from each Build Alternative, 2016 Census Data	4.14-27
Table 4.15-1	Major Construction Activities by Alternative	4.15-7
Table 4.15-2	Anticipated Construction Areas and Excavation Depths	4.15-8
Table 4.15-3	Estimated Construction Schedule by Alternative	4.15-9
Table 4.15-4	Construction Conditions	4.15-20
Table 4.15-5	Elements of a Transportation Management Plan	4.15-22
Table 4.15-6	Estimated Daily Construction Emissions for all Build Alternatives	4.15-39
Table 4.15-7	Construction Health Risk Assessment	4.15-39
Table 4.15-8	Typical Noise Levels From Construction Equipment	4.15-41
Table 4.15-9	Vibration Velocities for Construction Equipment	4.15-43
Table 5-1	Existing Maximum Health Risks	5-22

Table 5-2	Summary of Study Intersection Impacts and Mitigation Measures, 2035 Cumulative Horizon Year	5-30
Table 6-1	Park and Recreational Facilities within 1/2 Mile of Geary Corridor	6-3
Table 9-1	Capital Cost Estimates for Build Alternatives	9-3
Table 9-2	Proposed Geary Corridor Funding Packages – Hybrid Alternative/LPA	9-4
Table 9-3	Budgeted/Planned Funding Sources for Geary BRT Phase I	9-9
Table 9-4	Planned and Potential Geary Funding Sources for BRT Phase II	9-12
Table 9-5	Annual Operating and Maintenance Costs for Proposed Service	9-13
Table 10-1	Key Performance Indicators	10-14
Table 10-2	Alternatives and Combinations Performance Summary	10-20

Page Intentionally Left Blank.

LIST OF FIGURES

Figure S-1	Build Alternatives Schematic Diagram	10
Figure S-2	Alternative 2	13
Figure S-3	Alternative 3	15
Figure S-4	Alternative 3-Consolidated	17
Figure S-5	Hybrid Alternative/Locally Preferred Alternative	19
Figure 1-1	The Geary Corridor between 48th Avenue and the Transbay Transit Center	1-2
Figure 1-2	San Francisco Rapid Transit Network Map	1-7
Figure 1-3	Curbside Bus Stop	1-13
Figure 1-4	Bus Bunching	1-14
Figure 1-5	Bus Delays and Crowding	1-14
Figure 1-6	Pedestrian Access Conditions	1-15
Figure 1-7	Existing Bus Stop Amenities at Various Locations	1-16
Figure 1-8	Bus Loading Areas	1-16
Figure 3.2-1	Geary Corridor and Transportation Study Area	3.2-5
Figure 3.2-2	Mode Share for All Daily Weekday Trips (to/from/ within specified geographies)	3.2-8
Figure 3.2-3	Usual Mode for Commute to Work by Location of Residence (2008-2012)	3.2-9
Figure 3.2-4	Mode Share for All P.M. Peak Period Weekday Trips (to/from/within Specified Geographies)	3.2-10
Figure 3.2-5	Existing (2012) Weekday Vehicle-Person Trips for Geary Boulevard at Select Locations (for Travel Occurring on Geary Boulevard)	3.2-11
Figure 3.2-6	Growth in Daily Trips To/From/Within the Study Area by Time of Day	3.2-15
Figure 3.2-7	Growth in Daily Trips To/From/Within the Study Area by Mode	3.2-15
Figure 3.2-8	Daily Tripmaking Mode Share for Future Analysis Years (Daily Trips, to/from/within the Study Area)	3.2-16
Figure 3.2-9	Subdistricts within the Study Area	3.2-17
Figure 3.3-1	Existing Geary Corridor Transit Routes	3.3-6
Figure 3.3-2	Average Load by Stop: Eastbound P.M. Peak Hour, 38 and 38R	3.3-9
Figure 3.3-3	Average Load by Stop: Westbound P.M. Peak Hour, 38 and 38R	3.3-9
Figure 3.3-4	Existing Westbound Transit Boardings along Geary Corridor	3.3-10
Figure 3.3-5	Existing Eastbound Transit Boardings along Geary Corridor	3.3-10
Figure 3.3-6	Existing Transit Speeds	3.3-12
Figure 3.3-7	Geary Corridor Transit On-Time Performance (P.M. Peak Hour, Weekdays, 2013)	3.3-13

