

File No. 180831 Committee Item No. 9
 Board Item No. 31

COMMITTEE/BOARD OF SUPERVISORS
 AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date October 1, 2018

Board of Supervisors Meeting Date OCTOBER 16, 2018

Cmte Board

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| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution |
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| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
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OTHER (Use back side if additional space is needed)

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| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>CTC Reso No. HRA 15-01</u> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>PW Order No. 188167 072418</u> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>DRAFT Freeway Agrmt</u> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>SFCTA Reso No. 12-29 121311</u> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>PW Ltr 081518</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | <u>REVISED Freeway Agrmt</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | <u>REVISED SF-80 Exhibit A Geo 091318</u> |
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Completed by: Erica Major Date September 27, 2018
 Completed by: Erica Major Date OCTOBER 16, 2018

1 [Freeway Agreement - California Department of Transportation - State Highway Route 80
2 from State Highway Route 101 to the San Francisco-Alameda County Line]

3 **Resolution adopting a Freeway Agreement with the California Department of**
4 **Transportation for State Highway Route 80 from State Highway Route 101 to the San**
5 **Francisco-Alameda County Line; adopting environmental findings under the California**
6 **Environmental Quality Act; and authorizing official acts, as defined herein.**

7
8 WHEREAS, The San Francisco-Oakland Bay Bridge was originally constructed in
9 1936; and

10 WHEREAS, On May 29, 1951, the California Department of Transportation (Caltrans)
11 and City and County of San Francisco entered into a Freeway Agreement concerning portions
12 of this State Highway Route 80 between 8th Street and a connection with the approaches to
13 the San Francisco-Oakland Bay Bridge near 5th Street; and

14 WHEREAS, On December 20, 1962, the United States of America (acting through the
15 U.S. Navy) and the State of California signed an agreement outlining the mutual rights and
16 obligations relating to the crossing of the San Francisco-Oakland Bay Bridge over Yerba
17 Buena Island and the construction and maintenance of roadways connecting Yerba Buena
18 Island to the Bay Bridge; and

19 WHEREAS, March 26, 2015, the California Transportation Commission adopted the
20 segment of State Highway Route 80 from 0.1 miles east of Fifth Street in the City and County
21 of San Francisco (the City) to 1.7 miles west of West Grand Avenue in the County of Alameda
22 and officially designated it as 04-SF-80 and 04-Ala-80, a freeway; and

23 WHEREAS, Caltrans completed the Yerba Buena Island I-80 East-side Ramps
24 construction in October 2016; and

1 WHEREAS, Caltrans has prepared a revised plan map for State Highway Route 80
2 showing the proposed plan as it affects City streets; and

3 WHEREAS, A copy of said plan is on file with the Clerk of the Board of Supervisors in
4 File No. 180831 and is incorporated herein by reference; and

5 WHEREAS, It is the mutual desire of Caltrans and San Francisco Public Works ("PW"),
6 on behalf of the City, to enter into a new Freeway Agreement (the 2018 Freeway Agreement)
7 in accordance with the revised plan of said State Highway; and

8 WHEREAS, The PW Director, in PW Order No. 188167, recommends approval of the
9 2018 Freeway Agreement and acknowledges that this Agreement shall supersede all prior
10 Freeway Agreements for the affected portions of State Highway; and

11 WHEREAS, A copy of the 2018 Freeway Agreement and PW Order are on file with the
12 Clerk of the Board of Supervisors in File No. 180831 and are incorporated herein by
13 reference; and

14 WHEREAS, On December 13, 2011, in Resolution No. 12-29, the San Francisco
15 County Transportation Authority (SFCTA) certified the Final Environmental Impact
16 Report/Environmental Impact Statement for the Yerba Buena Island Ramps Improvement
17 Project (Final EIR/EIS) and adopted environmental findings, including the rejection of
18 alternatives, adoption of a statement of overriding considerations, and approval of a mitigation
19 monitoring and reporting program, all in accordance with California Public Resources Code,
20 Sections 21000 et seq. (CEQA); and

21 WHEREAS, A copy of the abovementioned EIR/EIS is on file with the Clerk of the
22 SFCTA at 1455 Market Street, 22nd Floor; and

23 WHEREAS, A copy of the abovementioned SFCTA Resolution and the environmental
24 findings are on file with the Clerk of the Board of Supervisors in File No. 180831 and are
25 incorporated herein by reference; and

1 WHEREAS, The Board of Supervisors has considered the 2018 Freeway Agreement;
2 now, therefore, be it

3 RESOLVED, The Board of Supervisors, acting as a responsible agency under CEQA,
4 determines that no changes have occurred to the Yerba Buena Island ramps improvement
5 project or its circumstances and no new information has arisen that would change the
6 conclusions of the Final EIR/EIS since the SFCTA certified said Final EIR/EIS; and, be it

7 FURTHER RESOLVED, The Board of Supervisors adopts as its own the environmental
8 findings of the San Francisco County Transportation Authority for purposes of this action; and,
9 be it

