



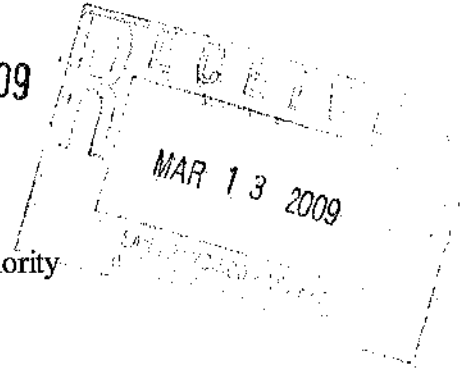
DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

Regulatory Division

MAR 11 2009

SUBJECT: File Number 2008-00097S

San Francisco Bay Area Water Emergency Transportation Authority
Attn: Mr. John Sindzinski
Pier 9, Suite 111, The Embarcadero
San Francisco, California 94111



Dear Mr. Sindzinski:

Enclosed is your signed copy of a Department of the Army permit (Enclosure 1) to construct a Ferry Terminal within Oyster Point Marina, in South San Francisco, San Mateo County, California.

Please complete the appropriate parts of "Project Status" form (Enclosure 2), and return it to this office as your work progresses. You are responsible for ensuring that the contractor or workers executing the activity authorized herein are knowledgeable of the terms and conditions of this authorization.

Be advised that your signed permit will NOT be an authorization to proceed. You must first fulfill the requirements as indicated in Special Condition 10 of the enclosed Department of the Army permit, and as also outlined in Enclosure 4 (section 8a-c). The conditions are for the submittal, to this office for approval, of a Dredge Operation Plan, a Pre-dredging Survey, and a Solid Debris Management Plan. Once these items have been submitted and approved, by this office, you will receive written authorization to commence your work. It is important that all the information requested in the above-mentioned Special Conditions is submitted as specified or the submittal might be considered incomplete. An incomplete submittal can be returned for completion, causing delays to your project. You are also responsible for all other general and special conditions contained in your permit.

Should you have any questions regarding this matter, please call Paula Gill of our Regulatory Division at (415) 503-6776 or by email at Paula.C.Gill@usace.army.mil. Please address all correspondence to the Regulatory Division and refer to the File Number at the head of this letter. If you would like to provide comments on our permit review process, please complete the Customer Survey Form available online at <http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

Laurence M. Farrell

LF Laurence M. Farrell
Lieutenant Colonel, U.S. Army
Commanding

Enclosures

Copies Furnished (w/encl 1 only):

US CG, Alameda, CA
US EPA, San Francisco, CA
US NMFS, Santa Rosa, CA
CA DFG, Yountville, CA
CA RWQCB, Oakland, CA
SF BCDC, Permit No. 1-08, San Francisco, CA

DEPARTMENT OF THE ARMY PERMIT

PERMITTEE: San Francisco Bay Area Water Emergency Transportation Authority

PERMIT NO.: 2008-00097S

ISSUING OFFICE: San Francisco District

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate District or Division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below:

PROJECT DESCRIPTION: The Water Emergency Transportation Authority will construct a Ferry Terminal at Oyster Point Marina, in South San Francisco, San Mateo County, California. Work within the jurisdiction of the U.S. Army Corps of Engineers (USACE) will occur in phases. The first phase will include demolition of existing docks and end ties and consequent replacement of some of these structures in a new location. Reconstruction will require installation of eight (8) guide piles. Phase II will include dredging. Phase III will involve placement of a concrete access/viewing terrace, a covered pier, and riprap redressing. Phase IV will require placement of steel guide and dolphin piles with fenders, the gangway, and boarding float with two berths. In total approximately 170 cubic yards of new fill within 0.017 acre of USACE jurisdiction will occur. Newly constructed floating structures will cover 0.138 acre and newly constructed shadow will cover 0.196 acre.

Proposed dredge will require removal of approximately 19,340 cubic yards for basin deepening to accommodate the boarding float and for additional depth for ferry vessel access. The resulting channel width will be 120 feet and will have design a bottom elevation of -10 feet MLLW (mean lower low water) plus a -2 foot over dredge allowance. The boarding float will require additional depth, with a design bottom elevation of -12 feet MLLW plus a -2 foot over dredge allowance. Dredged material will be disposed of at the Alcatraz Disposal Site (SF-11). The project will be completed in accordance with the plans and drawings titled, "South San Francisco Ferry Terminal Figures 1-12" dated March 2008 (enclosure 1). All of the work will be completed in compliance with the September 25, 2006, letter from the National Marine Fisheries Service (NMFS, enclosure 2). Additionally, essential fish habitat recommendation measures provided by the NMFS in the same September 25, 2006, letter will be fully implemented.

PROJECT LOCATION: Oyster Point Marina, South San Francisco, San Mateo County, California

PERMIT CONDITIONS:

GENERAL CONDITIONS:

1. The time limit for completing the work authorized ends on (March 1, 2014). If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is

eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions (enclosure 3).
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.
7. You understand and agree that, if future operations by the United States require the removal, relocation or other alteration of the structure or work authorized herein, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, you will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

SPECIAL CONDITIONS:

1. Any waste material that enters the water or the bay bottom shall be removed immediately.
2. All material and debris generated as a result of project construction shall be removed from the site and disposed of in an approved location outside of USACE jurisdiction.
3. All staging, maintenance, and storage of heavy machinery shall be conducted in such a location and manner that no fuel, oil, or other petroleum products may run off or be washed by rainfall into the water.
4. All appropriate best management practices shall be implemented throughout the project site to help minimize sediment disturbance and suspension within the water.
5. Any change in the project design, materials, or construction methods, must be approved by the Corps in writing.
6. All work shall be performed in accordance with the enclosed letter from the National Marine Fisheries Service dated September 25, 2006.
7. To reduce adverse effects to federally listed fish species a vibratory hammer will be used to install steel piles. If an impact hammer is required to achieve the appropriate final elevation then an air bubble curtain to attenuate sound levels will be utilized.
8. Project dredging will be scheduled to coincide within the work windows, established by the Long Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region (1998). Dredging shall be limited to 1 June through 30 November each year for the following reason:
 - a. In order to minimize impacts to listed species of steelhead Trout (*Oncorhynchus mykiss*), no dredging and disposal operations shall occur from December 1 through May 31, without prior consultation (pursuant to Section 7 of the Endangered Species Act) with and approval from the National Marine Fisheries Service and the Corps of Engineers.
9. All Essential Fish Habitat recommendations shall be implemented as outlined in the NMFS letter dated January September 25, 2006 (enclosure 2).
10. Special conditions for dredging as described in enclosure 4 shall be fully implemented.

FURTHER INFORMATION:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:
 - (x) Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. Section 403).
 - (x) Section 404 of the Clean Water Act (33 U.S.C. Section 1344).
 - () Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. Section 1413).
2. Limits of this authorization:
 - a. This permit does not obviate the need to obtain other Federal, State, or local authorizations required by law.
 - b. This permit does not grant any property rights or exclusive privileges.
 - c. This permit does not authorize any injury to the property or rights of others.
 - d. This permit does not authorize interference with any existing or proposed Federal project.
3. Limits of Federal Liability: In issuing this permit, the Federal Government does not assume any liability for the following:
 - a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
 - b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
 - c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
 - d. Design or construction deficiencies associated with the permitted work.
 - e. Damage claims associated with any future modification, suspension, or revocation of this permit.
4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.
5. Reevaluation of Permit Decision: This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:
 - a. You fail to comply with the terms and conditions of this permit.
 - b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate. (See Item 4 above.)
 - c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 C.F.R. Section 325.7 or enforcement procedures such as those contained in 33 C.F.R. Sections 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 C.F.R. Section 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions: General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

John Sk March 3, 2008
(PERMITTEE) (DATE)
John Sindzinski

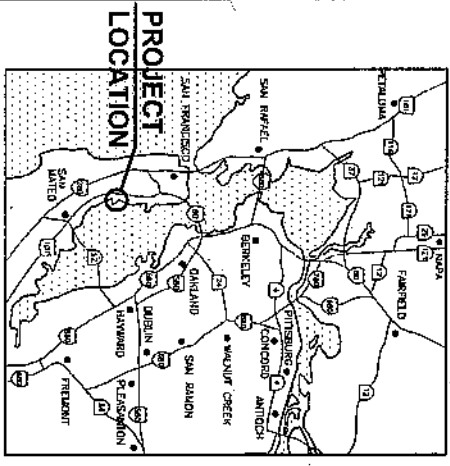
This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

Jane M. Farrell 3/4/09
Laurence M. Farrell (DATE)
Lieutenant Colonel, U.S. Army
District Commander

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(TRANSFEREE) (DATE)