Figure 3.3-8	Geary Corridor Transit Headway Adherence (Headways Exceeding Schedule by More Than Five Minutes, P.M. Peak Hour, Weekdays, 2013)	3.3-14
Figure 3.3-9	Geary Corridor Transit Bus Bunching (Gaps Between Buses Less Than One to Two Minutes, P.M. Peak Hour, Weekdays, 2013)	3.3-14
Figure 3.3-10	2020 and 2035 Daily Transit Ridership	3.3-22
Figure 3.3-11	Year 2020 Geary Corridor Bus Travel Times (Entire Corridor, 48th Avenue to Transbay Transit Center)	3.3-24
Figure 3.3-12	Year 2035 Geary Corridor Bus Travel Times (Entire Corridor, 48th Avenue to Transbay Transit Center)	3.3-26
Figure 3.3-13	Year 2020 Platform Space per Passenger during Peak Hour: Highest Ridership Stations	3.3-29
Figure 3.3-14	Geary Transit Load Profiles (2020 Inbound, A.M. Peak Hour)	3.3-31
Figure 3.3-15	Geary Transit Load Profiles (2020 Outbound, P.M. Peak Hour)	3.3-31
Figure 3.3-16	Geary Transit Load Profiles (2035 Inbound, A.M. Peak Hour)	3.3-32
Figure 3.3-17	Geary Transit Load Profiles (2035 Outbound, P.M. Peak Hour)	3.3-32
Figure 3.4-1	Existing Weekday Geary Boulevard Traffic Volumes at Divisadero Street	3.4-6
Figure 3.4-2	Existing LOS at Core Area and Off-Corridor Study Intersections	3.4-10
Figure 3.4-3	Geary Boulevard 2020 Westbound P.M. Peak-Hour Traffic at Key Intersections (Vehicles per Hour)	3.4-18
Figure 3.4-4	Geary Boulevard 2020 Eastbound P.M. Peak-Hour Traffic at Key Intersections (Vehicles per Hour)	3.4-18
Figure 3.4-5	Geary Boulevard 2035 Westbound P.M. Peak-Hour Traffic at Key Intersections (Vehicles per Hour)	3.4-21
Figure 3.4-6	Geary Boulevard 2035 Eastbound P.M. Peak-Hour Traffic at Key Intersections (Vehicles per Hour)	3.4-21
Figure 3.4-7	Change in Passenger Trips in the Study Area Between the Build Alternatives and the No Build Alternative	3.4-26
Figure 3.4-8	P.M. Peak-Hour Traffic Diversions (Vehicles) from Geary Boulevard (Both Directions) to Adjacent Streets as Percent of Traffic on Recipient Streets – Average for 30th Ave, Park Presidio, and Arguello Screenlines	3.4-29
Figure 3.4-9	P.M. Peak-Hour Traffic Diversions (Vehicles) from Geary Boulevard (Both Directions) to Adjacent Streets as Percent of Traffic on Recipient Streets – Average for Masonic, Divisadero, and Webster Screenlines	3.4-29
Figure 3.4-10	Change in Passenger Trips in the Study Area Between the Build Alternatives and the No Build Alternative	3.4-30

