

Golden Gate Bridge, Highway and Transportation District Sausalito Ferry Terminal Improvements Project

**Prepared for the City of Sausalito Joint Planning Commission and Historic Landmark Board
March 11, 2015, Study Session**

Introduction

The Golden Gate Bridge, Highway and Transportation District (District), operates Golden Gate Ferry, the largest public ferry transit system on the San Francisco Bay, on two ferry routes connecting Marin County and the City and County of San Francisco: the San Francisco/Larkspur route to central Marin County, and the San Francisco/Sausalito route to southern Marin County. Golden Gate Ferry has a fleet of seven (7) vessels and provides weekday passenger service as well as service on weekends and specific holidays. Special service is also offered from Larkspur to AT&T Park in San Francisco for Giants home games and other sporting and music events.

The District has been operating ferry service since 1970. The ferry boarding structures are nearing the end of their useful life and are in need of replacement. The District is proposing to replace the passenger boarding systems at its three facilities located in Larkspur, San Francisco, and Sausalito with structurally improved, ADA compliant and more operationally efficient boarding facilities. No new ferry service or routes are considered in the project design.

The improvements will allow Golden Gate Ferry to continue providing quality public transit across the San Francisco Bay and ease congestion on Highway 101 by reducing the number of motor vehicles traveling between the North Bay counties and San Francisco. The increased use of public transportation decreases the region's dependence upon automobile transportation, thereby reducing the region's overall fossil fuel usage and associated emissions and improving the environmental sustainability of transportation in the region.

Sausalito Ferry

Golden Gate Ferry currently provides 22 weekday summer crossings and 17 weekend summer crossings between Sausalito and San Francisco. For the fiscal year ending June 30, 2014 (FY14), the Sausalito/San Francisco patronage totals 793,192 riders, a 10.4% increase over the previous FY13 patronage totals. Weekday average ridership was 1,944 and average weekend ridership was 2,758. In 2014, during the peak summer season, ferry sailings from Sausalito to San Francisco carried up to 600 passengers per trip.

In addition to Golden Gate Ferry service, the Blue & Gold Fleet operates ferry service between San Francisco Pier 41 and the Sausalito Ferry Terminal. This provision for Blue & Gold use of the Sausalito Ferry Terminal was mandated by the CPUC Order No. 82-01-02 in 1982. Blue & Gold operates service for passengers, including those with bicycles, and is currently the only ferry service that can accommodate electric bicycles.

Location and Existing Conditions

The proposed project will occur at the location of the existing Golden Gate Sausalito Ferry Terminal, on the eastern waterfront of the City of Sausalito. The existing Sausalito Ferry Terminal is located within the San Francisco North Quadrangle, at approximately 37° 51' 22" N; 122° 28' 39" W. The project site lies east of

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the intersection of Bridgeway and El Portal/Anchor Street and is accessible from Bridgeway with connections through El Portal, Anchor Street, Tracy Way, and Humboldt Avenue (see **Exhibit 1**). The project site is owned by the City of Sausalito. The District has constructed and operates the ferry terminal under a long term lease agreement with the City of Sausalito. The 51,402 square foot lease area extends from the landside around the existing pier and into the water, primarily within Marin County Assessor's Parcel Number (APN) 065-073-035, although the southern portion of the lease area extends into APN 065-133-22 (see **Exhibit 2**). The project site comprises 0.495 acre (21,571 square feet) within BCDC's Bay jurisdiction.

The site consists of tidal open waters within the Bay and a small linear area at the landside interface, which contains the concrete pier connecting to the City's landside Ferry Plaza area. This area contains the ticket vending machines, ferry schedule boards, news racks and welcome to Sausalito sign. The remaining landside areas, including tidal stairs and the City's Ferry Plaza are outside the ferry terminal leased area.

Bathymetry within the open waters of the site range from 0 feet MLLW where the terminal meets the shore, to -25 feet MLLW at the eastern end of the float. The shoreline consists of large rock riprap with limited seaweed growth below mean sea level (MSL). There are no eelgrass beds or oyster beds within the project site. A sheer, roughly 15-foot-high concrete wall with a tidal stair cut-out defines the transition between open water, shoreline, and the landside. The landside is developed as the City of Sausalito's Ferry Plaza, a highly used seating and walking area for both residents and tourists.

