

EXECUTIVE SUMMARY

INTRODUCTION

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is proposing to expand berthing capacity at the Downtown San Francisco Ferry Terminal (Ferry Terminal), located at the San Francisco Ferry Building (Ferry Building), to support existing and future planned water transit services operated by WETA and WETA's emergency operations, as detailed in WETA's Implementation and Operations Plan (IOP) (WETA, 2003b). The Downtown San Francisco Ferry Terminal Expansion Project (or project) would include construction of three new gates and overwater berthing facilities, in addition to supportive landside improvements, such as additional passenger waiting and queuing areas, circulation improvements, and other water transit-related amenities. The new gates and other improvements would be designed to accommodate future planned water transit services between Downtown San Francisco and Antioch, Berkeley, Martinez, Hercules, Redwood City, Richmond, and Treasure Island, as well as emergency operation needs.

The Ferry Terminal is in the northeastern section of San Francisco, California, situated at the foot of Market Street at The Embarcadero. The project area encompasses property managed in the public trust by the Port of San Francisco (Port) from the south side of Pier 1 to the north side of Pier 14, and from the Embarcadero Promenade to San Francisco Bay (Figure ES-1). The project area includes the Ferry Building, the Ferry Plaza, the Agriculture Building, and Pier 2. The project area includes existing water transit facilities (Gates B, C, D, and E), a variety of commercial uses (retail, dining, and office), and public open spaces.

WETA and the Federal Transit Administration (FTA) have prepared this Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and Record of Decision (ROD) to address the environmental effects of the proposed Ferry Terminal improvements. These agencies have prepared this EIS/EIR and ROD in accordance with the National Environmental Policy Act (NEPA) of 1969, 42 United States Code (USC) Section 4321 et seq.; the Council on Environmental Quality (CEQ) regulations for implementing NEPA, 40 Code of Federal Regulations (CFR), Parts 1500-1508; Public Law 112-141, 126 Statute 405, Section 1319(b); the California Environmental Quality Act (CEQA) of 1970, California Public Resources Code, Section 21000 et seq., as amended; the Guidelines for Implementation of CEQA, Title 14, California Code of Regulations (CCR), Section 15000 et seq.; and FTA guidelines. The FTA is the NEPA lead agency, and WETA is the CEQA lead agency.

The proposed project builds on previous planning efforts and projects implemented by WETA and the Port. WETA adopted its IOP and Program EIR for the IOP in 2003, which planned for a system-wide expansion of water transit service in the Bay Area. The IOP identified new routes that would be developed over a 20-year period. The new routes would connect Downtown San Francisco with areas of the North, East, and South Bay. In addition, in the 1990s, the Port initiated a comprehensive land use planning process that identified near-term and long-term improvements that should be made to the Ferry Terminal. As a result, in 2003, the Port completed Phase I of the Downtown Ferry Terminal Project, which included the construction of Gates B and E. Phase I of the Downtown Ferry Terminal Project also identified long-term future projects that would continue to improve circulation, public spaces, and water transit operations at the Ferry Terminal.

The planning efforts undertaken by WETA for this project build on these previous projects and planning processes, and have been coordinately closely with the Port.

PURPOSE AND NEED

Purpose of the Project

The purpose of the project is to support existing and future planned water transit services operated by WETA on San Francisco Bay, as established by WETA in its IOP (WETA, 2003b), and in accordance with City and County of San Francisco (CCSF) and regional policies to encourage transit use. Furthermore, the project would address deficiencies in the transportation network that impede water transit operations, passenger access, and passenger circulation at the Ferry Terminal. The project objectives would:

- Accommodate WETA's projected increase in water transit ridership and related vessel arrivals and departures from the Ferry Terminal;
 - Provide a viable alternative mode of transportation that accommodates projected increases in transbay trips, and helps alleviate congestion over the San Francisco Bay Bridge and through the San Francisco Bay Area Rapid Transit (BART) Transbay Tube;
- Address WETA and the Port's emergency operation needs;
 - Establish a circulation plan and improved signage that provides clear pedestrian routes for vessel-to-bus and vessel-to-rail transfers, as well as safe routes for bicycles, 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 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.

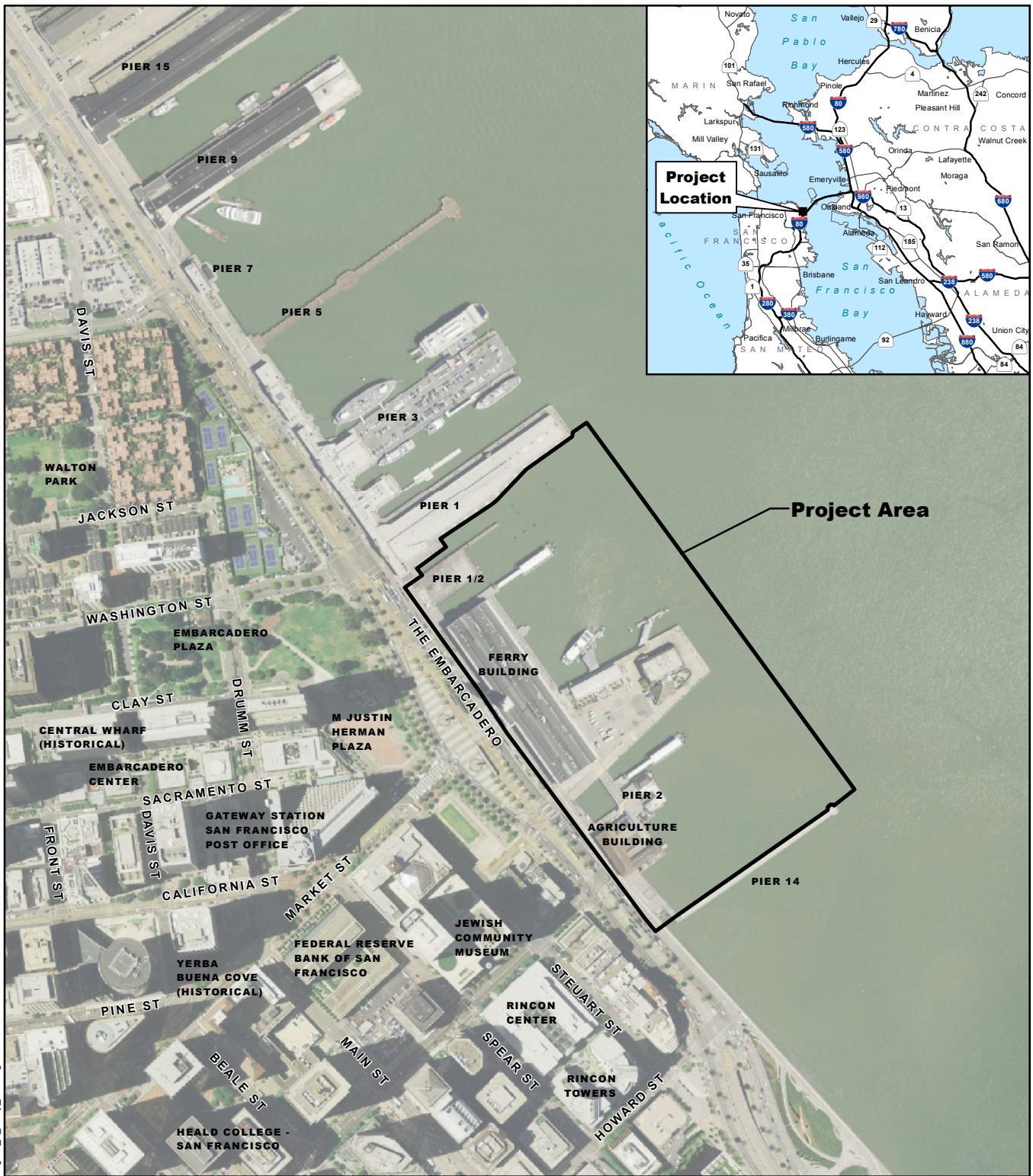
Need for the Proposed Project

Regional Growth and Transbay Capacity Constraints

Between now and 2040, the Bay Area is expected to gain 2.1 million residents and 1.1 million jobs (ABAG and MTC, 2013). Downtown San Francisco will remain one of the primary employment centers of the region. The Metropolitan Transportation Commission (MTC)'s Bay Area Toll Authority estimates that the Bay Bridge corridor will experience growth in the number of daily person trips, increasing from 486,000 trips in 2010 to 644,000 in 2035 (BATA, 2011); vehicular traffic is projected to increase from 247,500 vehicles per day in 2010 to 309,000 vehicles per day in 2035 (BATA, 2011).

MTC estimates transbay transit ridership will also grow.

In 2010, transit carried approximately 175,600 BART passengers, 9,900 Alameda-Contra Costa Transit (AC Transit) bus passengers, and 4,500 water transit passengers between the East Bay and San Francisco (BATA, 2011). By 2035, transit trips across the Bay Bridge corridor would be expected to increase 44 percent, to approximately 272,800 total trips per day (BATA, 2011).



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DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT AREA

Downtown San Francisco
Ferry Terminal Expansion Project
San Francisco, California

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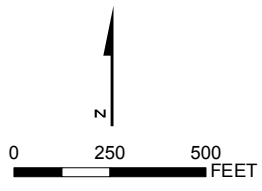


FIGURE ES-1

Note: The America's Cup project has removed all of Pier 1/2 and will remove the building located on Pier 2 prior to project construction.

Source: Imagery, Digital Globe, 2009.

The projected increase in transbay trips will result in the following deficiencies in the transportation network:

- Congestion/travel delay in the I-80/Bay Bridge corridor;
- Increased bus and carpool delays;
- BART Transbay Tube capacity constraints; and
- Inadequate transit service to meet projected Treasure Island demand following redevelopment.

Water Transit Operations, Circulation, and Access Constraints at the San Francisco Ferry Building

In 2035, the Ferry Terminal is projected to serve approximately 32,000 water transit passengers, an approximate increase of 300 percent over current ridership levels of approximately 11,200 passengers, accounting for existing services between San Francisco and Alameda, Oakland, and Vallejo, as well as future planned water transit services between San Francisco and Antioch, Berkeley, Martinez, Hercules, Redwood City, Richmond, and Treasure Island (CSI, 2011). The projected ridership increases cannot be adequately accommodated at the Ferry Terminal because of the following current infrastructure, circulation, and operating deficiencies:

- Insufficient number of gates and berthing facilities to accommodate new water transit service;
- Inadequate waiting and circulation area for passengers; and
- Lack of clearly designated pedestrian connectivity linkages.

Air Quality Management Issues

Although the San Francisco Bay Area's air quality has improved in recent years, an increase in population and vehicle miles driven between now and 2035 is expected to increase particulate matter emissions by 20 percent for particulate matter 2.5 microns in diameter or less (PM_{2.5}), and 29 percent for particulate matter 10 microns in diameter or less (PM₁₀) (MTC, 2009). The BAAQMD regional performance objectives call for reductions in daily vehicle miles traveled by 10 percent, PM_{2.5} emissions by 10 percent, PM₁₀ emissions by 45 percent, and carbon dioxide emissions to 40 percent below 1990 levels (MTC, 2009). Cross-bay water transit service can support Bay Area air quality goals by encouraging a shift from vehicle to water transit usage. The WETA IOP Program EIR, which analyzed increased regional water transit service, found that an expanded water transit system would result in a net decrease in nitrous oxide (an ozone precursor), carbon monoxide, and PM₁₀ (WETA, 2003a).