Figure 3.4-11	Average Automobile Travel Times, P.M. Peak Hour (2020)	3.4-37
Figure 3.4-12	Average Vehicular Travel Times, P.M. Peak Hour (2035)	3.4-39
Figure 3.4-13	2020 No Build Alternative LOS at Core Area and Off-Corridor Study Intersections	3.4-41
Figure 3.4-14	2020 Alternative 2 LOS at Core Area and Off-Corridor Study Intersections	3.4-41
Figure 3.4-15	2020 Alternative 3 LOS at Core Area and Off-Corridor Study Intersections	3.4-42
Figure 3.4-16	2020 Alternative 3-Consolidated LOS at Core Area and Off-Corridor Study Intersections	3.4-42
Figure 3.4-17	2020 Hybrid Alternative/LPA LOS at Core Area and Off-Corridor Study Intersections	3.4-43
Figure 3.4-18	2035 No Build Alternative LOS at Core Area and Off-Corridor Study Intersections	3.4-50
Figure 3.4-19	2035 Alternative 2 LOS at Core Area and Off-Corridor Study Intersections	3.4-50
Figure 3.4-20	2035 Alternative 3 LOS at Core Area and Off-Corridor Study Intersections	3.4-51
Figure 3.4-21	2035 Alternative 3-Consolidated LOS at Core Area and Off-Corridor Study Intersections	3.4-51
Figure 3.4-22	2035 Hybrid Alternative/LPA LOS at Core Area and Off-Corridor Study Intersections	3.4-52
Figure 3.5-1	Pedestrian-Automobile Collisions on the Geary Corridor (2007-2011)	3.5-8
Figure 3.5-2	Senior Centers and Stop Locations along the Geary Corridor	3.5-11
Figure 3.5-3	Existing Study Area Bicycle Network	3.5-13
Figure 3.5-4	Bicycle-Automobile Collisions on Geary Corridor (2007-2011)	3.5-14
Figure 3.6-1	Area-wide Parking Study Area	3.6-6
Figure 3.6-2	Masonic Study Area	3.6-13
Figure 3.6-3	Japantown/Fillmore Parking Study Area	3.6-15
Figure 4.1-1	San Francisco Area Plans within the Geary Corridor	4.1-2
Figure 4.1-2	Existing Zoning – 48th Ave to Park Presidio	4.1-6
Figure 4.1-3	Existing Zoning – Park Presidio to Fillmore Street	4.1-7
Figure 4.1-4	Existing Zoning – Fillmore Street to the Embarcadero	4.1-8
Figure 4.2-1	U.S. Census Tracts and Block Groups Within the Study Area	4.2-3
Figure 4.2-2	Traffic Analysis Zones Within the Study Area	4.2-4
Figure 4.2-3	Formally Recognized Neighborhoods Within the Study Area	4.2-9
Figure 4.2-4	Formally Recognized Neighborhoods Within the Study Area (2)	4.2-10
Figure 4.2-5	Public Services and Community Facilities Within the Study Area – 48th Avenue to Park Presidio	4.2-15