The existing boarding system consists of a 110-foot long by 42-foot wide steel float, a 70-foot long by 5.5-foot wide steel gangway, and an approximately 96.5-foot long by 8.5-foot wide pile-supported timber and concrete access pier. This access pier connects to a 95-foot-long x 20.5-foot-wide landside pier. The existing boarding system extends from the landside developed areas, over the shoreline, and to the open water where the float is located. The landside pier has a passenger control point that is demarked by a locked gate. Only paying ferry passengers may access the access pier beyond the gate, which is opened by crew members when a vessel arrives at the ferry terminal. **Exhibit 3** is an aerial view of the project site, the existing ferry terminal, and the proposed project footprint. **Exhibit 4** illustrates typical passenger use of the existing ferry terminal, including bicyclists.

Surrounding Uses

The Sausalito Yacht Club and its parking lot are located to the north of the existing Sausalito Ferry Terminal and Ferry Plaza. The City of Sausalito's Ferry Plaza encompasses the shoreline to the west of the terminal. The landscaped shoreline Ferry Plaza contains benches, tidal stairs, educational exhibits, ticket vending machines, ferry schedule signs, and newspaper racks. The Ferry Plaza and a concrete sidewalk extending to the north and the landside pier which extends approximately 95 feet into the water are within a Public Access Easement. A municipal parking lot is located west of the site and the Ferry Plaza. The lot is landscaped with non-native trees and ornamental shrubs. Adjacent to the parking lot is a Chamber of Commerce information kiosk, and the bicycle parking and ferry boarding reservation kiosk. The City of Sausalito's commercial district is located largely along Bridgeway, 300 feet west of the site, continuing to the southwest and northwest. The City of Sausalito's historic district is located to the south and west of the site. The San Francisco Bay Trail is located approximately 300 feet west of the project site and runs along Bridgeway. The closest commercial users are the Inn Above the Tide, Hotel Sausalito, and a row of shops

and restaurants lining El Portal Street, currently a cul de sac serving the businesses and as a drop off for the ferry. To the east of the terminal boarding facility is open water, which is used for ferry operations and recreational activities. Existing conditions in the vicinity and adjacent to the project site are shown in **Exhibits 5 and 6**.

Project Purpose

Replace Aging Facilities to Keep Structurally Sound

The existing Sausalito Ferry Terminal boarding structures are aged and nearing the end of their useful life. The project purpose is to replace the aged structures with new structures designed to the current codes in order to continue providing public transit across the Bay.

Improve ADA Accessibility

The existing Sausalito Ferry Terminal gangways and gangplanks are steep and narrow. The District is proposing to construct the replacement boarding facilities in conformance with the draft Americans with Disability Act (ADA) guidelines for off-shore ferry passenger facilities in order to improve overall accessibility.

Improve Operational Efficiencies

At the existing Sausalito Ferry Terminal, passengers board and disembark through one door on the main (lower) deck of the ferry vessel, and at the existing San Francisco and Larkspur terminals passengers board and disembark through one door on the upper deck of the ferry vessel. Because these terminals board and disembark passengers on different decks, mobility-impaired passengers, passengers with bicycles or with strollers and wheelchair users must move between the decks to disembark. The existing Sausalito boarding facility limits the clear width of the door to 4 feet. The use of one door restricts passenger flow and increases the time for passengers to exit and to enter a vessel.

The District is retrofitting all of its ferry vessels to enable two door boarding and disembarking from the main deck. The width of these doors is eight feet. The proposed new boarding facilities will enable boarding and disembarking of all vessels from the same one level through two eight-foot wide doors.

Standardizing and upgrading the passenger boarding system will eliminate the need for the use of wheelchair lifts, which present their own set of potential problems, and require Ferry staff assistance to keep the lifts operational at all times given the circumstances of the marine environment causing vessel motions. The proposed improvements will eliminate the need to carry bikes and strollers from one deck to another and the resources and time impacts associated with these moves. For example, during the peak season, weekday highs at Sausalito reach up to 3,500 passengers per day and weekend highs reach up to 6,000 passengers per day. During peak days, 33% to 50% of riders have bicycles, which results in delays associated with loading and unloading of passengers where deck to deck transfers of the bikes are required. It currently takes approximately 30 minutes for passengers to disembark and board at Sausalito. It is estimated that the use of two eight-foot wide doors and the construction of the replacement facilities will decrease time of boarding and disembarking the vessel by three times (see **Exhibits 7 and 8**).

