

**Work Plan No. B.023-03 M87 Spur Track Extension Environmental Support**

**Scope:**

The following tasks are proposed to support the engineering designs and to prepare the requisite CEQA review.

**Task 1: Project Management and Coordination.** This task will be used to maintain ongoing administrative, project management, and coordination activities with BART. Typical efforts include project controls to adhere to the estimated costs and schedule; check-in/progress status calls with BART; and preparation of invoices and progress reports. For purposes of this scope and the cost estimates, the following two virtual meetings with BART, AECOM, and design team are anticipated: an initial kick-off session to introduce key team members and provide an overview to the project approach, key issues, and possible CEQA pathways; and review of the initial findings of environmental analysis. In addition, monthly Teams conference calls between BART and AECOM are expected for the duration of this scope of work.

**Task 2: Coordination/Review of Engineering Design Plans.** This task is for periodic reviews of the plans and specifications prepared by BART's engineering consultants and to offer suggestions to modify or consider options that could lessen potential environmental impacts. The intent of this coordination is to offer early input to the designs as they are being developed. For purposes of the cost estimate, AECOM assumes such reviews could occur up to three times as hour-long virtual meetings. Because the previous environmental scan did not identify potentially significant effects for scenic, environmental, or cultural resources or hazards, the focus of these review will be on construction and operational noise associated with the proposed project.

**Task 3: CEQA Analysis.** This task involves updating the prior environmental scan. BART comments on that deliverable are assumed to be adequately addressed, except those that require input from BART's design consultants. As such, this Task 3 will update the aesthetic section to address daytime and nighttime lighting, the historical resources section to include a Sacred Lands File request from the Native American Heritage Commission and use of the City of San Francisco's recently completed Housing Element for tribal cultural resources, the noise section to include more current and detailed information on the construction scenario, and the cumulative projects and impact analysis.

It is assumed that the lighting information from the BART design consultant would not result in significant damage to scenic resources within the portions of I-280 that are designated as a scenic highway. Additionally, it is assumed that the Native American Heritage Commission search of the Sacred Lands File will be negative and the project area would not contain tribal cultural resources based on the map of potential tribal cultural resource locations in the City's Housing Element 2022 Update EIR. Similarly, there may be other infrastructure/construction projects in the vicinity, but it is assumed that they in combination with the BART storage track extension project would not result in significant cumulative impacts.

Thus, the primary effort for Task 3 will be to update the noise analysis and report using more detailed information from the design team. Based on the environmental scan, the estimated construction noise levels of up to 84 dB Leq (unshielded with no control measures) at the residents approximately 50 feet

from the construction work area would exceed the thresholds established by BART (60-65 dB for nighttime intermittent noise), FTA (80 dB Leq for construction), and the City of San Francisco (increase of 5dB at the property plane at night and 45 dBA inside the residences). For environmental purposes, application of the FTA thresholds will determine the project's significance determination for noise impacts. However, the other standards (the BART Facilities Standards and the City's) are relevant for design and permitting and will continue to be described.

As part of Task 2, AECOM will collaborate with BART and the engineering consultant to identify opportunities to reduce the estimated noise levels and to incorporate measures, such as the use, types, and muffling of construction equipment, in the 65% design specifications and ultimately into the construction contracts. Pending the results of these discussions, AECOM will revise the prior environmental scan, responding to BART comments, and update the noise report, reflecting the new construction details. The revised environmental scan, noise report, and prior soils investigation may then provide substantial evidence for a CEQA exemption under possibly Class 1 (negligible or no expansion of existing use), Class 2 (replacement or reconstruction of existing facilities on the same site and substantially the same purpose and capacity), or Class 3 (new construction or conversion of small facilities). Completion of this task is dependent upon timely receipt of information from BART's design consultant. If such information is not available, default assumptions will be used to update the noise report based on similar transit construction projects, although this scenario would be less preferable because it would be less project-specific and could yield more conservative results.

