Memorandum

Date: 04.22.11
RE: Citizens Advisory Committee
April 27, 2011

To: Citizens Advisory Committee
From: Lee Saage – Deputy Director for Capital Projects
Subject: ACTION – Adopt a Motion of Support for Adoption of Alternative 2B as the Locally Preferred Alternative for the Yerba Buena Island Ramps Improvement Project

Summary
The 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. Under Memorandum of Agreement (MOA) 07/08-46, TIDA has the responsibility to reimburse all Authority costs incurred on the project. Caltrans and the Authority working in partnership have jointly prepared the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and circulated the document for public comment. The public review comment period ended on April 11, 2011. The Project Development Team (PDT) consisting of members from the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), US Coast Guard, TIDA and the Authority unanimously chose Alternative 2B as the Preferred Alternative at its April 12, 2011 PDT meeting. We are seeking a motion of support for adoption of Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project.

BACKGROUND
The 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. OEWD, representing TIDA, is currently working with the Authority in securing the approval of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project.

The purpose of this memorandum is to seek a motion of support for adoption of Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project.

DISCUSSION
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. Caltrans is the National Environmental Policy Act (NEPA) lead agency. The Authority is the California Environmental Quality Act (CEQA) lead agency. A draft EIR/EIS has been prepared by Caltrans and the Authority for the project. The draft EIR/EIS was circulated for public comment for 45 days from February 25, 2011 to April 11, 2011.

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. A public hearing was held on March 16, 2011 at Pier 1. All comments received to date have been supportive of the project.
Three alternatives were analyzed in the environmental document specifically the No Build, Alternative 2B and Alternative 4. See Attachment 1 for a description of each alternative including a comparative analysis. The Project Development Team (PDT) unanimously selected Alternative 2B as the Preferred Alternative on April 12, 2011. The PDT consists of representatives from Caltrans, Federal Highway Association (FHWA), US Coast Guard, TIDA and the Authority.

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 San Francisco-Oakland Bay Bridge East Span Seismic Safety Project (East Span Project). To minimize the construction cost and complexity of delivering the YBI Ramps project, it must be coordinated with the East Span Project schedule. The YBI Ramps project schedule is assumed as follows:

- Final EIR/EIS and Record of Decision – Fall 2011
- Complete Final Design – End of 2011
- Historic Building Relocation – Spring 2012
- Construction Begins on Ramps – Spring 2013

We are seeking a motion of support for adoption of Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project.

**ALTERNATIVES**

1. Adopt a motion of support for adoption of Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project.

2. Adopt a motion of support for adoption of Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project with modifications.

3. Defer action, pending additional information or further staff analysis.

**FINANCIAL IMPACTS**

Under the MOA, TIDA is responsible for reimbursing the Authority for all costs, including the costs of any advancement of Authority funds. 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. 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.

**RECOMMENDATION**

Adopt a motion of support for adoption of Alternative 2B as the Locally Preferred Alternative for the YBI Ramps Improvement Project.

Attachments

1. Alternatives and Comparative Analysis
No Build Alternative
Alternative 2B

- Reconstructs WB Off-Ramp
- Reconstructs WB On-Ramp
- Macalla Road widening at Ramps intersection
- Requires relocation of Quarters 10/Building 267
Alternative 4

- Reconstructs WB Off-Ramp
- Reconstructs WB On-Ramp
- Off-Ramp connects to North Gate Road
- On-Ramp starts at South Gate Road
# YBI Ramps Build Alternative Comparison

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| **Westbound On-Ramp**   | • 267 meters (876 feet)  
• Begins at “T” intersection at Macalla Road.  
• Right loop merge onto north side of Bay Bridge  
• Two traffic lanes, merging into one as it connects to SFOBB. One lane HOV lane, and one lane mixed-flow. | • 879 meters (2,884 feet)  
• Begins at South Gate Road.  
• Ramp proceeds east, loops under new SFOBB, and crosses over westbound off-ramp along north side of SFOBB.  
• HOV lane would not be provided. |
| **Westbound Off-Ramp**  | • 340 meters (1,116 feet)  
• Diverges from SFOBB Transition Structure between bents W3 and W4.  
• Terminates at “T” intersection at Macalla Road. | • 356 meters (1,168 feet)  
• Diverges from SFOBB Transition Structure between bents W2 and W3.  
• Terminates at “T” intersection at North Gate Road. |
| **Macalla Road**        | • Widening of Macalla Road approximately 202 meters (663 feet) adjacent to terminus of westbound on- and off-ramps. | • Pavement reconstruction on Macalla Road and South Gate Road at ramp intersections. |
| **Quarters 10/Building 267** | • Quarters 10/Building 267 would be removed and relocated. | • Quarters 10/Building 267 would remain in place. |
| **Est. Construction Cost** | • $70 M | • $125 M |