Disaster Response and Recovery

Water transit provides a viable alternative for transporting people around the region when unexpected and long-term disruption renders other components of the regional transportation system inoperable. Disastrous events that have disrupted the transportation system have occurred several times during the past 25 years. In the event of a disaster, WETA will provide emergency water transportation services during the response phase, and then restore basic water transit services during the recovery phase of a disaster, as described in the WETA Transition Plan (WETA, 2009).

According to the San Francisco Bay Area Regional Emergency Coordination Plan, in the event of a major catastrophe, such as a 7.9 magnitude earthquake on the San Andreas Fault, it is estimated that approximately 296,200 people from San Francisco County will require mass transportation assistance within the first 3 days of the event (Cal EMA et al., 2010). In its Preliminary Design Concept Plan, WETA estimates that additional gates will be needed to accommodate the substantial number of evacuees in the event of a major catastrophe (ROMA, 2012). In addition to the Golden Gate Ferry gates, five WETA-operated gates could board 9,000 evacuees per hour. Currently, the two existing WETA gates have the capacity to board less than half that number of evacuees per hour.

The limited availability of berthing facilities will be further constrained by the lack of available staging areas to assemble, queue, and board crowds of evacuees. To accommodate the volume of people accessing gates during emergencies, the circulation area surrounding the Ferry Building will need to be expanded with new decking built over open water to Essential Facilities¹ standards.

ALTERNATIVES

The project includes two alternatives: the No Action Alternative, and the Action Alternative under NEPA guidelines (No Project and Project under the CEQA guidelines).

No Action Alternative

The No Action Alternative maintains the existing Ferry Terminal gate configuration and circulation areas, including the function, uses, and design of public spaces within the project area. No new gates or additional boarding capacity would be provided to accommodate new WETA services or the expansion of existing WETA services as part of the No Action Alternative. Similarly, there would be no implementation of circulation and boarding improvements to respond to emergency planning requirements. Increases in passenger and water transit vessel arrivals that could be accommodated with the existing facilities at the Ferry Terminal would occur as a part of the No Action Alternative.

The Ferry Terminal currently serves approximately 11,200 average weekday passengers on six water transit routes, with approximately 21 AM peak-period vessel arrivals each weekday. Of this total, the three routes operated by WETA currently serve approximately 5,100 average weekday passengers, and account for 14 AM peak-period vessel arrivals, carrying 1,400 AM peak-period passengers each weekday. Under the No Action Alternative, all Ferry Terminal water transit services would continue to operate as they currently do, with the AM peak-period travel occurring generally between 6:30 and 9:00 AM, and PM peak-period travel occurring between 4:00 and 6:30 PM.

As described in WETA's approved IOP and Program EIR for the IOP, water transit service is planned to expand on San Francisco Bay (WETA, 2003b). As a part of the No Action Alternative, these new routes could still be developed. However, because under the No Action Alternative no improvements would be made at the Ferry Terminal, the No Action Alternative includes a limited expansion of service (vessel arrivals and/or passengers) that could be reasonably accommodated by the existing facilities at the Ferry Terminal. The increase in passengers or vessel arrivals could be associated with expansion of existing services or the addition of new routes, as would be determined by WETA, based on operational need.

With the existing infrastructure, for the purposes of this EIS/EIR, it is assumed that each gate could reasonably and safely accommodate a maximum of four to five vessel arrivals per hour during peak operations. Based on this and historical patterns of vessel capacity and ridership fluctuations throughout the day, it is assumed that existing infrastructure available to WETA at the Ferry Terminal could accommodate up to 7,800 passengers per weekday, 2,500 passengers during the AM peak period, 20 vessel arrivals during the AM peak period, and a total of 65 vessel arrivals per weekday. This level of water transit service could occur under the No Action Alternative.

In addition, as a part of the America's Cup Project, several of the existing facilities within the project area will be altered pursuant to the San Francisco Bay Conservation and Development Commission's (BCDC) Special Area Plan (SAP) amendments adopted in April 2012 (BCDC, 2012). The SAP amendments require that Pier ½ (and its associated piles) be removed by March 2013. In addition, the SAP

¹ As defined by the California Building Code 2010 and the International Building Code 2009, Essential Facilities are buildings and other structures that are intended to remain operational in the event of extreme environmental loading from flood, wind, snow, or earthquakes.

amendments require that the shed on Pier 2—which currently houses a restaurant—be vacated and removed by March 2015.² As of October 2012, Pier ½ had been removed.

Action Alternative

The Action Alternative is the expansion and improvement of the Ferry Terminal at the Ferry Building to accommodate the full expansion of water transit service that was described in the IOP. Based on the existing and new water transit services that would be operated by WETA, ridership on WETA services is projected to increase from 5,100 to 25,700 passengers per weekday by 2035; total AM peak-period WETA vessel arrivals are anticipated to increase from 14 to approximately 52 to 57, with approximately 181 total vessel arrivals per weekday.

To accommodate the full expansion of water transit service, the Action Alternative includes construction of three new gates and overwater berthing facilities, in addition to supportive landside improvements, such as additional passenger waiting and queuing areas and circulation improvements. Figure ES-2 depicts the project area with the proposed improvements. The proposed project improvements have been designed to not only meet the purpose and need of WETA's expansion plans, but also in keeping with the historical significance of the area and its role as an important public gathering place in the region. The project has also been designed in close coordination with the Port, and in consideration of the Port's objectives for continued improvement of the area.

As described under the No Action Alternative, as a part of the America's Cup Project, several of the existing facilities in the project area will be altered. These alterations would be completed prior to implementation of WETA's proposed project; therefore, the project improvements described in this EIS/EIR are those improvements that would be required after demolition of these facilities as a part of the America's Cup Project.

The project includes demolition, removal, repair, and replacement of existing facilities, as well as construction of new facilities in the project area. The Ferry Terminal can generally be divided into the North Basin (areas north of the Ferry Plaza) and South Basin (areas south of the Ferry Plaza). The project includes the following elements:

- Removal of portions of existing deck and pile construction and fendering (portions would remain as open water, and other portions would be replaced);
- Construction of one new gate and access pier (Gate A) in the North Basin and two new gates (Gates F and G) in the South Basin; and
- Improved passenger boarding areas, amenities, and circulation, including rebuilding a portion of the marginal wharf in the North Basin; extending the East Bayside Promenade along Gates E, F, and G; strengthening the South Apron of the Agriculture Building; creating the Embarcadero Plaza; and installing weather protection canopies for passenger queuing.

The project elements are summarized in Table ES-1. Construction activities would be expected to commence as early as 2014 and be completed by 2020.

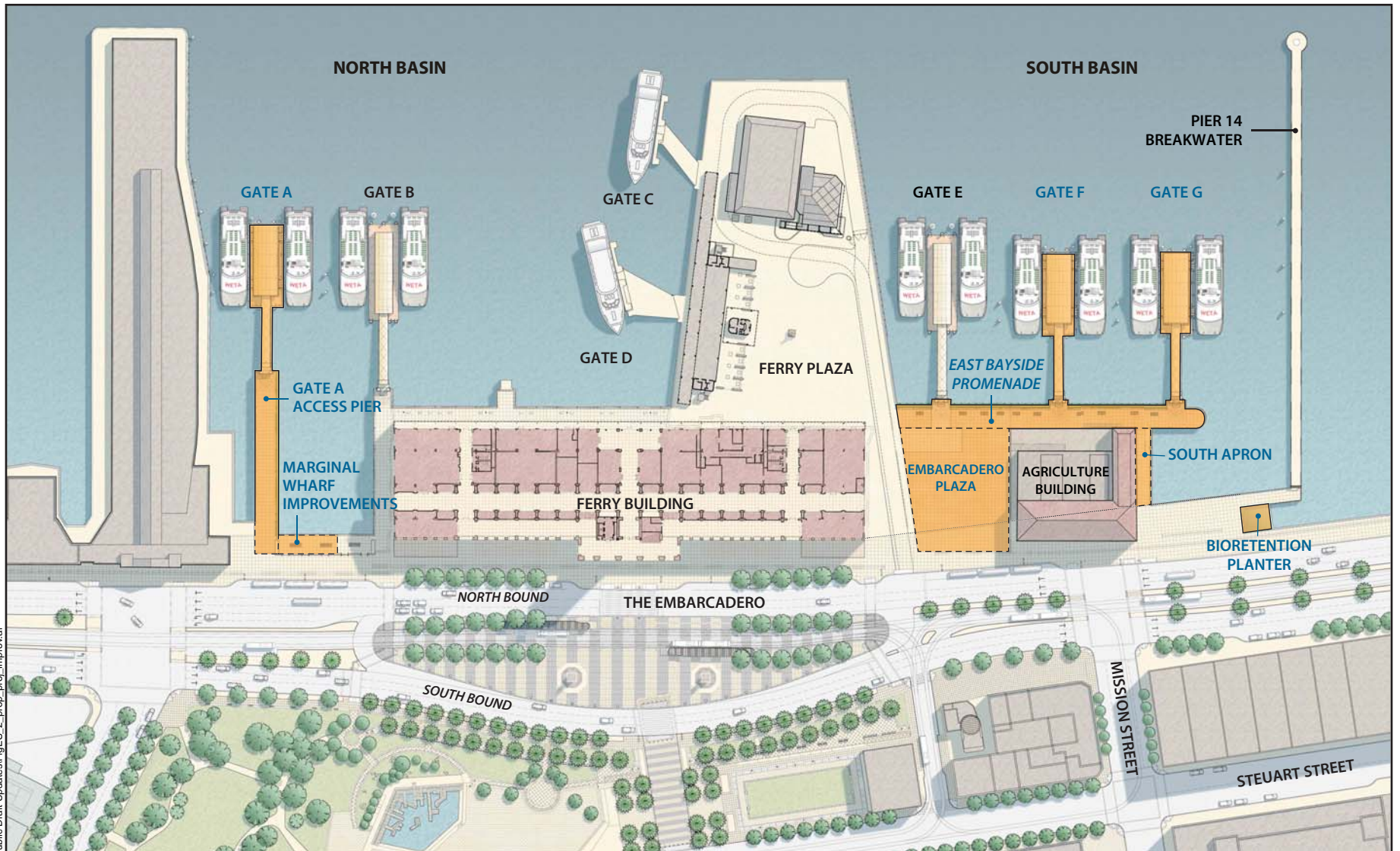
² Prior to the adoption of these Special Area Plan amendments in April 2012, the Special Area Plan required that Pier ½ and Pier 2 (including the shed) be removed as a part of the Phase II of the Downtown Ferry Terminal Project.