Figure 4.2-6	Public Services and Community Facilities Within the Study Area – Park Presidio to Fillmore Street	4.2-16
Figure 4.2-7	Public Services and Community Facilities Within the Study Area – Fillmore Street to The Embarcadero	4.2-17
Figure 4.2-8	Parks and Recreational Facilities Within the Study Area	4.2-27
Figure 4.4-1	Landscape Units Map	4.4-5
Figure 4.4-2	Typical Image Types, Landscape Unit 1	4.4-9
Figure 4.4-3	Typical Image Types, Landscape Unit 2	4.4-10
Figure 4.4-4	Typical Image Types, Landscape Unit 3 – Tenderloin	4.4-12
Figure 4.4-5	Typical Image Types, Landscape Unit 3 – Downtown	4.4-13
Figure 4.4-6	FHWA Visual Assessment Model	4.4-14
Figure 4.4-7	Typical Project Alternative Cross-Sections	4.4-22
Figure 4.4-8	Key Viewpoint 1 – Typical BRT Stop, Alternative 2 (25th Avenue)	4.4-25
Figure 4.4-9	Key Viewpoint 2 – Typical Local Stop, Alternative 3 (18th Avenue)	4.4-27
Figure 4.4-10	Key Viewpoint 3 – Typical BRT Stop, Alternative 3-Consolidated (17th Avenue)	4.4-29
Figure 4.4-11	Key Viewpoint 4 – BRT Stop, Alternative 2 (Masonic Avenue)	4.4-35
Figure 4.4-12	Key Viewpoint 5 – BRT Stop(Fillmore Street)	4.4-39
Figure 4.4-13	Key Viewpoint 6 – BRT Stop, Alternative 3 (Fillmore Street)	4.4-42
Figure 4.4-14	Key Viewpoint 7 – BRT Stop, All Alternatives (Powell Street and O’Farrell Street)	4.4-47
Figure 4.5-1	Archaeological Area of Potential Effect	4.5-6
Figure 4.5-2	Historic Properties, Webster Street to Van Ness Avenue	4.5-15
Figure 4.5-3	Golden Triangle Streetlights	4.5-16
Figure 4.5-4	Casa Feliz Apartments – 601 Leavenworth Street	4.5-17
Figure 4.5-5	Park & Ocean Railroad Co. – 3700 Geary Boulevard	4.5-18
Figure 4.5-6	Geological Deposits within the Geary Corridor	4.5-19
Figure 4.7-1	Geologic Map	4.7-3
Figure 4.7-2	Regional Fault Map	4.7-5
Figure 4.7-3	Liquefaction Potential Map	4.7-8
Figure 4.7-4	Tsunami Hazard Areas	4.7-9
Figure 4.8-1	Leaking Underground Storage Tanks – 5th Avenue to Van Ness	4.8-9
Figure 4.8-2	Leaking Underground Storage Tanks – Van Ness to Spear Street	4.8-10
Figure 4.8-3	San Francisco Maher Map	4.8-11
Figure 4.9-1	Watershed Map	4.9-10
Figure 4.9-2	City Combined Sewer System	4.9-11
Figure 4.9-3	Flood Hazard Areas	4.9-12
Figure 4.9-4	Groundwater Basins	4.9-13
Figure 4.11-1	A-Weighted Decibel Scale	4.11-5

Figure 4.11-2	Noise Monitoring Locations	4.11-7
Figure 4.14-1	Comparison of 2012 and 2016 EJ Block Groups	4.14-5
Figure 4.14-2	Minority Populations in the Study Area	4.14-12
Figure 4.14-3	Low-Income Populations in the Study Area	4.14-13
Figure 4.14-4	Census Block Groups with Minority Environmental Justice Populations and Adverse Traffic Effects in 2035	4.14-28
Figure 4.14-5	Census Block Groups with Low Income Populations and Adverse Traffic Effects in 2035	4.14-29
Figure 4.15-1	Construction Phasing for the Hybrid Alternative /LPA	4.15-11
Figure 5-1	Locations of Reasonably Foreseeable Projects within General Vicinity of the Geary Corridor	5-3
Figure 6-1	Park and Recreational Facilities within 1/2-mile of Geary Corridor	6-6
Figure 6-2	Geary Boulevard/Steiner Street Intersection (Hamilton Recreation Center and Raymond Kimbell Playground)	6-12
Figure 6-3	O’Farrell Street/Larkin Street Intersection (Sergeant John Macaulay Park)	6-13
Figure 6-4	Typical Pedestrian Crossing Bulb Build Out into Street	6-14
Figure 10-1	Inner Geary existing configuration (buses shown in red, mixed traffic in blue)	10-3
Figure 10-2	Fillmore underpass existing configuration (buses shown in red, mixed traffic in blue)	10-6
Figure 10-3	Masonic underpass existing configuration (buses shown in red, mixed traffic in blue)	10-8
Figure 10-4	Geary BRT Project Alternatives and Combinations Under Consideration	10-13
Figure 10-5	Remaining Alternatives and Combinations Under Consideration	10-19

