San Francisco County Transportation Authority

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June 14, 2012

Stefanie Hom
Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Project Scope and Conformity for Project TIP ID SF-070027 (FMS ID: 3741.00)

Moving the City

Dear Stefanie,

Per your e-mail correspondence (dated May 30, 2012); this memorandum summarizes the Yerba Buena Island (YBI) interchange at US I-80 (Viaducts Structures) (SF-070027) project scope and conformity.

The Viaducts Structures project was originally combined with I-80 YBI Interchange Ramps project (YBI Ramps) (VAR991007). However, the projects were separated as a result of the Highway Bridge Program (HPB) funding protocol, and each of the eight bridge structures was programmed separately as a different project. The California Department of Transportation (Caltrans) required the separation of the projects for funding purposes. There are other construction projects taking place within the same vicinity of the Viaducts Structures project, including the San Francisco-Oakland Bay Bridge Structure (SFOBB) project. Because of the limited construction windows that are available for construction, it was also determined that the Viaducts Structures will be constructed under a separate construction contract from the YBI Ramps project, to ensure that the Viaduct construction does not interfere with the other construction projects within the same vicinity, including the SFOBB project.

The Viaducts Structures project and the YBI Ramps project each have independent utility. The original combined project description is identical to the current project description for the Viaducts Structures project. The original Viaduct Structures project purpose was to bring the eight bridge structures up to current seismic safety standards. As such, the original Viaducts Structures project description identified "Retrofit Strategies" for each of the eight bridges. The "Retrofit Strategies" identified in the original combined project description remain consistent with those that are identified in the current project description, including "Seismic Retrofit" for bridge structures 01CA0001, 01CA0004, 01CA0007A, 01CA0007B, and 01CA0008 and "Replacement as a Retrofit Strategy" for bridge structures 01CA0002, 01CA0003, and 01CA0006.

Per the information contained on the Metropolitan Transportation Commission (MTC) Fund Management System (FMS), the Viaducts Structures project (SF-070027) underwent interagency consultation on Thursday, April 5, 2011 and received a message regarding the

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"FMS POAQC Update to Project TIP ID SF-070027 (FMS ID: 3741.00)" on April 29, 2011, which stated that:

> *"Based on the recent interagency consultation with the Air Quality Conformity Task force, Project TIP ID SF-070027 (FMS ID: 3741.00) does not fit the definition of a project of air quality concern as defined by 40 CFR 93.126(b)(1) or 40 CFR 93.128 and therefore not subject to PM2.5 project level conformity requirement."*

Therefore, it is our understanding that the Viaducts Structures project (SF-070027) has undergone and completed the interagency consultation requirement for PM2.5 project level conformity and no further action is needed. Please confirm for us that no further air quality conformity documentation is necessary, or let us know if there is any other information you need.

Thank you for your help. Please feel free to contact me if you have any questions regarding this matter or need any additional information.

Moving the City

Sincerely,

Eric Cordoba

cc: Dave Dickinson, WMH
John Schwarz, DJP&A

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$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTIP ID# *(required)* 230555

TIP ID# *(required)* SF-070027

Air Quality Conformity Task Force Consideration Date
June 28, 2012

Project Description *(clearly describe project)*
The Yerba Buena Island West-Side Bridges Retrofit Project proposes the seismic retrofit of eight existing bridge structures on the west side of Yerba Buena Island (YBI). These structures generally comprise a viaduct along Treasure Island Road, just north of the San Francisco Bay Bridge (Bay Bridge) (Figure 1).

The project limits along Treasure Island Road are from the Bay Bridge to approximately 2000 feet northward. This stretch of Treasure Island Road includes eight bridge structures and portions of "at-grade" roadway (Figure 2). The project purpose is to retrofit the bridges to bring the bridge structures up to current seismic safety standards. To accomplish this, five existing structures will be seismically retrofitted, and three structures will be demolished and replaced with new structures. The structures to be retrofitted will not be widened; the bridge widths will remain in their existing configuration. The structures to be replaced may be widened up to four feet to improve safety and meet current design standards. The proposed roadway capacity and geometry within the project limits will be similar to the existing configuration.