Implementing standardized boarding and disembarking from the main deck will eliminate the need for passengers to transfer between the decks, which will improve ferry accessibility for all passengers, including those with disabilities, bicycles and strollers, and will encourage the use of non-motorized transportation options. Standardized boarding at all three Golden Gate Ferry Terminals will minimize confusion and increase comfort of boarding and disembarking for all riders.

Upgrade Emergency Preparedness

The proposed updates to the passenger boarding system are especially important for emergency preparedness to provide ferry sailings during times of emergency or during periods of other public mass transit service disruptions, when the ferries may be one of few transportation options for Bay Area residents. The proposed new boarding facilities are designed to work with other types of ferry vessels.

Proposed Project

New Boarding Facilities

The proposed Golden Gate Sausalito Ferry Terminal new boarding facilities will be located in approximately the same location as the existing facilities and are being proposed to consist of a new 150-foot long by 53-foot wide concrete float, a new 90-foot long by 19-foot wide steel gangway, and a new 96-foot long by 25-foot-wide pile-supported concrete access pier that will connect to the existing landside pier (see **Exhibit 9**). Two donut fenders will be installed at the aft/Bay end of the float to provide protection of the ferries and float. Vessels will be allowed to lay up on either side of the replacement float, just as they operate today with the existing float. The float design allows boarding of only one vessel at a time.

To provide power to the ferry terminal for lighting and electrical pumps, a new transformer is proposed to be installed inland approximately 280 feet west at the corner of Anchor Street near the entrance to the municipal parking lot. The existing ticket vending machines and signs will be relocated from their current location to a location in the southern area of the Ferry Plaza. (see **Exhibit 10 and 11**).

New walkway lighting will be installed on the new float, gangway and pier, and area lighting will be installed on the float. Navigation lighting will be installed on the floats and dolphins.

Temporary Construction Activities

Construction of the replacement facilities at the Golden Gate Sausalito Ferry Terminal will require the use of a temporary terminal in order to maintain ferry service across the Bay. This temporary terminal will be located immediately adjacent to and south of the existing terminal (see **Exhibit 9**). The gangway and float of the existing terminal will be used for the temporary terminal. Access to the gangway will be provided by a temporary 16-foot wide access pier. Passengers will have access to this temporary pier from the existing pier landward of the proposed demolition work needed for the new terminal. The temporary terminal will use the utilities currently available at the terminal. It is expected that the temporary terminal will be in place for approximately 14 months.

Replacement Facility Size

Using a moderate 4% escalation factor of ferry passenger growth per year (note that in the recent years the growth was 7% on average), the maximum demand in the peak summer season in year 2020 is projected to

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exceed 700 passengers per trip. The design of the replacement boarding facilities is based, however, not on the projected year 2020 maximum volume of passengers per trip but on the 85-percentile volume for that year (the 85-percentile means that from 100% of trips sorted in the order from the highest to the lowest volume, the passenger volume representing the 85% spot on the list is used for the design).

The Sausalito Ferry Terminal replacement facilities have been designed to comply with the ADA guidelines for off-shore ferry passenger facilities, to carry the projected 85-percentile volume of passengers in year 2020, and to meet the project purpose noted above. As a result, the size of the replacement facilities will be larger than the existing facilities. For example, the slope of the existing 70-foot long gangway reaches 1:9.5 (vertical: horizontal) at low tides. In order to provide for maximum 1:12 slope that comply with ADA guidelines during all tide conditions, the new gangway must be 90-feet long.