Table ES-1 Summary of Demolition and New Construction		
Project Element	Area	Type of Work
Pier 2 and additional deck structure in the South Basin	20,500 square feet	Demolition of deck and 350 piles
North Basin Marginal Wharf	2,550 square feet	Strengthen piles and replace decking
South Apron of the Agriculture Building	2,400 square feet	Temporary repair of apron structure for use during construction
Gate A	Access Pier = 8,000 square feet Gangway = 1,300 square feet Float = 5,200 square feet Total = 14,500 square feet	New pier and berthing facilities for new gate; new furnishings and equipment on pier (guardrails, lights, ticket machines, etc.). Existing fendering along the edge of Pier 1 may be replaced.
Gate F	Gangway = 1,300 square feet Float = 5,200 square feet Total = 6,500 square feet	New berthing facilities for new gate, including new fendering along the East Bayside Promenade.
Gate G	Gangway = 1,300 square feet Float = 5,200 square feet Total = 6,500 square feet	New berthing facilities for new gate, including new fendering along the East Bayside Promenade.
Embarcadero Plaza	24,500 square feet total	Surface improvements, as well as new deck and piles
East Bayside Promenade	13,850 square feet	New deck and piles; new furnishings and equipment (guardrails, lights, ticket machines, etc.)
Weather protection canopies	Gate A = 200 feet long by 20 feet wide South Basin = 420 feet long by 24 feet wide	Installation of steel, glass, and photovoltaic cell overhead canopy on the pier deck

ENVIRONMENTAL CONSEQUENCES

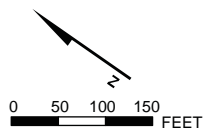
Table ES-2 presents a summary of impacts for the Action Alternative, the corresponding mitigation measures for each impact, and the NEPA and CEQA impact levels after mitigation. Direct, indirect, construction, and cumulative impacts were evaluated for each resource area. Direct impacts are the primary effects that are caused by the project, and occur at the same time and place. For the proposed project, direct impacts would be the result of development of the physical facility improvements. Indirect impacts are secondary effects that are reasonably foreseeable and caused by the project, but occur at a different time or place. For the proposed project, the facility improvements would facilitate an increase in vessel and passenger use of the Ferry Terminal area; these effects are described as indirect impacts. Construction impacts are those that would occur only during construction of the project, and would cease when the project enters into the operation phase. Cumulative impacts occur when two or more individual effects that, when considered together, are considerable; or that compound or increase other environmental impacts. A detailed discussion of these impacts and mitigation measures is included in Chapter 3, Affected Environment, Consequences, and Mitigation.

Impacts of the No Action Alternative are presented in Chapter 3.0 for comparison to those of the Action Alternative; however, mitigation measures and NEPA and CEQA determinations are not made for impacts of the No Action Alternative. The only potentially adverse impacts identified for the No Action Alternative would result from the facilities at the Ferry Terminal not being upgraded to Essential Facility



Areas of Project Improvements

GATE A Project Element



PROPOSED PROJECT IMPROVEMENTS

Downtown San Francisco
 Ferry Terminal Expansion Project
 San Francisco, California

28067812

FIGURE ES-2

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Source: Roma Design Group, et al., 2012

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
Transportation and Circulation			
<p>Impact 3.2-1: Potential Traffic Impacts to Study Area Intersections in Existing Conditions Increases in pedestrian and bicycle volumes associated with the project under Existing Conditions would result in only minor increases to traffic delay for the study intersections.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.2-2: Potential Impacts to Transit in Existing Conditions The project would not cause a substantial increase in transit demand that could not be accommodated by existing and planned transit capacity.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.2-3: Potential Impacts to Pedestrian Facilities in Existing Conditions Increases in pedestrian circulation associated with the project under Existing Conditions would result in substantial overcrowding for three study area crosswalks. Preliminary analysis indicates that Mitigation Measures TRANS-1 and TRANS-2 could reduce the potential impacts, however, the impacts may not be fully mitigated.</p>	<p>Mitigation Measure TRANS-1: Implement The Embarcadero Midblock at the Ferry Building Southbound and Northbound (No. 15A/15B) Intersection Adjustments WETA will enter into an agreement with SFMTA to modify the intersection signal timing for The Embarcadero Midblock at the Ferry Building Southbound and Northbound (No. 15A/15B), to remove the northbound-southbound movement (No. 9); and distribute the time to the northbound movement (Turning Movement No. 2/Turning Movement No. 5) and southbound movement (Turning Movement No. 10), to allow for longer crossing times for pedestrians. This adjustment would result in the LOS for the crosswalk to be improved to LOS D for the respective AM and PM peak hours, without causing intersection LOS to drop to an unacceptable level. SFMTA has discretion over the specific timing adjustments, and the timing of the implementation of any changes affecting the transportation network in San Francisco.</p> <p>Mitigation Measure TRANS-2: Implement The Embarcadero and Market Street Southbound (No. 17) Crosswalk Adjustments WETA will enter into an agreement with SFMTA to widen the pedestrian crosswalk at The Embarcadero and Market Street Southbound (No. 17) to a minimum of 72 feet. This adjustment</p>	Adverse after implementation of mitigation.	Significant and unavoidable.

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>would result in the LOS for the crosswalk to be improved to LOS D, without causing a drop in intersection LOS for traffic.</p> <p>The existing crosswalk at this location is 42 feet in width; therefore, it would require a 30-foot widening (for a minimum width of 72 feet). However, there are a number of signs, poles, and other street furniture located north and south of the crosswalk on either side of the roadway that could have to be relocated to allow the crosswalk to be widened. These include:</p> <ul style="list-style-type: none"> ▪ Along the western side of The Embarcadero, 2.5 feet north of the crosswalk, there is a traffic signal; and 15 feet north of the crosswalk, there is a manhole. ▪ Along the western side of The Embarcadero, south of the crosswalk, there is a pedestrian crossing signal 2 feet from the crosswalk; a newspaper vending box 8 to 16 feet from the crosswalk; a street light 20 feet from the crosswalk; a “no parking” sign 24 feet from the crosswalk; and a traffic signal 30 feet from the crosswalk. A tree is located approximately 44 feet south of the crosswalk. ▪ Along the eastern side The Embarcadero, a traffic signal and pedestrian call button are located 1 foot north of the crosswalk. ▪ Along the eastern side The Embarcadero, a pedestrian crossing signal is located at the southern edge of the crosswalk, a decorative spherical bollard is 23 feet south of the crosswalk, and a traffic signal is 32 feet south of the crosswalk. <p>SFMTA has discretion over the specific adjustments and the timing of the implementation of any changes affecting the transportation network in San Francisco, and SFDPW will be required to review and approve any relocation of manholes.</p>		

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.2-4: Potential Impacts to Bicycle Facilities in Existing Conditions</p> <p>The project would be expected to increase bicycle volumes in the study area, but also includes circulation improvements. Overall, the project would not cause potentially hazardous conditions for bicyclists, or substantially interfere with bicycle accessibility.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.2-5: Potential Impact of Construction-Related Activities on Transportation and Circulation</p> <p>The majority of construction would be conducted from barges in the project area. In addition, the construction workforce would be small (between 4 and 25 construction workers). Between 15 and 20 trucks would access the site for construction-related activities on a given day. While the project would not result in adverse impacts, to further reduce the potential temporary disruptions to transportation and circulation, consistent with construction management best practices, WETA will implement Mitigation Measure TRANS-3, Construction Circulation Management.</p>	<p>Mitigation Measure TRANS-3: Construction Circulation Management</p> <p>WETA will meet with the Traffic Engineering Division of SFMTA, the Fire Department, Muni, and the Planning Department to determine the best methods and avoidance measures to minimize traffic congestion and potential negative effects to pedestrian or bicycle circulation in the project area during construction of the proposed project. Additional avoidance measures that could be implemented could include encouraging carpooling and transit use for construction workers, managing construction traffic on Mission Street to avoid peak-period congestion, informing the public of construction schedules and activities, and posting of wayfinding signage in the project area for pedestrians and bicycles.</p> <p>WETA will also develop a construction staging plan that will be coordinated with the Port of San Francisco and other entities with interest in the project area (e.g., BART and Equity Office Partners). The construction staging plan will ensure that ingress and egress to the existing gates and businesses would be maintained; vehicular access along the fire lane would be maintained; water side and land side access to other facilities on the Ferry Plaza would not be impeded; and construction would not block or prevent passage along The Embarcadero. Wayfinding signage would be posted as necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.2-6: Potential Cumulative Traffic Impacts to Study Area Intersections in Future (2035) Conditions</p> <p>Increases in pedestrian and bicycle volumes associated with the project under Future (2035) Conditions would result in only minor increases to traffic delay for the study intersections.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.2-7: Potential Cumulative Impacts to Transit in Future (2035) Conditions</p> <p>Increases in transit demand associated with the project under Future (2035) Conditions would result in a minor increase to local and regional transit volumes. All increases would be below the thresholds of significance established by the City and County of San Francisco’s guidelines and policies.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.2-8: Potential Cumulative Impacts to Pedestrian Facilities in Future (2035) Conditions</p> <p>Increases in pedestrian circulation associated with the project under Future (2035) Conditions would result in substantial overcrowding for three study area crosswalks. Preliminary analysis indicates that Mitigation Measures TRANS-1 and TRANS-2 could reduce the potential impacts, however, the impacts may not be fully mitigated.</p>	<p>Mitigation Measure TRANS-1: Implement The Embarcadero Midblock at the Ferry Building Southbound and Northbound (No. 15A/15B) Intersection Adjustments</p> <p>Mitigation Measure TRANS-2: Implement The Embarcadero and Market Street Southbound (No. 17) Crosswalk Adjustments</p>	<p>Adverse after implementation of mitigation.</p>	<p>Significant and unavoidable.</p>
<p>Impact 3.2-9: Potential Cumulative Impacts to Bicycle Facilities in Future (2035) Conditions</p> <p>The project would be expected to increase bicycle volumes in the study area, but also includes circulation improvements. Overall, the project would not cause potentially hazardous conditions for bicyclists, or substantially interfere with bicycle accessibility.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Land Use and Land Use Planning</p>			
<p>Impact 3.3-1: Substantially Affect Existing Land Uses and Land Use Patterns</p> <p>The project improvements and increase in water transit services at the Ferry Terminal support the existing land uses at the Ferry Terminal, and would allow for the continuation of existing land use patterns in the project vicinity.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.3-2: Conflict with Applicable BCDC Plans and Policies With implementation of Mitigation Measure LU-1, the project would not conflict with applicable BCDC land use plans and policies adopted to avoid or mitigate environmental effects. As a result of BCDC’s review and permitting for the proposed project, the project would be implemented in a manner consistent with BCDC plans and policies, and would be consistent with the Coastal Zone Management Act.</p>	<p>Mitigation Measure LU-1: Removal of Fill in San Francisco Bay To offset the new fill in San Francisco Bay created by the proposed project improvements, WETA will remove fill elsewhere in San Francisco Bay. Fill removal location and amount will be determined in coordination with BCDC during the Major Permit and Design Review process. The amount of fill to be removed is anticipated to be no more than the amount of new fill created by the project. Sites that would be considered for fill removal include dilapidated piers, wharfs, and remnant pilings that were constructed with creosote-treated wood; have no current maritime uses; and are not in areas with sensitive biological resources, such as eelgrass beds.</p> <p>In addition, the removal of fill will be coordinated with NMFS per the requirements of the Biological Opinion for the project (refer to Section 3.9). As outlined in the Biological Opinion, if the fill removed is in Central San Francisco Bay and is in-kind open-water enhancement (i.e., removal of existing shading), it would be removed at a 1:1 ratio. The mitigation ratio will be 2:1 if the mitigation action is outside Central San Francisco Bay and is in-kind open-water enhancement. If the mitigation action is in Central San Francisco Bay, but out-of-kind habitat enhancement, the mitigation will be 2:1. This mitigation would be funded prior to completion of construction of the project.</p> <p>WETA would conduct removal activities in accordance with applicable regulatory permits (as described in this EIS/EIR), and would cut or break the piles off at least 2 feet below the mudline. WETA would minimize sediment disturbance during removal, use a floating boom around the work area to contain and capture debris; and have absorbent pads available in the event that a petroleum sheen develops during removal of the structures. Mitigation measures and regulatory requirements described in the EIS/EIR for proposed project activities (i.e., demolition and removal of piles and piers) would also apply to the demolition and removal of fill elsewhere in the Bay; these would include Mitigation Measures AQ-1, Implement BAAQMD-Recommended Best Management Practices; CUL-1, Inadvertent Discovery Measures; CUL-2, Stop Construction if Buried Paleontological Resources are Discovered; HAZ-1, Prepare a Hazardous Materials Management Plan; and BIO-1, Dredging and Pile Driving Measures.</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.3-3: Conflict with Applicable City and County of San Francisco Land Use Plans and Policies The project would not conflict with applicable City and County of San Francisco plans and policies (i.e., San Francisco General Plan, Northeast Waterfront Area Plan, and the San Francisco Planning Code) that were adopted to avoid or mitigate environmental effects.</p>	No mitigation necessary.	Not adverse.	No impact.
<p>Impact 3.3-4: Conflict with Applicable Port of San Francisco Land Use Plans and Policies The project would not conflict with applicable Port plans and policies that were adopted to avoid or mitigate environmental effects. The Port’s review and permitting process would ensure that the project is implemented in a manner that is consistent with its plans and policies.</p>	No mitigation necessary.	Not adverse.	No impact.
<p>Impact 3.3-5: Substantially Affect Existing Land Uses During Construction Project construction would not affect, modify or prevent access to the other land uses in the project area located on the Ferry Plaza, or in the Ferry Building or Agriculture Building.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.3-6: Potential to Result in Cumulative Impacts on Land Use The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative land use impacts.</p>	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.
Parklands and Recreation			
<p>Impact 3.4-1: Direct Impacts on Recreation Resources The project would not substantially change the nature of San Francisco Bay’s recreation resources in the project area. The project would result in the expansion and improvement of recreation facilities such as the Embarcadero Plaza and East Bayside Promenade.</p>	No mitigation necessary.	Not adverse.	Less than significant.