Type of Project: Change to existing regionally significant street
Pick one project type: New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station

County	**Narrative Location/Route & Postmiles**
San Francisco County	From the Bay Bridge to approximately 2000-feet northward; Bridge Numbers: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, 01CA0008 (SF; I-80; PM 7.72) **Caltrans Projects – EA#** STPLZ 6272 (024, 026-032)

Lead Agency:

Contact Person	**Phone#**	**Fax#**	**Email**
Eric Cordoba, SFCTA (agency)	(925) 408-8585	(415) 522-4829	eric@cordobaconsulting.com

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2012

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	X	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	February 2012	February 2012	February 2012	October 2013
End	October 2012	February 2013	July 2012	October 2017

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Project Purpose and Need (Summary): *(please be brief)*
The project purpose is to bring the bridge structures up to current seismic safety standards to prevent collapse of the structures during a major earthquake event. Retrofit strategy reports completed for each of the bridge structures in 2011 identified the existing structure deficiencies.[1] These deficiencies included: separation (or delamination) of the concrete above and below the reinforcing bars; splitting of expansion joint seals; cracks and potholes on the bridge deck surfaces; surface corrosion on structural steel elements; clogged drainage inlets; cracked construction joint seals; exposed reinforcing bars; water intrusion/leakage and damage; and flaking of concrete surfaces.

Reference Cited:
[1] Draft Seismic Retrofit Strategy Report, Yerba Buena Island, Bridge Number 1,2,3,4,6,7A,7B, and 8. Prepared for City and County of San Francisco Planning Department by Biggs Cardosa Associates, Inc. September 2011.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project site consists of the existing bridge structures and roadway areas, with adjacent trees, shrubs, and grass areas (Figure 2).

The project area contains open space, residential, and transportation infrastructure (i.e., Bay Bridge).

There are 97 multi-family dwelling units on Yerba Buena Island, of which 80 are suitable for occupancy. There are also approximately 10 single-family dwellings that were former Navy Officers' Quarters. The housing is concentrated in the interior of the island and north of the Bay Bridge. [1] The U.S. Coast Guard occupies approximately 39 acres of land on Yerba Buena Island. Caltrans occupies approximately 18 acres of Yerba Buena Island with portions of the SFOBB and a tunnel that connects the Bay Bridge's east and west spans.

There are approximately 80 acres of open space on Yerba Buena Island. There are picnic grounds in the beach areas at the foot of Clipper Cove and some local play areas near the residential areas, but no formal recreation facilities on Yerba Buena Island.

The Bay Bridge passes through and bisects Yerba Buena Island via the Yerba Buena Island Tunnel.

Reference Cited:
[1]Treasure Island/Yerba Buena Island Redevelopment Project Draft Environmental Impact Report. Prepared for City and County of San Francisco Planning Department. July 12, 2010.

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Brief summary of assumptions and methodology used to conduct the AADT counts, truck percentages, etc. *(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

The AADT are taken from the Caltrans' *2010 Ramp Volumes of the California State Freeway System, District 4.*[1]

The truck percentages are taken from Caltrans' *2010 Annual Average Daily Truck Traffic on the California State Highway System* report.[2] The truck percentages data available included the percentage of trucks at each end of the San Francisco-Oakland Bay Bridge (i.e. Route 80/101 junction and Bay Bridge Toll Plaza). These truck percentage numbers were the closest data location available for the Yerba Buena Island West-Side Bridges Retrofit Project and are anticipated to be representative of the percentage of truck traffic at the site.