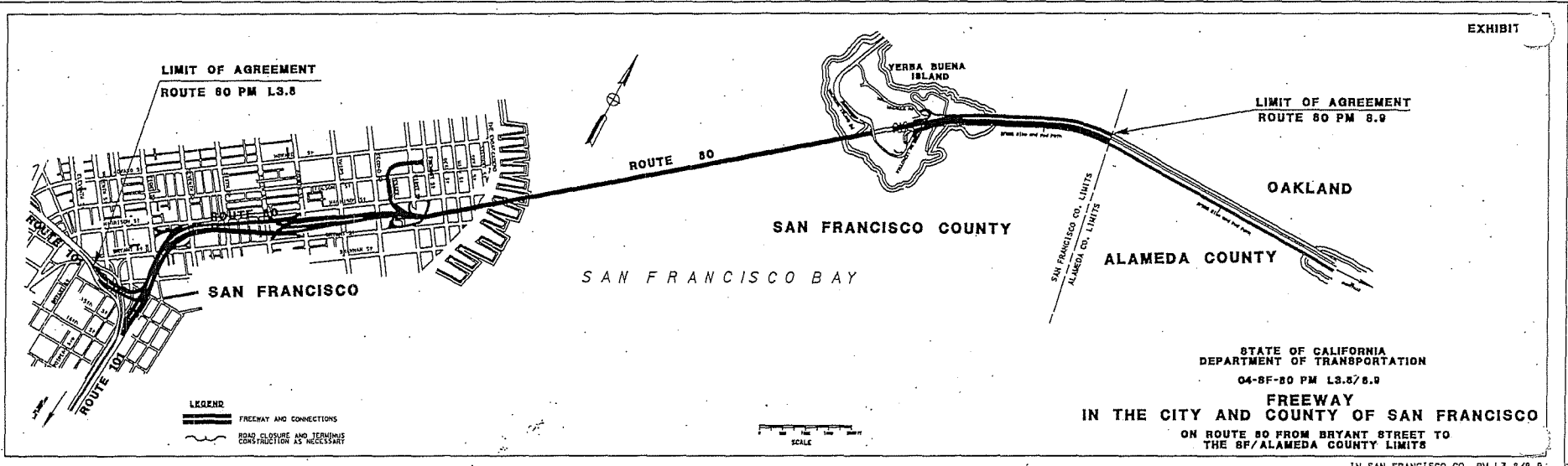
10 FURTHER RESOLVED, That the Board of Supervisors hereby accepts and approves
11 the aforementioned Freeway Agreement for State Highway Route 80 from State Highway
12 route 101 to the San Francisco-Alameda County line; and, be it

13 FURTHER RESOLVED, That the Board of Supervisors authorizes the Director of
14 Public Works to execute the 2018 Freeway Agreement on behalf of the City; and, be it

15 FURTHER RESOLVED, That the Board of Superior's hereby directs the Clerk of the
16 Board to transmit two certified copies of this Resolution to Caltrans at an address that the
17 Director of Public Works shall provide.

2053

EXHIBIT



180721

04-SF-80-PM L3.8/8.9
In the City and County of San Francisco
On Route 80 from Bryant Street
To the SF/Alameda County Limits

FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this _____ day of _____, 20____, by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as "STATE"), and the City and County of San Francisco (herein referred to as "CITY"),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a freeway by Resolution of the California Transportation Commission on April 15th 1948 and March 25th 2015; and

WHEREAS, STATE and CITY have entered into a Freeway Agreement dated May 29, 1951, on State Highway Route 80 between 8th Street and San Francisco-Oakland Bay Bridge; and

WHEREAS, a revised plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects streets of the CITY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new Freeway Agreement in accordance with the revised plan of said freeway:

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes in its entirety said Freeway Agreement, dated May 29, 1951.
2. CITY agrees and consents to the closing of CITY streets, relocation of CITY streets, construction of frontage roads and other local streets, and other construction affecting CITY streets, all as shown on the plan map attached hereto, marked Exhibit A, and made a part hereof by reference.
3. The obligations of STATE and CITY with respect to the funding and construction of the freeway project will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto, or Encroachment Permits issued to CITY. The parties responsible for the construction of the freeway shall make any changes affecting CITY streets only in accordance with the plan map attached hereto, marked Exhibit A.

04-SF-80-PM L3.8/8.9

In the City and County of San Francisco

On Route 80 from Bryant Street

To the SF/Alameda County Limits

4. The obligations of STATE and CITY with respect to the acquisition of the rights of way required for the construction, reconstruction, or alteration of the freeway and CITY streets, frontage roads, and other local streets will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto or Encroachment Permits issued to CITY.

5. It is understood between the parties that the rights of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway project, the obligations of STATE and CITY hereunder shall be carried out at such time and for such unit or units of the project as funds are budgeted and made lawfully available for such expenditures.

6. CITY will accept control and maintenance over each of the relocated or reconstructed CITY streets, any frontage roads, and other local streets constructed as part of the project, on receipt of written confirmation that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. If acquired by STATE, CITY will accept title to the portions of such streets lying outside the freeway limits upon relinquishment by STATE.

7. This Agreement may be modified at any time by the mutual consent of the parties hereto, as needed to best accomplish, through STATE and CITY cooperation, the completion of the whole freeway project for the benefit of the people of the STATE and of the CITY.

04-SF-80-PM L3.8/8.9
In the City and County of San Francisco
On Route 80 from Bryant Street
To the SF/Alameda County Limits

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

THE CITY AND COUNTY OF SAN
FRANCISCO
By

LAURIE BERMAN
Director of Transportation
By

HELENA "LENKA" CULIK-CARO
District 4 Deputy Director, Design

MOHAMMED NURU
Director, Public Works

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Attorney (State)

Attorney (City)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 26, 2015

Reference No: 2.3a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Tim Craggs, Chief
Division of Design

Subject: ROUTE ADOPTION - STATE HIGHWAY, 04-SF-80 PM 4.7/8.9, 04-ALA-80, PM 0.0/0.1
RESOLUTION HRA-15-01

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 15-01 and a route location map for Interstate 80. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. The resolution grants approval of State highway route adoption of Interstate 80 in the city and county of San Francisco Post Mile (PM) 4.7 to 8.9 and in the county of Alameda from PM 0.0 to 1.1.