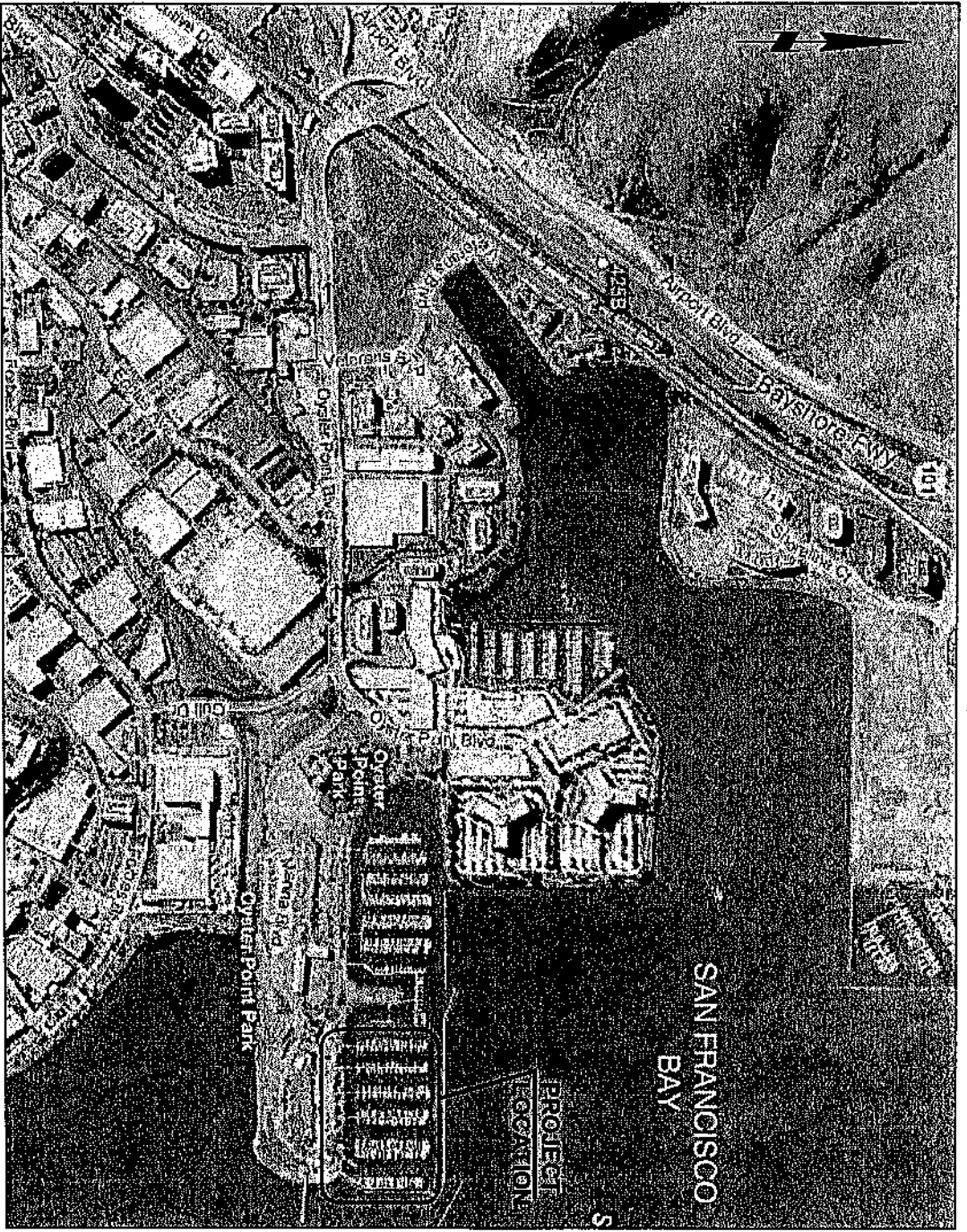
Enclosure 1:



VICINITY MAP
NTS

TIDAL DATA IN VICINITY

LEVEL	ELEV. FT
HIGHEST OBSERVED WATER LEVEL	10.17
MEAN HIGHER HIGH WATER (MHHW)	7.17
MEAN HIGH WATER (MHW)	6.73
MEAN TIDE LEVEL (MTL)	3.96
MEAN SEA LEVEL (MSL)	3.89
MEAN LOW WATER (MLW)	1.20
NORTH AMERICAN VERTICAL DATUM 1988 (NAVD)	0.50
MEAN LOWER LOW WATER (MLLW)	0.00
LOWEST OBSERVED WATER LEVEL (01/19/1988)	-2.72



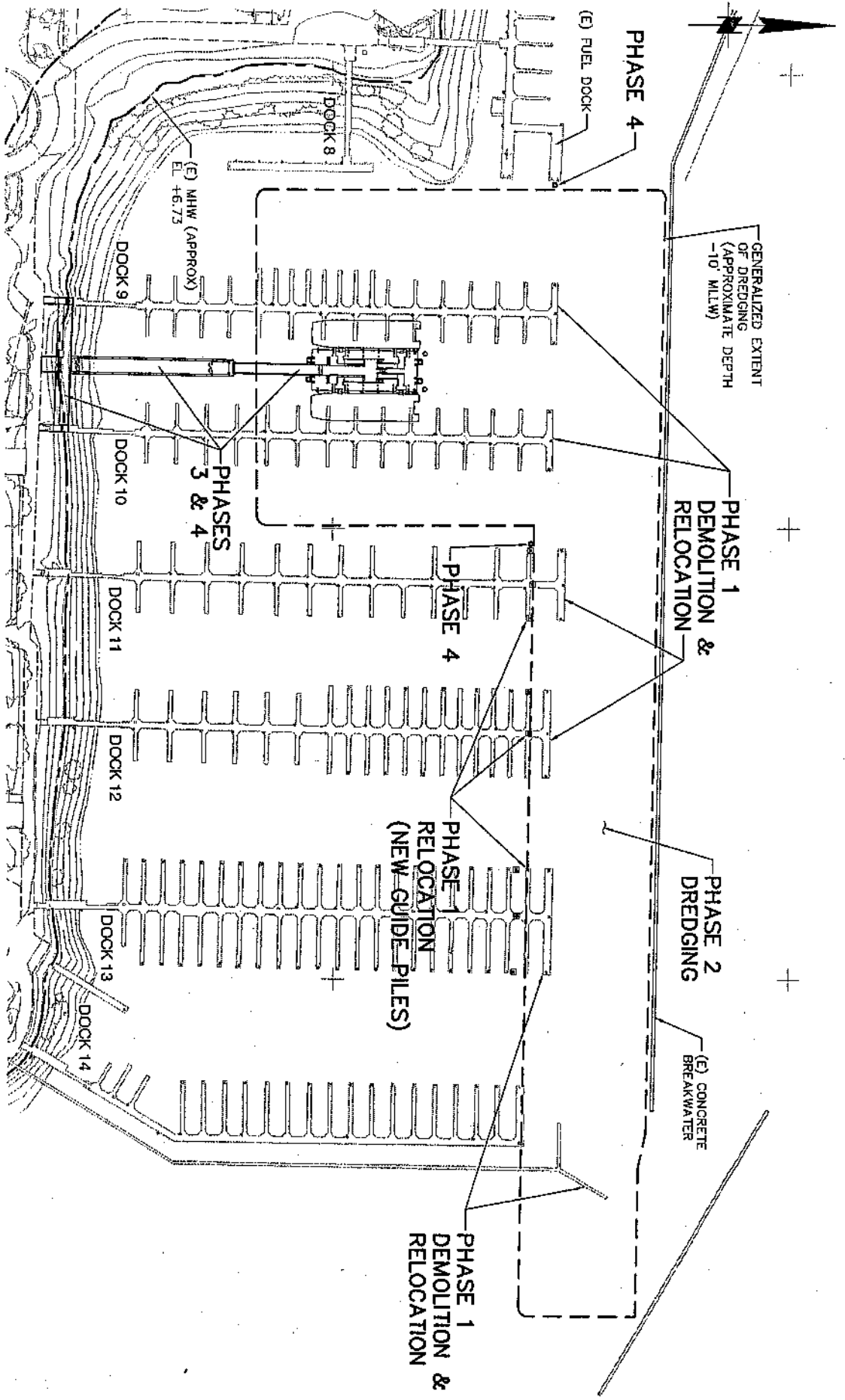
LOCATION MAP
NTS

FIGURE 1
LOCATION MAP

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL
 DATUM: MLLW
 CO-APPLICANT:
 S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL
 IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 FIGURE 1 OF 12 DATE: MARCH 2008



PHASING MAP
1" = 160'

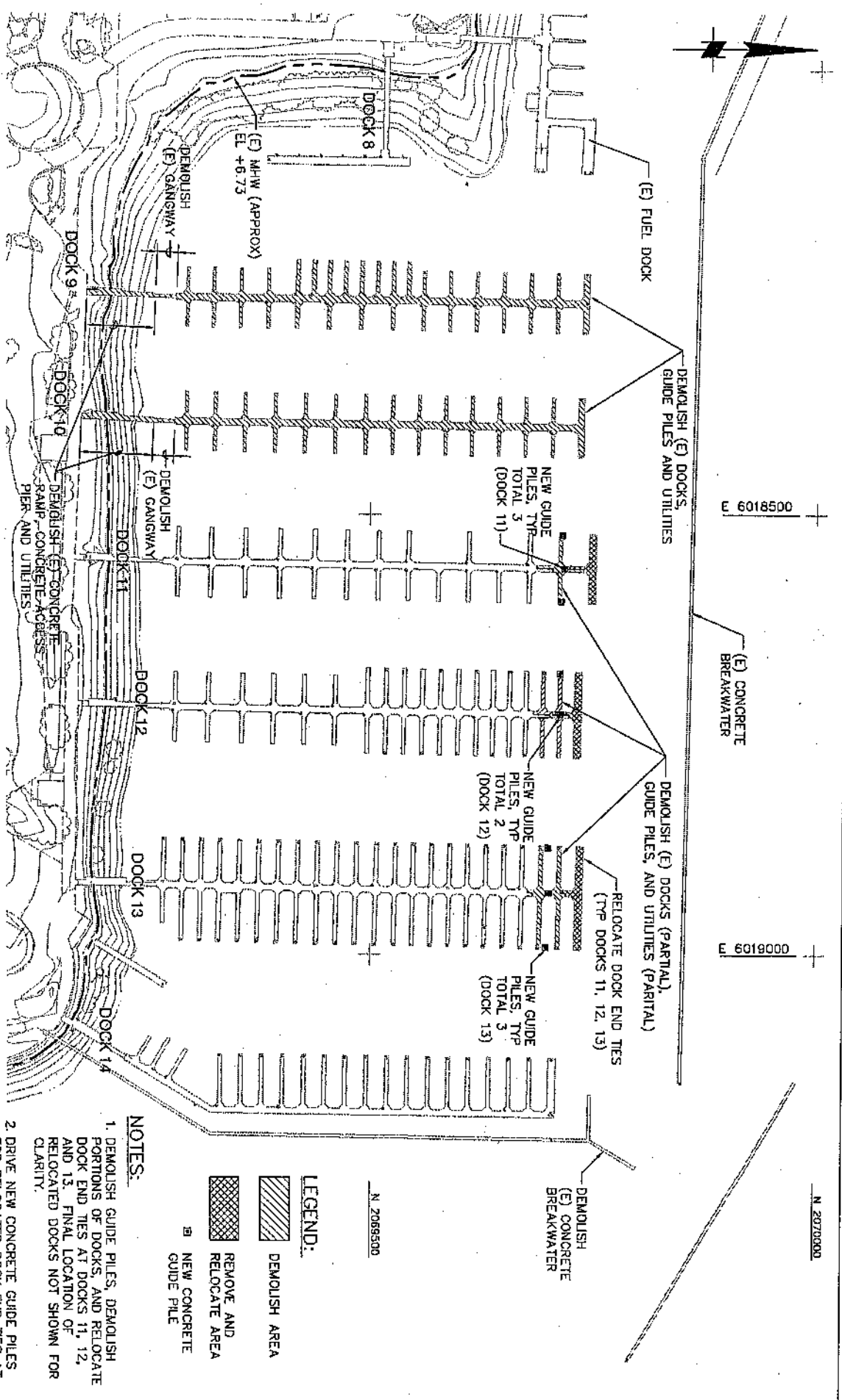
FIGURE 2
PHASING MAP

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL
 DATUM: MLLW
 CO-APPLICANT:
 S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