Similarly, the width of the existing float does not allow for gangplanks between the float and vessel to be of sufficient length to provide slopes which do not exceed 1:12. The new float includes 18-foot long gangplanks between the float and vessels which will ensure that the slope does not exceed 1:12 during all tide conditions. The longer gangplanks result in the new float being wider than the existing float. The width of the new float is also driven by the boarding platform located at the center of the float. All District ferry vessels will be modified to include two eight-foot wide doors located on the main deck and positioned 48-feet apart. The 8-foot wide doors and gangplanks (the current width is controlled by 4-foot wide gangplanks) will allow for faster boarding and disembarking and the door locations will allow for standardizing the gangplank locations on the floats. The clear width of the gangplanks will match the door width in order to provide smooth flow of passengers. The gangplanks connect to the boarding platform, which dictates the platform width to be 16 feet in order to accommodate the passengers coming from the two 8-foot wide gangplanks. The two gangplanks and doorways will also allow for separating passengers with bicycles from those without bicycles, which will also improve the flow and speed of boarding and disembarking. The gangplank lengths coupled with the boarding platform width results in the width of the new float increasing from the existing width of 42 feet to the proposed width of 53 feet. The vessel door locations, the boarding platform length, the length necessary to transition from the boarding platform to the gangway (the boarding platform apron), the room necessary for emergency operations, plus the room needed to tie-up the different ferry vessel types all result in the new float requiring a length of 150 feet instead of the 110 feet length of the existing float.

In order to connect the new float and gangway to the landside pier, the project will construct a replacement access pier. The proposed replacement access pier is 96-feet long and 25-feet wide, with two 5-feet by 31-foot belvederes (or “bump-outs”) on each side. Instead of replicating the dog-leg configuration of the existing access pier, the new replacement access pier will run on a straight line from the existing landside pier to the gangway. The location of the float and, therefore, the length of the access pier are controlled by the elevation of the bottom of the Bay. The float has been positioned as close to land as possible without it touching the bay bottom during low tides.

Public Access

The proposed project will increase public access to the Bay. The City’s Ferry Plaza promenade is a public plaza with benches, educational exhibits, two tidal staircases to access the water, perimeter landscaped vegetation, and lighting with hanging floral baskets. The current public access within the Golden Gate

Sausalito Ferry Terminal is limited to the 95-foot long and 20-foot wide landside pier. The pier has 6 benches in the center of the pier. A chain link gate restricts public access to the existing access pier because this pier is too narrow to allow for both public access and boarding and disembarking of vessels.

The new 96-foot long access pier will connect to the existing 95-foot long landside pier. The access gate will be moved to the end of the new pier, which will increase access onto the Bay for the public, whether for ferry passengers or those simply enjoying the views. The new access pier will have bump-outs on both sides providing space for 2 benches on each side. The bump-outs will provide a space for non-passengers outside of the spaces occupied by passengers queuing and by passengers boarding and disembarking.

The public access plan is shown in **Exhibit 12**. At night, the public access area will be illuminated with downward directed lighting, similar to that shown in **Exhibit 13**.

Discretionary Features

The District has designed the project to comply with design codes, regulatory agency requirements and the District's operational needs. The design includes some discretionary features, which the District is seeking input on from the City of Sausalito. The discretionary design features are color and configuration of the gangway truss, the access control gate and the pier railing. The width of the new access pier may also be considered as it may be decreased from 25 to 21 feet.

Configuration of the Gangway Truss

While the length and width of the gangway cannot be changed, the District proposes three different truss configurations for the City's consideration.

Exhibit 14 shows a truss with an arched top chord. The closed tubular steel truss members provide good protection from the environment, do not readily collect debris as girder designs will, and are consistent with marine facility design. The curved upper chord is located above eye level when walking on the gangway, to allow for better views, and the vertical and diagonal elements are spaced to allow an open look when viewed from the shore.

Exhibit 15 shows a similar steel truss design except that the top chord is lowered. This configuration reduces the profile of the truss, which partially obstructs views when walking on the gangway, but results in a smaller profile when viewed from the shore.

Exhibit 16 shows a standard rectangular steel truss. The overall height of this truss is smaller than the arched trusses, but the closer spacing of the truss members results in a more dense look when viewed from shore.

Configuration of the Access Control Gate

A gate is required to control access between the public access areas and the gangway and float. The District proposes three different gate configurations for the City's consideration.