Page Intentionally Left Blank

LIST OF APPENDICES

Appendix A	Plan Drawings of the Build Alternatives
Appendix B	Notice of Intent and Notice of Preparation
Appendix C	Notice of Completion and Notice of Availability for the Draft EIS/EIR
Appendix D	Transportation Appendices
	D1: Modeling Methodology
	D2: Land Use Inputs
	D3: CHAMP Validation
	D4: DTA Validation
	D5: VISSIM Calibration
	D6: Transit and Traffic Operations
	D7: Change in Vehicle Traffic Volumes
	D8: Pedestrian Safety Analysis
Appendix E	Cultural Items: Architectural APE, Archaeological APE, SHPO Correspondence
Appendix F	Initial Site Assessment
Appendix G	AQ Conformity Task Force Concurrence, Air Quality and Greenhouse Gas Report
Appendix H	Noise and Vibration Report
Appendix I	Tree Survey Assessment and Species Lists
Appendix J	Distribution List
Appendix K	List of Preparers
Appendix L	Responses to Comments
Appendix M	Mitigation Monitoring and Reporting Program
Appendix N	Strikethrough Geary Corridor Bus Rapid Transit Project Final EIS

ACRONYMS AND ABBREVIATIONS

A-	Avoidance measure (when followed by a topical abbreviation and a number, as in A-CUL-1, which would read Cultural Avoidance Measure #1)
ABAG	Association of Bay Area Governments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
APE	Area of Potential Effects
APEFZ	Alquist-Priolo Earthquake Fault Zone
APS	Accessible Pedestrian Signals
ASA	Archaeological and Native American Cultural Resources Sensitivity Assessment
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measure
AWSS	Auxiliary Water Supply System
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
bGS	Below Ground Surface
BMPs	Best Management Practices
BO	Biological Opinion
BRT	Bus rapid transit
BSP	Better Streets Plan
BTUS	British Thermal Units
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CAFE	Corporate Average Fuel Economy
Cal-OSHA	California Division of Occupational Safety and Health Administration

Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
CAP	Clean Air Plan
CARB	California Air Resources Board
CAT	Climate Action Team
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDF	Controlled Density Fill
CDFW	California Department of Fish and Wildlife
CEC	The California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CGS	California Geological Survey
CHMIRS	California Hazardous Materials Incident Reporting System
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO ₂	Carbon Dioxide
CPMC	California Pacific Medical Center
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRRP	Community Risk Reduction Plan
CSAs	Construction Staging Areas
CSFM	California State Fire Marshal

CSS	Combined Sewer System
CULCOP	Committee for Utility Liaison on Construction and Other Projects
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWTP	Countywide Transportation Plan
DAP	Downtown Area Plan
dB	Decibel
DBI	Department of Building Inspection
DOI	Department of the Interior
DPM	Diesel Particulate Matter
DPW	Director of Public Works
DTA	Dynamic Traffic Assignment
DTSC	Department of Toxic Substances Control
DWG	Directors Working Group
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EISA	Energy Independence and Security Act of 2007
EN TRIPS	Eastern Neighborhoods Transportation Implementation Planning Study
EO	Executive Order
ERNS	Emergency Response Notification System
ERO	Environmental Review Officer
ESA	Endangered Species Act
ESER BOND	Earthquake Safety and Emergency Response Bond
ESLs	Environmental Screening Levels
FARR	Final Archaeological Resources Report
FAST	Fixing America's Surface Transportation
FFRMS	Federal Flood Risk Management Standard
FHWA	Federal Highway Administration