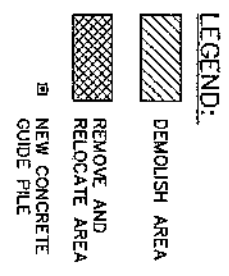
SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 DATE: MARCH 2008



DEMOLITION PLAN PHASE 1
 1" = 160'

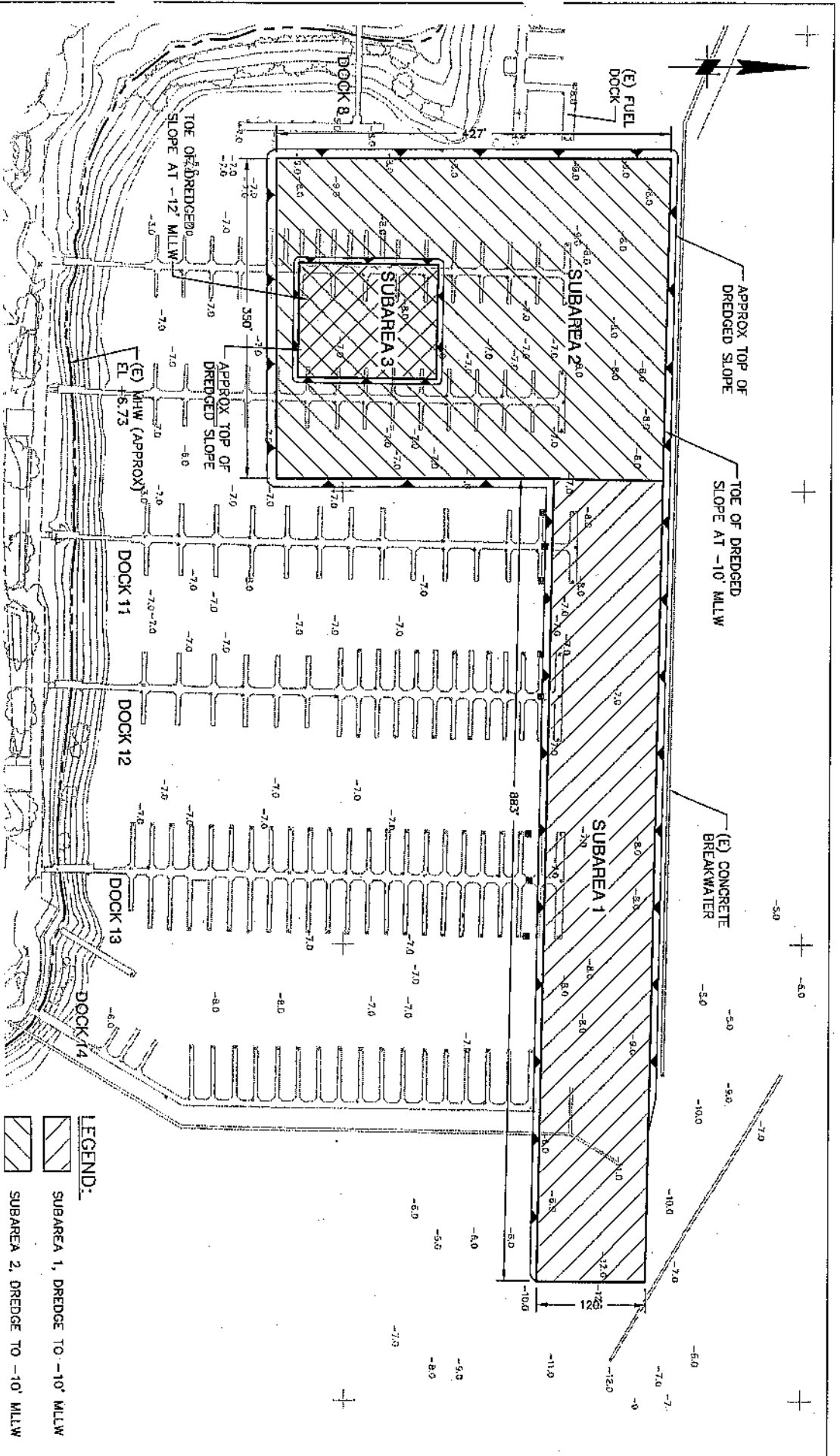
- NOTES:**
1. DEMOLISH GUIDE PILES, DEMOLISH PORTIONS OF DOCKS, AND RELOCATE DOCK END TIES AT DOCKS 11, 12, AND 13. FINAL LOCATION OF RELOCATED DOCKS NOT SHOWN FOR CLARITY.
 2. DRIVE NEW CONCRETE GUIDE PILES FOR RELOCATED DOCK END TIES AT DOCKS 11, 12, AND 13.



PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL
 DATUM: MLLW
 CO-APPLICANT:
 S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 3
DEMOLITION PLAN
PHASE 1
 SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL
 IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 DATE: MARCH 2008
 FIGURE 3 OF 12



DREDGING PLAN PHASE 2

1" = 160'

NOTE: DIMENSIONS SHOWN ARE NOMINAL; MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE FILL QUANTITIES.

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MILLW

CO-APPLICANT:

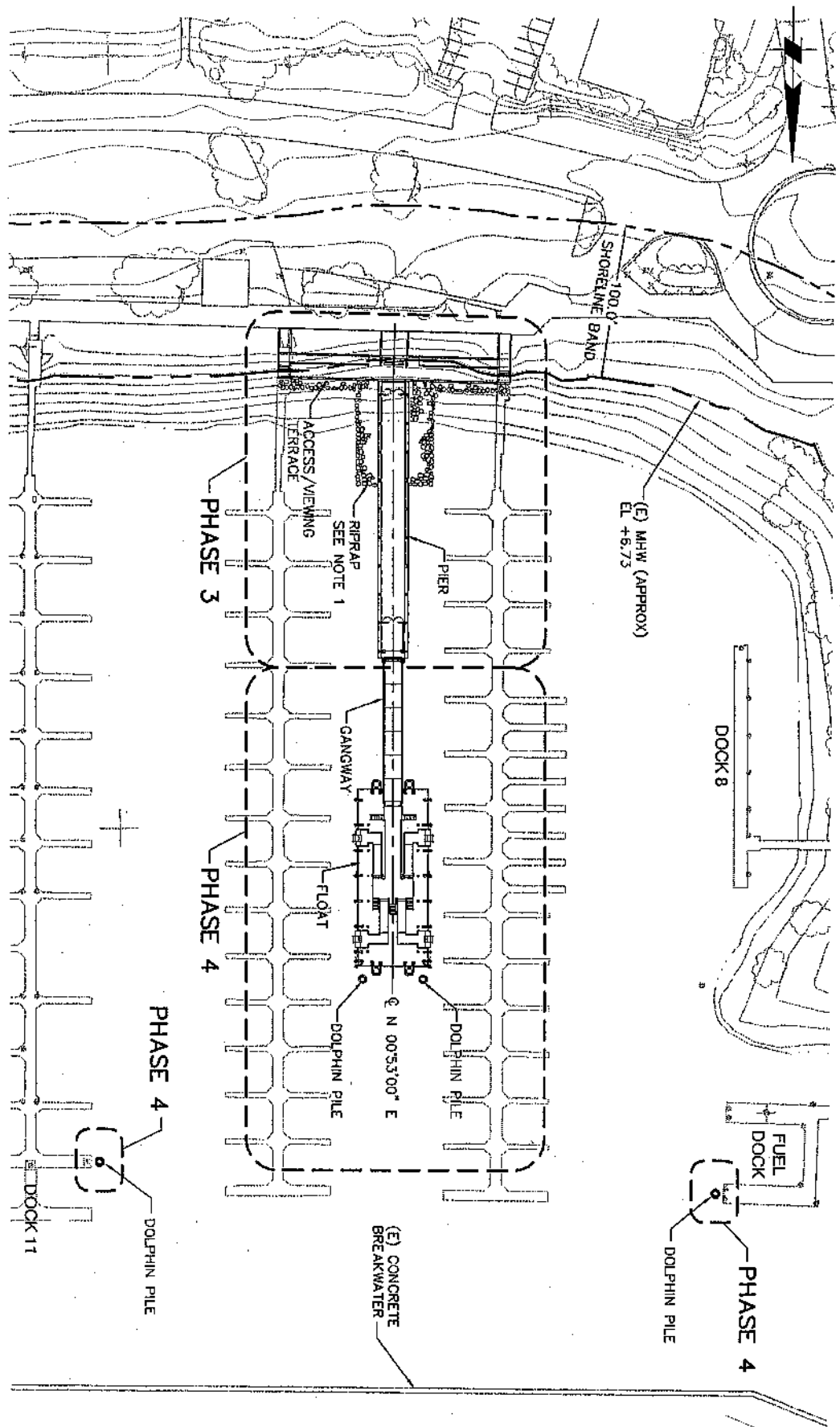
S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 4
DREDGING PLAN
PHASE 2

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 DATE: MARCH 2008



SITE PLAN
1" = 100'

NOTES:

1. RIPRAP SHALL EXTEND TO ELEVATION -3.5 MILLW AND CONFORM WITH EXISTING.
2. EXISTING RIP RAP IS 2' TO 6" UNIFORMLY GRADED ROCK.