**Task 4: CEQA Initial Study/Mitigated Negative Declaration.** Task 3 will provide substantial evidence that certain types of impacts would not rise to a level of significance; however, in an abundance of caution and the current uncertainty regarding the effectiveness of the noise control measures, AECOM proposes a conservative approach to addressing CEQA. This approach involves preparation of an Initial Study/Mitigated Negative Declaration pursuant to the CEQA Guidelines, Section 15063 and Sections 15070 to 15075.

As part of this task, AECOM would complete the CEQA Guidelines, Appendix G checklist form, and evaluate the proposed storage track project against all 21 resource topics identified in the checklist. The analysis will incorporate the most recent BART Facilities Standards (BFS R 3.2.1 dated September 2022). Based on the environmental scan, the project site and surroundings, and the known features of the project, it is expected that the CEQA review will concentrate on construction noise impacts on the nearby upslope residents. Further discussion, most of which will be performed under Task 3, will include potential light and glare effects from nighttime construction, impacts on cultural and tribal cultural resources, and analysis of cumulative project impacts. Additional new analyses is expected to estimate air emissions, assuming information is available from BART's design consultant, and to document the relevant BFS standards and the Bay Air Quality Management District's best management practices to reduce air quality impacts to less-than-significant. Potential impacts related to geology/soils and hydrology/water quality are expected to be less than significant because the project would be implemented in conformance with the BFS and building codes and regulations governing slope stability, soil conditions, erosion, stormwater runoff, drainage, and water quality.

An Initial Study/Mitigated Negative Declaration will be prepared for internal review by BART (note: if no mitigation measures are required and appropriate control measures can be incorporated into the

project design, an Initial Study/Negative Declaration will be prepared instead). The document will be revised based on comments from BART and a final version will be prepared for public review and comment. It is assumed that the comments involve minor editorial revisions and clarifications, but not new research, modeling of air or noise impacts, or substantial rewrites. For purposes of the cost estimate, the revisions to internal review draft are assumed to be completed in less than 40 hours.

The document will be distributed to local libraries and other sites where it can be readily and conveniently accessed (e.g., community facilities); a pdf of the report will be provided to BART for uploading to the BART website, and a pdf with state-required forms will be uploaded to the State Clearinghouse CEQANet on behalf of BART. It is assumed that up to five electronic copies and five hard copies would be made for public distribution and/or review at BART's office. A Notice of Intent to Adopt a Mitigated Negative Declaration will also be posted by AECOM with the County Clerk's office. If requested, AECOM will support BART at one public meeting at a BART Board of Directors meeting to receive comments on the environmental document. It is expected that support would be limited to assistance with a PowerPoint slide deck and responding to comments from the BART Board of Directors at the public meeting.

Following the 30-day public review period (a 21-day review period may be possible since no state agencies are considered to be CEQA responsible agencies for this project), AECOM will prepare responses to comments. For purposes of the cost estimate, it is assumed that a total of 20 discrete comments will require responses; this total does not include repeat comments or those addressing the project merits. A final Initial Study/Negative Declaration or Initial Study/Mitigated Negative Declaration will be prepared including the responses to comments, text revisions to the draft document as a result of the comments, and a Mitigation Monitoring and Reporting Program (only if the CEQA review document is an Initial Study/Mitigated Negative Declaration). For purposes of the cost estimate, it is assumed an internal, administrative review draft of final Initial Study/Negative Declaration or Initial Study/Mitigated Negative Declaration, a screencheck draft, and then a final version would be submitted to BART. The same three deliverables are assumed for the Mitigation Monitoring and Reporting Program. Finally, as stated above, it is expected that the comments on the administrative drafts would involve minor editorial revisions and clarifications, but not new research or substantial rewrites. For purposes of the cost estimate, the revisions to internal review draft of the final Initial Study/Negative Declaration or Initial Study/Mitigated Negative Declaration would be completed in less than 24 hours. Within 5 days of the BART Board action on the project, AECOM will post a Notice of Determination at the County Clerk's office (if the Board action is approval of the storage track extension project).

**Prime: AECOM**

**Subconsultants: None**

**Total Work Plan Value: \$ 137,785**