ISSUE:

This Route Adoption is required since this portion of Route 80 was never formally adopted as a freeway.

Recommended by: _____
KARLA SUTLIFF
Chief Engineer

BACKGROUND:

Recently reconstructed entrance and exit ramps on Route 80 on Yerba Buena Island prompted a review of the existing Freeway Agreement. It then became apparent that neither a Freeway Agreement or a Route Adoption had ever been completed for this portion of Route 80.

There was an Act of Congress in 1931 entitled "An Act granting the consent of Congress to the State of California to construct, maintain, and operate a bridge across the Bay of San Francisco from the Rincon Hill District in San Francisco by way of Goat Island to Oakland."

The San Francisco-Oakland Bay Bridge was built in 1936.

On December 20, 1962, there was an Agreement signed between the United States of America (US Navy) and the State of California. The purpose of the Agreement was to outline the mutual rights and obligations relating to the crossing of the San Francisco-Oakland Bay Bridge (SFOBB) over Yerba Buena Island and the construction and maintenance of roadways connecting Yerba Buena Island to the Bridge.

After searching for information in 1933 Breed Act, soliciting information from the city and county of San Francisco and looking through documents in the Department's HQ Division of Design, it appears no Route Adoption was ever done for this portion of Route 80.

After completion of the reconstruction of the SFOBB interchange on Yerba Buena Island, which is currently under construction, the Navy will transfer ownership of the interchange right of way on Yerba Buena Island to the city and county of San Francisco. A Freeway Agreement with the city and county of San Francisco will be completed following the transfer of ownership of right of way and the Route 80 Freeway Adoption.

The Freeway Agreement with the city and county of San Francisco is targeted for mid-April of 2015.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
04-SF-80 PM 4.7/8.9
04-Ala-80 PM 0.0/1.1

Resolution HRA 15-01

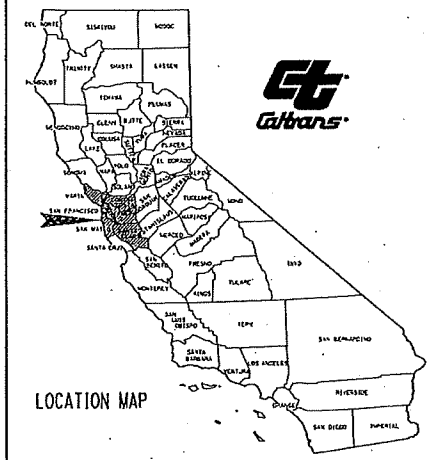
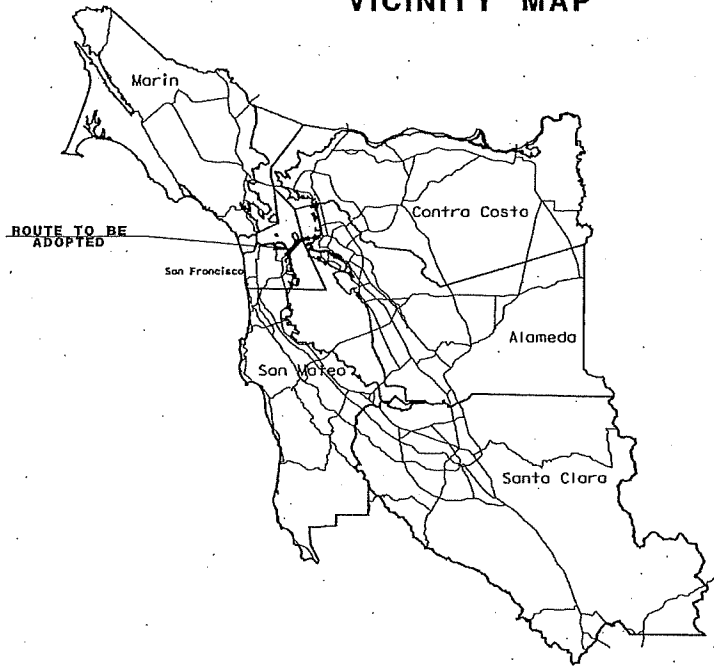
WHEREAS, the San Francisco Oakland Bay Bridge was originally constructed in 1936;

WHEREAS, a Freeway Route Adoption was never formally completed for the portion of Route 80 from 0.1 miles east of Fifth Street in the city and county of San Francisco to 1.7 miles west of W. Grand Avenue in Alameda county.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 80 from 0.1 miles east of Fifth Street to 1.7 miles west of W. Grand Avenue, in the city and county of San Francisco and in the county of Alameda, and officially designate it as 04-SF-80 and 04-Ala-80, a Freeway, as said location is shown on the Route Adoption map submitted by "Lenka" Culik-Caro Design Deputy District 4 Director ; and

