



GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Via USPS & Electronic Mail

August 11, 2009

Mr. Bijan Sartipi, District Director
Caltrans
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re: Doyle Drive Reconstruction Project

Dear Mr. ^{Bijan}Sartipi and Mr. ^{José Luis}Moscovich:

The Bridge District sent a letter to Caltrans, dated July 27, 2009, wherein a variety of significant concerns were highlighted regarding the nature in which the Doyle Drive Reconstruction Project (Project) is proceeding to construction. I appreciate that you sent a brief response on July 30, 2009, that acknowledged receipt of the letter and committed to provide a detailed response within a few weeks. However, the timing of the future detailed response is not commensurate with your pace to proceed to construction.

This is a serious concern for the District on behalf of our hundreds of thousands of customers. I am aware that subsequent to the July 27th letter, there have been several meetings between our staffs. Unfortunately, as a result of these meetings our concerns have grown, not shrunk.

We continue to be highly concerned that a meeting with all the key agencies regarding a multi-modal Traffic Management Plan (TMP) has not yet occurred. In fact, it appears that Caltrans intends to advertise Contract 3 prior to having its first meeting with all stakeholders. This is in stark contrast to the Record of Decision (ROD), dated December 2008, where on page 9 of 11 it states:

“A Traffic Management Plan (TMP) will be developed to address construction period impacts. The TMP will be prepared with coordination and review by Presidio Trust, NPS and GGBHTD.”

The development of a TMP is a reasonable step that was contemplated in the ROD. However, the minimization of adverse traffic effects is predicated on developing the TMP prior to starting construction.

Throughout the evolution of the Doyle Drive Project the United States Environmental Protection Agency (EPA) has consistently encouraged the sponsoring agencies to “*minimize potential adverse impacts to traffic in neighboring communities*”. Included with the ROD is a December 1, 2008, letter from the EPA to the Federal Highway Administration (FHWA) transmitting the EPA’s comments on the Final Environmental Impact Statement (FEIS). The documents referenced herein can be viewed online at http://doyledrive.org/project_docs/files/FHWA_ROD_letter.pdf. Here, in commenting on the FEIS, the EPA states:

“...EPA continues to have concerns about 1) the traffic impacts due to construction activities...”

Later, in the same letter the EPA states:

“...we reiterate our recommendation that a clear commitment be included as part of the FEIS and ROD to consult with local residents, businesses, and other affected users (including bicyclists and pedestrians) of the Presidio and Golden Gate National Recreation Area before the TMP is finalized. In addition to the necessary rerouting of transit service during project construction, we recommend that the TMP consider methods to further increase the capacity of transit to offset construction-related congestion.”

Clearly the above statement in the ROD regarding the TMP is responsive to the EPA concerns regarding the FEIS. It is troubling that you propose advertising Contract 3 next week, in light of the concerns and commitments that have been expressed regarding the TMP.

The TMP needs to include a transit component, rather than merely providing a discussion regarding changeable message signs. During construction of the Project some commuters may choose to shift their travel mode from their private automobile to ferries in order to avoid the congested roadway. As suggested by EPA, anticipating this modal shift and planning for it should be a facet of the TMP.

Clearly, the traffic handling during construction for Contracts 3 and 4 has not been resolved. No traffic analysis has been presented that indicates that the detour routes can handle the additional traffic volume. The detour route that directs traffic to the intersection of Lincoln Blvd of the East Parking Lot, which is already congested, is particularly problematic, in that it will have all construction equipment plus general traffic detoured from the ramp closures. This is on top of all the tourist traffic that already congregates in that immediate area.

Caltrans has informed the District that the Plans, Specifications and Estimate (PS&E) for Contract 4 are complete, yet many details are not available. For example, the environmental document specifies that Caltrans will use a moveable median barrier during construction to shift

the lanes to accommodate peak traffic. The details regarding the terminus on the ends of the moveable median barrier have not been developed, and there is no information regarding how the barrier transfer machines will be safely removed from the roadway. It has also emerged that Contract 4 will involve work on the District's property, yet you have not initiated negotiations regarding the use of the District's property.

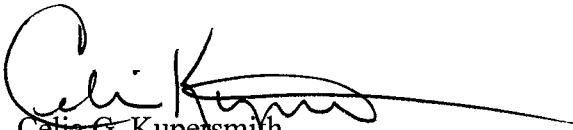
The recent meetings amongst staff have been informative, yet they have not provided answers to the questions in our original July 27, 2009, letter.

In addition to the public needing answers to the questions posed in the District's prior letter, detailed and specific answers are needed so that your construction contracts for the Doyle Drive Reconstruction provide necessary guidance to contractors.

The Doyle Drive Reconstruction Project is vitally important to the Bay Area. The Bridge District supports its timely completion, in a manner that minimizes impacts during construction. Proceeding with Contract 3, absent a TMP commensurate with the commitments made as part of the environmental process, leaves unanswered questions that undoubtedly will create uncertainty for potential bidders and significant confusion and disruption to the travelling public. I look forward to your response to both this and the District's prior letter.

Please note that the topic of Doyle Drive construction plans is included on the District's Board agenda for this Friday August 14th at 10:00 a.m. At that meeting, we will be responding to the Board's request for an update regarding what has happened on this topic since their last meeting. You are welcome to attend the meeting if you wish. This letter and the letter we sent earlier will be the focus of our discussion.

Sincerely,



Celia G. Kupetsmith
General Manager

cc: Members, GGBHTD Board of Directors
Dan Bernal, District Director for Speaker Nancy Pelosi
Assemblyman Jared Huffman
Randy Iwasaki, Caltrans
Lucille Baca, Caltrans
Gene Fong, FHWA
David Ortiz, FHWA
Kathleen Goforth, EPA
Frank Dean, GGNRA
Craig Middleton, The Presidio Trust
Steve Heminger, MTC
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Suzanne Smith, SCTA