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.4-2: Conflict with Recreation and Public Access Plans and Policies With implementation of Mitigation Measure REC-1, the project would be consistent with applicable recreation and public access plans and policies.</p>	<p>Mitigation Measure REC-1: Public Access Improvements To demonstrate that the proposed project includes public access improvements consistent with BCDC’s plans and policies, WETA will develop a public access improvements plan in coordination with BCDC as a part of the Major Permit and Design Review process. The public access improvements plan will detail the public access features included in the project’s Final Design, including details on the location, square footage, and expected benefit of the improvements. Public access improvements described in the plan would include, at a minimum, the Gate A Access Pier, North Basin Marginal Wharf Improvements, East Bayside Promenade, Embarcadero Plaza, and South Apron of the Agriculture Building Improvements. Other minor improvements such as seatwalls, planters, lighting, minor resurfacing, and/or railing replacements, not described here but in the project area, may be considered in this public access improvement plan. The feasibility of additional improvements outside of the Construction Zone shown on Figure 2-9 will be determined at the time of permitting, because feasibility will be dependent on the cooperation of other entities that have control or long-term leases (and therefore jurisdiction) over these other areas. WETA would construct public access improvements in accordance with applicable regulatory permits (as described in this EIS/EIR). Mitigation measures and regulatory requirements described in this EIS/EIR for proposed project activities (i.e., surface improvements) would also apply to the construction of public access improvements elsewhere in the project area. These would include Mitigation Measures AQ-2, Implement BAAQMD-Recommended Best Management Practices; TRANS-3, Construction Circulation Management; NOISE-1, Construction Notification; NOISE-4, General Construction Equipment Measures to Minimize Vibration; CUL-4, Plan for Protection Against, and Response to, Inadvertent Damage; HAZ-1, Prepare a Hazardous Materials Management Plan.</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.4-3: Indirectly Increase the Use of Existing Neighborhood and Regional Parks The incremental increase in water transit passengers would not be anticipated to result in the substantial deterioration of park and open-space facilities in the project area. In addition, the expansion of publicly accessible facilities (e.g., Embarcadero Plaza and East Bayside Promenade) and improvements to pedestrian circulation at the Ferry Terminal would provide expanded opportunities for passive recreational activities for water transit passengers and other users.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.4-4: Indirect Impacts on Recreation Resources Increased vessel traffic would not substantially change the nature of San Francisco Bay’s recreation resources in the project area.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.4-5: Construction Impacts on Recreation Resources Restricted public access in the proposed construction zone during the construction period could result in temporary short-term impacts on existing recreation resources in the project area.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.4-6: Potential to Result in Cumulative Impacts on Parklands and Recreation The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative impacts on recreation resources.</p>	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.
Section 4(f)			
<p>The project would not require the use of any Section 4(f) park or recreation property. The project would result in a <i>de minimus</i> impact to Pier 1, the Port of San Francisco Embarcadero Historic District, and the Central Embarcadero Piers Historic District.</p>	Mitigation measures identified for Cultural Resources (CUL-3, CUL-4, CUL-6) and Noise (NOISE-3), discussed below.	Not applicable.	Not applicable.
Air Quality and Global Climate Change			
<p>Impact 3.6-1: Conflict with or Obstruct BAAQMD Air Quality Plan Implementation, Exceed Applicable Air Quality Standards, or Contribute Substantially to an Air Quality Violation The project would not conflict with or obstruct implementation of the BAAQMD air quality plan, exceed applicable air quality standards, or contribute substantially to an existing or projected air quality violation for ROG, NO_x, PM₁₀, and PM_{2.5}.</p>	No mitigation necessary.	Not adverse.	Less than significant.

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.6-2: Expose Sensitive Receptors to Substantial Pollutant Concentrations The project’s operational emissions would be less than BAAQMD’s thresholds, and consequently would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.6-3: Create Objectionable Odors During Operation The project would result in an increase in exhaust emissions from the idling of diesel-powered vessels. In addition, operation of an emergency generator could contribute to localized exhaust emission–related odors. However, the vessels and the generator would use “ultra-low sulfur diesel” (ULSD), as required in California, which would minimize odors that typically result from sulfur dioxide emissions. In addition, the predominant wind direction in the project area is from the west, which blows emissions away from sensitive receptors.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.6-4: Construction-Related Emissions of ROG, NO_x, PM₁₀, and PM_{2.5} that Could Exceed Applicable Air Quality Standards If construction activities in the North and South Basins overlapped, the project’s unmitigated ROG, PM₁₀, and PM_{2.5} construction-related emissions would not exceed the BAAQMD’s average daily emission standards for construction activities; however, the project’s unmitigated construction-related NO_x emissions could exceed the BAAQMD standards. Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the project’s construction NO_x emissions below BAAQMD’s thresholds.</p>	<p>Mitigation Measure AQ-1: Construction Phasing WETA will phase construction activities in such a way that onsite emission-generating construction activities for the North Basin and South Basin improvements do not overlap.</p> <p>Mitigation Measure AQ-2: Implement BAAQMD-Recommended Best Management Practices The following BAAQMD-recommended best management practices will be implemented to reduce exhaust emissions:</p> <ul style="list-style-type: none"> ▪ Minimize the idling time of diesel-powered construction equipment to 2 minutes. ▪ The contractor will demonstrate at various phases of construction (e.g., 25 percent, 50 percent, and completion) that the off-road equipment (more than 50 horsepower) and marine vessels to be used during construction (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet-average 20 percent NO_x reduction, and a 45 percent PM reduction compared to the most recent CARB fleet average, to the extent feasible. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices 	<p>Not adverse for ROG, PM₁₀, and PM_{2.5}. Not adverse for NO_x after implementation of mitigation.</p>	<p>Less than significant for ROG, PM₁₀, and PM_{2.5}. Less than significant with mitigation for NO_x.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>such as particulate filters, and/or other options that may become available. The contractor will document efforts taken to achieve the specified goals, explain why meeting the goals was not feasible (if applicable), and indicate what emissions reduction and equipment use goals were achieved.</p> <ul style="list-style-type: none"> ▪ Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM. ▪ Require that all contractors use equipment that meets CARB's most recent certification standard for off-road heavy-duty diesel engines. 		
<p>Impact 3.6-5: Expose Sensitive Receptors to Substantial Construction-Related Pollutant Concentrations The project's construction emissions could result in PM_{2.5} concentrations that exceed BAAQMD's significance thresholds for exposure of sensitive receptors to this pollutant. With implementation of Mitigation Measures AQ-1 and AQ-2, the project's construction emissions would be less than BAAQMD's thresholds, and consequently would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Mitigation Measure AQ-1: Construction Phasing Mitigation Measure AQ-2: Implement BAAQMD-Recommended Best Management Practices</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.6-6: Create Objectionable Odors During Construction The project would require the use of marine vessels and various types of construction equipment that would produce exhaust emissions and create potentially objectionable odors in the immediate vicinity of the construction site. However, all diesel-fueled equipment and vessels would use ULSD, which would minimize any adverse odors. In addition, the predominant wind direction in the project area is from the west, which blows emissions away from sensitive receptors.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.6-7: Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for which the Project Region is in Nonattainment The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse air quality cumulative impacts due to increases of criteria pollutants.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.6-8: Expose Sensitive Receptors to Cumulatively Considerable Substantial Pollutant Concentrations The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative impacts due to exposure of substantial pollutant concentrations on sensitive receptors.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>
<p>Impact 3.6-9: Create Cumulatively Considerable Objectionable Odors Affecting a Substantial Number of People The proposed project and the other past, present, and future reasonably foreseeable projects in the project area would all use ULSD for construction and operation, as required by California law, substantially reducing the potential for objectionable odors to be of cumulative concern. There would be no cumulatively adverse impact.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>
<p>Impact 3.6-10: Comply with the BAAQMD GHG Thresholds and Applicable Climate Action Plans Because the proposed project is consistent with and supports the implementation of the City and County of San Francisco's and the Port's Climate Action Plans, the project would not result in substantial long-term cumulatively adverse effects related to global climate change.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>
<p>Noise and Vibration</p>			
<p>Impact 3.7-1: Potential Impact of Water Transit Operations on Adjacent Noise-Sensitive Land Uses Operation of the additional water transit vessels at the Ferry Terminal would not exceed FTA thresholds at the noise-sensitive receivers in the study area.</p>	<p>No mitigation necessary.</p>	<p>No impact.</p>	<p>Less than significant.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.7-2: Potential Impact of Construction and Demolition Equipment other than Impact Tools on Adjacent Noise-Sensitive Land Uses</p> <p>General construction noise would adversely impact noise-sensitive receivers in the project vicinity. Impacts would be reduced with implementation of Mitigation Measures NOISE-1 and NOISE-2.</p>	<p>Mitigation Measure NOISE-1: Construction Notification Prior to the start of construction, the owners and occupants of Pier 1, the Hotel Vitale, the Ferry Building, the Carnelian by the Bay, and the Agriculture Building (i.e., those noise-sensitive receivers listed in Table 3.7-7) will be notified of the project schedule, and that noise- and vibration-generating construction activities are anticipated. Prior to the start of the job, these businesses will be provided with the phone number of the construction foreman, or another responsible party who can be reached for noise- and vibration-related questions and concerns.</p> <p>Mitigation Measure NOISE-2: Use of Smaller and Quieter Construction Equipment within 15 Feet of the Agriculture Building When construction activities would occur within 15 feet of the Agriculture Building during a time when the building is occupied, equipment will be selected to minimize the noise generated from construction. The contractor will use smaller and quieter construction equipment with lower noise-emission ratings.</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.7-3: Potential Impact of Pile Driving During Project Construction on Adjacent Noise-Sensitive Land Uses</p> <p>Construction noise from pile-driving activities would be potentially adverse when conducted within 55 feet of the Ferry Building, the Agriculture Building, and Pier 1. This impact would be reduced with implementation of Mitigation Measures NOISE-1 and NOISE-3.</p>	<p>Mitigation Measure NOISE-1: Construction Notification Mitigation Measure NOISE-3: Pile-Driving Technique Selection, and Monitoring; and Corrective Measures to Minimize Noise and Vibration at Nearby Buildings</p> <p>To reduce the effect of noise and vibration on adjacent land uses and structures, the following measures will be implemented during construction:</p> <ul style="list-style-type: none"> ▪ Within 55 feet of a building (i.e., the Ferry Building, the Agriculture Building, or Pier 1), vibratory pile driving will be employed to reduce noise levels at the building to below 100 dBA. ▪ When vibratory pile driving occurs within 32 feet of an occupied building (i.e., the Ferry Building, the Agriculture Building, or Pier 1), noise monitoring will be conducted to ensure that noise levels at the building do not exceed 100 dBA. If necessary, noise-reducing measures will be employed to reduce noise levels at the building to below 100 dBA. ▪ When impact pile driving occurs within 540 feet of the Hotel Vitale, vibration monitoring will be performed to ensure that the vibration levels at the hotel do not exceed 75 VdB (the threshold for annoyance for residential land uses). ▪ When vibratory pile driving occurs within 315 feet of the Hotel Vitale, vibration monitoring will be performed to ensure that the vibration levels at the hotel do not exceed 75 VdB (the threshold for annoyance for residential land uses). ▪ When pile driving occurs within 290 feet of the Hotel Vitale, techniques to reduce vibration, such as selection of vibratory pile driving, will be applied to ensure that vibration levels at the hotel do not exceed 75 VdB (the threshold for annoyance for residential land uses). ▪ To ensure that vibration from construction activities does not result in damage to any of the Vibration Category II structures in the project area (the Ferry Building, the Agriculture Building, Carnelian by the Bay, Pier 1, and the seawall), the following measures will be applied: 	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<ul style="list-style-type: none"> - When impact pile driving occurs within 73 feet of the building, vibration will be monitored to ensure that the vibration levels at the building do not exceed 0.3 PPV. - Within 42 feet of an existing building, an alternative method to impact pile driving will be employed, such as vibratory pile-driving construction. - When vibratory pile driving occurs within 45 feet of the building, vibration will be monitored to ensure that the vibration levels at the building do not exceed 0.3 PPV. - Pile driving will not be implemented within 17 feet of an existing building unless it can be demonstrated that the activity will not generate vibration levels that would exceed 0.3 PPV at the building. ▪ To ensure that vibration from construction activities does not result in damage to the Ferry Plaza (Vibration Category I), the following measures will be applied: <ul style="list-style-type: none"> - When impact pile driving occurs within 53 feet of the Ferry Plaza, vibration will be monitored to ensure that the vibration levels at the plaza do not exceed 0.5 PPV. - Within 30 feet of the Ferry Plaza, an alternative method to impact pile driving will be employed, such as vibratory pile-driving construction. - When vibratory pile driving occurs within 33 feet of the Ferry Plaza, vibration will be monitored to ensure that the vibration levels at the plaza do not exceed 0.5 PPV. - Pile driving will not be implemented within 13 feet of the Ferry Plaza, unless it can be demonstrated that the activity will not generate vibration levels that would exceed 0.5 PPV at the plaza. ▪ Should the noise and vibration monitoring on site indicate that levels reach or exceed the thresholds indicated here, all impact work will cease, and corrective measures or alternative construction methods will be implemented to minimize the risk to the subject or structure. 		