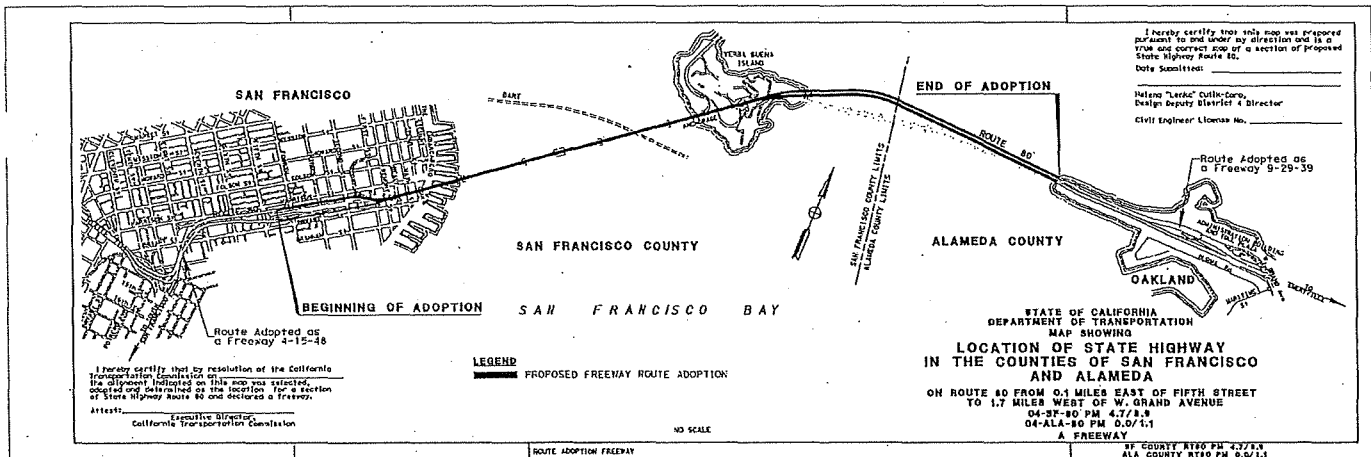
BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State highway is for the best interest of the State.

VICINITY MAP



LOCATION MAP

ROUTE ADOPTION
ROUTE 80
04-SF/ALA-80



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 80.
 Date Submitted: _____

Hilma "Lerke" Oulic-Corn
 Design Representative & Director
 Civil Engineer License No. _____

Route Adopted as a Freeway 5-29-59

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 80 and declared a Freeway.
 Attest: _____ Executive Director
 California Transportation Commission

LEGEND
 PROPOSED FREEWAY ROUTE ADOPTION

NO SCALE

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 MAP SHOWING
**LOCATION OF STATE HIGHWAY
 IN THE COUNTIES OF SAN FRANCISCO
 AND ALAMEDA**
 ON ROUTE 40 FROM 0.1 MILES EAST OF FIFTH STREET
 TO 1.7 MILES WEST OF W. GRAND AVENUE
 04-29-50 PM 4:27 A.M.
 04-14-50 PM 0:07 A.M.
 A FREEWAY

OF COUNTY MAP PM 4:27 A.M.
 ALA. COUNTY RT19 PM 0:07 A.M.

DRAWN BY: [Name] DATE: [Date]
 CHECKED BY: [Name] DATE: [Date]



London N. Breed
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
tel 415-554-6920

sfpublicworks.org
facebook.com/sfpublicworks
twitter.com/sfpublicworks
twitter.com/mrcleansf

PUBLIC WORKS ORDER NO. 188167

TRANSMITTING TO THE BOARD OF SUPERVISORS LEGISLATION TO AUTHORIZE SAN FRANCISCO PUBLIC WORKS TO ENTER INTO AN AGREEMENT WITH THE STATE OF CALIFORNIA TRANSPORTATION DEPARTMENT (CALTRANS) FOR ADOPTING A FREEWAY AGREEMENT FOR STATE HIGHWAY ROUTE 80 FROM STATE HIGHWAY ROUTE 101 TO THE SAN FRANCISCO-ALAMEDA COUNTY LINE, AND ADOPTING ENVIRONMENTAL FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND AUTHORIZING OFFICIAL ACTS.

This Order contains a Freeway Agreement for State Highway Route 80 from State Highway Route 101 to the San Francisco-Alameda County Line, and Environmental Findings under the California Environmental Quality Act (CEQA):

State Route 80 Freeway Agreement:

Recently reconstructed Yerba Buena Island (YBI) I-80 east side ramps prompted a review of the existing 1951 Freeway Agreement which was limited to the portion of then designated State Highway Route 68 from State Highway Route 101 to a point near 5th Street. The California Transportation Commission, in its Highway Route Adoption Resolution HRA 15-01, adopted the portion of Route 80 from 0.1 miles east of 5th Street in San Francisco to 1.7 miles west of W. Grand Avenue in Oakland; subsequently Caltrans has prepared the new Freeway Agreement (the 2018 Freeway Agreement) to supersede the 1951 Agreement in its entirety and to adopt the full State Highway Route 80 in the City and County of San Francisco from State Highway Route 101 to the San Francisco-Alameda County line.

Yerba Buena Island Ramps Improvement Project:

The San Francisco County Transportation Authority (SFCTA) is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic Workforce Development (OEWD) to construct the Yerba Buena Island Ramps Improvement Project to improve traffic safety, geometric design, and traffic operations of the ramps.

The Project includes two major components: 1) On the east side of the island, the YBI I-80 Ramps project completed construction of new westbound on and off ramps to the new Eastern Span of the Bay Bridge which opened October, 2016; 2) on the west side of the island, the YBI West Side Bridges Retrofit project will seismically retrofit the existing bridge structures which are critical components of island traffic circulation between the islands and the Bay Bridge, with construction expected in 2019-2020.

The project is funded with Federal Highway Bridge Program, Proposition 1B Local Bridge Seismic Retrofit Account and TIDA local match funds.