The LOS volumes are taken from the *Treasure Island/Yerba Buena Island Redevelopment Project Draft Environmental Impact Report*. For purposes of the LOS ramp analysis, speed and gap data were collected at the Yerba Buena Island freeway on-ramps and off-ramps for typical weekday AM and PM peak hours and Saturday afternoon peak hour conditions.[3]

Reference Cited:

[1] California Department of Transportation. *2010 Ramp Volumes of the California State Freeway System, District 4 (Includes Counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma)* report. http://traffic-counts.dot.ca.gov/10ramps/RampBookDist4.pdf

[2] California Department of Transportation. *2010 Annual Average Daily Truck Traffic on the California State Highway System* report. http://traffic-counts.dot.ca.gov/truck2010final.pdf.

[3] Treasure Island/Yerba Buena Island Redevelopment Project Draft Environmental Impact Report, Appendix C Transportation Impact Study. Prepared for City of San Francisco and Turnstone Consulting by Fehr & Peers. July 2010.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Scenario	Ramp Location	AM Peak Hour LOS[1]	PM Peak Hour LOS[1]	Saturday Peak Hour LOS[1]	AADT[2]	% and # of Trucks[3]	Truck AADT
Build	Eastbound Off-Ramp	D	E	D	2,700	2.74%	74
	Westbound On-Ramp	C	C	C	2,450	2.74%	67
No Build	Eastbound Off-Ramp[b]	D	E	D	2,700	2.74%	74
	Westbound On-Ramp[a]	C	C	C	2,450	2.74%	67

Reference Cited:

[1] Treasure Island/Yerba Buena Island Redevelopment Project Draft Environmental Impact Report, Appendix C Transportation Impact Study. Prepared for City of San Francisco and Turnstone Consulting by Fehr & Peers. July 2010.

[2] California Department of Transportation. *2010 Ramp Volumes of the California State Freeway System, District 4 (Includes Counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma)* report. http://traffic-counts.dot.ca.gov/10ramps/RampBookDist4.pdf

[3] California Department of Transportation. *2010 Annual Average Daily Truck Traffic on the California State Highway System* report. http://traffic-counts.dot.ca.gov/truck2010final.pdf.

Notes:

[a] Most recent data available for year 2006.

[b] Most recent data available for year 2010.

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RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project is proposed to bring the bridge structures up to current seismic safety standards to prevent collapse of the bridge structures. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Treasure Island Road will not substantially change because the project would not add any new through lanes to this roadway. The daily traffic is anticipated to increase in the future due to the Treasure Island/Yerba Buena Island Redevelopment Project; however, this project is subject to its own conformity determination and has independent utility from the Yerba Buena Island West-Side Bridges Project.

Therefore, the traffic, including truck trips, anticipated in the horizon year associated with the Yerba Buena Island West-Side Bridges Project will not change from opening year conditions.

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Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable; see above for street facility.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable; see above for street facility.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable; see above for street facility.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable; see above for street facility.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The project site is located on Yerba Buena Island and its construction would not result in substantial traffic redistribution or open additional areas to development. The project is proposed to bring the bridge structures up to current seismic safety standards to prevent collapse of the bridge structures. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Treasure Island Road will not substantially change because the project would not add any new through lanes to this roadway.

