

**MARITIME ADMINISTRATION
RECORD OF CATEGORICAL EXCLUSION**

SUBJECT:

Amador Street Infrastructure Improvement Project

REFERENCE:

- (a) Department of Transportation Order DOT 5610.1C; September 18, 1979
- (b) Maritime Administrative Order (MAO) 600-1; July 23, 1985

Action:

The Port Infrastructure Development Program (PIDP) was amended under Section 3513 of the National Defense Authorization Act for Fiscal Year 2022 (Pub. L. 117-81, December 27, 2021) (“NDAA”), and is now codified at 46 U.S.C. 54301. The statute authorizes DOT to establish a port and intermodal improvement program to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) (“Bipartisan Infrastructure Law” or “BIL”) appropriated \$450 million to the PIDP for FY 2022 to make discretionary grants for eligible PIDP projects. On March 15, 2022, the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, “FY 2022 Appropriations Act”) appropriated an additional \$234,310,000 for the FY 2022 PIDP grant program.

The Port of San Francisco (POSF) was awarded funds under the PIDP discretionary grant program and these funds will be used for the Amador Street Infrastructure Improvement Project. The Port of San Francisco will reconstruct approximately 1,800 linear feet of Amador Street and underground utilities that serve its Maritime Eco-Industrial Area tenants along its southern waterfront. This infrastructure has outlived its useful design life and is now in poor condition and insufficient. In its current state, the affected segment of Amador Street is subject to intermittent closure due to flooding and necessitates reduced traffic speeds due to compromised pavement. The Project will consist of the following activities:

- Restore and enhance approximately 1,800 linear feet of Amador Street to allow vehicles to travel at speeds up to the posted 35 mph speed limit per San Francisco Public Works (SFPW) standards.
- Increase the handling capacity of the stormwater system to allow the corridor to better manage the increase in frequency and intensity of storm events and reduce flood risk.
- Tie-in and upgrade water utilities for this Project in a manner capable of supporting future sanitary and storm system upgrades.
- Install storm drain trash capture devices along the Amador Street corridor (this activity will serve as a pilot project supporting POSF’s 2030 storm water plan initiative).

- Remove abandoned creosote-treated rail ties that contribute to pollutants in stormwater runoff.
- Install street landscaping with drought tolerant plants.

In addition to the road corridor restoration and enhancement, the project will demolish the existing pump station and build a new larger capacity pump station and complete storm and sanitary sewer system improvements under the roadway. The new pump station would be designed and constructed to meet the current calculated needs and provide an early warning notification function for system failures. It would also substantially increase capacity for handling sewer and stormwater runoff as well as filtering for trash and potential contaminants before discharge to the bay.

The new pump station would have remote monitoring capability and dedicated street access with a concrete security wall. The existing PG&E power supply to the pump station would be rerouted to the new pump station site by PG&E. POSF has already filed an application and paid the necessary fees to PG&E for this work to progress.

Depths of excavation to complete the construction will require trenching to a depth of approximately six feet associated with upgrades to underground sewer and water utilities. At the site of the pump house, the excavation may reach a maximum depth of 25 feet.

Analysis:

The proposed Federal action would not be expected to have significant environmental impact to threatened or endangered species, air, land, water, or natural resources. The operational footprint of the project components would be entirely within the urbanized, industrial area of the port. No significant land disturbance will occur. No waterside or in-water work is proposed. All project elements are typical upland elements in marine cargo operations and would not change the character of the existing facility or roadways.

Amador street and the surrounding area is a developed urban landscape that includes paved streets, parking lots, docks and piers, and no natural vegetation communities. There are no wetlands or waters within or adjacent to Amador Street and the area is not within a FEMA-defined Special Flood Hazard Areas or high-risk area.

The project scope includes only upland work on previously disturbed soils. The project will implement appropriate erosion and sediment control measures and best management practices under required permits to eliminate discharge to surrounding waters. There are no terrestrial plants or animals that will be impacted by the project, therefore a No Effect determination has been made.

The Maritime Administration's Federal Preservation Officer confirmed the completion of Section 106 under the National Historic Preservation Act on September 6, 2023.

It is the Agency's experience that this type of action has no significant effect on the human and natural environment, individually or cumulatively, under normal conditions,

and are categorically excluded from further documentation requirements under the National Environmental Policy Act (NEPA) by Maritime Administrative Order 600-1 Categorical Exclusions (MAO 600-1).

The MAO Categorical Exclusion that applies is the following:

MAO Categorical Exclusion No. 4: Reconstruction, modification, modernization, replacement, repair, and maintenance (including emergency replacement, repair, or maintenance) of equipment, facilities, or structures which do not change substantially the existing character of the equipment/facility/structure.

Conclusion:

Based upon the analysis completed, the proposed action fits squarely within the scope of MAO 600-1 (Categorical Exclusion No. 4) and is not expected to involve any extraordinary circumstances that would result in significant environmental effects.

Environmental Reviewer:



Kristine Gilson
Director
Office of Environmental Compliance

9/6/23
Date

Approval:

Daniel Yuska

Daniel Yuska
Acting Associate Administrator for
Environment and Compliance

9/6/23
Date