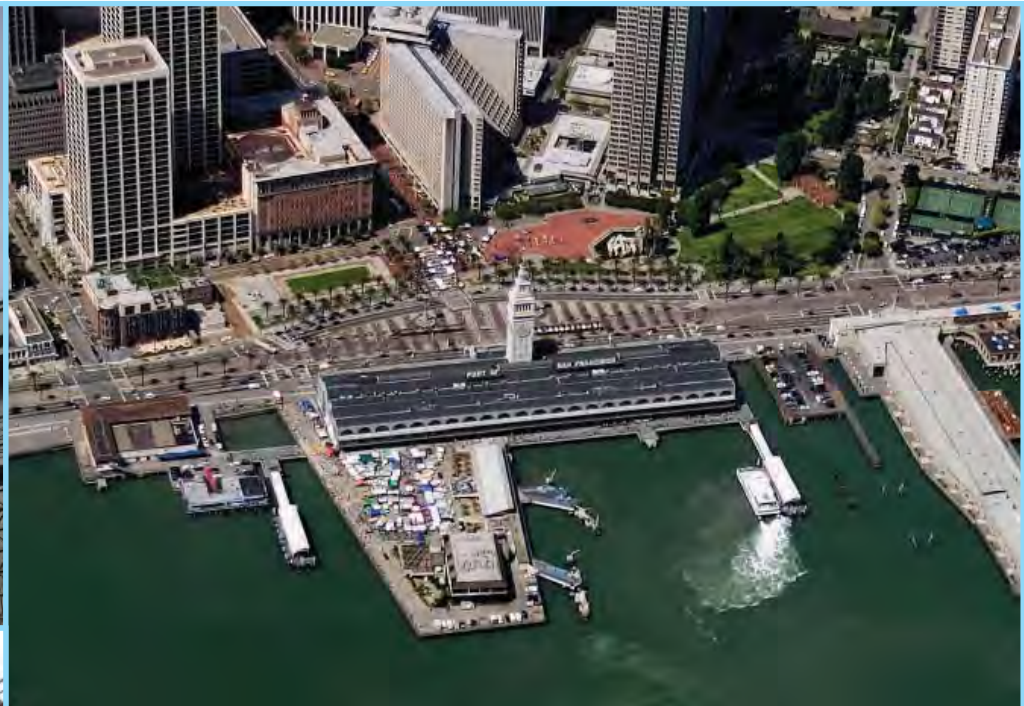


Final Environmental Impact Statement and Record of Decision/Environmental Impact Report Downtown San Francisco Ferry Terminal Expansion Project

Volume II Appendices



Photographs: Roma Design Group and URS, 2012.

September 2014

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SCOPING SUMMARY REPORT

**San Francisco Bay Area Water Emergency Transportation Authority
Federal Transit Administration**

Downtown San Francisco Ferry Terminal Expansion Project

SCOPING SUMMARY REPORT

Revision December 2011

Prepared by:



URS Corporation



Mara Feeney & Associates

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LIST OF ACRONYMS AND ABBREVIATIONS

BART	Bay Area Rapid Transit
CEQA	California Environmental Protection Act
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
FTA	Federal Transit Administration
NOAA	National Oceanic and Atmospheric Administration
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NOC	Notice of Completion
NOI	Notice of Intent
NOP	Notice of Preparation
Port	Port of San Francisco
WETA	Water Emergency Transportation Authority

1.0 INTRODUCTION AND PURPOSE

The purpose of this report is to summarize the actions taken and results achieved during the scoping process conducted to support the environmental analysis for the San Francisco Bay Area Water Emergency Transportation Authority's (WETA's) Downtown San Francisco Ferry Terminal Expansion Project. WETA is the local lead agency for this proposed project, and the Federal Transit Administration (FTA) is the federal lead agency. The agencies determined that an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) would be jointly prepared to meet the requirements of both the federal National Environmental Policy Act (NEPA) and the California Environmental Protection Act (CEQA).

The agencies performed a series of joint and separate actions to inform interested parties and members of the public about the proposed project and to encourage comments on the scope of the planned environmental analysis. The purpose of scoping is to solicit input from the public and agencies on the appropriate scope, focus, and content of the environmental analysis. WETA and the FTA will consider all of the input received during the scoping process in the preparation of the Draft EIS/EIR. The Draft EIS/EIR will describe the existing environmental conditions of the area that could be affected by the proposed project and evaluate the potential effects of the proposed project in accordance with CEQA and NEPA. The comments provided by the public and agencies during scoping will help WETA and FTA to identify pertinent issues, methods of analyses, and level of detail that should be addressed in the Draft EIS/EIR. The scoping comments will also provide the basis for developing a reasonable range of feasible alternatives that will be evaluated in the Draft EIS/EIR. In addition to facilitating public and regulatory agency input on the scope and focus of the Draft EIS/EIR, scoping allows the lead agencies to explain the environmental review process to the public, and to identify additional opportunities for public comment and public involvement during the environmental review process.

Scoping activities were conducted during the spring of 2011. Information and outreach activities for the project included publishing required notices through the California State Clearinghouse and in the Federal Register, sending consultation letters to potentially interested resource agencies, publishing a scoping notice in a local newspaper, mailing the notice to area residents and other interested parties, holding a formal public comment period, conducting Scoping Meetings, and other measures that are described and documented in this report.

Section 2 contains a brief overview of the project. Section 3 contains information about the CEQA Notice of Preparation (NOP). Section 4 contains information about the NEPA Notice of Intent (NOI) to Prepare an EIS. Section 5 describes measures that were taken to invite resource agency participation in the scoping process. Section 6 describes public outreach activities. Section 7 describes the scoping meetings that took place on April 26, 2011, and Section 8 summarizes scoping comments that were received outside of the scoping meetings. Report appendices include copies of the NOP and NOI, proof of publication of the scoping notice, scoping meeting transcripts, and correspondence and comments received.

2.0 PROJECT OVERVIEW

WETA is proposing expansion and improvements to the Downtown San Francisco Ferry Terminal at the Port of San Francisco (Port) Ferry Building (see Figure 1). The project would expand the number of ferry gates, improve pedestrian circulation and ferry patron boarding, and enhance emergency response capabilities to evacuate people from San Francisco in the event of a major catastrophic event.

The project has the following objectives:

- Accommodate WETA's projected increase in water transit ridership and related vessel arrivals and departures from the Downtown San Francisco Ferry Terminal;
 - Provide a viable alternative mode of transportation that accommodates projected increases in transbay trips, and helps alleviate congestion over the Bay Bridge and through the San Francisco Bay Area Rapid Transit (BART) Transbay Tube;
- Address WETA and the Port of San Francisco's (Port) emergency operation needs;
 - Establish a circulation plan and improved signage that provides clear pedestrian routes for ferry to bus and ferry to rail transfers, as well as safe routes for bikes, emergency vehicles, and delivery trucks to enter, park and exit the area;
 - Provide necessary landside improvements, such as designated weather-protected areas for waiting and queuing, ticket machines and fare collection equipment, improved lighting, and improved boarding and arrival/departure information to serve water transit passengers and to enhance the Downtown San Francisco Ferry Terminal as the central hub for water transit services on San Francisco Bay; and
- Enhance the area's public access and open space with design features that create attractive, safe daytime and nighttime public spaces for both water transit passengers and other users of the Ferry Building area.

The planned improvements build on improvements that were completed by the Port in 2003 (referred to as Phase I of the Ferry Terminal Expansion Project). The first phase of this project (referred to as Phase II), which would begin in 2014 and be completed by 2017, would consist of demolition of Pier ½ and Pier 2, construction of three new ferry gates, installation of amenities such as weather-protected areas for queuing, improvements to pedestrian circulation, and filling of the lagoon for future use as a staging area for evacuees in the event of a major catastrophe. Full build out (Phase III) of the proposed improvements is contingent on potential ridership demand at full build out of the proposed Treasure Island redevelopment, expected to occur sometime between 2020 and 2030.

Figures 1 and 2 illustrate current conditions and proposed improvements.



Figure 1 – Project Area

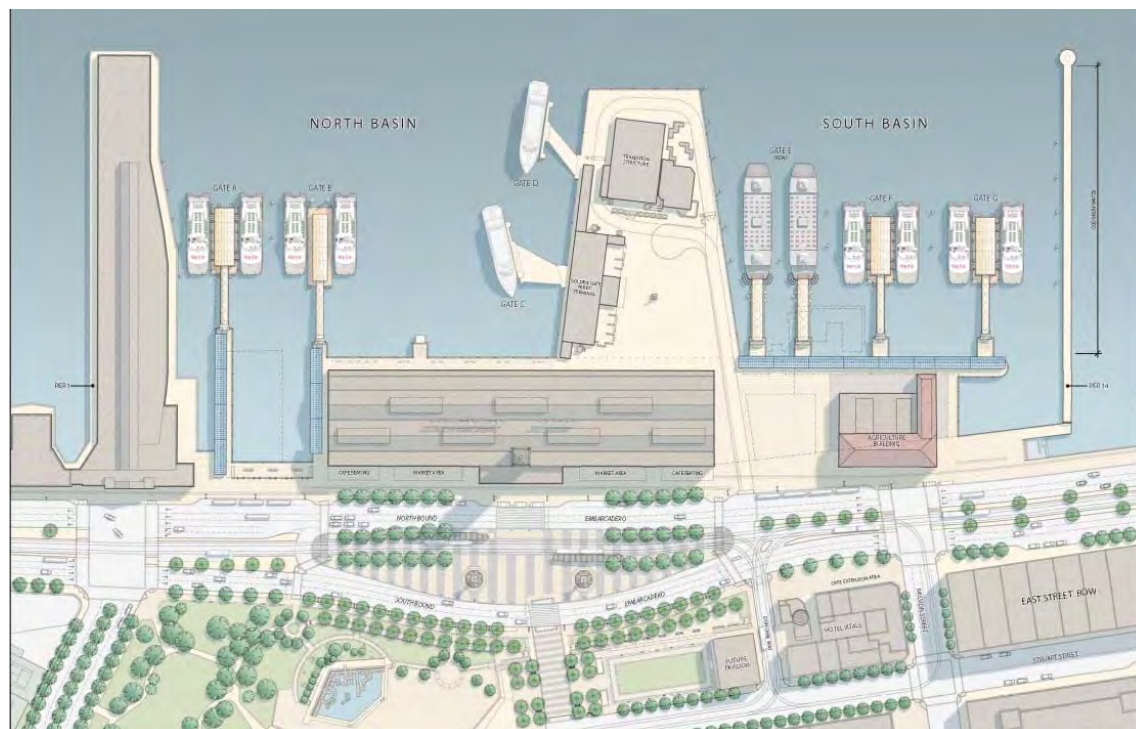


Figure 2 – Preliminary Sketch of Phase III Proposed Improvements

3.0 NOTICE OF PREPARATION, NOTICE OF COMPLETION

WETA submitted a NOP and the accompanying NOC to the State Clearinghouse on March 24, 2011. These documents are required as part of the CEQA process, to notify potentially interested parties of the project and the pending environmental analysis. The State Clearinghouse posts available documents on their website and also distributes the NOP to state agencies as requested by WETA and noted on the NOC. The NOP provides a brief description of the proposed project, identifies some of the environmental issues to be analyzed in the review process, announces dates for the public comment period and scoping meetings, and identifies project contacts for additional information.