The Freeway Agreement is necessary due to the Project's closure of the old westbound on- and off-ramps, and new configuration of westbound on- and off-ramps connecting to improved Macalla Road and North Gate Road. This Freeway Agreement will be used as the basis for establishing a maintenance agreement for vehicular and pedestrian undercrossings and adjacent landscaped areas of South Gate Road, North Gate Road and Hillcrest Road; retaining wall on the south side of Macalla Road; and Treasure Island Road over the Yerba Buena Tunnel at the west portal.

Environmental Findings under CEQA:

The San Francisco County Transportation Authority's (SFCTA) certification, dated December 13, 2011, of the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Yerba Buena Island Ramps Improvement Project is provided in consideration of the 2018 Freeway Agreement.

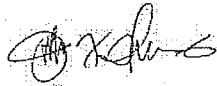
The following is hereby transmitted to the Board of Supervisors for your approval:

1. Board of Supervisors Resolution on the Freeway Agreement
2. Freeway Agreement, including Exhibit A
3. California Transportation Commission Highway Route Adoption Resolution HRA 15-01, March 26, 2015
4. San Francisco County Transportation Authority Resolution No. 12-29, December 13, 2011

It is recommended that the Board of Supervisors adopt this legislation and the Environmental Findings and authorize the Director of Public Works to sign the Agreement on behalf of the City.

Recommended:

7/24/2018

X 

John Thomas, PE
City Engineer and Deputy Director
Signed by: Thomas, John

APPROVED

7/24/2018

X Mohammed Nuru

Mohammed Nuru
Director
Signed by: Nuru, Mohammed

cc: Board of Supervisors

04-SF-80-PM L3.8/8.9
In the City and County of San Francisco
On Route 80 from Bryant Street
To the SF/Alameda County Limits

FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this _____ day of _____, 20____, by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as "STATE"), and the City and County of San Francisco (herein referred to as "CITY"),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a freeway by Resolution of the California Transportation Commission on April 15th 1948 and March 25th 2015; and

WHEREAS, STATE and CITY have entered into a Freeway Agreement dated May 29, 1951, on State Highway Route 80 between 8th Street and San Francisco-Oakland Bay Bridge; and

WHEREAS, a revised plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects streets of the CITY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new Freeway Agreement in accordance with the revised plan of said freeway:

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes in its entirety said Freeway Agreement, dated May 29, 1951.
2. CITY agrees and consents to the closing of CITY streets, relocation of CITY streets, construction of frontage roads and other local streets, and other construction affecting CITY streets, all as shown on the plan map attached hereto, marked Exhibit A, and made a part hereof by reference.
3. The obligations of STATE and CITY with respect to the funding and construction of the freeway project will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto, or Encroachment Permits issued to CITY. The parties responsible for the construction of the freeway shall make any changes affecting CITY streets only in accordance with the plan map attached hereto, marked Exhibit A.

04-SF-80-PM L3.8/8.9

In the City and County of San Francisco
On Route 80 from Bryant Street
To the SF/Alameda County Limits

4. The obligations of STATE and CITY with respect to the acquisition of the rights of way required for the construction, reconstruction, or alteration of the freeway and CITY streets, frontage roads, and other local streets will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto or Encroachment Permits issued to CITY.

5. It is understood between the parties that the rights of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway project, the obligations of STATE and CITY hereunder shall be carried out at such time and for such unit or units of the project as funds are budgeted and made lawfully available for such expenditures.

6. CITY will accept control and maintenance over each of the relocated or reconstructed CITY streets, any frontage roads, and other local streets constructed as part of the project, on receipt of written confirmation that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. If acquired by STATE, CITY will accept title to the portions of such streets lying outside the freeway limits upon relinquishment by STATE.

7. This Agreement may be modified at any time by the mutual consent of the parties hereto, as needed to best accomplish, through STATE and CITY cooperation, the completion of the whole freeway project for the benefit of the people of the STATE and of the CITY.

04-SF-80-PM L3.8/8.9
In the City and County of San Francisco
On Route 80 from Bryant Street
To the SF/Alameda County Limits

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

THE CITY AND COUNTY OF SAN
FRANCISCO
By

MALCOLM DOUGHERTY
Director of Transportation
By

HELENA "LENKA" CULIK-CARO
District 4 Deputy Director, Design

MOHAMMED NURU
Director, Public Works

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Attorney (State)

Attorney (City)

