

DEPARTMENT OF TRANSPORTATION

DISTRICT 4 OFFICE OF LOCAL ASSISTANCE

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December 3, 2012

04-SF-101-GGHT
STPL-6003(037)
GGB MMB

Mr. Denis Mulligan
General Manager
Golden Gate Bridge Highway & Transportation District
P.O. Box 9000 Presidio Station
San Francisco, CA 94129-0601

Attention: Jeffrey Yee

Dear Mr. Mulligan:

This will confirm that your environmental document has been reviewed and approved in conformance with the National Environmental Policy Act (NEPA). A copy of the signed document is attached.

With this environmental clearance, you may now proceed with final design activities and preparation of right of way documents as necessary. You are reminded that if Federal participation is desired for the right of way and utility relocation phases, you must request and receive a separate "Authorization to Proceed" for right of way before advancing with the property appraisal and acquisition, or utility relocation work.

If you have any questions, please contact me at 510-622-5930 or Jimmy Panmai at 510-622-5910.

Sincerely,

A handwritten signature in blue ink that reads "Hin Kung".

Hin Kung
Senior Transportation Engineer
Office of Local Assistance

Enclosure: NEPA clearance
C: Jeffrey Yee, Project Manager

04-SF-MRN-101	9.454 - 0.30	STPL 6003 (037)	
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.
/Project No.			

PROJECT DESCRIPTION:
 (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary)
 The nature of the project is to furnish and install a moveable median barrier system on the Golden Gate Bridge and portions of Highway 101 north of the bridge. The project includes furnishing and installing the moveable median barrier system and barrier transfer machines, removing a portion of the permanent median barrier on Highway 101 north of the bridge, performing minor excavation and reconstruction of the highway median and shoulders, modifying the existing drainage system along the highway shoulders, modifying existing and installing new changeable message signs, removing and reconstructing a portion of the easternmost Toll Plaza toll booths at the southern end of the bridge, electrical work, modifying the lane striping (please see page 2 for project limit details).

CEQA COMPLIANCE (for State Projects only)
 Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt. Class _____. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])]

Print Name: Environmental Branch Chief _____ Print Name: Project Manager/DLA Engineer _____

Signature _____ Date _____ Signature _____ Date _____

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.126, 40 CFR 93.127, 40 CFR 93.128.

CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c) (____)
- 23 CFR 771.117(d): activity (d) (2)
- Activity ____ listed in Appendix A of the MOU between FHWA and the State

23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Boris Deunert, PhD _____ Hin Kung, PE _____

Print Name: Environmental Branch Chief _____ Print Name: Project Manager/DLA Engineer _____

Signature *B. Deunert* _____ Date 12/31/12 _____ Signature *Hin Kung* _____ Date 12/31/12 _____

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Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.
Date of Categorical Exclusion Checklist completion: 12/03/2012		Date of ECR or equivalent: 12/03/2012	
Continued from page 1:			
<p>On the south segment along Route 101, in the City and County of San Francisco, two phases will be required: a short-term phase to accommodate the BTM and MMB system before the Presidio Parkway Project (EA#163700) is complete, and a long-term phase that will extend the MMB system to the completed Presidio Parkway Interchange. In the short-term, the MMB system will terminate just north of the Toll Plaza. In the long-term, the MMB will be extended south to terminate approximately 750 feet south of the toll booths within District right of way. In addition, the four easternmost toll booths will be removed and two toll lanes will be re-constructed and modified to electronic toll collection only.</p>			
<p>At the north segment of Route 101, from MRN PM L0.0 (the County of Marin boundary) to MRN PM 0.30, the project proposes removal of approximately 900 ft of existing concrete median barrier to provide enough space for the MMB to terminate and store the BTM when not in use. A new pavement section will be constructed where the barrier is removed. Work within this segment also includes drainage improvements, pavement overlay, replacement of an overhead sign, new striping of the northbound (NB) and southbound (SB) travel lanes, and installation of metal beam guard railing (MBGR) between the existing bike path and NB Sausalito Lateral off ramp.</p>			
<u>Environmental Commitment:</u>			
No expansion of the construction staging areas beyond the existing footprint will be permitted.			