Copies of the NOP and NOC are contained in Appendix A, along with documentation of their posting on the State Clearinghouse website.

4.0 NOTICE OF INTENT

The FTA published its NOI to prepare an EIS for the Downtown San Francisco Ferry Terminal Expansion Project pursuant to NEPA in the Federal Register on April 7, 2011. The NOI describes the project purpose and need, location and environmental setting, project alternatives, possible effects, and FTA procedures.

Appendix B contains a copy of the NOI that appeared in the Federal Register.

5.0 AGENCY OUTREACH

The FTA sent a series of letters to federal, state, and local resource agencies to invite their participation in the environmental review process for the Downtown San Francisco Ferry Terminal Expansion Project. Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as the opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other federal and nonfederal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Nine letters were mailed on April 7, 2011, and an additional six letters were mailed to agency staff on April 18, 2011. Representatives of the following agencies were invited to participate in the scoping and environmental review process for this project:

- California Department of Fish and Game
- National Oceanic and Atmospheric Administration (NOAA)
- U.S. Army Corps of Engineers
- San Francisco Bay Conservation and Development Commission
- U.S. Coast Guard, San Francisco Sector
- U.S. Environmental Protection Agency, Community and Ecosystems Division
- The Port of San Francisco
- Bay Area Air Quality Management District
- Regional Water Quality Control Board
- U.S. Fish and Wildlife Service
- California State Lands Commission

All of the letters sent to resource agency staff included a copy of a scoping meeting notice (see Appendix C) and the NOI that was published in the Federal Register (Appendix B). Federal agencies were asked explicitly to reply, even if they chose not to participate in the environmental review process for this project. Nonfederal agencies were asked to reply only if they were requesting to become a participating agency.

Copies of the agency staff outreach letters are included in Appendix D.

WETA and FTA will follow up with each of the agencies described above and confirm the agency's role in the environmental review process under both CEQA and NEPA. All agency roles and responsibilities in the environmental review process will be defined and documented in a coordination plan for the project, which will be developed separately.

6.0 PUBLIC OUTREACH

6.1 PROJECT MAILING LIST

A project mailing list was developed so that the scoping notice could be mailed to property owners, residents, or tenants in the vicinity of the project area, as well as other interested parties. The Port cooperated with WETA by providing a preliminary mailing list database containing the names of local government and agency staff, committee members, and members of the public who had expressed recent interest in other Port planning projects in the vicinity of the Ferry Building. FTA and WETA staff and consultants reviewed this preliminary list and added names of other potentially interested parties, based on their knowledge of the project vicinity and stakeholders who had previously participated in earlier planning stages of the project. Direct Mail Center was contracted to prepare a list of all property owners and residents, tenants, or occupants within a 300-foot radius of the project site. Direct Mail Center mailed copies of the scoping notice to all parties on the final project mailing list, which included names and addresses for approximately 500 interested parties.

6.2 NEWSPAPER NOTICE

A condensed scoping meeting notice, providing a brief project description, dates for the public comment period and scoping meetings, and a project site diagram indicating the location of the planned scoping meetings, was published in the *San Francisco Examiner* on March 31, 2011. A copy of the proof of publication is included in Appendix C.

6.3 FACT SHEET

WETA prepared a fact sheet to provide project information to interested parties and the public. Copies of the fact sheet were made available upon request, and were also distributed to ferry commuters via the kiosk in the Bay Crossings retail store in the Ferry Building, as well as in the Port's public lobby at Pier 1, adjacent to the Ferry Building. A copy of the fact sheet was provided to Ferry Building tenants through their property management representative. In addition, a copy of the fact sheet was provided to Clipper kiosk staff in the Embarcadero train station, with a request that they ask management to consider making it available to Clipper card purchasers. The fact sheet was also posted online, with a link provided in the scoping notice and on WETA's and the Port's websites. A copy of the fact sheet is included as Appendix E.

6.4 BAY CROSSINGS ARTICLE

Bay Crossings is a monthly publication of news and features of particular interest to commuters who patronize ferries on San Francisco Bay routes. Project information was provided to the publisher, who published a major article about the project in April 2011, in both the printed and online editions of this periodical. Appendix F contains the text and photos of this article.

6.5 OTHER

Both WETA and the Port uploaded information about the Downtown San Francisco Ferry Terminal Expansion Project on their websites, with links for more information. In addition, a special slide about the project was created to display on the flat screen monitor in the public lobby area of the Port's offices at Pier 1, where a series of slides presenting information of interest to visitors is displayed sequentially on any given day (see items in Appendix G).

7.0 SCOPING MEETINGS

Scoping meetings were held on April 26, 2011, in the Bay side Conference Rooms at Pier 1, The Embarcadero, San Francisco, California. An interagency scoping meeting was scheduled from 2:00 p.m. to 4:00 p.m. at this location, and a public scoping meeting was scheduled from 5:30 p.m. to 7:30 p.m. at the same location.

Aside from WETA staff and consultants, only one agency staff representative attended the afternoon interagency scoping meeting. Approximately a dozen members of the public attended the evening scoping meeting. The sign-in sheet from the public scoping meeting is included as Appendix H. Full transcripts of both meetings are contained in Appendix I. The paragraphs below present a brief summary of questions raised and comments made at these two meetings.

7.1 AGENCY SCOPING MEETING

The agency scoping meeting opened at 2:00 p.m. Parties present included the following:

John Sindzinski, Manager, Planning and Development, WETA
Mike Gougherty, Project Manager, WETA
Chad Mason, Planner/Analyst, WETA
James Hurley, Planner, Port of San Francisco
Boris Dramov, President, ROMA Design Group
Ian Austin, URS Corporation
Julie Bixby, URS Corporation
Mara Feeney, Mara Feeney & Associates
Cherie Lubash, Court Reporter, Jan Brown & Associates
Joshua Widmann, Associate Planner, Golden Gate Bridge and Transportation District

The meeting began with introductions and a presentation by John Sindzinski about the purpose of the meeting, the CEQA/NEPA processes, WETA and FTA roles, and a discussion of the scoping process. Mike Gougherty then presented a summary of project goals and objectives, and project purpose and need. He explained the proposed project in the context of other projects that are currently in progress or planned along the San Francisco waterfront. He reviewed the project schedule and a list of anticipated environmental issues to be addressed in the environmental analysis. He then asked if there were any questions or comments about the presentation.

Mr. Widmann asked a number of clarification questions pertaining to the various phases of the project timeline. He asked if the environmental document would discuss transportation issues such as ferry trips per day and ridership projections. He asked how much ridership was expected to increase in the future, and he asked that impacts on bicycle parking be considered in the environmental analysis. The agency scoping meeting was adjourned at 2:35 p.m.

A separate meeting was held on May 4, 2011 at the NOAA National Marine Fisheries Service (NMFS) offices in Santa Rosa because a NMFS representative was not able to attend the Agency Scoping meeting held in San Francisco on April 26, 2011. Parties Present included the following:

Korie Schaeffer, Marine Biologist, NOAA NMFS
Mike Gougherty, Project Manager, WETA
Chad Mason, Planner/Analyst, WETA
Bill Martin, URS Corporation
Ian Austin, URS Corporation

Mike Gougherty provided an overview of the proposed Downtown Ferry Terminal Expansion Project as described in the project Fact Sheet. Korie Schaeffer made the following comments: NMFS will need details of the square footage of new bay cover associated with the project (e.g., piers, ramps, and floats), of Bay fill removed (e.g.; Pier ½ and Pier 2) and of Bay covered (e.g., the BART construction hole). This information will be needed for both Phase 2 and Phase 3 build-out. Also NMFS requested that the environmental document consider potential impacts on Essential Fish Habitat and Endangered Species Act species that NMFS' regulatory authority requires it to assess including the following issues: underwater sound, overwater shading, dredging, and marine mammals.

7.2 PUBLIC SCOPING MEETING

The public scoping meeting began at 5:30 p.m. in an Open House format, allowing members of the public time to review display boards and aerial photographs that had been set up around the room. By 5:41 p.m., a small crowd of people had gathered to look at the display boards and seemed eager to hear the presentation. WETA staff then opened the meeting with presentations similar to those that had been made at the afternoon agency scoping meeting. Mike Gougherty invited questions about the presentation materials before opening the meeting for public comments. There were several clarification questions on the proposed project, about subjects such as the ferry services that would be using particular future gates or berths, and Golden Gate Ferry Service's planned upgrades to their facilities.

Scoping comments made by members of the public requested that WETA and FTA:

- include pedestrians and delivery vehicles in the circulation analysis;
- consider how pile driving will affect shaking in surrounding buildings and plaza;
- consider the weight-bearing capacity of the back plaza in an emergency situation (emergency vehicles and many people present);
- consider how to accommodate emergency vehicles and personnel (ambulance, fire, police) in the circulation impact analysis;
- analyze the impact of construction on local air quality and heating, venting, and air conditioning systems in the project vicinity;
- consider noise impacts (e.g., pile driving) on adjacent offices and apartment buildings;
- consider the effect of tides, currents, wind, storm conditions, and other vessel traffic (both commercial and noncommercial—e.g., kayaks and boats) as part of the navigation and safety impact analysis.

The meeting ended at 6:30 p.m. Photos 1 through 4 were taken during the public scoping meeting.

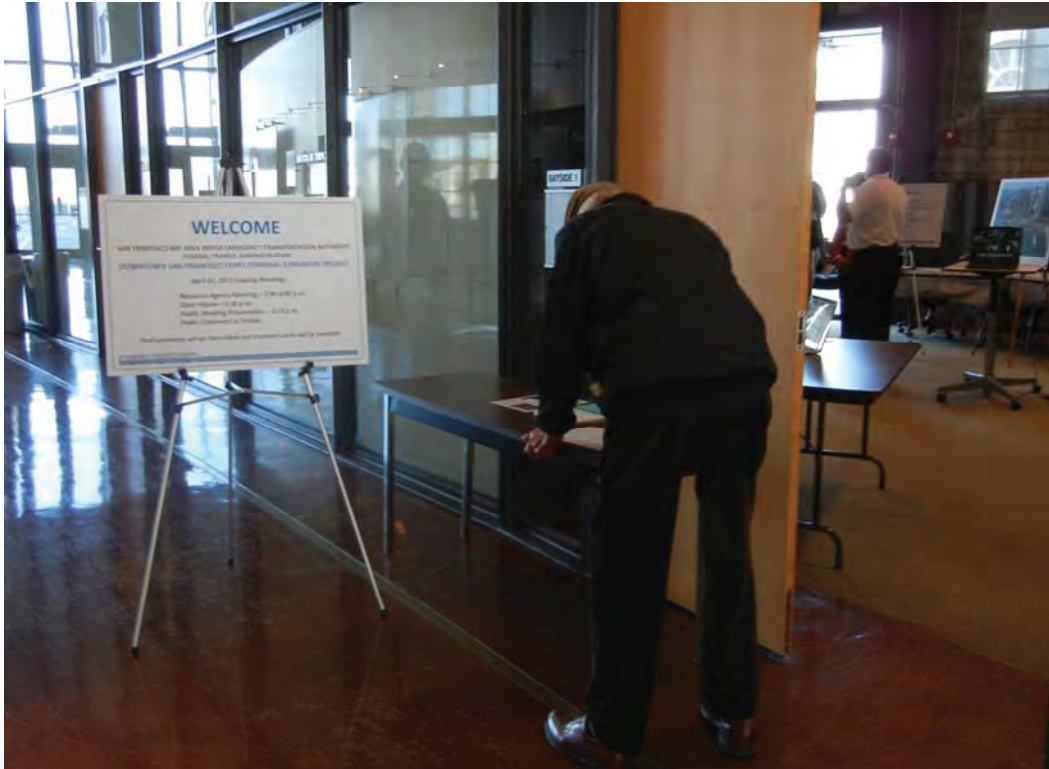


Photo 1 – Welcome Board and Sign-In Table



Photo 2 – Reviewing Project Information during Open House



Photo 3 – Presentation of Project Information



Photo 4 – Presentation of Project Information

8.0 OTHER SCOPING COMMENTS SUBMITTED

WETA and FTA received three phone calls, three e-mail messages, and six letters during the scoping period. Four of the correspondents were property owners, property managers, or tenants with real estate interests in the project vicinity. Seven correspondents were public resource agencies. Copies of electronic and printed mail correspondence are included in Appendix J.