Exhibit 17 shows a gate design with a curved roof located. The design includes two 8-foot wide roll-up gates and two 3-foot wide emergency exit doors on each side of the gates. The roll-up gates are operationally compact as they do not need space required for operating swing gates. The see-

through metal grating of the doors allows for partial views when the gates are closed. The overhead roof of the gate provides for storage of the roll-up doors, light fixtures and security cameras required at the site. The side emergency doors are necessary in case there is a problem operating the roll-up gates.

Exhibit 18 shows an alternate gate design with two 8-foot wide swing doors. The doors must either swing in or out, which takes up more room when operating as compared with the roll-up gate. The use of swing doors eliminates the need for overhead structure to store the roll-up door but necessitates placement of lighting and security cameras on a pole extending above the gate. Three foot wide emergency doors are included on either side of the swing gates. It is possible to include these doors within the swing gates themselves, thereby reducing the overall width required for framing the doors.

Exhibit 19 shows a variation of the swing-door gate alternative with a curved top element, which visually ties into the gangway curve truss design and allows a place to mount lighting and cameras.

Configuration of the Pier Railing

The District's proposed railing design is also shown in previous **Exhibits 17 through 19**. This railing consists of vertical steel pipe pickets between rectangular support posts and a top. This design matches the existing railing at the Plaza and provides an open look. The District investigated alternate designs, including horizontal stainless steel cables, vertical stainless steel cables, and glass, which are shown on **Exhibits 20 through 23**. The District believes that the vertical steel pipe picket design fits best within the site, is the most durable and provides minimal visual impact when viewed from the shore.

Width of the New Access Pier

The District is proposing that the new access pier be 25 feet wide with two side belvederes and the gate located at the end of the new access pier near the gangway. This pier configuration and width provides sufficient space to allow for more efficient boarding and disembarking of the projected increased ferry ridership while allowing public access on the access pier at all times. While the reduced 21-foot width of the pier with two side belvederes can theoretically accommodate the projected volumes of passengers queuing and disembarking and the non-passenger presence on the pier, the flow of passengers will be subjected to more frequent disruptions because of lack of sufficient refuge space for persons that must suddenly stop or slow down. Reducing the width will only decrease the Bay fill by about 4%, and there is no significantly observable difference between the 25-foot and 21-foot wide piers when viewed from the shore.

Exhibits 24 through 41 present photo-simulations of the existing facility and proposed project from the south looking north, from the north looking south and from the parking lot near the Sausalito Yacht Club.

Exhibits 42 through 44 present photo-simulations of the gate location moved from the end of the access pier to the end of the existing landside pier. The District does not recommend locating the gates at this location since it will restrict public access to the landside pier only and will also result in a larger gate profile when viewed from the shore.

The District is proposing that the gangway truss, the access control gate and the pier railing be painted white as this is a traditional color used for marine type facilities. However, blue, grey or any other color(s) can be used as desired by the City (see **Exhibits 45 and 46**).

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The design of the replacement facilities has been minimized to the extent practicable, but the larger facilities are necessary in order to comply with ADA guidelines, improve operations improve passenger safety and public access. The existing and new structure descriptions, dimensions and over-water coverage are summarized in **Tables 1** and **2** below.