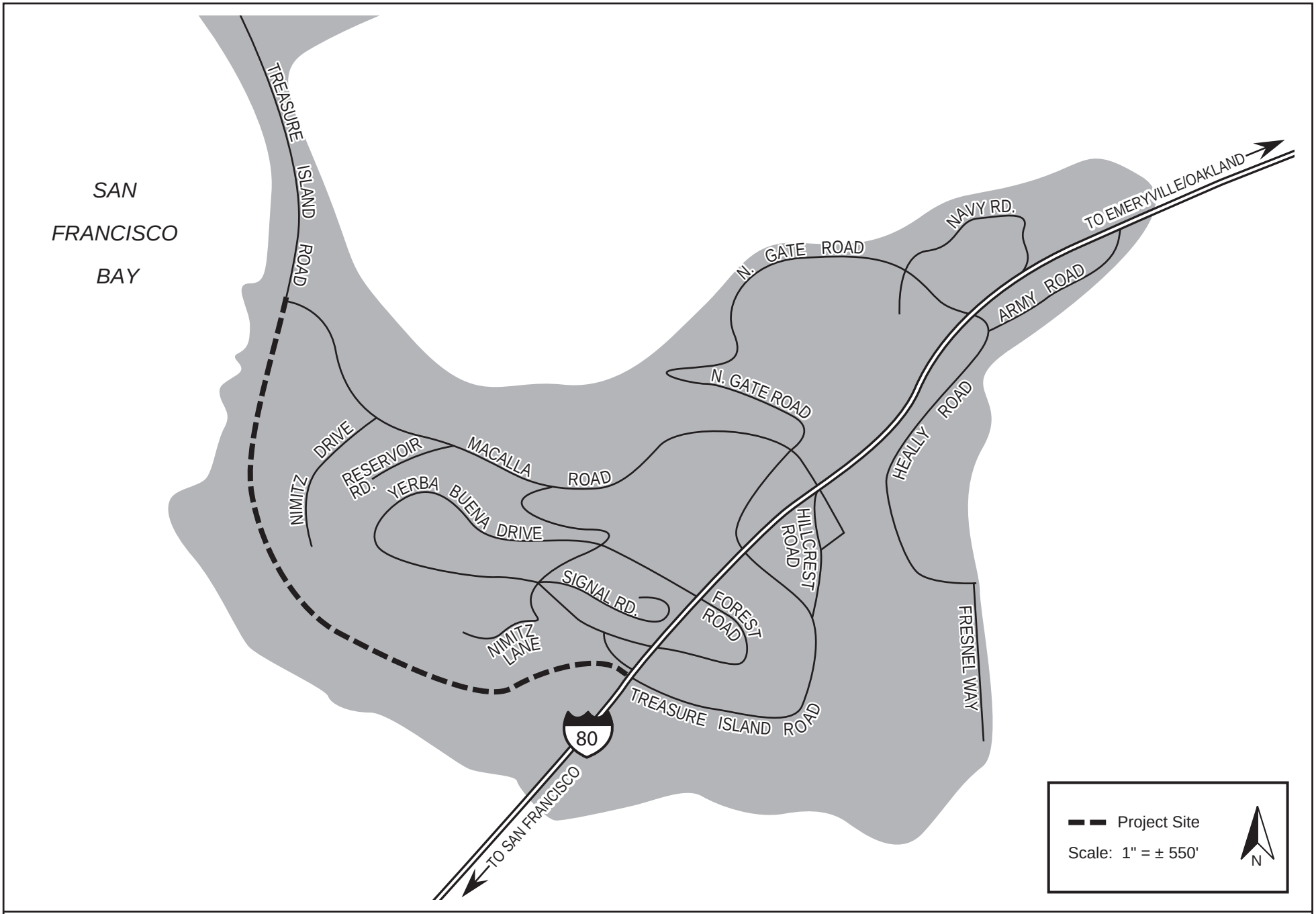
Comments/Explanation/Details *(please be brief)*

The proposed project is within a nonattainment area for federal PM2.5 standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types or categories of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

The project does not qualify as a POAQC for the following reasons:

1. *The project is not a new or expanded highway projects that would have a significant number of or significant increase in diesel vehicles (40 CFR 93.123(b)(1)(i)*.
2. *The project would not affect intersections that are at Level-of-Service D, E, or F, as it would not have a significant number of diesel vehicles or increased traffic volumes(40 CFR 93.123(b)(1)(ii)*.
3. *The project is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)*.
4. *The project is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iv).*
5. *There is no state implementation plan for PM2.5, and therefore, the project is not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)*.

The project also does not require a project-level PM hot spot analysis since it is exempt pursuant to 40 CFR 93.126 (Safety; Widening narrow pavements or reconstructing bridges (no additional travel lanes)).



PROJECT VICINITY MAP

FIGURE 1

AERIAL PHOTOGRAPH OF PROJECT AREA AND EXISTING BRIDGE VIADUCT STRUCTURES FIGURE 2