WETA received two phone calls pertaining to the project on April 13, 2011. One phone call was a request for a copy of the scoping notice, and the other was a request that aesthetic and visual impacts from project improvements be considered in the environmental analysis. WETA also received one phone call from ACOE who did not have any specific scoping comments at the time.

One e-mail message was from the National Park Service's Pacific West Region, stating that they had no comment on the project.

The other two e-mail messages were from Ferry Building property management (May 16) and a major Ferry Building tenant (May 13). Their concerns are summarized below:

- **Air Quality.** Dust may be created during construction; identify means to prevent dust from coating windows or entering open windows and air vents. Identify impacts of idling ferries on café areas. Identify impacts of construction on indoor air quality.
- **Geology/Soils.** Evaluate effects of construction activities on subsidence of piers supporting historic Ferry Building.
- **Noise and Vibration.** Evaluate effects of pile installation on noise and vibration. Identify mitigation measures to reduce impact inside adjacent buildings.
- **Pedestrian Traffic.** Consider signage to guide passengers to ferries, and patrons to Ferry Building businesses during construction. Evaluate adequacy of planned expansion of rear plaza area to accommodate passenger queuing, and to remove queuing from congested Embarcadero sidewalk areas. Ensure compliance with ADA standards for egress/ingress.
- **Aesthetics.** Avoid obstruction of views. Identify maintenance measures to prevent bird droppings from accumulating on passenger protection and other raised structures. Evaluate effects of passenger queuing on restaurant views.
- **Energy.** Consider installing solar panels over berthing areas to power nighttime and emergency lighting (and/or identify location for a backup generator for this purpose).
- **Economic Impacts.** Consider potential loss of retail sales due to loss of views or outdoor seating. Identify impacts on back plaza farmer's market during construction. Address floating debris resulting from construction. Reimburse fees associated with hiring engineers, if needed, to review plans or monitor noise, vibration, or movement at the Ferry Building.
- **Wake/Wave Activity.** Examine how increase in ferry activity could affect pilings that support the Ferry Building.
- **Other.** Evaluate effects of rodent or pest issues during construction. Consider need for additional restroom, storage, and bicycle storage facilities associated with the project.

Six letters were received from the NMFS (April 20), the San Francisco Municipal Transportation Agency (May 9), the California State Lands Commission (May 13), BART (May 16), the U.S. Environmental Protection Agency (May 16) and the San Francisco Bay Conservation and Development Commission

(May 18). Resource agencies were generally supportive of project goals of reducing vehicle trips and increasing transit use. Specific comments related to the scope of the environmental analysis included the following:

- **Alternatives.** Consider project alternatives that would avoid or minimize impacts to natural resources.
- **Geology and Soils.** Analyze construction impacts to slope and stability of Bay Mud. Mitigate to maintain stability. Identify risks associated with disturbing sediments that may contain hazardous materials.
- **Biological Resources.** Identify sensitive species in the project vicinity and potential impacts to those species, including potential to introduce invasive species. Identify impacts on wildlife species and habitat from dredging, filling, and other project activities. Identify impacts on wildlife from potential exposure to hazardous materials mobilized as a result of the project.
- **Water Quality.** Identify ways to minimize surface water contamination from runoff or worksite spills or litter. Identify impacts from dredging and fill on turbidity and sedimentation. Quantify impacts (e.g., identify acres of water impacted). In compliance with the Clean Water Act, demonstrate that impacts to waters of the United States have been avoided or minimized.
- **Water Surface Area and Volume.** Analyze how proposed project-related filling will affect total surface area and volume of water in San Francisco Bay.
- **Impacts on Other Transit Services.** Identify impacts on facilities, ridership demand, station area congestion, and travel times for MUNI lines and BART service. Identify transfer agreements that will facilitate passenger transfers among transit providers.
- **Air Quality.** Identify impacts of increased passenger ferry service on air quality through reductions in vehicular traffic. Consider project relationship to Bay Area's classification as nonattainment for ozone and fine particulate matter. Examine localized air quality impacts from increased ferry service. Identify ways to reduce emissions of diesel particulate matter. Identify means for controlling fugitive dust and emissions from stationary sources during construction. Identify cumulative impacts from multiple construction projects.
- **Noise and Vibration.** Consider vibration impacts on existing platforms, BART facilities, and seawall, and noise impacts on sensitive species.
- **Traffic and Parking.** Consider additional vehicle use of ferry plaza and changes in circulation patterns during construction and operation. Identify impacts of increased passenger service on parking for taxis and passenger parking. Avoidance of double parking on the Embarcadero.
- **Pedestrian Circulation.** Identify impacts of increased ferry service on pedestrian traffic around Ferry Building and Embarcadero crossings, including impacts on the fire lane and driveway at the south end of the Ferry Building. Identify impacts of the project on BART's emergency passenger evacuation route.
- **Water Vessel Circulation.** Evaluate impacts on water vessel traffic and vessel circulation patterns (including water-based access to BART facilities for maintenance activities).
- **Recreation.** Describe short-term and long-term project impacts to recreation, including boating and fishing, as well as project measures to provide maximum feasible free public access to the Bay.

- **Cultural Resources.** Consider possible presence of submerged cultural resources in the project vicinity, including historic wharves or shipwrecks.
- **Environmental Justice.** Identify how the proposed project will affect low income and minority populations in the surrounding area.
- **Flood Protection and Climate Change.** Analyze effects of proposed fill with regard to flood protection and storm surges, including consideration of future sea level rise in the project vicinity due to climate change. Include a greenhouse gas emissions analysis.
- **Other.** Evaluate consistency with the San Francisco Bay Plan. Consider earthquake safety and security in the project area. Identify adequate and feasible mitigation measures for significant impacts or cumulatively considerable impacts.

The NMFS accepted FTA's request to serve as a cooperating agency pursuant to NEPA, and requested participation in the development of the EIS/EIR as it relates to the assessment of potential impacts and conservation measures for Endangered Species Act-listed fish species under the jurisdiction of NMFS and essential fish habitat under the Magnuson Stevens Fishery Conservation and Management Act.

APPENDIX A
NOTICE OF PREPARATION/ NOTICE OF COMPLETION



Notice of Preparation

To: State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

From: Mike Gougherty
WETA Project Manager
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Subject: Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting

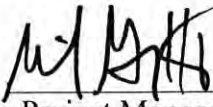
The San Francisco Bay Water Emergency Transportation Authority (WETA), as the lead state agency, and the Federal Transit Administration (FTA), as the lead federal agency, are planning to prepare an Environmental Impact Report (EIR) for the Downtown San Francisco Ferry Terminal Expansion Project, under the California Environmental Policy Act. In addition, WETA will hold both a public and agency scoping meeting on April 26, 2011. WETA is requesting your agency's comments on the scope and content of the environmental information which is germane to your agency's statutory responsibilities regarding the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are described in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 45 days after receipt of this notice.

Please send your response to Mike Gougherty at the address shown above, along with the name for a contact person in your agency.

Project Title: Downtown San Francisco Ferry Terminal Expansion Project
Project Applicant, if
any: San Francisco Bay Water Emergency Transportation Authority

Date: 3/24/2011 Signature: 
Title: Project Manager
Telephone: (415) 364-3189

COMMENTS AND SCOPING MEETING

A public scoping meeting to accept comments on the scope of the Environment Impact Report (EIR) will be held on the following date:

- April 26, 2011, from 5:30 p.m. to 7:30 p.m., at Pier 1, Bayside Conference Room, San Francisco, California.

An interagency scoping meeting for agencies with interest in the project will be held on the following date:

- April 26, 2011 from 2:00 p.m. to 4:00 p.m. at the Pier 1, Bayside Conference Room, San Francisco, California.

The meeting will be accessible to persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Mike Gougherty at (415) 364-3189 at least 48 hours before the meeting. A scoping information packet is available on the WETA website at <http://www.watertransit.org>, or by calling Mike Gougherty at (415) 364-3189. Copies will also be available at the scoping meeting.

Comments on the scope of the EIS will be accepted at the public scoping meeting, or written comments should be sent to Mike Gougherty, WETA Project Manager, San Francisco Bay Water Emergency Transportation Authority, Pier 9, Suite 111, The Embarcadero, San Francisco, CA, 94111. Comments will be accepted until May 16, 2011.

PROJECT DESCRIPTION

Project Location

The project is located in the northeastern section of San Francisco, California, at the San Francisco Ferry Building, situated at the foot of Market Street. The study area encompasses Port of San Francisco property between Pier 1 on the north and Pier 14 on the south, and includes the Ferry Building, ferry gates, and the Ferry Plaza.

Project Purpose and Need

The purpose of the Downtown San Francisco Ferry Terminal Expansion Project is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan, and in accordance with city and regional policies to encourage transit use. Furthermore, the project will address deficiencies in the transportation network that impede ferry

operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. The project objectives include:

- Accommodate WETA's projected increase in ferry ridership and related ferry arrivals and departures from the Downtown San Francisco Ferry Terminal;
- Provide a viable alternative mode of transportation that accommodates projected increases in transbay trips, and helps alleviate congestion over the Bay Bridge and through the Bay Area Rapid Transit (BART) Transbay Tube;
- Address WETA's and the Port of San Francisco's (Port) emergency response needs;
- Establish a circulation plan and improved signage that provides clear pedestrian routes for ferry to bus and ferry to rail transfers, as well as safe routes for bikes, emergency vehicles, and delivery trucks to enter, park and exit the area;
- Provide necessary landside improvements, such as designated weather-protected areas for waiting and queuing, ticket machines and fare collection equipment, improved lighting, and improved boarding and arrival/departure information to serve ferry patrons and to enhance the Ferry Building as the central point of embarkation for ferries on San Francisco Bay; and
- Enhance the area's public access and open space with design features that create attractive, safe daytime and nighttime public spaces for both ferry patrons and other users of the Ferry Building area.