TABLE 1: NEW STRUCTURES AND FACILITIES

| Structure | Dimensions |
|---|--|
| Float | The float is constructed of concrete and supports one end of the gangway, and framing above the float deck which provides access to the ferries. The float is 53 feet wide by 150 long and 12 feet deep. The float is held in position by steel pipe guide piles connected to the float by steel collars. Fenders to protect the ferries during berthing are placed on the sides of the float. The float has a total area of 8,385 sq. ft. |
| Donut Fenders | Two donut fenders are provided beyond the Bay end of the float to protect the ferries from impact with the float. These fenders consist of a rubber bumper that floats with the tide on a steel pipe pile. The donut fenders have a total area of 115 sq. ft. |
| Gangway framing | The gangway is a 'pony' truss--which means a truss on each side of the walkway--with no horizontal framing at the truss upper chord interconnecting the two trusses. The gangway has a total over-water length of 90 feet and a total width of 19 feet. Each truss is curved with a maximum height of 12 feet in the center and a minimum height of 8 feet on the ends. Total area of the gangway framing over water is 1,800 square feet. |
| Guardrail | The existing landside pier, new access pier, gangway, framing on the float, and hydraulic gangplanks have a guardrail along their perimeter. The guardrail is approximately 1,015 feet long, 3 inches wide and 3 feet, 6 inches in height. Total area of the guardrail is 3,550 square feet. |
| Hydraulic power unit | The hydraulic power unit is 11 feet long, 3 feet wide and 8.5 feet tall. Total area of the hydraulic power unit is 33 square feet. |
| Hydraulic system electrical control cabinet | The hydraulic system electrical control cabinet is 66 inches long, 18 inches deep and 72 inches tall. Total area is 8 square feet. |
| Gangplank control stations | Each of the four gangplanks has a gangplank control station structure. Each gangplank control structure is 6 inches in diameter and 8.5 feet in height supported on a 1-foot square base plate. Total area of all gangplank control structures is 4.0 square feet. |
| Gangplank control consoles | Each of the four gangplanks has a gangplank control console. Each gangplank control console is a box 1 foot 3 inches long by 12 inches wide, supported on a 3-inch square tubular post. Total area of all gangplank control structures is 5 square feet. |
| Platform lift cylinders | There are six platform lift cylinders. Each platform cylinder is 12 inches in diameter and varies in length from 12 feet to 16 feet depending on the boarding platform elevation. Total area of all platform cylinders, including the connection to the boarding platform is 38 square feet. |
| Access Pier | The new access pier is proposed to be 25 feet wide and approximately 96 feet long. It will be constructed of reinforced concrete. The pier will be supported on 24-inch diameter steel pipe piles. The total area of the pier is approximately 2,700 square feet (public + non-public). As noted above, the pier may be reduced to 21 feet wide for a total area of approximately 2,138 square feet. |
| Landside electrical equipment on concrete pad | A new transformer is required to provide power to the ferry terminal for lighting as well as the hydraulic pumps located on the float. |

The over-water coverage resulting from a directly overhead view of the proposed Sausalito Ferry Terminal is further defined in **Table 2**, below. Areas calculated include the existing terminal, proposed terminal with 25-foot wide pier and 21-foot wide pier, and temporary terminal to maintain service during construction.

**TABLE 2
OVER WATER COVERAGE AREA SUMMARY**

| Terminal | Area (square feet) | | | | | Pile Types | Pile Area ³ |
|----------------------------|----------------------------|-------------|---------|--------------------|--------|--|------------------------|
| | Landside Pier ¹ | Access Pier | Gangway | Float ² | Total | | |
| Existing | 1,943 | 820 | 402 | 4,835 | 8,000 | 16 - 18" Square Concrete 12 - 12" Square Concrete 8 - 24" Dia. Steel Pipe | 73 sf |
| Proposed 25-foot Wide Pier | 1,943 | 2,700 | 1,800 | 8,500 | 14,943 | 12 - 18" Square Concrete 15 - 24" Dia. Steel Pipe 5 - 60" Dia. Steel Pipe 2 - 54" Dia. Steel Pipe | 204 sf |
| Proposed 21-foot Wide Pier | 1,943 | 2,138 | 1,800 | 8,500 | 14,381 | 12 - 18" Square Concrete 15 - 24" Dia. Steel Pipe 5 - 60" Dia. Steel Pipe 2 - 54" Dia. Steel Pipe | 204 sf |
| Temporary ⁴ | 1,500 | 1,863 | 402 | 4,835 | 8,600 | 12 - 18" Square Concrete 18 - 12" Dia. Steel Pipe 8 - 24" Dia. Steel Pipe | 66 sf |

NOTES:

- ¹ Landside Pier is the existing pier from the landside to remain. A portion of this pier is landward of MHW (472 SF) and the other portion is waterside of MHW (1,471 SF) for a total of 1,943 SF. It does not include work on land immediately adjacent to and west of the pier for trenching to provide additional power to the terminal (250 SF).
- ² Float area includes the float structure, guide piles with surrounding collars, fenders outboard of the float, and donut fenders (at the new terminal only).
- ³ Pile Area is already included in the areas shown in 'Terminal Area'. It is repeated here for information only. The pile areas shown include the piles supporting the existing 'Landside Pier' to remain. The Landside Pier is supported on 12 - 18" square concrete piles (21 sq. ft.)
- ⁴ The Landside Pier area is reduced from the existing area to account for construction work at the east end of the pier.