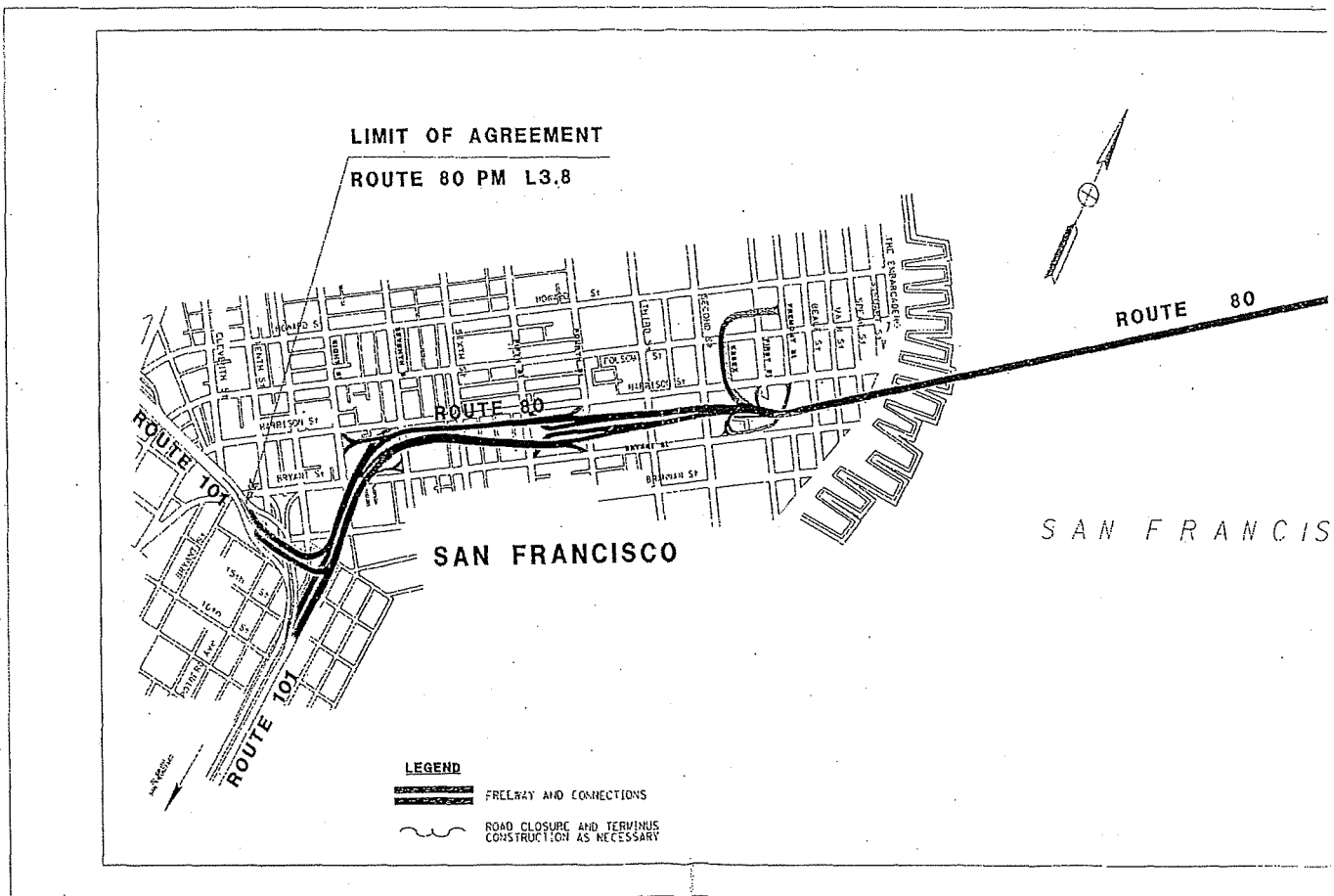
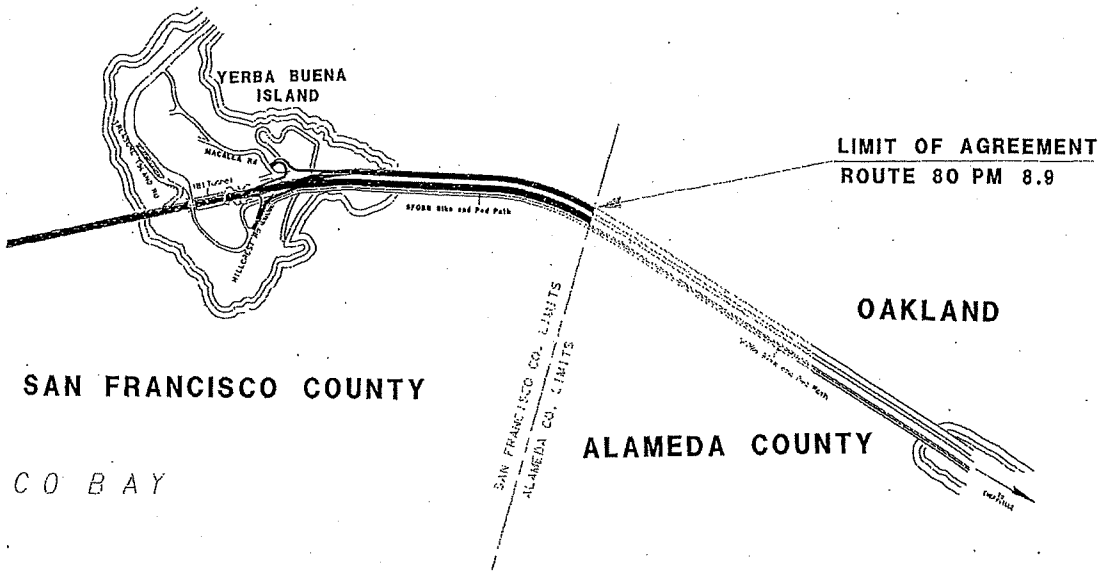


EXHIBIT A



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

04-SF-80 PM L3.8/8.9

**FREWAY
IN THE CITY AND COUNTY OF SAN FRANCISCO**

ON ROUTE 80 FROM BRYANT STREET TO
THE SF/ALAMEDA COUNTY LIMITS

IN SAN FRANCISCO CO. PM L3.8/8.9



RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; APPROVING THE FINDINGS OF FACT; APPROVING THE STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPTING THE AVOIDANCE, MINIMIZATION AND MITIGATION MONITORING PLAN FOR THE YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT

WHEREAS, In its capacity as the Congestion Management Agency for San Francisco, the San Francisco County Transportation Authority (Authority) is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development (OEWD) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project; and