WETA recognizes and supports the Port's land use planning and development proposals in and around the Ferry Building, including the historic renovation of the Agricultural Building and other improvements in the Ferry Building area. These Port initiatives are being planned and funded independent of the WETA project and, as a result, are not included as project elements. WETA will stage construction, and manage and operate ferry services so they do not preclude, conflict with, or inhibit the Port's proposed development plans in the project vicinity.

Proposed Project Components

The proposed project incorporates modifications and improvements to the Ferry Terminal gates and ferry boarding areas to accommodate future WETA service and increased ferry patronage. The current estimate for 2025 projected daily ridership at the Ferry Terminal is approximately 35,000 passengers. The ridership projections account for existing service, plus new ferry services from downtown San Francisco to Berkeley, Treasure Island, Hercules, Richmond, Redwood City, Martinez, and Antioch to be initiated between 2014 and 2030. Service frequencies during the day and evenings would reflect the travel demand for commute and non-

commute periods. Existing ferry services operated by others (i.e., ferry service to Sausalito, Larkspur, and Tiburon), and existing services operated by WETA (i.e., ferry service to Vallejo, Alameda/Oakland, and Alameda Harbor Bay) would continue to operate, but the access and boarding environments for these services would be improved by the project.

In addition, landside improvements to allow staging and circulation for possible emergency evacuation at the Ferry Building are included in the proposed project. The modifications and improvements are the responsibility of WETA in cooperation with the Port of San Francisco, with funding coming from Regional Measure 2, State Proposition 1B, and FTA.

The WETA-sponsored improvements represent sequential construction phases (Phase 2 and Phase 3). The Phase 2 and Phase 3 improvements build on those elements already completed by the Port in 2003 during Phase 1. Phase 2, which is expected to be completed by 2017, will include:

- Demolition and removal of Pier ½ and Pier 2;
- Construction of Gate A in the north basin, and Gates F and G in the south basin;
- Installation of boarding area amenities such as weather-protected areas for queuing, ticket machines and fare collection equipment, improved lighting, and ferry boarding and arrival/departure information signs;
- Widening of ferry access pathways along existing pedestrian promenades, and separation of ferry patron queuing from other pedestrian and vehicular movements where possible;
- Improved wayfinding signage in the vicinity of the Ferry Building, which will indicate ferry boarding areas and transit connections; and
- Filling in the lagoon to prepare for and accommodate staging and circulation of evacuees following a catastrophic event.

As new ferry gates are constructed, existing ferry services would relocate to the new gates. Pier demolition and construction activities would be staged and sequenced to allow for the continuity of existing ferry services during construction. Demolition of Pier ½ would precede construction of Gate A. Similarly, demolition of Pier 2 would precede construction of Gate F. Gate G, which is designated for ferry services not expected to operate until 2020 or later, would serve as a vessel layover location, temporary storage area, and emergency boarding location in the interim. WETA's capital improvement plan synchronizes the purchase or leasing of vessels to meet future service and emergency response requirements.

Phase 3 is contingent on the implementation of the Treasure Island Redevelopment Plan. At full build-out, expected to occur sometime between 2020 and 2030, new commercial, recreational, and residential facilities on Treasure Island would require additional ferry capacity to serve substantial numbers of visitors and residents. The additional capacity would be provided by larger, bow-loading vessels purchased by the Treasure Island developer, and operated by WETA. The bow-loading vessels would necessitate the redesign of Gate E to accommodate the larger ferries.

Possible Impacts

The purpose of this EIR process is to study, in a public setting, the potentially significant effects of the proposed project on the environment. Primary areas of investigation for this project include, but are not limited to: land use, development potential, displacements, historic resources, visual and aesthetic qualities, air quality, noise and vibration, dredging and bay fill requirements, hazardous materials resulting from demolition and construction activities, traffic circulation and transportation linkages, pedestrian circulation, safety, security, and emergency response, bay habitat, and cumulative impacts. The environmental analysis may reveal that the proposed project will not impact or have significant impacts to many of those areas. However, if any environmental impacts are identified, measures to avoid, minimize, or mitigate those impacts will be proposed.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Downtown San Francisco Ferry Terminal Expansion Project

Lead Agency: SF Bay Area Water Emergency Trans. Authority (WETA)

Contact Person: Mike Gougherty

Mailing Address: Pier 9, Suite 111, The Embarcadero

Phone: 415-364-3189

City: San Francisco

Zip: 94111

County: San Francisco

Project Location: County: San Francisco

City/Nearest Community: San Francisco

Cross Streets: The Embarcadero and Market Street

Zip Code: 94111

Longitude/Latitude (degrees, minutes and seconds): 37 ° 47 ' 23 " N / 122 ° 23 ' 37.3 " W Total Acres: 28

Assessor's Parcel No.: 9900002, 9900200, 9900201, 9900274, 9900274H
9900275, 9900278

Section: 34 & 03

Twp.: 1.0S & 2.0S

Range: 5.0 and 5.0

Base: Mount Diablo

Within 2 Miles: State Hwy #: 101 and 280

Waterways: San Francisco Bay

Airports:

Railways: Caltrain/Muni/BART/Amtrak

Schools: Youth Chance High School

Document Type:CEQA: ☒ NOP☐ Draft EIRNEPA: ☐ NOIOther: ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.)

☐ Draft EIS☐ Other:☐ Mit Neg Dec

Other: Public Scoping Meeting

☐ FONSI**Local Action Type:**☐ General Plan Update☐ Specific Plan☐ Rezone☐ Annexation☐ General Plan Amendment☐ Master Plan☐ Prezone☒ Redevelopment☐ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☐ Other:**Development Type:**☐ Residential: Units _____ Acres _____☐ Office: Sq.ft. _____ Acres _____ Employees _____☐ Commercial: Sq.ft. _____ Acres _____ Employees _____☐ Industrial: Sq.ft. _____ Acres _____ Employees _____☐ Educational: _____☐ Recreational: _____☐ Water Facilities: Type _____ MGD _____☒ Transportation: Type Ferry Terminal Expansion☐ Mining: Mineral _____☐ Power: Type _____ MW _____☐ Waste Treatment: Type _____ MGD _____☐ Hazardous Waste: Type _____☐ Other: _____**Project Issues Discussed in Document:**☒ Aesthetic/Visual☐ Fiscal☒ Recreation/Parks☒ Vegetation☐ Agricultural Land☒ Flood Plain/Flooding☐ Schools/Universities☒ Water Quality☒ Air Quality☒ Forest Land/Fire Hazard☒ Septic Systems☐ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☐ Sewer Capacity☒ Wetland/Riparian☒ Biological Resources☒ Minerals☒ Soil Erosion/Compaction/Grading☒ Growth Inducement☒ Coastal Zone☒ Noise☒ Solid Waste☒ Land Use☐ Drainage/Absorption☒ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☒ Economic/Jobs☒ Public Services/Facilities☒ Traffic/Circulation☐ Other: _____**Present Land Use/Zoning/General Plan Designation:**

Local Retail, Visitor & Specialty Retail, Office, R&D, Warehouse, Light Industry, and Ferry Excursion

Project Description: (please use a separate page if necessary)

The proposed project would serve commuters, visitors, and recreational users desiring an alternative way to cross San Francisco Bay, and reach nearby employment, entertainment, and recreational destinations in San Francisco. The project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building. In addition, the project enhances emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. More detailed information is provided in the attached NOP and project description.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2008

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

☒ Air Resources Board	☒ Office of Emergency Services
☒ Boating & Waterways, Department of	☒ Office of Historic Preservation
☐ California Highway Patrol	☐ Office of Public School Construction
☒ Caltrans District #4	☒ Parks & Recreation, Department of
☐ Caltrans Division of Aeronautics	☐ Pesticide Regulation, Department of
☒ Caltrans Planning	☒ Public Utilities Commission
☐ Central Valley Flood Protection Board	☒ Regional WQCB #2
☐ Coachella Valley Mtns. Conservancy	☒ Resources Agency
☐ Coastal Commission	☒ S.F. Bay Conservation & Development Comm.
☐ Colorado River Board	☐ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
☒ Conservation, Department of	☐ San Joaquin River Conservancy
☐ Corrections, Department of	☐ Santa Monica Mtns. Conservancy
☐ Delta Protection Commission	☒ State Lands Commission
☐ Education, Department of	☐ SWRCB: Clean Water Grants
☐ Energy Commission	☐ SWRCB: Water Quality
☒ Fish & Game Region #3	☐ SWRCB: Water Rights
☐ Food & Agriculture, Department of	☐ Tahoe Regional Planning Agency
☐ Forestry and Fire Protection, Department of	☒ Toxic Substances Control, Department of
☐ General Services, Department of	☒ Water Resources, Department of
☐ Health Services, Department of	☐ Other: _____
☐ Housing & Community Development	☐ Other: _____
☐ Integrated Waste Management Board	
☒ Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

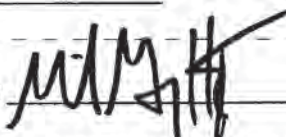
Starting Date April 1, 2011

Ending Date May 16, 2011

Lead Agency (Complete if applicable):

Consulting Firm: URS Corporation
Address: One Montgomery, Suite 900
City/State/Zip: San Francisco, CA 94104-4538
Contact: Ian Austin
Phone: 415-896-5858

Applicant: Water Emergency Trans. Authority (WETA)
Address: Pier 9, Suite 111, The Embarcadero
City/State/Zip: San Francisco, CA 94111
Phone: 415-291-3377

Signature of Lead Agency Representative: 

Date: 3/24/2011

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

APPENDIX B
NOTICE OF INTENT

responsibility for the incidents on the acts or omissions of any person or entity.

Two railroad employees, while each riding the side of rolling equipment to protect a shoving movement, were fatally injured (in separate incidents) when the equipment they were riding struck other equipment that was left out to foul. A common factor in both accidents was that the equipment was left in a location where it fouled an adjacent track by the very employees who were involved in the incidents.

The first incident occurred on September 2, 2010, in Bridgeport, New Jersey, when a conventional two-person switching crew was shoving rolling equipment into an industrial facility. The locomotive engineer was in the locomotive control compartment and the conductor was positioned on the leading end of a tank car directing the shoving move. The conductor had one foot on the end platform and the other on the side ladder tread as he began to pass a tank car that he had spotted at that location the previous day. Unfortunately, the car had been left in the foul of the adjacent track and the cars struck each other; the conductor sustained fatal injuries.

The second incident occurred on February 8, 2011, in Kankakee, Illinois. A conventional switching crew that consisted of a conductor, engineer, and a conductor-in-training was switching cars on a switching lead track and using various other yard tracks. The crew had left a car on one of the yard tracks in a location where it was in the foul of an adjacent track. Shortly thereafter, the conductor and conductor-in-training boarded opposite sides of the leading end of a gondola car and began a shoving movement. Subsequently, the side of the gondola on which the conductor was riding struck the car that was previously left in the foul of the adjacent track. The conductor was crushed between the two cars and sustained fatal injuries.

Although the preponderance of incidents involving equipment that is left in the foul of an adjacent track fortunately only result in railroad property damage, the potential for injury or death in such instances is always present. By issuing this safety advisory, FRA is reminding all stakeholders of the importance of situational awareness and compliance with all applicable operating and safety rules, particularly those related to leaving rolling equipment in a location that is clear of adjacent tracks.