Design Criteria

The gangway and ramp slopes and other accessibility features were designed using the U.S. Access Board "Proposed Accessibility Guidelines for Passenger Vessels," and the Port of San Francisco "Access Design of Floating Structures." The gangway was designed in accordance with the American Association of State Highway Officials (AASHTO) Bridge Design Specifications. A coastal analysis was completed to define the environmental characteristics (wind, wave, current) at the site which were then used to design the float and guide piles. The access pier was design using the 2013 California Building Code (CBC). All work done satisfies the CBC.

Approval Status

Environmental Review

CEQA: As lead agency under the California Environmental Quality Act (CEQA), the Golden Gate Bridge, Highway and Transportation District prepared an Initial Study and Mitigated Negative Declaration (IS/MND) for the proposed project. The District found that the project will not result in significant effects to the environment, with incorporated mitigation measures adopted as conditions of approval. The District filed the Notice of Determination with the Marin County Clerk on December 18, 2012.

NEPA: The project was found to qualify for a categorical exclusion under 23 CFR Section 771.118(d)(6) “Facility modernization through construction or replacement of existing components.” The District prepared a documented Categorical Exclusion (CE(d)) and found that the project will not induce significant environmental impacts. The U.S Department of Transportation Federal Transit Administration (FTA), as lead agency under the National Environmental Policy Act, concurred with these findings on February 13, 2014.

Resource Agency Consultations

USFWS: In July 2012, FTA submitted a request for concurrence from the U.S. Fish and Wildlife Service (USFWS) under Section 7 of the Endangered Species Act (ESA) that the project will have “no effect” on the California least tern and the southern sea otter, and that the project “may affect, but is not likely to adversely affect” delta smelt. In November 2012, USFWS did not object to the FTA’s determination that the project will have “no effect” to the southern sea otter, and concurred that the project will have no effect on the California least tern and that delta smelt will not be adversely affected by the project. In August 2014, the USFWS provided additional clarification that they also concur the project will have no effect on the southern sea otter.

NMFS: Similarly, the FTA submitted a request for concurrence from the National Marine Fisheries Service (NMFS) under the ESA that the project “may affect, but is not likely to adversely affect” the following ESA-listed fish species: green sturgeon, steelhead (Central California Coast DPS), steelhead (California Central Valley DPS), Chinook salmon (Sacramento River winter-run ESU), Chinook salmon (Central Valley spring-run ESU), as well as the humpback whale, and ESA-designated critical habitat. The FTA also requested concurrence under the Magnuson-Stevens Fishery Conservation and Management Act that the project “may affect, but is not likely to adversely affect” essential fish habitat (EFH) including eelgrass beds, in the form of minimal short-term (construction-related) impacts. Lastly, the FTA concluded the project will have “no effect” on Pacific harbor seal, California sea lion, and harbor porpoise under the Marine Mammal Protection Act (MMPA).

Over the course of approximately 10 months following the consultation request, NMFS and the FTA corresponded about project design details, and the FTA provided additional information and clarification (including additional avoidance and minimization measures) as requested by NMFS, to support its review of the consultation request. In November 2013, NMFS concurred with the FTA’s determination that, with the District’s incorporation of the proposed avoidance, minimization, and mitigation measures, the proposed project is not likely to adversely affect ESA-listed fish species and designated critical habitat.

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With respect to EFH for various fish species and including eelgrass beds, NMFS determined that, while the project could adversely affect EFH and eelgrass beds due to temporary construction-related impacts, as well as due to the project's permanent increase in over-water shading, the project does include measures to avoid, minimize, and otherwise offset these adverse effects to EFH. These measures include the project's proposed compensatory mitigation for permanent overwater shading impacts, which includes incorporating the use of light-penetrable materials and a structural orientation to minimize shading effects, as well as contributing funds towards on-site in-kind mitigation efforts focused on eelgrass habitat creation and restoration, to be undertaken by the State Coastal Conservancy. Based on the above project measures to avoid, minimize, and otherwise offset adverse effects to EFH, NMFS had no additional EFH conservation measures to request or provide. Lastly, with respect to the MMPA, NMFS confirmed that there are no major haul-outs or rookeries in the project vicinity, that the ESA-listed humpback whale and Steller sea lion are not expected to occur in the project area, and NMFS determined that the implementation of the proposed avoidance measures for marine mammals (such as the establishment of a 500-meter safety zone for pile driving activities, with a biological monitor empowered to cease work if a marine mammal is observed within the zone), are expected to avoid the take of all non-ESA listed marine mammals.