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.7-4: Vibration from Project Construction that Could Result in Human Annoyance Vibration from pile driving could adversely affect the residential uses at the Hotel Vitale, causing annoyance. This impact would be reduced with implementation of Mitigation Measures NOISE-1 and NOISE-3.</p>	<p>Mitigation Measure NOISE-1: Construction Notification Mitigation Measure NOISE-3: Pile-Driving Technique Selection, and Monitoring; and Corrective Measures to Minimize Noise and Vibration at Nearby Buildings</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.7-5: Damage to Structures Caused by Vibration from Project Construction Project construction activities could produce vibration that could exceed thresholds designed to protect the seawall, the Ferry Building, the Ferry Plaza, the Agriculture Building, and Pier 1 from structural damage. Impacts would be reduced with implementation of Mitigation Measures NOISE-3 and NOISE-4.</p>	<p>Mitigation Measure NOISE-3: Pile-Driving Technique Selection, and Monitoring; and Corrective Measures to Minimize Noise and Vibration at Nearby Buildings Mitigation Measure NOISE-4: General Construction Equipment Measures to Minimize Vibration To reduce construction-related vibration that has the potential to damage structures in the project area, the following measures will be implemented during construction:</p> <ul style="list-style-type: none"> ▪ Vibrating construction equipment should be placed and operated from the construction barge, if feasible. ▪ When working within 20 feet of the Agriculture Building or the seawall (except when on a barge), equipment that produces less vibration when operated will be selected (refer to Table 3.7-13). If vibration-producing equipment is used within 20 feet of the Agriculture Building or the seawall, vibration will be monitored to ensure that it does not exceed 0.3 PPV. Should the onsite vibration monitoring indicate that levels reach or exceed the thresholds indicated here, all impact work will cease, and corrective measures will be implemented to minimize the risk to the subject or structure. 	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.7-6: Potential to Result in Cumulative Impacts on Noise The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative noise impacts.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
Cultural and Paleontological Resources			
<p>Impact 3.8-1: Substantial Adverse Change to NRHP and/or CRHR Listed, or Eligible to Be Listed, or Unique Archaeological Resources</p> <p>There are no known archeological resources in the project area of potential effect (APE). The inadvertent discovery of archaeological materials during project activities represents a potential project impact; however, implementation of Mitigation Measure CUL-1, would reduce the project’s potential to result in impacts to archaeological resources.</p>	<p>Mitigation Measure CUL-1: Inadvertent Discovery Measures</p> <p>To avoid any potential adverse effect on inadvertently discovered NRHP- and/or CRHR-eligible or unique archaeological resources as defined in CEQA Guidelines Section 15064.5(a)(c), WETA will distribute an archaeological resource “ALERT” sheet to the project prime contractor, and to any project subcontractor firms involved in soil/sediment disturbing activities in the project site. The “ALERT” sheet will contain sufficient information to allow contractor personnel to identify conditions that may indicate the presence of archaeological resources. Prior to undertaking any soil-disturbing activities (i.e., dredging, pile installation), each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. Should there be any indication of an archeological resource—including, but not limited to, encountering fragments of bone, stone tools, midden soils, structural remains, ship remnants, or historic refuse—during any soil-disturbing activity of the project, WETA will immediately suspend any soil-disturbing activities in the vicinity of the discovery.</p> <p>In the event of such a discovery, WETA will retain the services of a qualified archaeological consultant. The archaeological consultant will advise WETA as to whether the discovery is an archaeological resource that retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant will identify and evaluate the archaeological resource. The archaeological consultant will make a recommendation to WETA as to what action or additional measures, if any, are warranted, including coordination with appropriate agencies, such as the California State Lands Commission.</p> <p>Measures might include preservation <i>in situ</i> of the archaeological resource; an archaeological monitoring program; or an archaeological evaluation program. If an archaeological resource cannot be avoided by project activities, the archaeologist will</p>	<p>Not adverse after implementation of mitigation.</p> <p>Section 106 Finding: No Effect</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>prepare an Archaeological Evaluation Plan (AEP). The AEP will create a program to determine the potential of the expected resource to meet the CRHR criteria—particularly Criterion 4, the resource’s potential to address important research questions identified in the AEP—and the archaeologist will submit this plan to WETA for approval. The archaeologist will then conduct an evaluation consistent with the WETA-approved AEP. The methods and findings of the evaluation will be presented in an Archaeological Evaluation and Effects Report, which will be submitted to WETA for review on completion.</p>		
<p>Impact 3.8-2: Disturbance of Human Remains, Including those Interred Outside of a Formal Cemetery There are no known human remains in the project APE. The inadvertent disturbance of human remains during construction represents a potential project impact; however, implementation of Mitigation Measures CUL-1 and CUL-2 would reduce the project’s potential to result in impacts to human remains.</p>	<p>Mitigation Measure CUL-1: Inadvertent Discovery Measures Mitigation Measure CUL-2: Treatment of Human Remains The treatment of human remains and associated or unassociated funerary objects discovered during any soil-disturbing activity will comply with applicable state laws. In the event the discovery is composed entirely of, or includes, human skeletal remains, in addition to implementation of Mitigation Measure CUL-1, Inadvertent Discovery Measures, construction activities will immediately cease and WETA’s project representative will immediately contact the San Francisco County coroner to evaluate the remains, following the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. If the coroner determines that the remains are Native American, WETA will contact the NAHC, who will appoint a Most Likely Descendant (MLD), in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC 5097.98 (as amended by AB 2641). In accordance with PRC 5097.98, WETA and the Port (as landowner/administrator) will ensure that, according to generally accepted cultural or archaeological standards or practices, the immediate vicinity of the Native American human remains is not damaged or disturbed by further development activity until WETA and the Port have discussed and conferred with the MLD, as prescribed in this section (PRC 5097.98), regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. WETA, the Port, and the MLD will make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>funerary objects (CEQA Guidelines Sec. 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. PRC allows 48 hours to reach agreement on these matters. If the MLD and the other parties do not agree on the reburial method, the project will follow Section 5097.98(b) of the PRC, which states, “the landowner or his or her authorized representative will re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”</p>		
<p>Impact 3.8-3: Cause a Direct Adverse Effect or Impact to Historic Properties or Resources Should it be determined that the fendering along Pier 1 requires replacement, the project could directly affect historic properties or resources. During the Final Design of the project, the existing fendering along the southern edge of Pier 1 would be inspected to determine whether replacement is necessary. Implementation of Mitigation Measures CUL-3 and CUL-4 require application of measures during construction to avoid inadvertent damage; implementation of a response and repair plan, should any inadvertent damage occur during construction; and replacement of the fendering along Pier 1, in a manner consistent with the <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties, Standards for Rehabilitation</i>.</p>	<p>Mitigation Measure CUL-3: Replacement in Accordance with Secretary of Interior Standards for Rehabilitation If replacement of the existing pile fendering attached to the southern side of Pier 1 is deemed necessary, the replacement work will be conducted in accordance with the <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties</i> (NPS, 2001), specifically adhering to the Standards for Rehabilitation. Project compliance with the Secretary of the Interior’s Standards and applicable guidelines will ensure that Pier 1 retains sufficient historic integrity to convey its significance for listing in the NRHP and CRHR, therefore avoiding and minimizing the adverse effect or significant impact potentially caused by this undertaking. When replacing the pile fendering on the southern side of the building, in-kind replacement materials will be used to the greatest extent feasible. The replacement timber pilings will have a diameter similar to that of the original pilings. The number of replacement pilings will match the number of pilings being removed (33), and the new pilings will be spaced similarly to the originals. The selection of replacement pilings should include input and review from an architectural historian who meets the Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR, Part 61). The project’s compliance with the Standards for Rehabilitation will result in Pier 1 retaining integrity</p>	<p>Not adverse after implementation of mitigation. Section 106 Finding: No Adverse Effect.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>of design, workmanship, materials, feeling, association, and location. Although overall, the project will result in some diminished integrity of material, the elements that comprise the building’s significant form, plan, and design, illustrating its important historic function and aesthetic value, will be retained; and the impact would be avoided and minimized.</p> <p>Mitigation Measure CUL-4: Plan for Protection Against, and Response to, Inadvertent Damage</p> <p>Protection and Monitoring to Avoid Effects. To avoid and minimize adverse effects that would inadvertently cause damage to historic properties during project construction activities, the project construction zone will be clearly delineated using orange construction fencing or other similar suitable materials, and designated as a restricted area. Mitigation Measure NOISE-3 would also help reduce this impact.</p> <p>Response to and Repair of Inadvertent Damage. Should project actions cause inadvertent damage to historic properties, project work will cease, and the response plan prepared prior to construction for repair of damage will be implemented. The plan and response will include input and review from an architectural historian who meets the Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR, Part 61). Inadvertent damage to the historic properties resulting from the project will be repaired in accordance with the Secretary of the Interior’s <i>Standards for Rehabilitation</i>. The response plan will include photographic documentation of the condition of the portions of historic properties prior to project implementation, to establish the baseline condition for assessing damage. Prior to implementation, WETA will provide the plans for any repairs to SHPO for review and comment, to ensure conformance with the Secretary of the Interior’s <i>Standards for Rehabilitation</i>.</p>		