FRA Action: Despite the significant reduction in train accidents caused by equipment being left in the foul of an

adjacent track, a review of FRA's inspection data relative to 49 CFR 218.101 indicates a disturbing trend. From calendar year (CY) 2009 to CY 2010, violations of 49 CFR 218.101 recommended for prosecution by FRA inspectors increased 124 percent. Based on the results of inspection data for the first 2 months of 2011, if trends continue, violations recommended for prosecution in 2011 versus 2010 would increase by an additional 81 percent. Whether the increase in violations is due to greater vigilance by FRA or is due to an actual increase in the number of instances where equipment is being left in such locations, FRA intends to ensure that railroads take necessary steps to prevent and reduce the potential trend indicated by the statistics noted above.

Over the next several months, FRA intends to increase its inspection activity to focus on compliance with railroad operating rules that address all of the requirements contained in Subpart F. Particular emphasis will be placed on the requirements contained in 49 CFR 218.101. FRA will also focus its inspection efforts on railroad operational testing activity, particularly as it relates to Subpart F. FRA strongly encourages railroad industry members to reemphasize the importance of leaving equipment in the clear as frequently as possible, and to take such other actions as may help ensure safety on the Nation's railroads.

Recommended Railroad Action: In light of the recent accidents discussed above, and in an effort to maintain the safety of railroad employees on the Nation's rail system, FRA recommends that railroads:

- (1) Review with employees the circumstances of the two most recent fatal incidents;
- (2) Reinstruct supervisors and employees on the operating and safety rules applicable to leaving rolling equipment in a location that is clear of adjacent tracks. Particular emphasis should be placed on the procedures that enable employees to identify clearance points and the means to identify locations where clearance points will not permit a person to safely ride on the side of a car;
- (3) Increase operational testing on those operating and safety rules that pertain to leaving rolling equipment in a location that is clear of adjacent tracks; and
- (4) Review current job briefing procedures among coworkers and determine if the procedures are sufficient to encourage more effective communication regarding switching activities, specifically as the procedures

relate to the positioning of rolling equipment so that the equipment is in a location that is clear of adjacent tracks.

FRA encourages railroad industry members to take action that is consistent with the preceding recommendations and to take other actions to help ensure the safety of the Nation's railroad employees. FRA may modify this Safety Advisory 2011-01, issue additional safety advisories, or take other appropriate action necessary to ensure the highest level of safety on the Nation's railroads, including pursuing other corrective measures under its rail safety authority.

Issued in Washington, DC, on April 1, 2011.

Jo Strang,

*Associate Administrator for Railroad Safety/
Chief Safety Officer.*

[FR Doc. 2011-8232 Filed 4-6-11; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for the Downtown San Francisco Ferry Terminal Expansion Project in the City and County of San Francisco, CA

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The FTA, as the lead Federal agency, and the San Francisco Bay Area Water Emergency Transportation Authority (WETA) are planning to prepare an EIS for the proposed expansion and improvements to the Downtown San Francisco Ferry Terminal at the Port of San Francisco Ferry Building. The proposed project would serve commuters, visitors, and recreational users desiring an alternative way to cross San Francisco Bay, and reach nearby employment, entertainment, and recreational destinations in San Francisco. The project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building. In addition, the project enhances emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. The EIS will be prepared in accordance with Section 102(2)C of the National Environmental Policy Act of 1969 (NEPA) and pursuant to the Council on the Environmental Quality's

regulations (40 Code of Federal Regulations [CFR] parts 1500–08) as well as provisions of the recently enacted Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU). The purpose of this notice is to alert interested parties regarding the intent to prepare an EIS; provide information on the proposed transit project; invite participation in the EIS process, including comments on the scope of the EIS proposed in this notice; and announce when the public scoping meeting will be conducted.

DATES: Written comments on the scope of the EIS should be sent to Mike Gougherty, WETA Project Manager, by May 16, 2011. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

- April 26, 2011, from 5:30 p.m. to 7:30 p.m., at Pier 1, Bayside Conference Room, San Francisco, California.

An interagency scoping meeting for agencies with interest in the project will be held on the following date:

- April 26, 2011 from 2 p.m. to 4 p.m. at the Pier 1, Bayside Conference Room, San Francisco, California.

The meeting will be accessible to persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Mike Gougherty at (415) 364–3189 at least 48 hours before the meeting. A scoping information packet is available on the WETA Web site at <http://www.watertransit.org> or by calling Mike Gougherty at (415) 364–3189. Copies will also be available at the scoping meeting.

ADDRESSES: Comments on the scope of the EIS will be accepted at the public scoping meeting, or written comments should be sent to Mike Gougherty, WETA Project Manager, San Francisco Bay Water Emergency Transportation Authority, Pier 9, Suite 111, The Embarcadero, San Francisco, CA, 94111.

FOR FURTHER INFORMATION CONTACT: Debra Jones, Environmental Protection Specialist, FTA, San Francisco Regional Office at (415) 744–3133.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and WETA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) feasible alternatives that may better achieve the project's need and

purposes with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

NEPA “scoping” (Title 40 of the CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—“to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives... [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses.” Executive Order 11991, of May 24, 1977.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, a scoping report will be prepared that: (1) Documents the results of the scoping process; (2) contributes to the transparency of the process; and (3) provides a clear roadmap for concise development of the environmental document.

Purpose and Need for the Project

The purpose of the Downtown San Francisco Ferry Terminal Expansion Project is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan (IOP), and in accordance with city and regional policies to encourage transit use. Furthermore, the project will address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. The project objectives include:

- Accommodate WETA's projected increase in ferry ridership and related ferry arrivals and departures from the Downtown San Francisco Ferry Terminal;

- Provide a viable alternative mode of transportation that accommodates projected increases in transbay trips, and helps alleviate congestion over the Bay Bridge and through the Bay Area Rapid Transit (BART) Transbay Tube;

- Address WETA's and the Port of San Francisco's (Port) emergency response needs;

- Establish a circulation plan and improved signage that provides clear pedestrian routes for ferry to bus and ferry to rail transfers, as well as safe routes for bikes, emergency vehicles, and delivery trucks to enter, park and exit the area;

- Provide necessary landside improvements, such as designated weather-protected areas for waiting and queuing, ticket machines and fare collection equipment, improved lighting, and improved boarding and arrival/departure information to serve ferry patrons and to enhance the Ferry Building as the central point of embarkation for ferries on San Francisco Bay; and

- Enhance the area's public access and open space with design features that create attractive, safe daytime and nighttime public spaces for both ferry patrons and other users of the Ferry Building area;

- Recognize the Port's land use planning and development proposals in and around the Ferry Building so as not to preclude, conflict with, or inhibit proposed development plans in the project vicinity.

WETA recognizes and supports the Port of San Francisco's land use planning and development proposals in and around the Ferry Building, including the historic renovation of the Agricultural Building and enhancements to the Ferry Plaza area. These Port initiatives are being planned and funded independent of the WETA project and, as a result, are not included as project elements. WETA will stage construction and manage and operate ferry services so they do not preclude, conflict with, or inhibit the Port's proposed development plans in the project vicinity.

Project Location and Environmental Setting

The project is located in the northeastern section of San Francisco, California, at the San Francisco Ferry Building, situated at the foot of Market Street. The study area encompasses Port of San Francisco property between Pier 1 on the north and Pier 14 on the south, and includes the Ferry Building, ferry gates, and the Ferry Plaza.

Possible Alternatives

A study of potential ferry terminal improvements at the San Francisco Ferry Building was completed by the Port in 1994. The planning process, summarized in the Downtown San Francisco Ferry Terminal Project, Concept Design—Stage 1 Final Report, addressed deficiencies in the circulation of pedestrians across the Embarcadero and through the Ferry Building; constraints imposed by previous design modifications of the Ferry Building that obscured wayfinding to the ferry gates; limited opportunities for public gathering and access to the Bay; and restricted commercial development within the building. A variety of design, configuration, and circulation improvements were considered. The Port selected those improvements that best met its long-term public service and facility objectives, and completed those projects, including construction of Gates B and E and the south basin breakwater at Pier 14, as Phase 1 of the Downtown San Francisco Ferry Terminal Project in 2003. This project builds on the previous improvements, described under the Action Alternative below. In addition to the Action Alternative, WETA considers the effects of doing nothing, identified as the No Action Alternative. Both the Action and No Action Alternatives are being considered in the EIS, as described below.

No Action Alternative. Six ferry routes currently serve the Downtown San Francisco Ferry Terminal. Today, the Downtown San Francisco Ferry Terminal has approximately 130 ferry arrivals and departures daily, serving more than 10,000 daily ferry patrons.

The existing Ferry Terminal gate configuration serves current ferry operations and provides the circulation areas to access these gates. The No Action Alternative maintains the existing ferry services, gate configuration, and circulation areas, including the function, uses, and design of the Ferry Building, which also serves as an important public space in San Francisco. No new gates or additional boarding capacity to accommodate new ferry services would occur as part of the No Action Alternative. Similarly, circulation and boarding improvements to respond to emergency planning requirements would not be implemented.

The No Action Alternative retains vehicle circulation and drop-off areas near the Ferry Building as well as the current circulation patterns for ferry patrons to access the ferry boarding areas. Pedestrian pathways to boarding

locations for San Francisco Municipal Railway (Muni) bus and streetcar lines and the Amtrak bus would remain unchanged. Programmed Transbay bus and rail transit improvements identified in the Regional Transportation Plan would be implemented as part of the No Action Alternative. This alternative serves as the baseline against which the environmental effects of the other alternatives are measured.

Action Alternative. The Action Alternative incorporates modifications and improvements to the Ferry Terminal gates and ferry boarding areas to accommodate future WETA service and increased ferry patronage. Current estimates for 2025 projected daily ridership at the Ferry Terminal are approximately 35,000 passengers. The ridership projections account for existing service, plus new ferry services from downtown San Francisco to Berkeley, Treasure Island, Hercules, Richmond, Redwood City, Martinez, and Antioch to be initiated between 2014 and 2030. Service frequencies during the day and evenings would reflect the travel demand for commute and non-commute periods. Existing services operated by others (*i.e.*, Sausalito, Larkspur, and Tiburon), and existing services operated by WETA (*i.e.*, Vallejo, Alameda/Oakland, and Alameda Harbor Bay) would remain, but the access and boarding environments for these services would be improved by the project.

In addition, landside improvements to allow staging and circulation for possible emergency evacuation at the Ferry Building are included in the Action Alternative. The modifications and improvements are the responsibility of WETA in cooperation with the Port of San Francisco, with funding coming from Regional Measure 2, State Proposition 1B, and FTA.