FIGURE 5
SITE PLAN

PHASES 3 & 4

SAN MATEO COUNTY HARBOR DISTRICT
400 OYSTER POINT BLVD, SUITE 300
SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

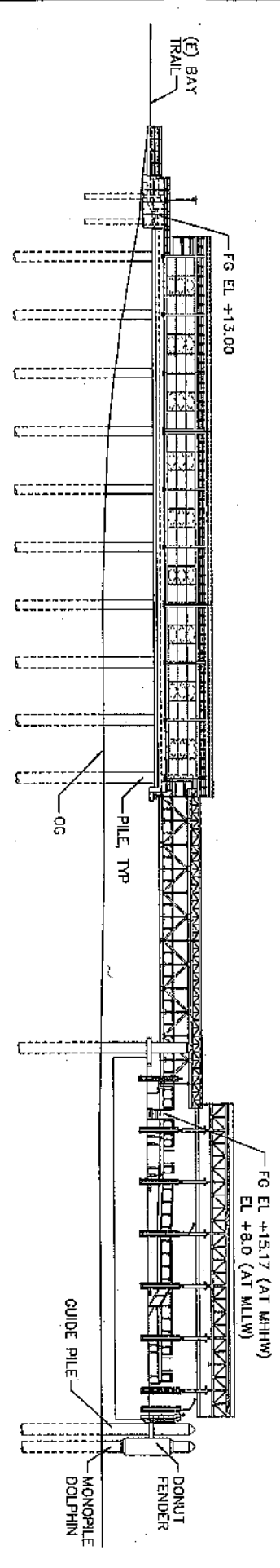
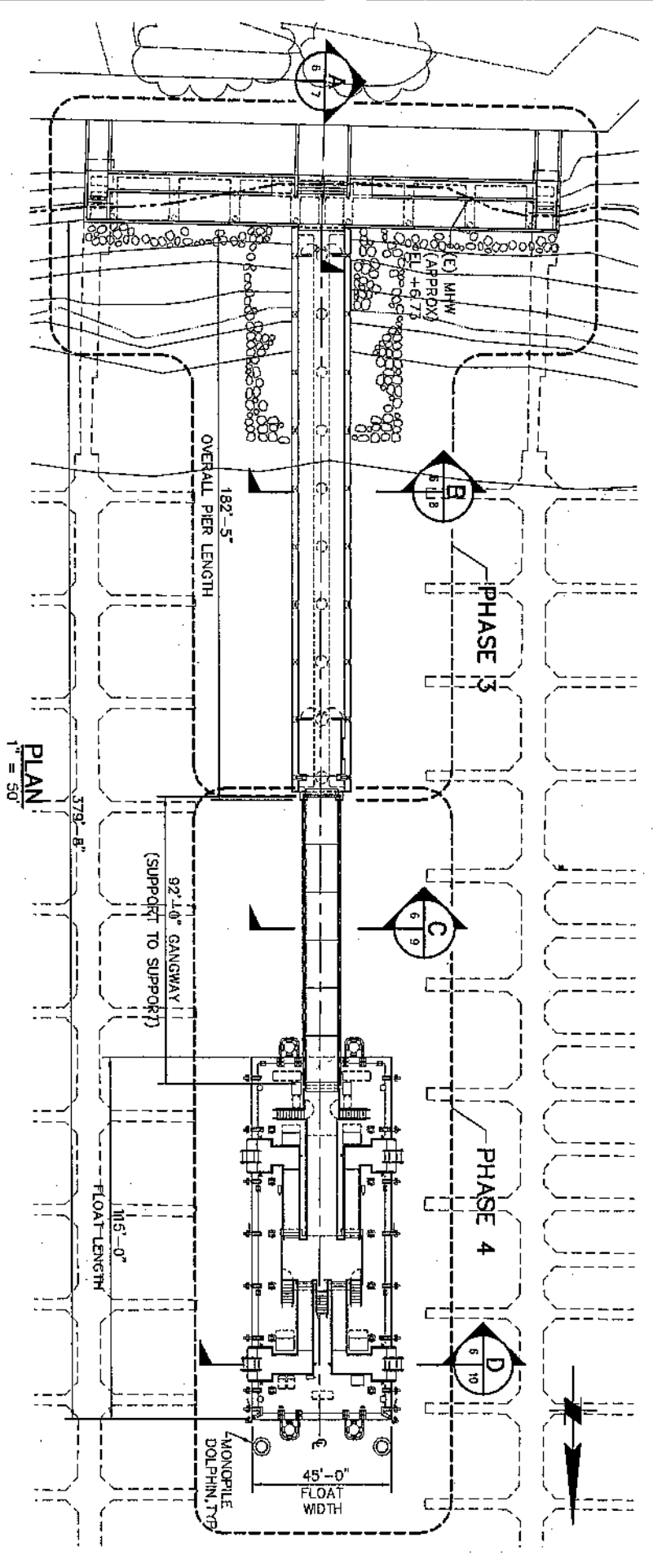
IN: OYSTER POINT MARINA
AT: SOUTH SAN FRANCISCO
COUNTY OF: SAN FRANCISCO
APPLICATION BY: META/SMCHD
DATE: MARCH 2008

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MILLW

CO-APPLICANT:

S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
PIER 9, SUITE 111, THE EMBARCADERO
SAN FRANCISCO, CA 94111



NOTE: DIMENSIONS SHOWN ARE NOMINAL. MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE BILL QUANTITIES.

ELEVATION
1" = 50'

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MILLW

CO-APPLICANT:

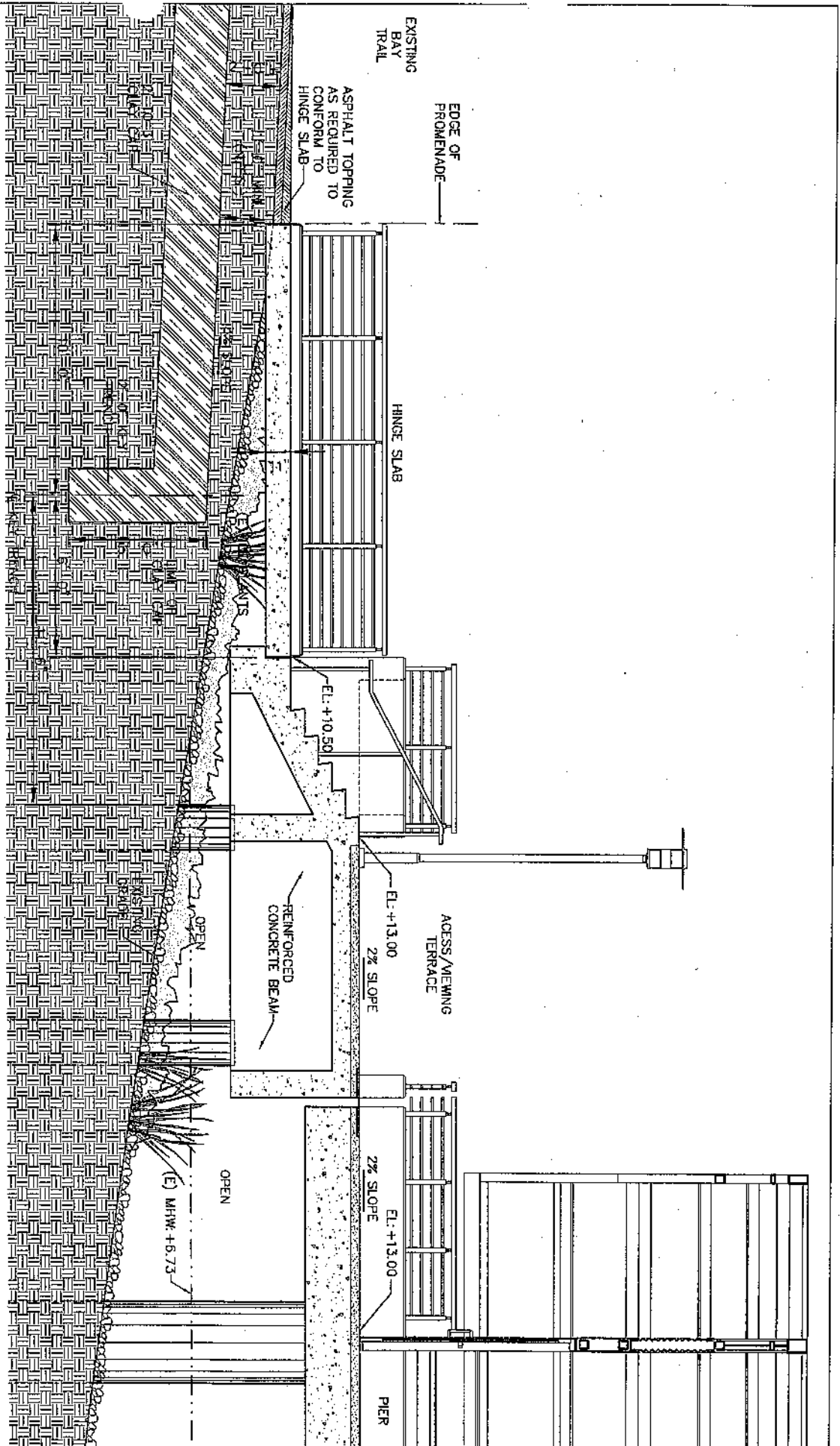
S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
PIER 9, SUITE 111, THE EMBARCADERO
SAN FRANCISCO, CA 94111

FIGURE 6
PLAN AND ELEVATION

SAN MATEO COUNTY HARBOR DISTRICT
400 OYSTER POINT BLVD, SUITE 300
SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
AT: SOUTH SAN FRANCISCO
COUNTY OF: SAN FRANCISCO
APPLICATION BY: WETA/SMCHD
DATE: MARCH 2008



NOTE: DIMENSIONS SHOWN ARE NOMINAL. MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE BILL QUANTITIES.

SECTION A
 3/16" = 1'-0"
 6 1/2'

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MLLW

CO-APPLICANT:

S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 7
 SECTION
 VIEWING TERRACE

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN:

AT:

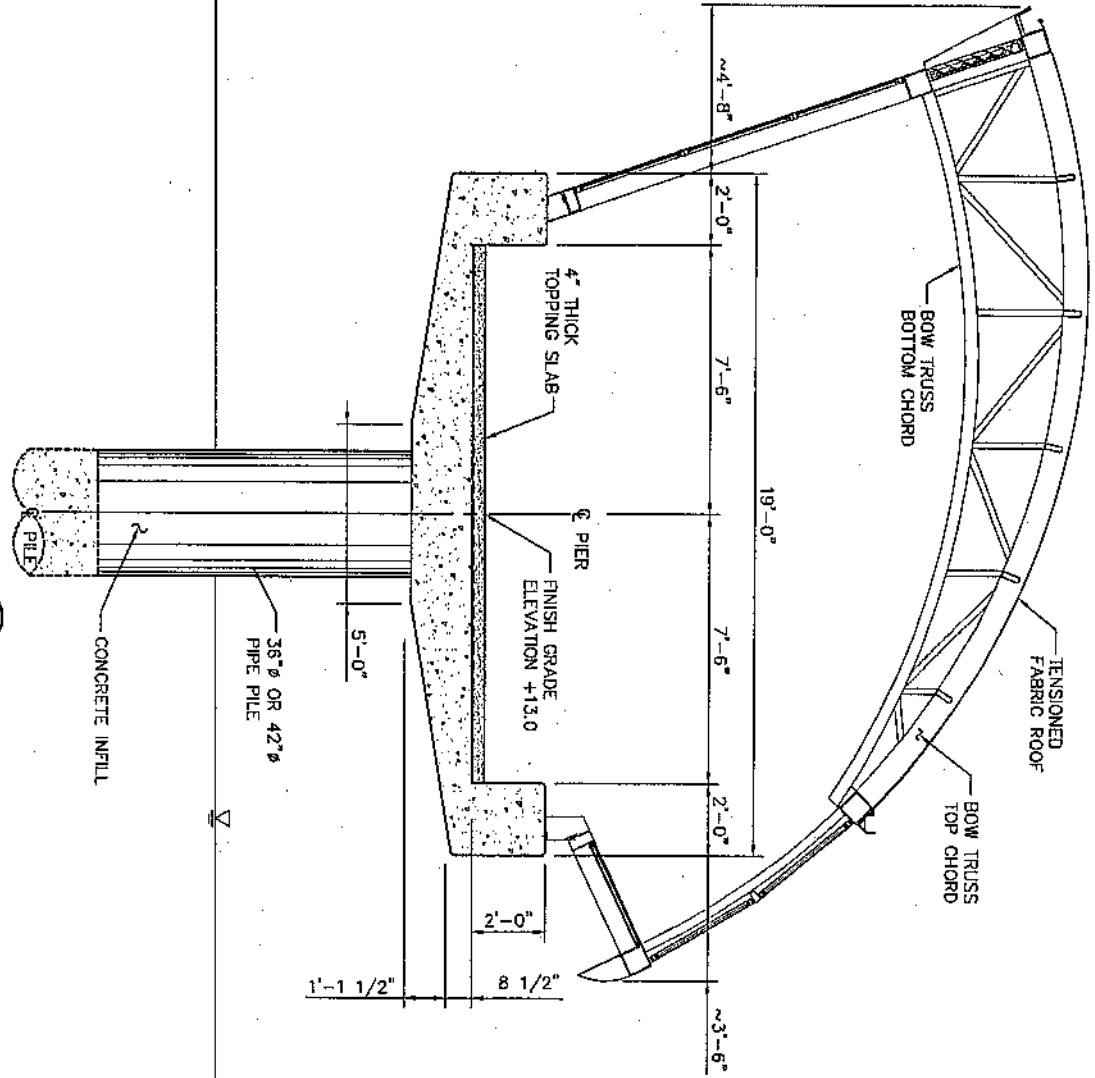
COUNTY OF:

APPLICATION BY:

OYSTER POINT MARINA
 SOUTH SAN FRANCISCO
 SAN FRANCISCO

WETA/SMCHD

DATE: MARCH 2008



SECTION B
 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE NOMINAL. MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE BILL QUANTITIES.

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MLLW

CO-APPLICANT:

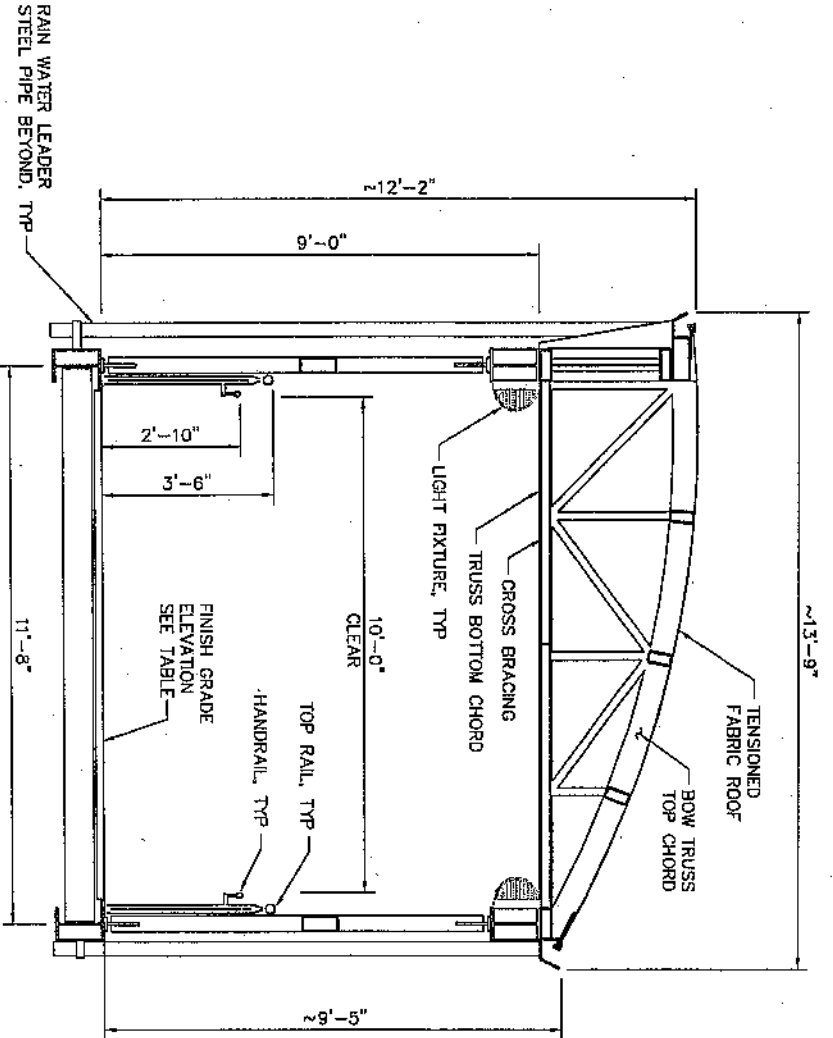
S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 8
SECTION B
PIER

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 DATE: MARCH 2008



SECTION C
 $1/4" = 1'-0"$

NOTE: DIMENSIONS SHOWN ARE NOMINAL. MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE BILL QUANTITIES.

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MILLW

CO-APPLICANT:

S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 9

SECTION C

GANGWAY

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN:

OYSTER POINT MARINA

AT:

SOUTH SAN FRANCISCO

COUNTY OF:

SAN FRANCISCO

APPLICATION BY:

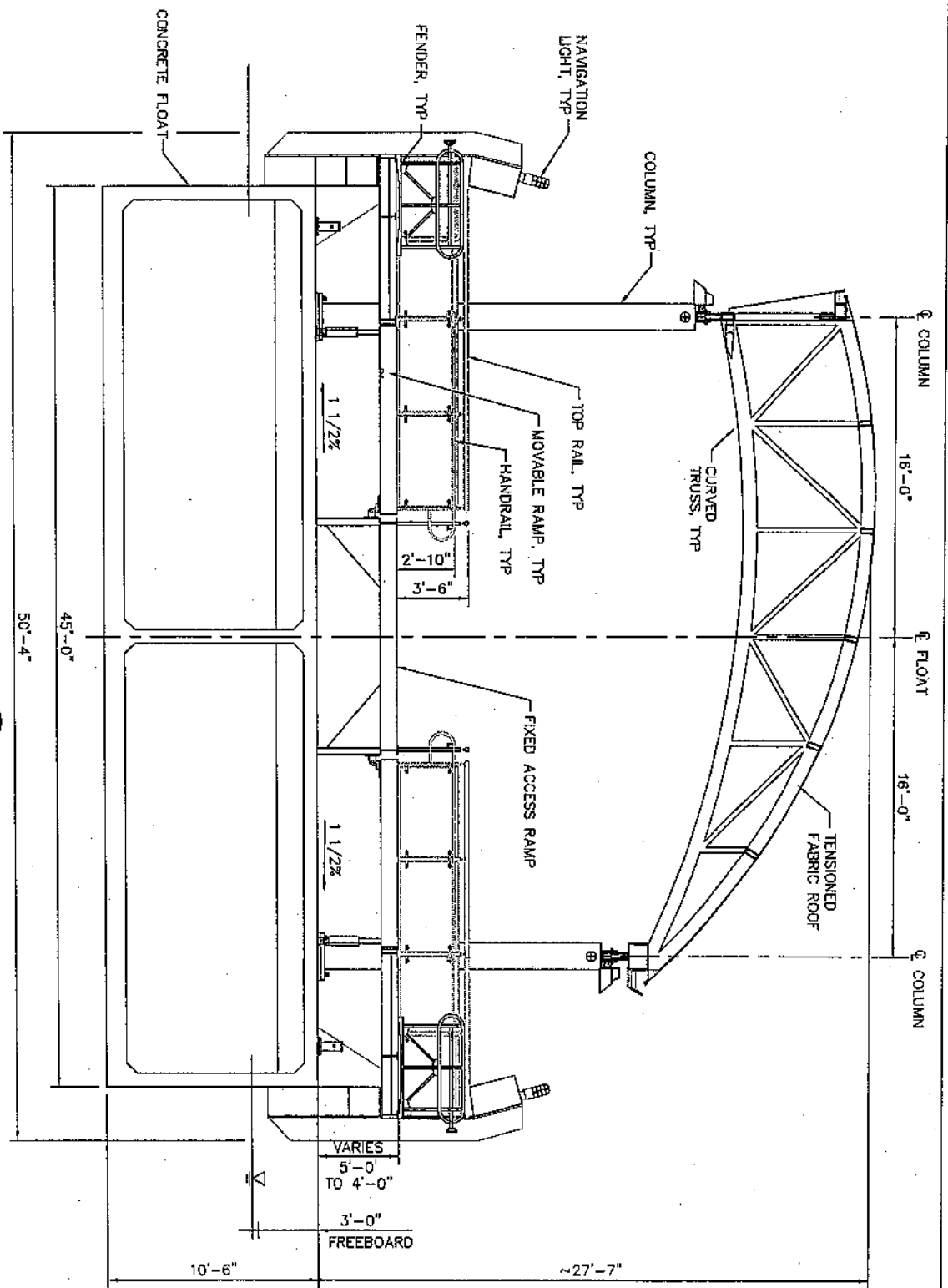
WETA/SMCHD

FIGURE 9 OF 12

DATE: MARCH 2008

TABLE

LOCATION	ELEVATION (FEET)
AT PIER	+13
AT FLOAT (AT MHHW)	+13.17
AT FLOAT (AT MILLW)	+8



NOTE: DIMENSIONS SHOWN ARE NOMINAL. MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE BILL QUANTITIES.