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.8-4: Adverse Effects to Unidentified Significant Paleontological Resources</p> <p>There are no known paleontological resources in the project area. However, the area is considered sensitive for paleontological resources. Implementation of Mitigation Measure CUL-5, would reduce potential impacts to unknown significant paleontological resources.</p>	<p>Mitigation Measure CUL-5: Stop Construction if Buried Paleontological Resources Are Discovered</p> <p>In the event that paleontological resources are discovered during construction, sediment-disturbing activities within 50 feet of the find will be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards). The paleontologist will document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist will notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist will prepare a salvage plan in accordance with the SVP and CEQA Guidelines for mitigating the effect of the project on the qualities that make the resource important. The plan will be submitted to WETA for review and approval prior to implementation.</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.8-5: Potential Indirect Effects of Visual or Noise and Vibration on Historic Properties or Resources</p> <p>There is potential for the design of the project’s weather protection canopies to affect the adjacent historic properties within the APE. With implementation of Mitigation Measure CUL-6, indirect adverse visual effects from the Final Design of the weather protection canopy element of the proposed project would be avoided. Additionally, there is the potential that vibration from construction could indirectly affect the historic properties or resources in APE. These potential effects would be avoided by implementing Mitigation Measure NOISE-3.</p>	<p>Mitigation Measure CUL-6: Consultation with Local Agencies Regarding Final Design of Weather Protection Canopies and Secretary of the Interior’s Standards for Rehabilitation</p> <p>The Final Design of the weather protection canopies will be developed in consultation with the Port’s Waterfront Design Advisory Committee and the San Francisco Historic Preservation Commission, and consistent with the <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties, Standards for Rehabilitation</i> (NPS, 2001). The basic scale and massing of these project features is described in Section 2.3.3, but the details of their appearance has not been finalized.</p> <p>Mitigation Measure CUL-6 requires consultation regarding Final Design of weather protection canopies, and application of the Secretary of the Interior’s Standards to the Final Design. Project compliance with the Secretary of the Interior’s Standards and applicable guidelines will ensure that the weather protection canopy element of the proposed project would not adversely affect</p>	<p>Not adverse after implementation of mitigation.</p> <p>Section 106 Finding: No Adverse Effect.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>any of the historic properties in the Architectural APE or Focused Architectural APE. The standards for rehabilitation recommend “designing new exterior additions to historic buildings or adjacent new construction which is compatible with the historic character of the site and which preserves the historic relationship between the building or buildings and the landscape” (NPS 2001, 105). The guidelines also state that new additions, exterior alterations, or related new construction should not destroy historic materials, features, and spatial relationships that characterize the historic property. The new work should be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. New additions and adjacent or related new construction should be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. These guidelines, and others for historic setting, is and will continue to be incorporated in the design of the project features at the historic Ferry Building and the surrounding historic properties. The consultation and application of the Secretary of the Interior’s Standards would ensure that historic integrity is retained, and that the properties would remain eligible for listing in the NRHP and CRHR, therefore avoiding potential adverse effects.</p> <p>The Final Design for the project will include consultation and review by the Port’s Waterfront Design Advisory Committee and the San Francisco Historic Preservation Commission. Through the design review process, the Waterfront Design Advisory Committee is responsible for ensuring that project improvements comply with the Secretary of the Interior’s Standards for Historic Rehabilitation, and that projects would not adversely affect historic properties or districts along the waterfront. Given the resources in the project area, the San Francisco Historic Preservation Commission will be involved in the design review process. The public is also invited to participate in the design review process. WETA will submit the preliminary Final Design for the weather protection canopies to the Port’s Waterfront Design Advisory Committee and the San</p>		

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	Francisco Historic Preservation Commission for review and comment; input received during this review will be incorporated in the Final Design plans. This process will ensure that the Final Design would also avoid adverse effects to historic properties or resources in either the Architectural APE or Focused Architectural APE. Mitigation Measure NOISE-3: Pile-Driving Technique Selection, and Monitoring; and Corrective Measures to Minimize Noise and Vibration at Nearby Buildings		
Impact 3.8-6: Potential to Result in Cumulative Impacts on Archaeological Resources The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative archaeological impacts.	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.
Impact 3.8-7: Potential to Result in Cumulative Impacts on Historic Properties The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative impacts to historic properties.	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.
Impact 3.8-8: Potential to Result in Cumulative Impacts on Paleontological Resources The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative paleontological impacts.	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.
Biological Resources			
Impact 3.9-1: Potential Adverse Effects of Maintenance Dredging on Special-Status or Commercially Valuable Marine Species The project's maintenance dredging activities have the potential to impact special-status and commercially valuable marine species, including their habitats. Mitigation Measure BIO-1 includes measures to reduce the impacts on special-status and commercially valuable marine species from maintenance dredging.	Mitigation Measure BIO-1: Dredging and Pile-Driving Measures The following measures will be implemented to reduce the impacts of dredging and pile driving on special-status fish and other aquatic species: <ul style="list-style-type: none"> ▪ During impact pile driving of steel piles, the applicant will use a bubble curtain or other attenuation device to attenuate underwater sound levels; 	Not adverse after implementation of mitigation. For federally listed green sturgeon, the Section 7 consultation	Less than significant with mitigation.

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<ul style="list-style-type: none"> ▪ Impact hammers will be cushioned using a 12-inch-thick wood cushion block, and a “soft start” technique will be used to give fish and marine mammals an opportunity to vacate the area; ▪ Only a single impact hammer will be operated at a time ▪ When feasible, vibratory hammers will be used to drive piles; and ▪ If a mechanical dredge is used, the applicant will use the smallest possible dredge head (5 to 10 cubic yards) to reduce the likelihood of fish becoming entrained in the mechanical dredge. <p>WETA will conduct all piling installation and dredging between approved work windows, between June 1 and November 30, when the likelihood of sensitive fish species being present in the work area is minimal (LTMS, 1998).</p> <p>In addition to the avoidance and minimization measures identified here, the project sponsors will comply with additional measures and requirements identified through consultation with NOAA, NMFS and CDFW.</p>	<p>finding is that dredging is likely to adversely affect the green sturgeon, but would not be likely to jeopardize the continued existence of the species.</p>	
<p>Impact 3.9-2: Potential Adverse Effects of Permanent Fill in San Francisco Bay on Benthic Habitat and Marine Species</p> <p>The proposed project would result in a net increase of 345 square feet (0.008 acre) of fill in bottom habitat in the North and South Basins. The increased area of shade that would result from the project is relatively small in the context of San Francisco Bay, but could adversely affect fish and their habitat. With implementation of Mitigation Measure LU-1, impacts would be reduced and would not be adverse.</p>	<p>Mitigation Measure LU-1: Removal of Fill in San Francisco Bay</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.9-3: Interference with the Movement of Resident or Migratory Fish or Wildlife Species Due to Modification of Ferry Terminal Facilities</p> <p>No solid structures, such as a breakwater, are proposed; therefore, the project would not interfere with the movement of resident or migratory fish or other wildlife species.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.9-4: Potential Adverse Effect on Special-Status or Commercially Valuable Marine Species from Dredging Activities during Construction</p> <p>The project’s construction dredging activities have the potential to impact special-status and commercially valuable marine species, including their habitats. With implementation of Mitigation Measure BIO-1, the impacts of construction dredging on special-status and commercially valuable marine species would be reduced.</p>	<p>Mitigation Measure BIO-1: Dredging and Pile-Driving Measures</p>	<p>Not adverse after implementation of mitigation.</p> <p>For federally listed green sturgeon, the Section 7 consultation finding is that dredging is likely to adversely affect the green sturgeon, but would not be likely to jeopardize the continued existence of the species.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.9-5: Potential Adverse Effects to Special-Status Fish and Marine Mammals From Underwater Sound Generated During Pile Driving</p> <p>Underwater sound and acoustic pressure resulting from pile driving could affect aquatic resources (e.g., fish and marine mammals) by causing behavioral avoidance of the construction area and/or injury to sensitive species. To minimize the effect of project construction noise on fish and marine mammals (i.e., avoidance behavior, fleeing responses, temporary hearing impairment, or the temporary cessation of feeding), Mitigation Measures BIO-1 and BIO-2 will be implemented.</p>	<p>Mitigation Measure BIO-1: Dredging and Pile-Driving Measures</p> <p>Mitigation Measure BIO-2: Hydroacoustic and Biological Monitoring and Avoidance Measures</p> <p>WETA will minimize sound level exposure from the project to marine mammals and fish. The performance standards for these minimization efforts are described later in this measure. To provide the final implementation level details, WETA will develop a Hydroacoustic and Biological Monitoring Plan in consultation with NMFS and CDFW, prior to the start of construction. This plan will provide details on the methods used to monitor and verify sound levels during pile-driving activities. WETA will make hydroacoustic monitoring data available to NMFS on a real-time basis, will allow NMFS to access the project site, and will provide NMFS with any dead or injured fish, if observed during construction. WETA or FTA will provide a written report to NMFS following construction, detailing the construction activities and the results of hydroacoustic monitoring.</p> <p>The Hydroacoustic and Biological Monitoring Plan will include specific measures to minimize exposure of marine mammals and fish to high sound levels. At a minimum, avoidance and minimization measures will meet the following performance standards and include the following methods:</p>	<p>Not adverse after implementation of mitigation.</p> <p>For federally listed green sturgeon, the Section 7 consultation finding is that underwater sound is likely to adversely affect the green sturgeon, but would not be likely to jeopardize the continued existence of the species.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<ul style="list-style-type: none"> ▪ Underwater noise levels will be measured during pile-driving activities to determine the distance at which sound levels do not exceed injury thresholds for fish (206 dB and 187 dB SEL) or marine mammals (Level A thresholds [180 dB root mean square (RMS) or 190 dB RMS]). ▪ If an activity produces underwater sound levels that exceed the injury threshold for fish or marine mammals, work will be stopped and sound levels will be reduced through noise control measures such as the installation of NMFS-approved attenuation devices (e.g., bubble curtains) or modification of construction methods (such as using cushioning between the hammer and pile). ▪ An NMFS-approved biological monitor will monitor the installation of at least 10 percent of the 24- to 42-inch-diameter steel piles that will be installed by impact hammer. During initial impact pile-driving efforts, a default exclusion zone at a distance of 500 feet from the pile will be monitored for the presence of marine mammals. The area will be monitored for 30 minutes prior to impact driving. No driving will be conducted until the area has been free of marine mammal sightings for 30 minutes. If no marine mammals are sighted, driving will begin and hydroacoustic monitoring will be conducted. 		
<p>Impact 3.9-6: Interfere with the Movement of Resident or Migratory Fish or Wildlife Species During Construction</p> <p>The noise and in-water disturbance associated with project construction could cause fish and wildlife species to temporarily avoid the immediate construction area when work is being conducted; however, project construction would not substantially limit the available habitat or movement of fish, seabirds, or marine mammals in San Francisco Bay.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.9-7: Potential to Result in Cumulative Impacts on Biological Resources</p> <p>The project, in combination with other past, present, and reasonably foreseeable future projects, could result in adverse cumulative impacts on biological resources; however, the project’s contribution to these cumulative impacts would not be cumulatively considerable.</p>	<p>No mitigation necessary.</p>	<p>Project’s contribution to cumulative impacts would not be considerable.</p>	<p>Less than significant.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
Aesthetics and Visual Resources			
<p>Impact 3.10-1: Potential to Substantially Alter or Block Views of Scenic Vistas or Resources</p> <p>The new project elements would interrupt views of San Francisco Bay from the project area from specific vantage points. However, because an abundance of views of San Francisco Bay would still exist and because the project would improve the public’s access to these views, the project would not substantially alter or block views of scenic vistas or scenic resources.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.10-2: Potential to Degrade or Contrast with the Visual or Aesthetic Aspects of the Existing Landscape</p> <p>The project would add new features, but these features are not anticipated to degrade the scale, visual quality, or visual context of the area.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.10-3: Potential for Light and Glare to Adversely Affect Views, People, or Properties</p> <p>Levels and types of light and glare would be consistent with the area, would not have an adverse impact on daytime or nighttime views in the area, and would not result in adverse effects to people or properties.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.10-4: Potential to Substantially Alter or Block Views or Degrade or Contrast with Existing Landscape During Construction</p> <p>The presence of equipment, barges, and construction staging and material storage on site during construction would contrast with and could temporarily degrade the visual quality or context of the existing landscape. Views of construction equipment and materials storage would be noticeable, but consistent with the urban and maritime nature of the waterfront, and therefore are not anticipated to be adverse.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.10-5: Potential to Result in Cumulative Impacts on Aesthetics or Visual Resources</p> <p>The project, in combination with other past, present, and reasonably foreseeable future projects, could result in cumulative impacts on aesthetics or visual resources; however, cumulative impacts are not anticipated to be substantially adverse, and the project would not have a cumulatively considerable contribution to cumulative impacts.</p>	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
Hydrology and Water Quality			
<p>Impact 3.11-1: Potential Impacts of Maintenance Dredging on Water Quality Effects to water quality would be minimal due to low volume of dredged material, infrequent dredging operations, and in-place requirements for implementation of dredging BMPs.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-2: Potential Degradation of Water Quality Caused by Operation of Project Improvements The proposed project would be designed, constructed, and maintained to prevent or minimize the discharge of pollutants into San Francisco Bay. Effects on water quality during project operations would be minimal with implementation of BMPs and adherence to water quality regulations.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-3: Substantially Increase San Francisco Bay Fill and Compromise Water Quality The project's overall increase of fill in San Francisco Bay would be negligible in comparison to the total surface area of San Francisco Bay (i.e., approximately 0.9 acre of fill compared to approximately 327,000 acres of open waters in San Francisco Bay [BCDC, 2008]). With this slight increase in the amount of fill into San Francisco Bay, along with the design and arrangement of the piles and facilities, the project would not adversely affect oxygen levels, water circulation, or tidal interchange in San Francisco Bay.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-4: Potential Impact to People and Structures from Tsunami The Action Alternative would include improvements to lessen potential damage from a tsunami, and the likelihood of a tsunami occurring that could result in substantial damage to existing, improved, and new facilities is very low.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-5: Potential Flooding Impacts to New Project Facilities Because the Action Alternative would be designed to address flooding and sea-level rise and provide sufficient freeboard for new structures, effects on operations due to flooding would not be adverse.</p>	No mitigation necessary.	Not adverse.	Less than significant.