The WETA-sponsored improvements represent sequential construction phases (Phase 2 and Phase 3). As noted previously, the Phase 2 and Phase 3 improvements build on those elements already completed by the Port in 2003 during Phase 1. Phase 2, which is expected to be completed by 2017, will include:

- Demolition and removal of Pier 4 and Pier 2;
- Construction of Gate A in the north basin, and Gates F and G in the south basin;
- Installation of boarding area amenities such as weather-protected areas for queuing, ticket machines and fare collection equipment, improved lighting, and ferry boarding and arrival/departure information signs;

- Widening of ferry access pathways along existing pedestrian promenades, and separation of ferry patron queuing from other pedestrian and vehicular movements where possible;

- Improved wayfinding signage in the vicinity of the Ferry Building, which will indicate ferry boarding areas and transit connections; and

- Filling in the lagoon to prepare for and accommodate staging and circulation of evacuees following a catastrophic event.

As new ferry gates are constructed, existing ferry services would relocate to new gates. Pier demolition and construction activities would be staged and sequenced to allow continuity of existing ferry services during construction. Demolition of Pier 1/2 would precede construction of Gate A. Similarly, demolition of Pier 2 would precede construction of Gate F. Gate G, which is designated for ferry services not expected to operate until 2020 or later, would serve as a vessel layover location, temporary storage area, and emergency boarding location in the interim. WETA's capital improvement plan synchronizes the purchase or leasing of vessels to meet future service and emergency response requirements.

Phase 3 is contingent on the implementation of the Treasure Island Redevelopment Plan. At full build-out, expected to occur sometime between 2020 and 2030, new commercial, recreational, and residential facilities on Treasure Island would require additional ferry capacity to serve substantial numbers of visitors and residents. The additional capacity would be provided by larger, bow-loading vessels purchased by the Treasure Island developer, and operated by WETA. The bow-loading vessels would necessitate the redesign of Gate E to accommodate the larger ferries.

Possible Effects

The purpose of this EIS process is to study, in a public setting, the potentially significant effects of the proposed project on the quality of the human environment. Primary areas of investigation for this project include, but are not limited to: land use, development potential, displacements, historic resources, visual and aesthetic qualities, air quality, noise and vibration, dredging and bay fill requirements, hazardous materials resulting from demolition and construction activities, traffic circulation and transportation linkages, pedestrian circulation, safety, security, and emergency response, bay habitat, and cumulative impacts. The environmental analysis may reveal that

the proposed project will not affect, or affect substantially, many of those areas. However, if any adverse impacts are identified, measures to avoid, minimize, or mitigate those adverse impacts will be proposed.

FTA Procedures

Regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU (23 U.S.C. 139) requires that FTA and WETA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project. It is possible that FTA and WETA will not be able to identify all Federal and non-Federal agencies and Native American Tribes that may have such an interest. Any Federal or non-Federal agency or Native American Tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program for public and interagency involvement will be developed for the project and posted on WETA's Web site: <http://www.watertransit.org>. The public involvement program includes a full range of activities including maintaining the project Web page on the WETA Web site and outreach to local officials, community and civic groups, and the public.

Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as

possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a compact disc of the complete environmental document. A complete printed set of the environmental document will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on the grantee's Web site.

Other

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508), and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771).

Issued on: March 31, 2011.

Leslie T. Rogers,

Regional Administrator, FTA, Region 9.

[FR Doc. 2011-8227 Filed 4-6-11; 8:45 am]

BILLING CODE 4910- -P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of limitation on claims.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for the following projects: (1) Hatcher Pass Recreational Area Access, Trails, and Transit Facilities Project, Matanuska-Susitna Borough, Hatcher Pass, AK; (2) Bus Rapid Transit Project, Roaring Fork Transportation Authority, Pitkin, Eagle, and Garfield Counties, CO; (3) Second Avenue Subway Project, Metropolitan Transportation Authority, New York, NY; and (4) Sugar House Streetcar Project, Utah Transit Authority, South Salt Lake and Salt Lake City, Salt Lake County, UT. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of the FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before September 30, 2011.

FOR FURTHER INFORMATION CONTACT:

Katie Grasty, Environmental Protection Specialist, Office of Planning and Environment, 202-366-9139, or Christopher Van Wyk, Attorney-Advisor, Office of Chief Counsel, 202-366-1733. FTA is located at 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 9 a.m. to 5:30 p.m., EST, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on these projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with each project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the project. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on these projects. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period of 180 days for challenges of project decisions subject to previous notices published in the **Federal Register**. For example, this notice does not extend the limitation on claims announced for earlier decisions on the Second Avenue Subway project. The projects and actions that are the subject of this notice are:

1. *Project name and location:* Hatcher Pass Recreational Area Access, Trails, and Transit Facilities Project, Hatcher Pass, AK. *Project sponsor:* Matanuska-Susitna Borough. *Project description:* The project consists of the development of transportation access and transit-related infrastructure to improve access

APPENDIX C
SCOPING MEETING NOTICE

PROOF OF PUBLICATION

(2015.5 C.C.P.)

THE EXAMINER

71 Stevenson St, 2nd Floor, San Francisco, CA 94105
Phone 415-359-2723; Fax 415-359-2659

wweinthal@sfexaminer.com

STATE OF CALIFORNIA
County of San Francisco

Walter Weinthal

deposes and says that all times herein mentioned he was and is a citizen of the United States, and a resident of the County aforesaid, over the age of eighteen years, and not a party to or interested in the above-entitled matter; and is and was during and at all said times, the Principal Clerk of the Printer and Publisher of THE EXAMINER, a newspaper of general circulation, printed and published in the County of San Francisco, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Francisco, State of California, under the date of October 18, 1951, Case Number 410667; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

March 31

all in the year(s) 2011

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at San Francisco, San Francisco County, California,

3/31/2011

Signature: *Walter Weinthal*

SCOPING MEETING NOTICE

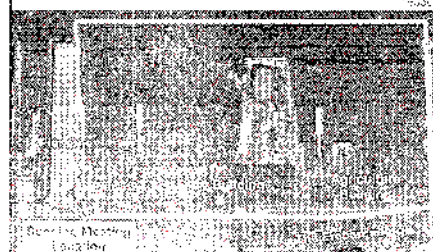
Mara Feeney & Associates

SCOPING MEETING NOTICE

The Federal Transit Administration and the S.F. Bay Water Emergency Transportation Authority invite you to attend a Scoping Meeting:

Tuesday, April 26, 5:30 pm
Bayside Conference Rooms
Pier 1, San Francisco CA

The purpose of the meeting is to present information on the proposed Downtown San Francisco Ferry Terminal Expansion Project, and to provide an opportunity for public comment on the scope of the environmental analysis to be conducted in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). An Open House meeting will begin at 5:30 pm, with a formal presentation at 6:15 pm. Further information is available at www.watertransit.org.



APPENDIX D
AGENCY INVITATION LETTERS



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

APR 7 2011

Mr. George Isaac
California Department of Fish and Game
20 Lower Ragsdale Drive, Suite 100
Monterey, CA 93940

Re: Invitation to Participate in the
Environmental Review Process for the
Downtown San Francisco Ferry Terminal
Expansion Project

Dear Mr. Isaac:

The Federal Transit Administration (FTA), in cooperation with the San Francisco Bay Area Water Emergency Transportation Authority (WETA) is initiating the preparation of an Environmental Impact Statement and Environmental Impact Report for the proposed Downtown San Francisco Ferry Terminal Expansion Project. The proposed project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building located at the foot of Market Street in downtown San Francisco. The purpose of the project, as currently defined, is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan, and in accordance with city and regional policies to encourage transit use. The project will address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. In addition, the project will enhance emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. The enclosed Scoping Meeting Notice and Notice of Intent provide more details.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because *the project could potentially affect hydrology and water quality, hazardous materials, biological resources, cultural resources, navigation, and bayside land uses*; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Federal agencies:

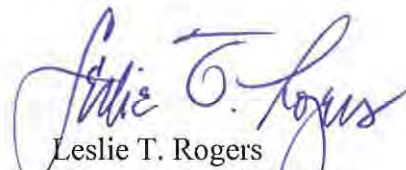
Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Debra Jones (debra.jones@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation are not due until after the interagency scoping meeting scheduled for 2:00 to 4:00 p.m. on April 26, 2011, at the Bayside Conference Rooms, Pier 1, The Embarcadero, San Francisco. You or your delegate is invited to represent your agency at this meeting. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted to this office not later than May 16, 2011.

Non-Federal agencies:

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Debra Jones (debra.jones@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the interagency scoping meeting, scheduled for 2:00 to 4:00 p.m. on April 26, 2011, at the Bayside Conference Rooms, Pier 1, The Embarcadero, San Francisco. You or your delegate is invited to represent your agency at this meeting. Written responses accepting designation as participating agencies should be transmitted to this office not later than May 16, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones @ (415) 744-3112.

Sincerely,



Leslie T. Rogers
Regional Administrator

Attachments: Scoping Meeting Notice and Notice of Intent

Copy:

Michael Gougherty, Water Emergency Transportation Authority

NOTICE OF PUBLIC SCOPING MEETING

Downtown San Francisco Ferry Terminal Expansion Project Water Emergency Transportation Authority (WETA) Federal Transit Administration (FTA)

As the federal and local Lead Agencies, respectively, the FTA and WETA are preparing a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed expansion and improvements to the Downtown San Francisco Ferry Terminal at the Port of San Francisco Ferry Building. The EIS/EIR will be prepared to satisfy the requirements of the National Environmental Policy Act and the California Environmental Quality Act.

Project Location:

The project is located in the northeastern section of San Francisco, California, at the San Francisco Ferry Building, situated at the foot of Market Street. The study area encompasses Port of San Francisco property between Pier 1 on the north and Pier 14 on the south, and includes the Ferry Building, ferry gates, and the Ferry Plaza.

Project Description:

The purpose of the Downtown San Francisco Ferry Terminal Expansion Project is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan, and in accordance with city and regional policies to encourage transit use. Furthermore, the project would address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal.

The project would expand the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building. In addition, the project would enhance emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs.

The WETA-sponsored improvements represent the continuation of improvements at the San Francisco Ferry Terminal and would include:

- Demolition and removal of Pier ½ and Pier 2;
- Construction of Gate A in the north basin, and Gates F and G in the south basin;
- Installation of boarding area amenities such as weather-protected areas for queuing, ticket machines and fare collection equipment, improved lighting, and ferry boarding and arrival/departure information signs;
- Widening of ferry access pathways along existing pedestrian promenades, and separation of ferry patron queuing from other pedestrian and vehicular movements where possible;
- Improved wayfinding signage in the vicinity of the Ferry Building, that will indicate ferry boarding areas and transit connections; and
- Filling in the lagoon to prepare for and accommodate staging and circulation of evacuees following a catastrophic event.

Public Scoping Meeting: The purpose of the Scoping Meeting is to present information regarding the environmental review process, and to provide opportunities for public input on the scope of the environmental analysis to be conducted for this project. Information about future opportunities for public comment will also be provided. A resource agency staff meeting (also open to the public) will take place in the same location from 2:00 p.m. to 4:00 p.m.



The public scoping meeting will be held:

April 26, 2011
Open House 5:30 p.m., presentation 6:15 p.m.
Bayside Conference Rooms
Pier 1, The Embarcadero
San Francisco, CA 94111

A Notice of Preparation and Notice of Intent are being circulated by WETA and FTA for the purpose of defining the scope and content of the EIS/EIR. The 45-day period for the public to provide comments ends on May 16, 2011. Copies of the Notice of Preparation and Notice of Intent are available for public review via the web at: <http://www.watertransit.org/>, or at WETA's office: Pier 9, Suite 111, The Embarcadero, San Francisco, CA.

