



October 3, 2005

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

**RE: Appeal to Air Quality Conformity Task Force for the
Port of San Francisco Illinois Street Inter-modal Bridge Facility**

Dear Ms. Nguyen

This letter is to request an appeal to the Air Quality Conformance Task Force, asking that the Task Force consider not requiring the Illinois Street Bridge Project to be analyzed for a second time for air quality conformance. This would allow the project to be amended into the TIP and would allow for the continued construction of the Port of San Francisco's Illinois Street inter-modal Bridge project, which could be completed in the fall of 2006.

The Bridge project has been divided into three phases, including: Phase I, design and construction of the actual bridge span across Islais Creek; Phase II design and construction of the north approach and roadway onto the bridge; and Phase III design and construction of the south approach and roadway to the bridge. Phase I and Phase II have been awarded and will be completed in the fall of 2006. If an appeal is granted by the Air Quality Conformance Task Force, Phase III could be awarded and completed at the same time as Phase I and Phase II.

The Port of San Francisco has been working on this important project for approximately 15 years and is now working towards the final phase of design and construction. The project was in the TIP (TIP ID: SF010007) and was previously analyzed for Air Quality Conformance, but because the initial funds for the project were allocated, the project was removed from the TIP without being completed. The Port received an appropriation in the amount of \$3.2 million in the recent federal TEA legislation and \$750,000 in 2005/06 Regional Bicycle and Pedestrian Program funds that provide the final funding gap to complete the project. The scope of the project has not changed since it was originally in the TIP or since it was previously analyzed for Air Quality Conformance.

Project Overview

The Illinois Street intermodal Bridge project (the "Bridge" or "Project") is located in an area known as the Southern Waterfront, which extends generally from Mariposa Street to India Basin, and is home to most of the Port's cargo and ship repair operations. The proposed Bridge is being constructed across Islais Creek, extending from Illinois Street on the north side of the Creek, one block east of the existing Levon Hagoop Nishkian drawbridge on Third Street. The Bridge will connect the Port's Pier 80 cargo terminal on the north side of Islais Creek with the southern cargo terminals at Piers 90-96, located on the south side of the Creek.

The Illinois Street Bridge will be an inter-modal bridge that allows combined freight rail, truck/auto traffic, bicycle and pedestrian access. The Bridge will include a fully movable span that will maintain access to the west end of Islais Creek for commercial vessels and larger recreational boats in the open position, yet allow for smaller recreational boats (e.g., kayaks, canoes, etc.) to navigate beneath it in the closed position. The vertical clearance of the Illinois Street Bridge will be the same as for the Nishkian Third Street Bridge.

The bridge will improve rail and truck access for cargo transport between the Port's northern and southern terminals and reduce industrial traffic from Port and neighboring industrial activities on Third Street, particularly truck trips that otherwise are projected to congest the intersection of Third Street and Cargo Way. Construction of the Bridge will create a second crossing of Islais Creek that will help balance the loss of vehicle capacity on Third Street that is a result of the development of the MUNI light rail transit, which eliminated one traffic lane in each direction.

Project Funding

The project has been funded through a variety of sources including STIP, City and County of San Francisco Proposition K funds, Port Capital and impact fees assessed on Port tenants through development agreements. Significant portions of these funds were directly tied to benchmarks, which, if not met would require forfeiture of funding. Because of these funding agreements, the Port began the project without complete funding, but was confident that funding would become available to complete the project.

Funding sources include:

<u>Source</u>	<u>Amount</u>	<u>Use or Lose Date</u>
Port Capital FY2000-02	\$2,320,500	None
STIP Grant	\$486,606	June 30, 2004
STIP	\$4,000,000	December 15, 2005
Port Tenant Mitigation Fees	\$2,301,750	Completion of the Bridge
Catellus Corporation	\$4,000,000	December 3, 2004 to receive
SFTA Prop K	\$2,000,000	None
Port Capital FY2004-05	\$3,582,080	None
Port Capital FY2005-06	\$4,000,000	None
ABAG	\$250,000	June 30, 2007
Federal RBPP	\$750,000	Obligated by June 30, 2006
Federal SAFETEA-LU	\$3,200,000	

Schedule

The Project Schedule (see Attachment 1), illustrates the estimated project timetable and the sequence of the three phases of the project. The schedule indicates the importance of receiving and obligating the recently appropriated \$3.2 million dollars of Federal TEA funds this fall. If the Port does not receive the funds in the fall of 2005, the entire project cannot be completed until the fall of 2007. Phase I & II of the project are scheduled to be completed in the fall of 2006, which will include the entire bridge and north approach to the bridge. Phase III of the project will be funded by the TEA and RBPP funds for the completion of the south approach and other freight and intersection improvements. If Phase III work is awarded in the fall of 2005, it is anticipated that the entire project would be completed in the fall of 2006. It is for this reason that we request a waiver, which would eliminate the requirement for an Air Quality Conformance Analysis for a second time on this project.

If you have any questions regarding this important project, please feel free to contact me. We appreciate your consideration of this appeal request and look forward to working with MTC in completing the Illinois Street Inter-modal Bridge project in a timely manner.

Sincerely,



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Cc. Maria Lombardo, SFTA
Raymond 'Dapo' Odunlami, MTC
Kathy Nakazawa, PSF
Tina Olson, PSF

Attachment 1

		Illinois Street Bridge Project																			
		2003			2004			2005			2006			2007			2008				
		Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan
ID	Task Name																				
1	ILLINOIS STREET INTERMODAL BRIDGE																				
2	NOTICE TO PROCEED (NTP)																				
3	PHASE I - DESIGN AND PERMITS																				
4	Design Authorization for Construction																				
5	100% Structures																				
6	100% Mechanical/Hydraulic																				
7	100% Electrical & Control System																				
8	100% Civil																				
9	100% Roadway																				
10	100% Tracks																				
11	100% Traffic Signals																				
12	PHASE II - CONSTRUCTION WORK																				
13	Phase II - Construction, Direction to Proceed																				
14	Execution of Contract: Phase II + Alts 3, 4 & 5																				
22	Award Alternate 2																				
23	CONSTRUCTION: Phase II + Alts 1, 3, 4, & 5																				
24	Bridge + Alts 4 & 5																				
25	Alternate 2																				
26	Alternate 3																				
27																					
28	RECEIPT OF SAFTEA-LU FUNDS - NOVEMBER 2005																				
29	PHASE III - DESIGN OF SOUTH APPROACH																				
30	AWSS Relocation																				
31	Civil Amador																				
32	PHASE III - CONSTRUCTION WORK																				
33	CONSTRUCTION: Alternate 1																				
34																					
35	RECEIPT OF SAFTEA-LU FUNDS - IF DELAYED TO NOVEMBER 2006																				
36	PHASE III - DESIGN OF SOUTH APPROACH																				
37	AWSS Relocation																				
38	Civil Amador																				
39	PHASE III - CONSTRUCTION WORK																				
40	CONSTRUCTION: Alternate 1																				
	Alternates																				
	1. South Approach to Bridge																				
	2. North Approach																				
	3. Spur Freight Track directly to Pier 80																				
	4. 8' Pedestrian and Bicycle way																				
	5. 4' Bicycle Way																				