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.11-6: Potential Impacts to Shoreline and Project Area Facilities from Wake Wash New and improved facilities would be designed to withstand wake-wash impacts. Vessel would be operated to minimize wake and wake wash from vessel operations would not adversely affect existing facilities in the project area.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-7: Potential Impacts of Dredging and Pile Removal and Placement Activities on Water Quality Dredging and pile-driving activities would result in short-term effects on water quality, which would be minimized with implementation of BMPs required through the adherence to water quality permits and approvals.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-8: Potential Degradation of Water Quality Caused by Demolition and Construction Activities The potential effects on water quality from demolition and construction activities would be minimized with implementation of BMPs, and adherence to water quality permits and approvals.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.11-9: Potential to Result in Cumulative Impacts to Hydrology or Water Quality The project, in combination with other past, present, and reasonably foreseeable future projects, could result in adverse cumulative impacts on water quality; however, the project's contribution to these cumulative impact would not be cumulatively considerable.</p>	No mitigation necessary.	Project's contribution to cumulative impacts would not be considerable.	Less than significant.
Hazards and Hazardous Materials			
<p>Impact 3.12-1: Potential Public or Environmental Exposure From the Routine Transport, Use, and Disposal of Hazardous Materials Compliance with existing regulatory requirements would minimize potential exposure of site personnel and the public to routine transport, use, and disposal of hazardous materials, and would also protect against potential environmental contamination. Therefore, no adverse impact would be expected.</p>	No mitigation necessary.	Not adverse.	Less than significant.

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.12-2: Project Would be Located on a Government List of Hazardous Materials Sites</p> <p>The Phase I ESA prepared for the project in 2012 reported that no active investigations of hazardous materials release sites in the project site or within 750 feet of the project site. Historical site uses may have affected sediment below the site; these releases or potential releases are considered not adverse because regulatory agencies have not taken, or propose to take, enforcement action.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.12-3: Emission of Hazardous Materials within ¼ Mile of a School</p> <p>Compliance with existing regulatory requirements would minimize the potential emissions of hazardous materials due to the use and transport of diesel fuel required by the back-up generator. Therefore, no adverse impact to schools would be expected.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.12-4: Potential Impacts to Implementation of an Adopted Emergency Response Plan</p> <p>The project would not be expected to impair implementation of, or interfere with, any emergency operation or evacuation plans in the vicinity of the project site. Implementation of the project would improve WETA’s ability to respond to emergencies by increasing the Ferry Terminal’s capacity for implementing a major evacuation.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.12-5: Upset and Accidents Involving Hazardous Materials Use and Storage During Construction Activities</p> <p>Hazardous materials (e.g., diesel fuel, hydraulic oil, lubricants, paints, or other hazardous materials) would be transported and used on site for proposed construction activities. In addition, construction vehicles and equipment would be used on site that could accidentally release hazardous materials, such as oils, grease, or fuels. Demolition activities would require the removal and potential temporary storage of piles that have been treated with creosote, or that contain other potentially hazardous substances. Accidental releases of hazardous materials could result in adverse health effects to construction workers, the public, and the environment. Implementation of Mitigation Measure HAZ-1, Prepare a Hazardous Materials Management Plan, would reduce this impact.</p>	<p>Mitigation Measure HAZ-1: Prepare a Hazardous Materials Management Plan</p> <p>WETA will prepare an HMMP for review and approval by the Port prior to moving equipment to the project site for construction and demolition activities. The requirements of the HMMP for the project will govern the onsite management of hazardous materials, including spill prevention; and the offsite disposal of hazardous wastes. The HMMP, at a minimum, will include the following requirements:</p> <ul style="list-style-type: none"> ▪ Hazardous Materials Storage and Disposal. The construction contractor will be responsible for the proper storage and disposal of any hazardous materials or wastes in accordance with all federal, state, and local laws and regulations. This may involve obtaining permits from the local regulatory agency for the 	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
	<p>storage of hazardous materials, and obtaining a Waste Generators Identification Number from the state for disposal of any hazardous wastes generated at the site. The HMMP shall include requirements for appropriate material storage; spill control, containment, and cleanup; vehicle and construction equipment inspections; emergency preparedness; and worker training.</p> <ul style="list-style-type: none"> ▪ Lead and Asbestos Management. Prior to any demolition activities, a lead-based paint and asbestos survey of the structures shall be conducted. Based on the results of the survey, it will be determined if any lead-based paint or asbestos is present that requires abatement prior to demolition of the structures. Results of this survey shall be included in the HMMP. Any abatement required shall be completed in accordance with all federal, state, and local regulatory requirements by properly licensed abatement contractors, before demolition of the structures. ▪ Wood Waste Management. Procedures for implementation of DTSC’s Alternative Management Standards for Treated Wood Waste will be included in the HMMP, including employee training in waste management, segregation of the wood waste from other wastes, appropriate storage and labeling, and transportation to an authorized treated wood waste facility. ▪ Universal Waste Management. A survey of common items that are regulated as “universal wastes” by the State of California (e.g., fluorescent lighting tubes and ballasts, and mercury thermometers) shall also be conducted. Provisions for abatement and removal of these materials prior to demolition in accordance with Cal/OSHA regulations shall be addressed in the HMMP. ▪ Reporting. The findings of the hazardous materials abatement activities shall be documented by a qualified environmental professional, and submitted to the Port and the SFDPH prior to the issuance of construction and demolition permits. 		

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.12-6: Demolition, Transport, and Disposal of Structures and Dredge Material Containing Hazardous Materials Demolition activities would require the removal and potential temporary storage of piles that have been treated with creosote, or that contain other potentially hazardous substances, and dredging of potentially contaminated sediment. Implementation of Mitigation Measure HAZ-1, Prepare a Hazardous Material Management Plan, would reduce this impact.</p>	<p>Mitigation Measure HAZ-1: Prepare a Hazardous Materials Management Plan</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.12-7: Potential to Result in Cumulative Impacts from Hazards and Hazardous Materials The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative hazards and hazardous materials impacts.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>
<p>Geology, Soils, and Seismicity</p>			
<p>Impact 3.13-1: Increased Risks to People and Structures During a Seismic Event, Fault Rupture, or Seismic Shaking Geotechnical investigations would be conducted, and engineering design would comply with the applicable building codes, thereby minimizing the potential risk for damage to structures and humans from seismic shaking, liquefaction, and subsidence.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.13-2: Potential Impacts to Sediment or Geology from Maintenance Dredging Minor maintenance dredging would be required at Gates F and G every 3 to 4 years, and would require removal of approximately 5,000 to 10,000 cubic yards (cy) of material; however, this amount of material removal would be negligible in the context of San Francisco Bay.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.13-3: Potential Impacts to Sediment or Geology from Construction Activities Project construction would not adversely affect sediments, sediment stability, or geology in the project area.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.13-4: Potential to Result in Cumulative Impacts to Geology, Soils and Seismicity No cumulative seismic impacts would be expected. The cumulative effect of dredging activities in San Francisco Bay could impact sediment volume transport in San Francisco Bay, but the project's contribution would not be considerable.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>
<p>Energy Consumption</p>			
<p>Impact 3.14-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy during Project Operation The project's use of lighting would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Emergency generators would only be used during emergencies, and would not result in a significant increase of fuel by the project.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.14-2: Significant Demand on Regional Energy Supply or Requirement of Substantial Additional Capacity The project's energy consumption would have no adverse impacts to regional energy supply, or require substantial additional capacity.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.14-3: Energy Consumption Increases Related to Project Construction A temporary increase in electricity and fuel consumption during construction would not have adverse impacts to energy and fuel consumption increases.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.14-4: Potential to Result in Cumulative Impacts on Energy Consumption The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative energy consumption impacts.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
Utilities and Public Services			
<p>Impact 3.15-1: Require the Construction of New or Physically Altered Governmental Facilities</p> <p>The incremental increase in users from the proposed project would not be anticipated to substantially increase demand or response times for police, fire protection, or emergency services, or require the construction of new, or physical alteration of existing, fire protection or emergency services facilities.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.15-2: Potential to Significantly Affect Water, Wastewater, and Solid Waste Supplies and/or Services</p> <p>The increase in the number of passengers moving through the Ferry Terminal due to the project would not adversely affect water supply, wastewater, or solid waste facilities.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.15-3: Potential to Require New Stormwater Drainage Facilities</p> <p>With the proposed improvements to the onsite stormwater drainage, facilities operated by the City and County of San Francisco would not be affected, and stormwater would be managed on site. Therefore, no adverse impacts are anticipated.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.15-4: Insufficient Permitted Capacity of Solid Waste Landfill</p> <p>Construction waste generated by the project that could not be diverted (recycled or reused) would be accepted at the Altamont Landfill, which has sufficient capacity to accommodate the project.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.15-5: Potential to Violate Federal, State, and Local Statutes and Regulations Related to Solid Waste</p> <p>The proposed project would comply with all pertinent federal, state, and local requirements regarding solid waste.</p>	No mitigation necessary.	Not adverse.	Less than significant.