FOE	Finding of Effect
FPS	Feet Per Second
FTA	Federal Transit Administration
GGBHTD	Golden Gate Bridge, Highway, and Transportation District
GHGs	Greenhouse Gases
GPRP	Gas Pipeline Replacement Program
HHS	Department of Health and Human Services
HRIER	Historic Resources Inventory and Evaluation Report
HVC	Holy Virgin Cathedral
I-	Improvement measure (when followed by a topical abbreviation and a number, as in I-CUL-2, which would read Cultural Improvement Measure #2)
IAC	Interagency Consultation
IOZs	Infill Opportunity Zones
ISA	Initial Site Assessment
JCHESS	Japantown Cultural Heritage and Economic Sustainability Strategy
KMMS	Kearny-Market-Mason-Sutter
KVP	Key View Point
LCFS	Low-Carbon Fuel Standard
LED	Light Emitting Diodes
LID	Low Impact Design
LOP	Local Oversight Program
LOS	Level-of-Service
LPA	Locally Preferred Alternative
LTP	Lifeline Transportation Program
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
MBTUs	One Million British Thermal Units
MIN-	Minimization measure (when followed by a topical abbreviation and a number, as in MIN-CUL-3, which would read Cultural Minimization Measure #3)

MLD	Most Likely Descendant
MM-	Mitigation measure (when followed by a topical abbreviation and a number, as in MM-CUL-4, which would read Cultural Mitigation Measure #4)
MOMA	San Francisco Museum of Modern Art
MPO	Metropolitan Planning Organization
MSAT	Mobile-Source Air Toxics
MSE	Mechanically Stabilized Earth
MTC	Metropolitan Transportation Commission
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NOA	Naturally-Occurring Asbestos
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRHP	National Register of Historic Places
NTSB	National Transportation Safety Board
NWIC	Northwest Information Center
OAP	Ozone Attainment Plan
OCS	Overhead Contact System
OMB	Office of Management and Budget
PAH	Polynuclear Aromatic Hydrocarbons
PAR	Planning Association for the Richmond
PCC	Portland Cement Concrete
PCE	Tetrachloroethylene
PCP	Project Construction Plan

PDA	Priority Development Areas
PG&E	Pacific Gas & Electric
PHMSA	Office of Pipeline and Hazardous Materials Safety Administration
POAQC	Project of Air Quality Concern
PPV	Peak Particle Velocity
PRC	Public Resources Code
Prop AA	Proposition AA
Prop K	Proposition K
RACM	Regulated Asbestos Containing Material
RACS	Representatives of Russian-American Community Services
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
RELS	Reference Exposure Levels
RMS	Root Mean Square
ROD	Record of Decision
ROW	Right-of-Way
RPP	Residential Parking Permit
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SER	Standard Environmental Reference (Caltrans)
SFAC	San Francisco Arts Commission
SF-CHAMP	San Francisco Chained Activity Modeling Process
SFCTA	San Francisco County Transportation Authority
SFDPH	San Francisco Department of Public Health
SFFD	San Francisco Fire Department
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SFPW	San Francisco Public Works
SHPO	State Historic Preservation Officer

SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations, and Cleanup Site
SMF	Surface Mounted Facilities
SoMa	South of Market
SPUR	San Francisco Planning and Urban Research
SRA	Staff-Recommended Alternative
SRO	Single Room Occupancy
SSIP	San Francisco System Improvement Program
STP	Surface Transportation Program
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Technical Advisory Committee
TACs	Toxic Air Contaminants
TAZ	Traffic Analysis Zone
TCP	Traditional Cultural Property
TEP	Transit Effectiveness Project
TIP	Transportation Improvement Plan
TIRCP	Transit and Intercity Rail Capital Program
TJPA	Transbay Joint Powers Authority
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TPH	Total Petroleum Hydrocarbons
TPI	Transit Performance Initiative
TPY	Throughput Yield
TSF	Transportation Sustainability Fee
TSP	Transit Signal Priority
UCSF	University of California, San Francisco
UDE	Urban Design Element
US EPA	United States Environmental Protection Agency
USACE	United States Army Corps of Engineers

USDOT	United States Department of Transportation
USF	University of San Francisco
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
Vdb	Decibel Notation
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

Page Intentionally Left Blank