WHEREAS, OEWD, representing TIDA, is currently working with the Authority in securing the certification and approval of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project; and

WHEREAS, Over the last two years, the Authority YBI Ramps project team has worked closely with the California Department of Transportation (Caltrans) in the preparation of draft engineering and environmental technical studies in support of the Draft EIR/EIS, with Caltrans as the National Environmental Policy Act (NEPA) lead agency under delegation from Federal Highway Administration (FHWA) and the Authority as the California Environmental Quality Act (CEQA) lead agency; and

WHEREAS, A Draft EIR/EIS has been prepared by Caltrans and the Authority for the project and was circulated for public comment for 45 days from February 25, 2011 to April 11, 2011; and



WHEREAS, Five comment letters were received respectively from the US Department of the Interior, US Environmental Protection Agency, US Navy, US Coast Guard, and the California Regional Water Quality Control Board, and a public hearing was held on March 16, 2011 at Pier 1; and

WHEREAS, All comments received to date have been supportive of the project; and

WHEREAS, The planning process for identifying, designing and screening alternatives began with the consideration of many alternatives and concepts presented to stakeholders and the public, most alternatives were deemed nonviable and were eliminated from further study based on project Purpose and Need, engineering, environmental, construction, right-of-way and feasible financial cost considerations; and

WHEREAS, Three alternatives—the No Build, Alternative 2B and Alternative 4—were analyzed in the environmental document; and

WHEREAS, On April 12, 2011, the Project Development Team (PDT), consisting of representatives from Caltrans, FHWA, US Coast Guard, TIDA and the Authority, unanimously selected Alternative 2B as the environmentally preferred alternative as compared to Alternative 4 and other identified alternatives because Alternative 2B better meets the Purpose and Need factors of safety, geometric design and operations, would have less impacts to land use and visual appearance, allows for better integration with the San Francisco-Oakland Bay Bridge (SFOBB) project, incorporates a high-occupancy vehicle bypass lane, avoids the BCDC 100-foot shoreline band and the material required and cost to implement would be 50 percent less than Alternative 4; and

WHEREAS, On May 24, 2011, through Resolution 11-56, the Authority unanimously selected Alternative 2B as the locally preferred alternative; and

WHEREAS, Recent discussions between Caltrans, the Bay Area Toll Authority (BATA),



TIDA, OEWD and the Authority have focused on the need to coordinate construction of the YBI Ramps with the construction of the SFOBB East Span Seismic Safety Project to minimize the construction cost and complexity of delivering the YBI Ramps project; and

WHEREAS, Under the Memorandum of Agreement (MOA) between the Authority and TIDA, TIDA is responsible for reimbursing the Authority for all costs, including the costs of any advancement of Authority funds; and

WHEREAS, As security for any outstanding reimbursement obligations, TIDA assigns to the Authority the senior security interest in TIDA's right, title, and interest in and to, the rents accruing under the Agreement between TIDA and the John Stewart Company, relating to the subleasing of existing and future residential units on Treasure Island and to other certain revenues necessary for the repayment of the reimbursement obligation; and

WHEREAS, The senior assignment of rents and other certain revenues remains in effect until TIDA's obligation to reimburse the Authority, for project costs and the costs of any advancement of funds, has been fully satisfied; and

WHEREAS, The FHWA's NEPA regulations require that the Final EIS identify the preferred alternative and evaluate all reasonable alternatives considered; and

WHEREAS, The Authority identified Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project for the limited purpose of identifying a locally preferred alternative in the Final EIR/EIS for further consideration by the Authority and Caltrans; and

WHEREAS, A Final EIR/EIS was prepared by the Authority and the FHWA in accordance with the requirements of CEQA and NEPA, which includes responses to comments on the Draft EIR/EIS, and which identifies Alternative 2B as the preferred alternative for the YBI Ramps project; and

WHEREAS, Alternative 2B is more fully described in Chapter 2 of the Final EIR/EIS; and



WHEREAS, The Authority finds that all applicable requirements of CEQA and the State CEQA Guidelines are satisfied in the Final EIR/EIS; and

WHEREAS, The Authority finds that the Final EIR/EIS was posted on the Authority's website and made available to public agencies and the public electronically and on paper as of October 24, 2011, and copies of the Final EIR/EIS were distributed on November 7, 2011, to the public and public agencies that submitted comments on the Draft EIR/EIS; and

WHEREAS, Prior to taking action, the Authority has reviewed, and considered, among other items: (1) the information and data in the Draft and Final EIR/EIS; (2) information and data in related technical documents and presentations presented to the Authority; (3) the proposed CEQA Findings of Fact and the Statement of Overriding Considerations; (4) the proposed Avoidance, Minimization and Mitigation Monitoring Plan; and (5) and all oral and written evidence presented to it; and

WHEREAS, The Final EIR/EIS, and the proposed CEQA Findings of Fact and the Statement of Overriding Considerations, reflect the independent judgment of the Authority and are deemed adequate for purposes of making decisions on a preferred alternative for the YBI Ramps project; and

WHEREAS, The Authority has considered the environmental effects of Alternative 2B as presented in the Final EIR/EIS and finds that with the inclusion of the described design practices and mitigation strategies, as further discussed in the attached CEQA Findings of Fact, the potential adverse impacts of the preferred alternative will be avoided, reduced and minimized to the extent feasible and that the feasible mitigation strategies identified will be applied to further avoid and reduce impacts; and