**Table ES-2
Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.15-6: Potential to Adversely Impact Existing Underground Utilities During Construction Activities Project construction could disrupt or damage underground utilities in the project area, a potentially significant impact. Implementation of Mitigation Measure UTIL-1 would reduce this potential impact.</p>	<p>Mitigation Measure UTIL-1: Consultation and Coordination with Utility Providers Prior to the start of construction activities, WETA will consult with public utility providers who have infrastructure in the immediate vicinity of the proposed project improvements, to determine the exact location and depth of utility lines.</p>	<p>Not adverse after implementation of mitigation.</p>	<p>Less than significant with mitigation.</p>
<p>Impact 3.15-7: Potential to Result in Cumulative Impacts on Utilities and Public Services The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative impacts on utilities and public services.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>Less than significant.</p>
<p>Socioeconomics</p>			
<p>Impact 3.16-1: Potential to Cause Adverse Changes in the Character and Cohesion of or Physically Divide or Disrupt an Established Neighborhood The project would not adversely affect an existing residential community, because no residential community exists at the project site, and the closest residential uses are west of The Embarcadero. The project would not disrupt or divide the physical arrangement of an established community, or remove neighborhood amenities.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>No impact.</p>
<p>Impact 3.16-2: Potential to Displace Homes or Businesses without Adequate Replacement Resources The proposed project would not displace any homes or businesses in the project area.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>No impact.</p>
<p>Impact 3.16-3: Potential to Indirectly Economically Impact the Businesses in the Project Area Businesses in the project area and its vicinity would benefit indirectly from both construction workforce spending (e.g., meals and incidentals) and project operations.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Not applicable.</p>

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.16-4: Potential to Impact Businesses in the Project Area and the Region During Construction Project implementation would bring some economic benefits to the region and local businesses as a result of expenditures for construction materials purchasing and construction payroll.</p>	No mitigation necessary.	Not adverse.	Not applicable.
<p>Impact 3.16-5: Potential Impacts on Employment, Population, Housing, and Income During Construction The construction workforce required for demolition and construction activities would vary monthly, with a maximum workforce of approximately 25 people. This workforce demand would have a beneficial impact on employment and income. The project would not be expected to affect population or housing in the region given the available resident workforce.</p>	No mitigation necessary.	Not adverse.	No impact.
<p>Impact 3.16-6: Potential to Disrupt or Divide the Physical Arrangement of an Established Community Temporarily During Construction Project construction would result in some noise, vibration, air quality emissions, and construction-related traffic that could affect peoples' ability to enjoy the outdoor amenities in the Ferry Terminal vicinity during construction.</p>	No mitigation necessary.	Not adverse.	Less than significant.
<p>Impact 3.16-7: Potential to Result in Cumulative Impacts on Socioeconomics The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative socioeconomic impacts.</p>	No mitigation necessary.	Project would not contribute to cumulative adverse impacts.	Less than significant.
Environmental Justice			
<p>Impact 3.17-1: Potential to Result in Disproportionately High or Adverse Direct Impacts on Minority or Low-Income Populations Project operation would not result in direct high and disproportionate adverse impacts to any minority or low-income populations.</p>	No mitigation necessary.	Not adverse.	Not applicable.

**Table ES-2
 Summary of Impacts and Mitigation Measures for the Action Alternative (Continued)**

Impact	Mitigation Measure	NEPA Determination	CEQA Determination
<p>Impact 3.17-2: Potential to Result in Disproportionately High or Adverse Indirect Impacts on Minority or Low-Income Populations</p> <p>Three potentially significant indirect impacts identified Section 3.2, Transportation and Circulation, are related to the addition of riders to the Muni F Market and Wharves line in the PM peak hour and to crosswalk pedestrian congestion at three crosswalks along The Embarcadero. These impacts would affect passengers of the F Market and Wharves as well as pedestrians along The Embarcadero, both of which are broadly used by Bay Area residents and visitors, and would not disproportionately impact minority or low-income populations in the project area.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Not applicable.</p>
<p>Impact 3.17-3: Potential to Result in Disproportionately High or Adverse Impacts on Minority or Low-Income Populations During Construction</p> <p>Because there are no minority or low-income populations residing in the area where project construction impacts would be experienced, these impacts would not be borne disproportionately by minority or low-income populations.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Not applicable.</p>
<p>Regional Growth</p>			
<p>Impact 3.18-1: Potential to Induce Population Growth</p> <p>The project would not result in increased population or regional growth, or the removal of any existing constraints to growth.</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.18-2: Potential for Construction to Induce Population Growth</p> <p>Project construction would not induce substantial population growth, because construction jobs would be filled by the existing, relatively large, and diversified labor force available in the San Francisco Bay Area</p>	<p>No mitigation necessary.</p>	<p>Not adverse.</p>	<p>Less than significant.</p>
<p>Impact 3.18-3: Potential to Result in Cumulative Impacts on Regional Growth</p> <p>The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in cumulative regional growth impacts.</p>	<p>No mitigation necessary.</p>	<p>Project would not contribute to cumulative adverse impacts.</p>	<p>No impact.</p>

Standards, inhibiting the improvement of WETA emergency operations and seismic safety (refer to Impacts 3.12-4 and 3.13-1) and from pedestrian congestion in the project area that would continue without the project circulation improvements (refer to Impacts 3.3-1 and 3.4-2).

EVALUATION OF ALTERNATIVES

Under the No Action Alternative, there would be no implementation of facility improvements at the Ferry Terminal. Therefore, only a small increase in water transit service (i.e., only service that could be accommodated at the existing two gates that WETA has access to) could be safely accommodated at the Ferry Terminal over the long term. In addition, in the event of an emergency, WETA vessels deployed for emergency operations would be required to use the existing two gates at the Ferry Terminal available to WETA (Gates B and E). Existing Ferry Terminal and Ferry Building areas would be used for staging of evacuees (e.g., areas along The Embarcadero or the Ferry Plaza), which are not built to Essential Facilities standards. If areas of the Ferry Terminal not built to Essential Facilities standards fail, or otherwise cannot be safely accessed, passengers would need to be staged elsewhere, and alternative access to vessels would need to be provided, potentially hindering evacuation activities.

The Action Alternative would accommodate the full expansion of water transit service outlined in WETA's IOP for the San Francisco Bay Area, by constructing three new gates, overwater berthing facilities, and supportive landslide improvements (such as additional passenger waiting and queuing areas, and circulation improvements). In addition, improvements constructed under the Action Alternative would all be constructed to Essential Facilities Standards, to ensure that the improved circulation areas (e.g., the new Embarcadero Plaza) would be available for emergency operations and evacuee queuing, if necessary.

Although the No Action Alternative would not result in any physical impacts to the environment, it would not meet the purpose and need of the project; and over the long term, it would not improve alternative transportation and emergency operations in the Bay Area. The No Action Alternative would not accommodate the projected increases in transbay water transit trips that would help alleviate congestion over the Bay Bridge and through the Bay Area Rapid Transit Transbay Tube. Furthermore, the No Action Alternative would not address WETA and the Port's emergency operation needs. In addition, the No Action Alternative would be inconsistent with several of the plans and policies adopted for the Ferry Terminal area that encourage an expansion in water transit services, and improvements to public access and open space. Therefore, the No Action Alternative would not be considered an environmentally preferred/superior alternative over the long term.

The Action Alternative would meet the purpose and need of the project. The only adverse and significant and unavoidable impacts that would result from implementation of the Action Alternative, in the short or long term, would be transportation and circulation impacts. All other impacts identified for the Action Alternative would be negligible, less than significant and not adverse, or less than significant and not adverse with the implementation of mitigation measures. As described in Section 2.7 of this document, other alternatives to the project have been previously evaluated. However, these alternatives were found not to meet the project purpose and need, to not be feasible, to not be consistent with other plans, or to exceed projected funding. A majority of the adverse impacts that would result from the Action Alternative would be temporary impacts from construction, which would be outweighed by the long-term benefits of project implementation.

Therefore, the Action Alternative, as designed and with incorporation of the recommended mitigations, is considered to be the environmentally preferable/superior alternative.

COORDINATION AND CONSULTATION

Since late 2010, several types of public and agency participation have occurred as a part of the project design and the environmental review process pursuant to the requirements of NEPA, CEQA, and 23 USC 139. 23 USC 139 mandates—among other requirements—that the federal lead agency must establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project or category of projects. Stakeholders and public agencies, including those with permitting authority for the project, have been engaged throughout the planning process, as detailed in Chapter 6, Public and Agency Involvement.

Federal, state, and local agencies that have jurisdiction over resources that could be affected by the project, or that have technical expertise on an issue relevant to the proposed project, were formally invited to participate in the environmental review process as either cooperating or participating agencies in the NEPA process. Table ES-3 summarizes those agencies that accepted invitations to participate in the NEPA process for the project. The National Marine Fisheries Service 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 National Marine Fisheries Service and essential fish habitat under the Magnuson-Stevens Fishery Conservation and Management Act.

Additionally, the Port, the California State Lands Commission, and the Bay Conservation and Development Commission are responsible agencies under CEQA.

Agency	Type of Agency	Type of Participation	Jurisdiction/Interest
National Oceanographic and Atmospheric Administration – National Marine Fisheries Service	Federal	Cooperating	Biological and marine resources
U.S. Army Corps of Engineers	Federal	Participating	Wetlands and waters of the U.S.
U.S. Coast Guard, San Francisco Sector	Federal	Participating	Marine navigation and safety
U.S. Environmental Protection Agency	Federal	Participating	Ecosystems, air quality and global climate change.
U.S. Fish and Wildlife Service	Federal	Participating	Biological resources
California State Lands Commission	State	Participating	Submerged lands
San Francisco Bay Conservation and Development Commission	Regional	Participating	Bay shoreline land uses and public access
Bay Area Air Quality Management District	Regional	Participating	Air quality
Port of San Francisco	Local	Participating	Land owner
San Francisco Bay Area Rapid Transit District	Local	Participating	Transportation, access