CDFW: The District requested a consistency determination from the California Department of Fish and Wildlife (CDFW; formerly CDFG) between the federal consultation process under Section 7(a)(2) of the Endangered Species Act (ESA) and Section 2080.1 of Fish and Game Code, for species that are both State and federal-listed. The co-listed species include California least tern, southern sea otter, delta smelt, Chinook salmon (winter-run Sacramento ESU), Chinook salmon (central valley spring-run ESU), humpback whale, and essential fish habitat (EFH) including eelgrass beds. Additionally, the District requested that CDFW concur that the project will have no adverse effect on longfin smelt, which is only listed at the state level. In February 2013, CDFW responded with specific recommendations for the project to reduce environmental effects. The District responded indicating how the recommendations will be addressed. In April 2013, CDFW indicated appreciation for the District's responses and noted that CDFW does not issue concurrence for "no adverse effect" determinations.

SHPO: Pursuant to Section 106 of the National Historic Preservation Act, FTA consulted with the California State Historic Preservation Office (SHPO) in July 2012. FTA requested that SHPO concur with the Area of Potential Effects and a determination of "No Historic Properties Affected." SHPO issued a concurrence with this determination in September 2012.

Permitting

USACE: The District submitted an application which included a Preconstruction Notification (PCN) for a Section 10 Rivers and Harbors Act permit from the U.S. Army Corps of Engineers (USACE) in October 2013. In December 2013, USACE indicated it will consider issuance of a Letter of Permission, upon issuance of a Coastal Zone Management Act (CZMA) Consistency Determination from BCDC and a 401 Water Quality Certification from the San Francisco Bay Regional Water Quality Control Board (RWQCB).

RWQCB: The District submitted an application for 401 Water Quality Certification to the RWQCB in October 2013. In November 2013, the RWQCB indicated that, to complete the application, the District must provide a mitigation proposal for the increased over-water coverage of the project. Based on FTA

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coordination with NMFS as described above, the District developed and submitted to the RWQCB a proposal for compensatory mitigation that consists of the contribution of funds towards on-site in-kind mitigation efforts focused on eelgrass habitat creation and restoration, to be undertaken by the State Coastal Conservancy. The District has entered into a Cooperative Agreement with the State Coastal Conservancy to fund these activities. On September 12, 2014, the RWQCB concurred with the mitigation proposal and provided the 401 certification.

BCDC: In April 2013, the District had an early coordination meeting with BCDC regarding the project and the permit application process. The District submitted an application to BCDC for an amendment to Permit No. M94-70 in January 2014. In February 2014, BCDC responded with comments and requests for clarification on the application. The District provided responses to these comments to BCDC in May 2014, and the two agencies met for a site visit in July 2014. The BCDC informed the District that a presentation to the BCDC Design Review Board (DRB) would be required. The District presented the project to the DRB in October 2014. Subsequent to the October 2014 DRB meeting, the District presented to the BCDC Commission for a public meeting in December 2014. The BCDC requested additional information from the District prior to the Commission voting on the permit. The District is working with BCDC to schedule this meeting.

City of Sausalito: The District made several presentations to the City Council between 2010 and 2012. The District briefed the City Council on the project in December 2014. In February 2015, the City Council requested and the District agreed to present the project at a number of public meetings between February and April 2015, after which the Council will decide whether to provide its concurrence with the project. The District has executed a Right of Entry (ROE) permit with the City of Sausalito for the construction of the temporary ferry terminal. The ROE permit will be provided for the construction of the temporary facilities and one piling that is slightly outside the existing lease area. It provides for the temporary facility to be removed once the permanent facilities are constructed and opened for use.

Design Drawings

Selected design drawings are included after the Exhibits.