SECTION
 $\frac{1}{8"} = 1'-0"$
D
 10

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL
 DATUM: MLLW

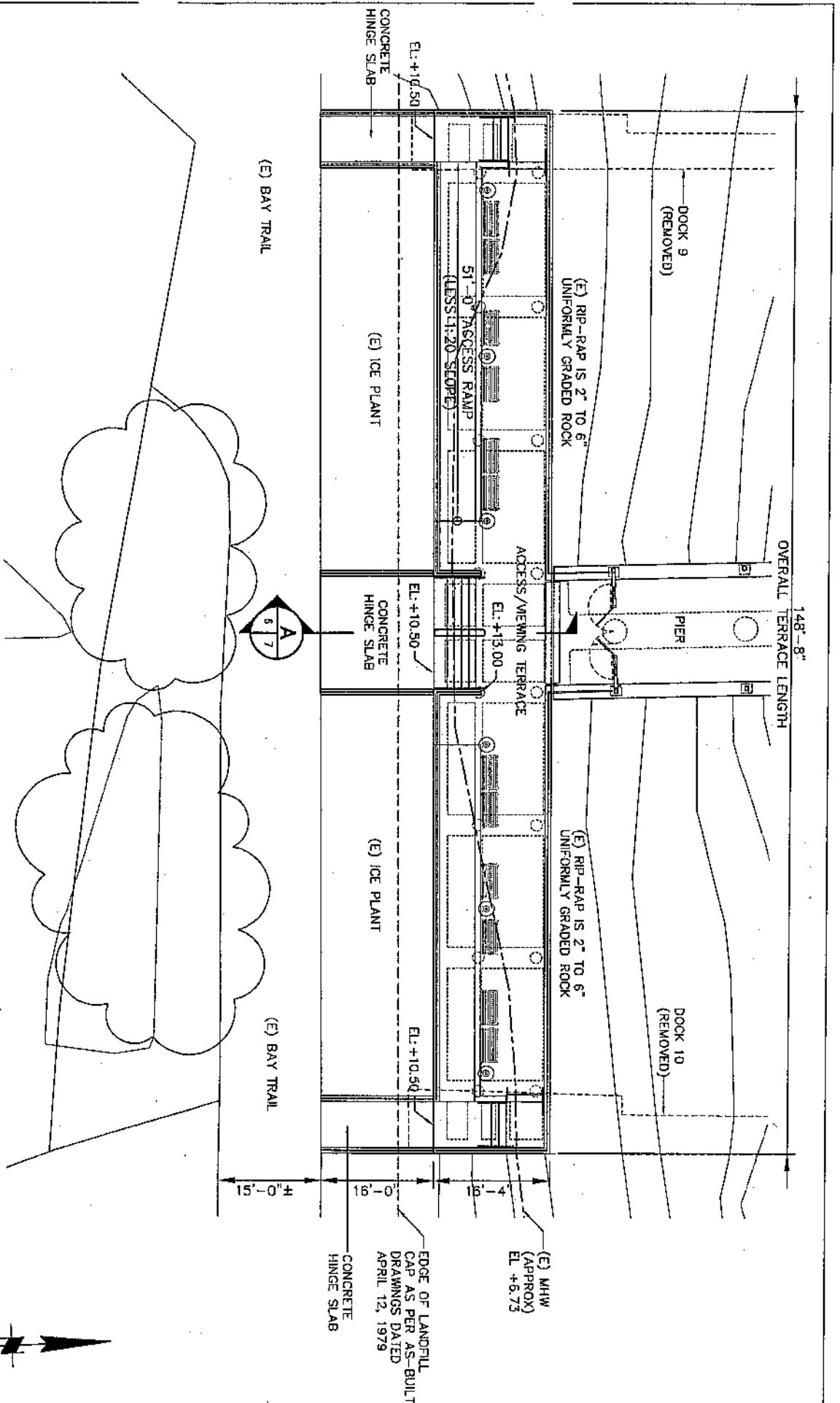
CO-APPLICANT:
 S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 10
SECTION D
FLOAT

SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 DATE: MARCH 2008



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PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MLW

CO-APPLICANT:

S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

PLAN
 1" = 20'

FIGURE 11

PLAN

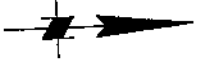
ACCESS/VIEWING TERRACE

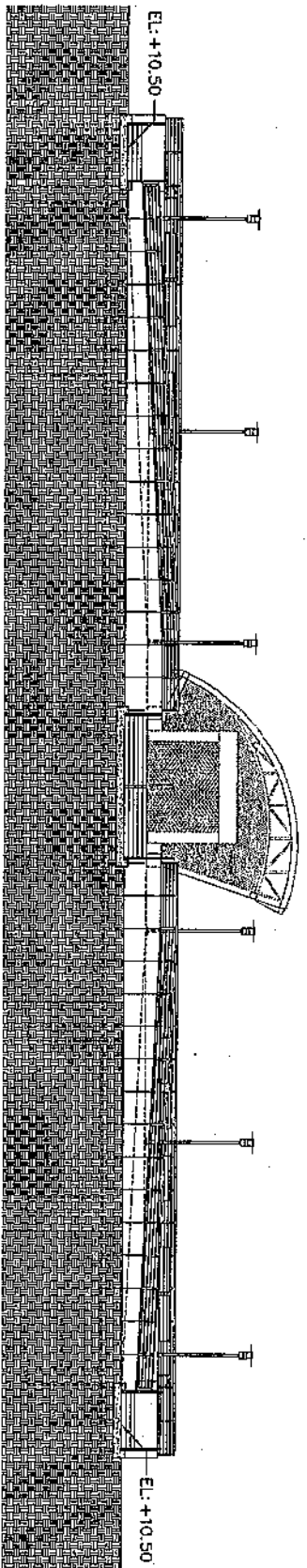
SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
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 COUNTY OF: SAN FRANCISCO
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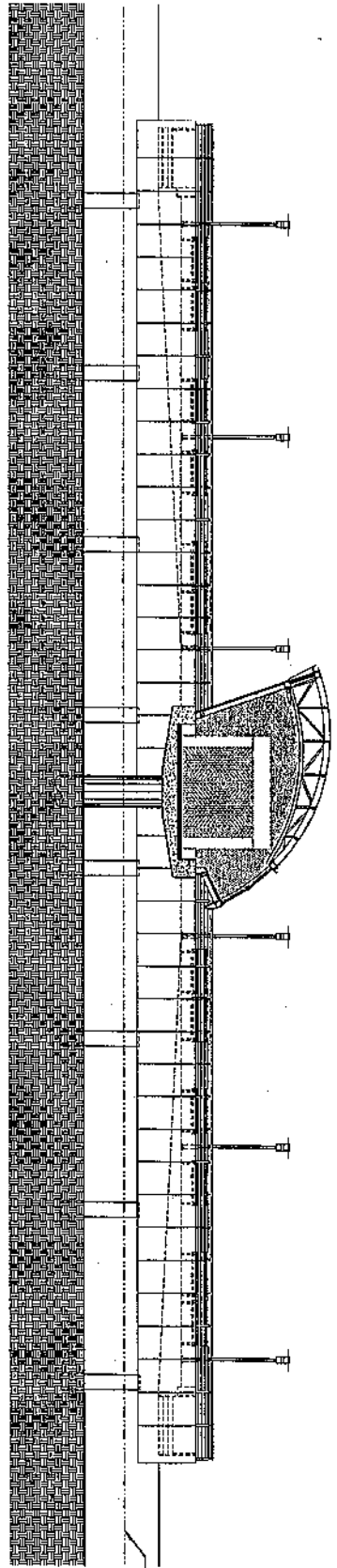
EDGE OF LANDFILL
 CAP AS PER AS-BUILT
 DRAWINGS DATED
 APRIL 12, 1979





ACCESS/VIEWING TERRACE NORTH ELEVATION

1" = 20'



ACCESS/VIEWING TERRACE SOUTH ELEVATION

1" = 20'

(E) MHW
(APPROX)
EL. +6.73

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL
 DATUM: MLLW
 CO-APPLICANT:
 S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 12
 ELEVATIONS
 ACCESS/VIEWING TERRACE
 SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL
 IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 DATE: MARCH 2008

Enclosure 2:



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

September 25, 2006

In response refer to:
2006/03243:WSL

Ms. Leslie Rogers
Regional Administrator, Region IX
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, California 94105-1839

Lt. Colonel Craig W. Kiley
District Engineer
U.S. Department of the Army
San Francisco District, Corps of Engineers
333 Market Street
San Francisco, California 94105-2197

Dear Ms. Rogers and Colonel Kiley:

Thank you for your letters of June 6, and August 30, 2006, regarding work at Oyster Point for the proposed South San Francisco Ferry Terminal project. By letter of June 6, 2006, the Federal Transit Authority (FTA) initiated consultation with NOAA's National Marine Fisheries Service (NMFS) pursuant to section 7 of the Endangered Species Act (ESA) and the Essential Fish Habitat (EFH) provisions of the Magnuson Stevens Fishery Conservation and Management Act (MSFCMA) for the proposed South San Francisco Ferry Terminal in San Mateo County, California. By letter dated August 30, 2006, the Army Corps of Engineers (Corps) initiated consultation with NMFS pursuant to section 7 of the ESA and EFH provisions of the MSFCMA regarding the Oyster Point Marina Continuing Authorities Program (CAP) Section 107 Navigation Project

FTA and the San Francisco Bay Area Water Transit Authority (WTA) are jointly proposing the construction and operation of the South San Francisco Ferry Terminal at Oyster Point. The project would develop a new ferry route between South San Francisco and the East Bay, requiring construction of a new ferry terminal at the Oyster Point Marina and Park in South San Francisco. The San Francisco District of the Corps has proposed to relocate a section of breakwater at the Oyster Point Marina to minimize wave velocities associated with new ferry service from Oyster Point. Inasmuch as the breakwater project is needed, in part, because of the proposed ferry



system, we have elected to respond to both requests for section 7 consultation and EFH provisions of the MSFCMA with a single letter to FTA, and the Corps.

NMFS has reviewed the project description for the proposed ferry terminal and other information provided in FTA's letter of June 6, 2006, and the February 2006, draft Environmental Impact Report/Environmental Assessment for the South San Francisco Ferry Terminal Project prepared by EIP Associates. We have also reviewed the Corps' August 2006 draft Environmental Assessment for the CAP Section 107 Navigation Project at Oyster Point Marina (EA). The ferry terminal project proposes to remove about 124 existing boat berths to create a path for entering and exiting ferries. In addition to a new docking facility, a ferry terminal and supporting structures would be built. The docking facility would include placement of 20 to 30 24-inch concrete piles driven 60 to 80 feet below the bottom surface, and ten 36-inch hollow steel dolphins. For its breakwater project, the Corps proposes to remove the existing breakwater (156 feet in length, approximately 300 cubic yards of material) consisting of reinforced concrete sheetpiles and haul them to a commercial dumpsite. The Corps then proposes to construct a new reinforced concrete breakwater extension 103 or 125 feet long. In-water breakwater removal and construction of the new breakwater will occur from a barge over a period of 90 days between June 1 and August 31. The materials for the new breakwater would be precast, prestressed piling and sheetpiling. Fender piles might be used to provide extra protection to the vessels entering and leaving the harbor. Fender piles would be constructed of epoxy-coated steel or plastic. The breakwaters would be held in place by concrete piling. The new breakwater structure will help protect the marina from prevailing south-western winds, making navigation in and out of the marina more manageable for the ferries as well as small private vessels.