For More Information: Please direct questions regarding the Scoping Meeting to Mike Gougherty, WETA Project Manager, at (415) 364-3189. The meeting will be accessible to persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Mike Gougherty at least 48 hours before the meeting.

If you are not able to attend the Scoping Meeting but would like to provide written comments for consideration in the EIS/EIR, please send to:

Mike Gougherty
WETA Project Manager
San Francisco Bay Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111.

Comments must be received by May 16, 2011 to be considered.

A fact sheet providing further details about the proposed project can be found at: <http://www.watertransit.org/>.

responsibility for the incidents on the acts or omissions of any person or entity.

Two railroad employees, while each riding the side of rolling equipment to protect a shoving movement, were fatally injured (in separate incidents) when the equipment they were riding struck other equipment that was left out to foul. A common factor in both accidents was that the equipment was left in a location where it fouled an adjacent track by the very employees who were involved in the incidents.

The first incident occurred on September 2, 2010, in Bridgeport, New Jersey, when a conventional two-person switching crew was shoving rolling equipment into an industrial facility. The locomotive engineer was in the locomotive control compartment and the conductor was positioned on the leading end of a tank car directing the shoving move. The conductor had one foot on the end platform and the other on the side ladder tread as he began to pass a tank car that he had spotted at that location the previous day. Unfortunately, the car had been left in the foul of the adjacent track and the cars struck each other; the conductor sustained fatal injuries.

The second incident occurred on February 8, 2011, in Kankakee, Illinois. A conventional switching crew that consisted of a conductor, engineer, and a conductor-in-training was switching cars on a switching lead track and using various other yard tracks. The crew had left a car on one of the yard tracks in a location where it was in the foul of an adjacent track. Shortly thereafter, the conductor and conductor-in-training boarded opposite sides of the leading end of a gondola car and began a shoving movement. Subsequently, the side of the gondola on which the conductor was riding struck the car that was previously left in the foul of the adjacent track. The conductor was crushed between the two cars and sustained fatal injuries.

Although the preponderance of incidents involving equipment that is left in the foul of an adjacent track fortunately only result in railroad property damage, the potential for injury or death in such instances is always present. By issuing this safety advisory, FRA is reminding all stakeholders of the importance of situational awareness and compliance with all applicable operating and safety rules, particularly those related to leaving rolling equipment in a location that is clear of adjacent tracks.

FRA Action: Despite the significant reduction in train accidents caused by equipment being left in the foul of an

adjacent track, a review of FRA's inspection data relative to 49 CFR 218.101 indicates a disturbing trend. From calendar year (CY) 2009 to CY 2010, violations of 49 CFR 218.101 recommended for prosecution by FRA inspectors increased 124 percent. Based on the results of inspection data for the first 2 months of 2011, if trends continue, violations recommended for prosecution in 2011 versus 2010 would increase by an additional 81 percent. Whether the increase in violations is due to greater vigilance by FRA or is due to an actual increase in the number of instances where equipment is being left in such locations, FRA intends to ensure that railroads take necessary steps to prevent and reduce the potential trend indicated by the statistics noted above.

Over the next several months, FRA intends to increase its inspection activity to focus on compliance with railroad operating rules that address all of the requirements contained in Subpart F. Particular emphasis will be placed on the requirements contained in 49 CFR 218.101. FRA will also focus its inspection efforts on railroad operational testing activity, particularly as it relates to Subpart F. FRA strongly encourages railroad industry members to reemphasize the importance of leaving equipment in the clear as frequently as possible, and to take such other actions as may help ensure safety on the Nation's railroads.

Recommended Railroad Action: In light of the recent accidents discussed above, and in an effort to maintain the safety of railroad employees on the Nation's rail system, FRA recommends that railroads:

- (1) Review with employees the circumstances of the two most recent fatal incidents;
- (2) Reinstruct supervisors and employees on the operating and safety rules applicable to leaving rolling equipment in a location that is clear of adjacent tracks. Particular emphasis should be placed on the procedures that enable employees to identify clearance points and the means to identify locations where clearance points will not permit a person to safely ride on the side of a car;
- (3) Increase operational testing on those operating and safety rules that pertain to leaving rolling equipment in a location that is clear of adjacent tracks; and
- (4) Review current job briefing procedures among coworkers and determine if the procedures are sufficient to encourage more effective communication regarding switching activities, specifically as the procedures

relate to the positioning of rolling equipment so that the equipment is in a location that is clear of adjacent tracks.

FRA encourages railroad industry members to take action that is consistent with the preceding recommendations and to take other actions to help ensure the safety of the Nation's railroad employees. FRA may modify this Safety Advisory 2011-01, issue additional safety advisories, or take other appropriate action necessary to ensure the highest level of safety on the Nation's railroads, including pursuing other corrective measures under its rail safety authority.

Issued in Washington, DC, on April 1, 2011.

Jo Strang,

*Associate Administrator for Railroad Safety/
Chief Safety Officer.*

[FR Doc. 2011-8232 Filed 4-6-11; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for the Downtown San Francisco Ferry Terminal Expansion Project in the City and County of San Francisco, CA

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The FTA, as the lead Federal agency, and the San Francisco Bay Area Water Emergency Transportation Authority (WETA) are planning to prepare an EIS for the proposed expansion and improvements to the Downtown San Francisco Ferry Terminal at the Port of San Francisco Ferry Building. The proposed project would serve commuters, visitors, and recreational users desiring an alternative way to cross San Francisco Bay, and reach nearby employment, entertainment, and recreational destinations in San Francisco. The project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building. In addition, the project enhances emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. The EIS will be prepared in accordance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA) and pursuant to the Council on the Environmental Quality's

regulations (40 Code of Federal Regulations [CFR] parts 1500–08) as well as provisions of the recently enacted Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU). The purpose of this notice is to alert interested parties regarding the intent to prepare an EIS; provide information on the proposed transit project; invite participation in the EIS process, including comments on the scope of the EIS proposed in this notice; and announce when the public scoping meeting will be conducted.

DATES: Written comments on the scope of the EIS should be sent to Mike Gougherty, WETA Project Manager, by May 16, 2011. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

- April 26, 2011, from 5:30 p.m. to 7:30 p.m., at Pier 1, Bayside Conference Room, San Francisco, California.

An interagency scoping meeting for agencies with interest in the project will be held on the following date:

- April 26, 2011 from 2 p.m. to 4 p.m. at the Pier 1, Bayside Conference Room, San Francisco, California.

The meeting will be accessible to persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Mike Gougherty at (415) 364–3189 at least 48 hours before the meeting. A scoping information packet is available on the WETA Web site at <http://www.watertransit.org> or by calling Mike Gougherty at (415) 364–3189. Copies will also be available at the scoping meeting.

ADDRESSES: Comments on the scope of the EIS will be accepted at the public scoping meeting, or written comments should be sent to Mike Gougherty, WETA Project Manager, San Francisco Bay Water Emergency Transportation Authority, Pier 9, Suite 111, The Embarcadero, San Francisco, CA, 94111.

FOR FURTHER INFORMATION CONTACT: Debra Jones, Environmental Protection Specialist, FTA, San Francisco Regional Office at (415) 744–3133.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and WETA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) feasible alternatives that may better achieve the project's need and

purposes with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

NEPA "scoping" (Title 40 of the CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—"to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives... [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses." Executive Order 11991, of May 24, 1977.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, a scoping report will be prepared that: (1) Documents the results of the scoping process; (2) contributes to the transparency of the process; and (3) provides a clear roadmap for concise development of the environmental document.

Purpose and Need for the Project

The purpose of the Downtown San Francisco Ferry Terminal Expansion Project is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan (IOP), and in accordance with city and regional policies to encourage transit use. Furthermore, the project will address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. The project objectives include:

- Accommodate WETA's projected increase in ferry ridership and related ferry arrivals and departures from the Downtown San Francisco Ferry Terminal;

- Provide a viable alternative mode of transportation that accommodates projected increases in transbay trips, and helps alleviate congestion over the Bay Bridge and through the Bay Area Rapid Transit (BART) Transbay Tube;

- Address WETA's and the Port of San Francisco's (Port) emergency response needs;

- Establish a circulation plan and improved signage that provides clear pedestrian routes for ferry to bus and ferry to rail transfers, as well as safe routes for bikes, emergency vehicles, and delivery trucks to enter, park and exit the area;

- Provide necessary landside improvements, such as designated weather-protected areas for waiting and queuing, ticket machines and fare collection equipment, improved lighting, and improved boarding and arrival/departure information to serve ferry patrons and to enhance the Ferry Building as the central point of embarkation for ferries on San Francisco Bay; and

- Enhance the area's public access and open space with design features that create attractive, safe daytime and nighttime public spaces for both ferry patrons and other users of the Ferry Building area;

- Recognize the Port's land use planning and development proposals in and around the Ferry Building so as not to preclude, conflict with, or inhibit proposed development plans in the project vicinity.

WETA recognizes and supports the Port of San Francisco's land use planning and development proposals in and around the Ferry Building, including the historic renovation of the Agricultural Building and enhancements to the Ferry Plaza area. These Port initiatives are being planned and funded independent of the WETA project and, as a result, are not included as project elements. WETA will stage construction and manage and operate ferry services so they do not preclude, conflict with, or inhibit the Port's proposed development plans in the project vicinity.

Project Location and Environmental Setting

The project is located in the northeastern section of San Francisco, California, at the San Francisco Ferry Building, situated at the foot of Market Street. The study area encompasses Port of San Francisco property between Pier 1 on the north and Pier 14 on the south, and includes the Ferry Building, ferry gates, and the Ferry Plaza.

Possible Alternatives

A study of potential ferry terminal improvements at the San Francisco Ferry Building was completed by the Port in 1994. The planning process, summarized in the Downtown San Francisco Ferry Terminal Project, Concept Design—Stage 1 Final Report, addressed deficiencies in the circulation of pedestrians across the Embarcadero and through the Ferry Building; constraints imposed by previous design modifications of the Ferry Building that obscured wayfinding to the ferry gates; limited opportunities for public gathering and access to the Bay; and restricted commercial development within the building. A variety of design, configuration, and circulation improvements were considered. The Port selected those improvements that best met its long-term public service and facility objectives, and completed those projects, including construction of Gates B and E and the south basin breakwater at Pier 14, as Phase 1 of the Downtown San Francisco Ferry Terminal Project in 2003. This project builds on the previous improvements, described under the Action Alternative below. In addition to the Action Alternative, WETA considers the effects of doing nothing, identified as the No Action Alternative. Both the Action and No Action Alternatives are being considered in the EIS, as described below.

No Action Alternative. Six ferry routes currently serve the Downtown San Francisco Ferry Terminal. Today, the Downtown San Francisco Ferry Terminal has approximately 130 ferry arrivals and departures daily, serving more than 10,000 daily ferry patrons.