WHEREAS, On November 21, 2011, Caltrans as the Federal Lead Agency issued its Record of Decision attached hereto as Attachment 2 selecting Alternative 2B as the NEPA Environmentally



Preferred Alternative and the Section 4(f) least over all harm alternative; and

WHEREAS, On December 6, 2011, the Plans and Programs Committee unanimously approved a recommendation for certification of the Final EIR; approval of the Findings of Fact; approval of the Statement of Overriding Consideration; adoption of the Mitigation Monitoring Plan; and approval of Alternative 2B as the preferred alternative for the YBI Ramps Project; and

WHEREAS, On December 7, 2011, the Citizens Advisory Committee unanimously adopted a motion of support for certification of the Final EIR; approval of the Findings of Fact; approval of the Statement of Overriding Consideration; and adoption of the Mitigation Monitoring Plan; now, therefore, be it

RESOLVED, That the Authority hereby certifies the Final EIR pursuant to CEQA; approves of the Findings of Fact; approves the Statement of Overriding Considerations; and adopts the Avoidance, Minimization and Mitigation Monitoring Plan for the YBI Ramps Improvement project; and be it further

RESOLVED, That

Section 1. Certification. The Authority hereby certifies that:

- (a) The Final EIR/EIS has been prepared in compliance with CEQA;
- (b) The Final EIR/EIS has been presented to and reviewed by the Authority prior to its making a final decision; and
- (c) The Final EIR/EIS reflects the Authority's independent judgment.

Section 2. Approval of Findings. As the lead CEQA agency for the YBI Ramps Project, the Authority has reviewed and considered the information contained in the Final EIR/EIS and in the Findings of Fact attached hereto as Attachment 1 and supporting documentation. The Authority determines that the Findings of Fact contain a complete and accurate reporting of the environmental impacts and mitigation strategies associated with Alternative 2B as described in



Chapter 3 of the Final EIR/EIS. The Authority further finds that the Findings of Fact have been completed in compliance with CEQA and the State CEQA Guidelines. The Authority hereby approves and adopts the Findings of Fact attached hereto as Attachment 1.

Section 3. Approval of Statement of Overriding Considerations. The Authority hereby finds that the Statement of Overriding Considerations was completed in accordance with Public Resources Code section 21081 and State CEQA Guidelines Section 15093, subdivision (a), which states that CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The Statement of Overriding Considerations is included in the Findings of Fact attached hereto as Attachment 1 and sets forth those significant effects on the environment that are found to be unavoidable, but are acceptable due to the overriding concerns and benefits expected to result from implementing Alternative 2B. The Authority hereby approves and adopts the Statement of Overriding Considerations included in the Findings of Fact attached hereto as Attachment 1.

Section 4. Adoption of Mitigation Monitoring Plan. Pursuant to Public Resources Code section 21081.6, and State CEQA Guidelines Section 15091, subdivision (d), the Authority hereby adopts the Mitigation Monitoring Plan attached hereto as Exhibit 1 of Attachment 1.

Attachments:

1. CEQA Findings of the Authority for the YBI Ramps Improvement Project EIR/EIS
2. Caltrans Record of Decision for the YBI Ramps Improvement Project

Enclosure:

1. YBI Ramps Improvement Project Final EIR/EIS



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 13th day of December 2011, by the following votes:

Ayes: Avalos, Campos, Chiu, Chu, Cohen, Elsbernd, Farrell, Kim, Mar, Mirkarimi and Wiener (11)

Nays: (0)

Absent: (0)

Ross Mirkarimi

12/13/2011

Ross Mirkarimi
Chairperson

Date

ATTEST:

José Luis Moscovich

José Luis Moscovich
Executive Director

Date

BOARD OF SUPERVISORS
SAN FRANCISCO

2018 AUG 17 AM 10:51

BY JB



August 15, 2018

Angela Calvillo, Clerk of the Board
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

London N. Breed
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
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Dear Ms. Calvillo:

Attached please find proposed resolution for the Board of Supervisors approval, which authorizes the Director of Public Works to enter into a Freeway Agreement with the State of California Department of Transportation (CALTRANS) for State Highway Route 80 from State Route 101 to the San Francisco-Alameda County Line, and approves said Agreement.

This new Freeway Agreement is to supersede the 1951 Freeway Agreement which was limited to the portion of then designated State Highway Route 68 from State Highway Route 101 to a point near 5th St. The revised highway route has been adopted by Resolution of the California Transportation Commission on March 26, 2015.

The new Freeway Agreement is necessary due to the San Francisco County Transportation Authority (SFCTA) Yerba Buena Island Ramps Improvement Project's closure of the old westbound on- and off-ramps, and new configuration of westbound on- and off-ramps connecting to improved Macalla Road and North Gate Road. This Freeway Agreement will be used as the basis for establishing maintenance agreements for improvements on the route.

The SFCTA certification, dated December 13, 2011, of the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Yerba Buena Island Ramps Improvement Project is provided in consideration of the new Freeway Agreement.

The following is a list of accompanying documents (5 sets):

- Proposed Resolution
- Public Works Order No. 188167
- Freeway Agreement, including Exhibit A
- California Transportation Commission Highway Route Adoption Resolution HRA 15-01, March 26, 2015
- San Francisco County Transportation Authority Resolution No. 12-29, December 13, 2011

The contact person for this proposed legislation is Ramon Kong of the Infrastructure Division, who can be reached at 415-554-8280 or Ramon.Kong@sfdpw.org.

Sincerely,

Mohammed Nuru
Director of Public Works