Staff with the NMFS Santa Rosa Area Office have been working with FTA, WTA and their consultants to identify potential impacts to fishes and develop measures that would minimize impacts to listed species and habitats. To address effects associated with elevated underwater sound levels during pile driving, WTA proposes to use a vibratory hammer rather than an impact hammer pile driver to install the ten steel piles at the new docking facility. If incomplete geotechnical studies indicate that an impact hammer is necessary due to unforeseen hard driving conditions or to test piles after they are vibrated into place, WTA proposes to use an air bubble curtain to attenuate sound levels for steel piles. For pile driving at the Corps' breakwater project, the Corps proposes to use a vibratory device instead of an impact hammer if possible and all pile driving will be restricted to the period between June 1 and August 31. In addition, the Corps' EA for the project predicts underwater sound pressure levels during pile driving shall not exceed 180 dB re one micropascal outside of the marina.

Dredging would be required for the ferry terminal to increase the channel depth from approximately seven feet (existing) to ten feet (proposed) and to twelve feet near the dock. It is anticipated that dredging will produce 17,000 cubic yards of bottom material that will require disposal. Project dredging will be scheduled to coincide within the work windows established by the *Long Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region* (1998). All disposal of dredged material will be at an upland site. Future

maintenance dredging in Oyster Point Marina may be conducted, but the frequency and amounts are unknown. Therefore, future maintenance dredging at this facility will be addressed in separate consultations with the Corps for future permits issued pursuant to section 404 of the Clean Water Act.

Endangered Species Act

Available information indicates that the following listed species may occur in south San Francisco Bay and in the vicinity of the project area:

Central California Coast steelhead DPS (*Oncorhynchus mykiss*)
threatened (January 5, 2006, 71 FR 834)
critical habitat (September 2, 2005, 70 FR 52488)

North American green sturgeon southern DPS (*Acipenser medirostris*)
threatened (April 7, 2006, 71 FR 17757)

Central California Coast (CCC) steelhead use the southern San Francisco Bay primarily as a migration corridor between the Pacific Ocean and tributaries of south San Francisco Bay. Steelhead are known to spawn and rear in the South Bay tributaries of San Francisquito Creek, Stevens Creek, Guadalupe River, and Coyote Creek. There are no streams flowing in or near the Oyster Point project site that contain naturally spawning populations of threatened CCC steelhead. Adult and juvenile CCC steelhead migrations generally take place in the winter and spring months.

The southern distinct population segment (DPS) of North American green sturgeon spawns in the deep turbulent sections of the upper reaches of the Sacramento River. As juvenile green sturgeon age, they migrate downstream and live in the lower delta and bays, spending from three to four years there before entering the ocean. Adult green sturgeon return from the ocean every few years to spawn, and generally show fidelity to their upper Sacramento River spawning sites. Juvenile green sturgeon may be present in the South Bay and at the project site year-round.

The proposed construction of the new ferry terminal will involve the installation of several concrete and steel piles. Available information indicates that fish may be injured or killed when exposed to elevated underwater sound pressure waves generated from driving steel piles with impact hammers. Pathologies associated with very high sound levels are collectively known as barotraumas. These include hemorrhage and rupture of internal organs, including the swimbladder and kidneys in fish. Death can be instantaneous, occur within minutes after exposure, or occur several days later. High sound pressure levels can also result in hearing damage to fish. A Sound Exposure Level metric of 187 dB re one micropascal squared/second is currently used to correlate physical injury to fish from underwater sound pressure produced during the installation of piles Abbott *et al.* 2005.

For this project, WTA proposes to use a vibratory hammer rather than an impact hammer pile driver to install the ten steel piles at the new docking facility. Based on data collected during the installation of steel piles with a vibratory hammer in Richmond Inner Harbor (Reyff 2003), the adverse effects described above are not expected with the use of a vibratory hammer. Sound levels produced by vibratory hammers are not only lower, but generate different sound wave forms and lower sound frequencies that are less injurious than those produced by an impact hammer. Therefore, it is expected that underwater sound produced by this project during the driving of steel piles will not exceed levels that will result in injury or mortality of fish. If incomplete geotechnical studies indicate that an impact hammer is necessary due to unforeseen hard driving conditions or to test piles after they are vibrated into place, WTA proposes to use an air bubble curtain to attenuate sound levels. By encapsulating the steel piles with a curtain of air bubbles during impact driving, sound levels can be significantly reduced.

Construction of the new docking facility will also require the installation of 20 to 30 24-inch concrete piles. Available information indicates that the installation of 24-inch diameter concrete piles is not likely to injure fish. A study conducted at the Port of Oakland (Abbott *et al.* 2005) revealed that several species of fish which were held in cages 10 meters from the pile were not physically injured when exposed to several hundred underwater sound pulses during the installation of 24-inch octagonal concrete piles with an impact hammer. The above considerations suggest that physical injury or mortality of green sturgeon and anadromous salmonids due to underwater sound produced during the installation of piles at this project are not anticipated to occur. When construction is completed, no on-going impacts to listed salmonids or green sturgeon are expected from this project.

The removal of the old breakwater and the proposed installation of a new breakwater is scheduled to be completed between June 1 and August 31. The timing reduces the likelihood that anadromous salmonids will be in the vicinity of the construction site during construction. Inasmuch as the Corps' breakwater project proposes to use vibratory devices to install concrete piles and sheetpiles, physical injury or mortality of green sturgeon and anadromous salmonids due to underwater sound produced during the installation of the concrete sheet piles at this project are not expected to occur. The proposed use of plastic or epoxy-coated steel for fender piles at the breakwater will avoid the leaching of toxins associated with treated wood.

It is anticipated that dredging will produce 17,000 cubic yards of bottom material that will require disposal. Proposed dredging will be scheduled to coincide within the work windows established by the *Long Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region*. This time period will avoid the migration seasons of listed anadromous salmonids. Green sturgeon are year-round residents in San Francisco Bay and may be present at the project site during dredging activities. Dredging is expected to create an increase in turbidity in the water column, but this increase is expected to be minor and localized at the dredge site. Turbidity levels are expected to rapidly decrease to baseline levels immediately following the completion of each dredging episode. As a bottom-oriented species which commonly occur on soft substrate in estuaries, green sturgeon are well-adapted to high levels of turbidity and are not

likely to be adversely affected by turbidity caused by the proposed dredging. All disposal of dredged material will be at an upland site. Upland disposal will minimize the dispersion of toxic substances in the estuary and eliminate smothering of bottom dwelling organisms.

Based on the best available scientific information, NMFS has determined that the proposed project is not likely to adversely affect listed anadromous salmonids or the southern DPS of North American green sturgeon. Regarding designated critical habitat, the potential effects of the proposed project, as discussed above, are associated with construction and are expected to be short-term and localized. Based on the best available information, NMFS has determined the proposed project is not likely to adversely affect essential physical or biological features associated with designated critical habitat. This concludes consultation in accordance with 50 CFR §402.13(a) for the proposed construction of the ferry terminal, relocation of the breakwater, and operation of ferries at Oyster Point Marina in San Francisco Bay, California. However, further consultation may be required if: (1) new information becomes available indicating that listed species or critical habitat may be affected by the project in a manner or to an extent not previously considered; (2) current project plans change in a manner that causes an effect to listed species or critical habitat in a manner not previously considered; or (3) a new species is listed or critical habitat designated that may be affected by the action. Additionally, if the Corps proposes to perform work on the breakwater outside the June through August time period or the Corps proposes to use impact hammers for installation of sheetpiles, further consultation with NMFS may be required.

Magnuson-Stevens Fishery Conservation and Management Act - Essential Fish Habitat

The project is located within an area identified as EFH for various life stages of fish species managed with the following Fishery Management Plans (FMP) under the MSFCMA:

- Pacific Groundfish FMP** - starry flounder, leopard shark
- Coastal Pelagics FMP** - northern anchovy
- Pacific Coast Salmon FMP** - Chinook salmon

In addition to the above fish species, live native oysters have been observed at the Oyster Point Marina by NMFS and Save-the-Bay staff members. The intertidal and subtidal distribution of native oysters within Oyster Point Marina has not been fully determined, but intertidal observations suggest they are widespread and in high densities. Native oysters are a valuable component of the SF Bay ecosystem, increasing the quality of EFH for groundfish, pelagic, and salmon species through increased habitat complexity, increased prey items, and potentially improved water quality.

NMFS has evaluated the proposed ferry project for potential adverse effects to EFH pursuant to Section 305(b)(2) of the MSFCMA. Potential adverse effects to EFH from construction of the ferry terminal include: (1) high sound pressure levels from pile driving, (2) increased turbidity due to dredging, (3) increased turbidity in the ferry channel and adjacent to the ferry terminal due to

the ferry wake, and (4) scouring in the ferry channel and adjacent ferry terminal due to the ferry wake. As discussed above, underwater sound pressure levels resulting from the installation of the proposed piles are not expected to result in adverse effects to the water column due to the use of a vibratory hammer and the use of an air bubble curtain to attenuate sound levels. An increased level of turbidity due to dredging is likely to be localized within the action area during the period of construction and is expected to dissipate within one tidal cycle. Operation of the ferry is expected to erode bottom sediments and increase turbidity in the harbor. A conceptual model predicts that the zone of increased turbidity will be limited to a footprint 53 feet wide and 16 feet below mean low low water (MLLW) on either side of the constructed ferry terminal and within the ferry channel. However, the accuracy of the conceptual model has not been tested. The wake generated by the ferry is expected to adversely affect native oysters due to scouring of bottom sediments and increased turbidity within Oyster Point Marina. This disturbance may displace or bury native oysters, impairing their ability to filter the water column and reducing their distribution and/or abundance in the bottom substrate.