The existing Ferry Terminal gate configuration serves current ferry operations and provides the circulation areas to access these gates. The No Action Alternative maintains the existing ferry services, gate configuration, and circulation areas, including the function, uses, and design of the Ferry Building, which also serves as an important public space in San Francisco. No new gates or additional boarding capacity to accommodate new ferry services would occur as part of the No Action Alternative. Similarly, circulation and boarding improvements to respond to emergency planning requirements would not be implemented.

The No Action Alternative retains vehicle circulation and drop-off areas near the Ferry Building as well as the current circulation patterns for ferry patrons to access the ferry boarding areas. Pedestrian pathways to boarding

locations for San Francisco Municipal Railway (Muni) bus and streetcar lines and the Amtrak bus would remain unchanged. Programmed Transbay bus and rail transit improvements identified in the Regional Transportation Plan would be implemented as part of the No Action Alternative. This alternative serves as the baseline against which the environmental effects of the other alternatives are measured.

Action Alternative. The Action Alternative incorporates modifications and improvements to the Ferry Terminal gates and ferry boarding areas to accommodate future WETA service and increased ferry patronage. Current estimates for 2025 projected daily ridership at the Ferry Terminal are approximately 35,000 passengers. The ridership projections account for existing service, plus new ferry services from downtown San Francisco to Berkeley, Treasure Island, Hercules, Richmond, Redwood City, Martinez, and Antioch to be initiated between 2014 and 2030. Service frequencies during the day and evenings would reflect the travel demand for commute and non-commute periods. Existing services operated by others (*i.e.*, Sausalito, Larkspur, and Tiburon), and existing services operated by WETA (*i.e.*, Vallejo, Alameda/Oakland, and Alameda Harbor Bay) would remain, but the access and boarding environments for these services would be improved by the project.

In addition, landside improvements to allow staging and circulation for possible emergency evacuation at the Ferry Building are included in the Action Alternative. The modifications and improvements are the responsibility of WETA in cooperation with the Port of San Francisco, with funding coming from Regional Measure 2, State Proposition 1B, and FTA.

The WETA-sponsored improvements represent sequential construction phases (Phase 2 and Phase 3). As noted previously, the Phase 2 and Phase 3 improvements build on those elements already completed by the Port in 2003 during Phase 1. Phase 2, which is expected to be completed by 2017, will include:

- Demolition and removal of Pier 1 and Pier 2;
- Construction of Gate A in the north basin, and Gates F and G in the south basin;
- Installation of boarding area amenities such as weather-protected areas for queuing, ticket machines and fare collection equipment, improved lighting, and ferry boarding and arrival/departure information signs;

- Widening of ferry access pathways along existing pedestrian promenades, and separation of ferry patron queuing from other pedestrian and vehicular movements where possible;
- Improved wayfinding signage in the vicinity of the Ferry Building, which will indicate ferry boarding areas and transit connections; and
- Filling in the lagoon to prepare for and accommodate staging and circulation of evacuees following a catastrophic event.

As new ferry gates are constructed, existing ferry services would relocate to new gates. Pier demolition and construction activities would be staged and sequenced to allow continuity of existing ferry services during construction. Demolition of Pier 1/2 would precede construction of Gate A. Similarly, demolition of Pier 2 would precede construction of Gate F. Gate G, which is designated for ferry services not expected to operate until 2020 or later, would serve as a vessel layover location, temporary storage area, and emergency boarding location in the interim. WETA's capital improvement plan synchronizes the purchase or leasing of vessels to meet future service and emergency response requirements.

Phase 3 is contingent on the implementation of the Treasure Island Redevelopment Plan. At full build-out, expected to occur sometime between 2020 and 2030, new commercial, recreational, and residential facilities on Treasure Island would require additional ferry capacity to serve substantial numbers of visitors and residents. The additional capacity would be provided by larger, bow-loading vessels purchased by the Treasure Island developer, and operated by WETA. The bow-loading vessels would necessitate the redesign of Gate E to accommodate the larger ferries.

Possible Effects

The purpose of this EIS process is to study, in a public setting, the potentially significant effects of the proposed project on the quality of the human environment. Primary areas of investigation for this project include, but are not limited to: land use, development potential, displacements, historic resources, visual and aesthetic qualities, air quality, noise and vibration, dredging and bay fill requirements, hazardous materials resulting from demolition and construction activities, traffic circulation and transportation linkages, pedestrian circulation, safety, security, and emergency response, bay habitat, and cumulative impacts. The environmental analysis may reveal that

the proposed project will not affect, or affect substantially, many of those areas. However, if any adverse impacts are identified, measures to avoid, minimize, or mitigate those adverse impacts will be proposed.

FTA Procedures

Regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU (23 U.S.C. 139) requires that FTA and WETA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project. It is possible that FTA and WETA will not be able to identify all Federal and non-Federal agencies and Native American Tribes that may have such an interest. Any Federal or non-Federal agency or Native American Tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program for public and interagency involvement will be developed for the project and posted on WETA's Web site: <http://www.watertransit.org>. The public involvement program includes a full range of activities including maintaining the project Web page on the WETA Web site and outreach to local officials, community and civic groups, and the public.

Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as

possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a compact disc of the complete environmental document. A complete printed set of the environmental document will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on the grantee's Web site.

Other

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508), and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771).

Issued on: March 31, 2011.

Leslie T. Rogers,
Regional Administrator, FTA, Region 9.
[FR Doc. 2011-8227 Filed 4-6-11; 8:45 am]
BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of limitation on claims.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for the following projects: (1) Hatcher Pass Recreational Area Access, Trails, and Transit Facilities Project, Matanuska-Susitna Borough, Hatcher Pass, AK; (2) Bus Rapid Transit Project, Roaring Fork Transportation Authority, Pitkin, Eagle, and Garfield Counties, CO; (3) Second Avenue Subway Project, Metropolitan Transportation Authority, New York, NY; and (4) Sugar House Streetcar Project, Utah Transit Authority, South Salt Lake and Salt Lake City, Salt Lake County, UT. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of the FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before September 30, 2011.

FOR FURTHER INFORMATION CONTACT:

Katie Grasty, Environmental Protection Specialist, Office of Planning and Environment, 202-366-9139, or Christopher Van Wyk, Attorney-Advisor, Office of Chief Counsel, 202-366-1733. FTA is located at 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 9 a.m. to 5:30 p.m., EST, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on these projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with each project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the project. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on these projects. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period of 180 days for challenges of project decisions subject to previous notices published in the **Federal Register**. For example, this notice does not extend the limitation on claims announced for earlier decisions on the Second Avenue Subway project.

The projects and actions that are the subject of this notice are:

1. *Project name and location:* Hatcher Pass Recreational Area Access, Trails, and Transit Facilities Project, Hatcher Pass, AK. *Project sponsor:* Matanuska-Susitna Borough. *Project description:* The project consists of the development of transportation access and transit-related infrastructure to improve access



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

APR 7 2011

Mr. Gary Stern
SF Bay Region Supervisor
National Oceanographic and Atmospheric Administration Fisheries
– National Marine Fisheries Service
777 Sonoma Avenue, Room 325
Santa Rosa, CA 95404

Re: Invitation to Participate in the
Environmental Review Process for the
Downtown San Francisco Ferry Terminal
Expansion Project

Dear Mr. Stern:

The Federal Transit Administration (FTA), in cooperation with the San Francisco Bay Area Water Emergency Transportation Authority (WETA) is initiating the preparation of an Environmental Impact Statement and Environmental Impact Report for the proposed Downtown San Francisco Ferry Terminal Expansion Project. The proposed project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building located at the foot of Market Street in downtown San Francisco. The purpose of the project, as currently defined, is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan, and in accordance with city and regional policies to encourage transit use. The project will address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. In addition, the project will enhance emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. The enclosed Scoping Meeting Notice and Notice of Intent provide more details.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because *the project could potentially affect hydrology and water quality, hazardous materials, biological resources, cultural resources, navigation, and bayside land uses*; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Federal agencies:

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Debra Jones (debra.jones@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation are not due until after the interagency scoping meeting scheduled for 2:00 to 4:00 p.m. on April 26, 2011, at the Bayside Conference Rooms, Pier 1, The Embarcadero, San Francisco. You or your delegate is invited to represent your agency at this meeting. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted to this office not later than May 16, 2011.

Non-Federal agencies:

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Debra Jones (debra.jones@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the interagency scoping meeting, scheduled for 2:00 to 4:00 p.m. on April 26, 2011, at the Bayside Conference Rooms, Pier 1, The Embarcadero, San Francisco. You or your delegate is invited to represent your agency at this meeting. Written responses accepting designation as participating agencies should be transmitted to this office not later than May 16, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones @ (415) 744-3112.

Sincerely,



Leslie T. Rogers
Regional Administrator

Attachments: Scoping Meeting Notice and Notice of Intent

Copy:

Michael Gougherty, Water Emergency Transportation Authority



U.S. Department
of Transportation
**Federal Transit
Administration**

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201 Mission Street
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San Francisco, CA 94105-1839
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415-744-2726 (fax)

APR 7 2011

Thomas R. Kendall
Chief of Planning Branch, SF District
U.S. Army Corps of Engineers
1455 Market Street
San Francisco, CA 94103-1399

Re: Invitation to Participate in the
Environmental Review Process for the
Downtown San Francisco Ferry Terminal
Expansion Project

Dear Mr. Kendall:

The Federal Transit Administration (FTA), in cooperation with the San Francisco Bay Area Water Emergency Transportation Authority (WETA) is initiating the preparation of an Environmental Impact Statement and Environmental Impact Report for the proposed Downtown San Francisco Ferry Terminal Expansion Project. The proposed project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building located at the foot of Market Street in downtown San Francisco. The purpose of the project, as currently defined, is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan, and in accordance with city and regional policies to encourage transit use. The project will address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. In addition, the project will enhance emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. The enclosed Scoping Meeting Notice and Notice of Intent provide more details.

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Sincerely,



Leslie T. Rogers
Regional Administrator

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Michael Gougherty, Water Emergency Transportation Authority



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**Federal Transit
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APR 7 2011

Mr. Joe LaClair
Chief Planning Officer
San Francisco Bay Conservation and Development Commission
50 California Street, Suite 2600
San Francisco, CA 94111

Re: Invitation to Participate in the
Environmental Review Process for the
Downtown San Francisco Ferry Terminal
Expansion Project

Dear Mr. LaClair:

The Federal Transit Administration (FTA), in cooperation with the San Francisco Bay Area Water Emergency Transportation Authority (WETA) is initiating the preparation of an Environmental Impact Statement and Environmental Impact Report for the proposed Downtown San Francisco Ferry Terminal Expansion Project. The proposed project expands the number of ferry gates and improves ferry patron circulation, boarding, and wayfinding in and around the Ferry Building located at the foot of Market Street in downtown San Francisco. The purpose of the project, as currently defined, is to support and expand ferry service on San Francisco Bay, as established by WETA in its Implementation and Operations Plan, and in accordance with city and regional policies to encourage transit use. The project will address deficiencies in the transportation network that impede ferry operation and ferry patron access and circulation at the Downtown San Francisco Ferry Terminal. In addition, the project will enhance emergency response capabilities to evacuate people from San Francisco and/or mobilize first responders to San Francisco via ferries if a catastrophic event occurs. The enclosed Scoping Meeting Notice and Notice of Intent provide more details.

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