Potential adverse effects to EFH from breakwater removal and replacement project activities include: (1) high sound pressure levels from sheetpile driving, (2) increased turbidity due to placement and removal of breakwater materials, and (3) modification of soft benthic substrate to hard artificial substrate. As discussed above, underwater sound pressure levels resulting from the installation of the proposed piles are not expected to result in adverse effects to the water column due to the use of a vibratory hammer. An increased level of turbidity due to the removal and replacement of breakwater materials is likely to be localized within the action area during the period of construction and is expected to dissipate with prevailing tidal currents. The new breakwater structure is expected to modify soft benthic habitat by the placement of hard artificial substrate. The overall quantity of artificial substrate in the project area is being reduced from 156 feet to either 125 feet or 103 feet (a 31 or 53 foot reduction in the amount of artificial hard substrate). If live native oysters are present on the existing breakwater structure, benefits to EFH including habitat complexity, prey availability, and potential improvements to water quality will be lost upon their removal. Oyster removal has potential to reduce the quality of EFH by reducing their distribution and/or abundance in the bottom substrate.

Based on the conditions at the project site and the inclusion of environmental measures discussed above, NMFS concludes the proposed SF Bay Ferry Terminal Project construction and dredging minimizes adverse impacts to EFH resulting from underwater sound generated by pile driving during project construction. However, dredging and operation of the ferry at the new terminal are expected to result in adverse effects from turbidity and scouring. NMFS concludes the proposed CAP breakwater removal and replacement project minimizes adverse impacts to EFH resulting from underwater sound generated by pile driving during project construction and increased turbidity due to placement and removal of breakwater material. However, the removal of the breakwater may result in adverse effects to EFH quality. To reduce these adverse effects to EFH, NMFS provides the following Conservation Recommendations:

EFH Conservation Recommendations
(to FTA for the proposed SF Bay Ferry Terminal Project)

- 1) Based on protocol developed in collaboration with Save-the-Bay, University of California, Davis, and NMFS, FTA and WTA should conduct a survey of native oyster distribution at and near the project area during summer or fall months prior to ferry terminal construction and ferry operation. NMFS Santa Rosa Area Office staff is available to review the draft survey protocol in advance of implementation.
- 2) If the above survey determines that oysters are present in the footprint of the area to be dredged for the ferry channel, within 53 feet adjacent to either side of the new ferry terminal, and/or on the underside of the floating docks that will be removed to complete the new ferry terminal, WTA should mitigate for the loss of native oysters with the placement of a NMFS-approved substrate. Substrate should be placed in an area outside of direct impact by the project. NMFS Santa Rosa Area Office staff is available to assist in development of this mitigation plan.
- 3) FTA and WTA should collaborate with on-going oyster monitoring efforts in Oyster Point Marina with Save-the-Bay, Oyster Point Marina, and U.C. Davis to monitor subtidal oyster distribution, abundance, settlement, and functioning within Oyster Point Marina. Monitoring protocols should include water quality parameters, oyster density, and oyster settlement. NMFS recommends monitoring occur on a monthly basis one year before the ferry project is in place (or as close to a year as possible) during the fall and winter months, and on a bi-monthly basis during the spring and summer months in order to determine baseline conditions of live oysters at Oyster Point Marina. After the ferry project is in place, NMFS recommends monitoring on a monthly basis during the fall and winter months, and on a bi-monthly basis during the spring and summer months for a one year period. Monitoring beyond the one-year pre-construction period and one year post-construction should continue for one additional year if adverse affects to live native oysters are discerned by NMFS staff based on the results on the first 24 months of data.
- 4) FTA and WTA should produce an annual report for NMFS after a year of monitoring data has been collected. The report should include oyster monitoring data and analysis of the effects of dredging and scouring on oyster abundance, distribution, settlement, and functioning.

EFH Conservation Recommendations
(to the Corps for the proposed CAP breakwater removal and replacement project)

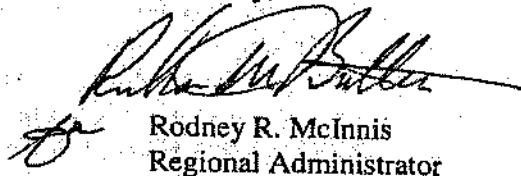
- 1) Based on protocol developed in collaboration with Save-the-Bay, University of California, Davis, and NMFS, the Corps should conduct a survey of native oyster distribution and abundance on the existing breakwater area during fall or spring months prior to breakwater removal. NMFS Santa Rosa Area Office staff is available to review the draft survey protocol in advance of implementation.

- 2) If the above survey determines that oysters are present on the existing breakwater in high densities, the Corps should mitigate for the loss of live native oysters by monitoring. The Corps should collaborate with on-going oyster monitoring efforts in Oyster Point Marina with Save-the-Bay, Oyster Point Marina, and U.C. Davis to monitor intertidal and subtidal oyster distribution, density, and settlement on the new breakwater. Monitoring protocols should include water quality parameters, oyster density, and oyster settlement. Monitoring should occur on a monthly basis during the fall and winter months, and on a bi-monthly basis during the spring and summer months for a two year period.

Please be advised that regulations (50 CFR 600.092) to implement the EFH provisions of the MSFCMA require your office to provide a written response to this letter within 30 days of its receipt and prior to the final action. A preliminary response is acceptable if final response cannot be completed within 30 days. Your final response must include a description of how the EFH Conservation Recommendations will be implemented and any other measures that will be required to avoid, mitigate, or offset the adverse impacts of the activity. If your response is inconsistent with our EFH Conservation Recommendation, you must provide an explanation for not implementing this recommendation at least 10 days prior to final approval of the action.

If you have questions concerning these comments, please contact Katie McGourty at (707) 575-6067.

Sincerely,



Rodney R. McInnis
Regional Administrator

cc: Russ Strach, NMFS, Sacramento, California
Demian Ebert, EIP Associates, 12301 Wilshire Blvd. Los Angeles, CA 90025
Marilyn Latta, Save the Bay, Oakland, CA 94612
Chela Smithsonian Environmental Research Center, Tiburon, CA 94920

Literature Cited:

Abbott, R.A., J. Reyff, and G. Marty. 2005. Final report on monitoring the effects of conventional pile driving on three species of fish. Prepared for Manson Construction Company, Richmond, California. 131pp.

Reyff, J.A. 2003. Castrol pile installation at Richmond Inner Harbor - results of underwater sound measurements. Prepared by Illingworth and Rodkin, Inc. Petaluma, California.

USACE (U.S. Army Corps of Engineers), U.S. Environmental Protection Agency, San Francisco Bay Conservation and Development Commission, San Francisco Bay Regional Water Quality Control Board, State Water Resources Control Board. 1998. Long-term management strategy (LTMS) for the placement of dredged material in the San Francisco bay region; final policy environmental impact statement/programmatic environmental impact report. Vol.1, and appendices.



California Regional Water Quality Control Board

San Francisco Bay Region



Linda S. Adams
Secretary for
Environmental Protection

1515 Clay Street, Suite 1400, Oakland, California 94612
(510) 622-2300 • Fax (510) 622-2460
<http://www.waterboards.ca.gov/sanfranciscobay>

Arnold Schwarzenegger
Governor

SENT VIA EMAIL

Date: December 5, 2008
CIWQS Place No. 729895 (EAC)

San Mateo County Harbor District (SMCHD)
Attn: Peter Grenell, General Manager
pgrenell@smharbor.com
400 Oyster Point Boulevard, Suite 300
South San Francisco, California 94080

San Francisco Bay Area Water Emergency Transportation Authority (WETA)
Attn: John Sindinski, Planning & Development Manager
sindzinski@watertransit.org
Pier 9, Suite 111, The Embarcadero
San Francisco, California 94111

SUBJECT: Water Quality Certification, Construction of the South San Francisco Oyster Point Ferry Terminal at the Oyster Point Marina East Basin, in South San Francisco, San Mateo County, California

Dear Mr. Grenell & Mr. Sindinski:

We have reviewed and hereby issue certification for your proposal to perform maintenance dredging, deepening and construction of a new ferry terminal in the East Basin of the Oyster Point Marina located along the western shoreline of the central portion of San Francisco Bay in South San Francisco, San Mateo County. You have applied for a U.S. Army Corps of Engineers individual permit (File No. 2008-00097S) pursuant to Section 404 of the Clean Water Act (33 U.S. Code 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S. Code 403). Correspondingly, you have applied to the Water Board for a Clean Water Act Section 401 (33 U.S. Code 1341) water quality certification that the project will not violate State water quality standards.

Project

The South San Francisco Oyster Point Ferry Terminal is part of an expansion of ferry service in the Bay Area that is intended to provide transportation alternatives that can help relieve traffic congestion and provide disaster response facilities with emergency access to the Peninsula in the event of a natural or man-made emergency that disables roads, other transit, bridges or tunnels. Construction of the new ferry terminal will occur in four phases as shown in Figure 2.

Phase I – Demolition and Reconstruction

Demolition of existing structures, which is necessary to provide adequate space for the ferry terminal and to provide an accessible channel for ferry vessels, includes the following:

- Docks 9 and 10 (floats, concrete guide piles, gangway, pier, piles, concrete slab)
- Partial demolition of end ties at docks 11, 12 and 13 (piles, floats)
- Reconstruction of end ties at docks 11, 12 and 13 (installation of new piles, floats)

Phase II - Dredging

The project involves dredging a total of approximately 50,000 cubic yards (cy) of sediment from the footprint shown in Figure 4. Approximately 31,000 (cy) of this material will be maintenance dredging to a project depth of -8 feet Mean Lower Low Water (MLLW), plus a two-foot overdredge allowance. The remaining volume of approximately 19,000 cy is new work (deepening) to -10 feet (MLLW), plus a two-foot overdredge allowance, to accommodate the passenger boarding float and for ferry vessel access. The dredged material will be disposed of at the Alcatraz Island Disposal Site (SF-11) in San Francisco Bay.

Phases III and IV - Construction

Access from land to the ferry will be provided by four structures: and access/viewing terrace (supported by sixteen 20-inch diameter steel piles), pier (supported by ten 36-inch or 42-inch steel pipe piles), gangway, and a hollow concrete boarding float restrained horizontally by four steel guide piles. Dolphin piles (42-inch diameter steel piles with a floating donut-type fender) will be installed in three locations (existing fuel station, end of Dock 11, and two at end of the passenger boarding float) to protect vessels from collisions with other structures. After factoring in the demolition of existing structures conducted in Phase I, construction of the features listed above will result in a net reduction of 0.1 acres of solid and floating Bay fill.

Testing Results

Water Board staff, in conjunction with the Dredged Material Management Office (DMMO), has reviewed a report characterizing the suitability of dredged sediments for aquatic disposal in San Francisco Bay: *Sampling and Testing of Sediments, South San Francisco Ferry Terminal, Oyster Point Marina East Basin Demolition and Dredging*, dated November 2007. Based on these results, Board staff has determined that disposal of the dredged sediments at the Alcatraz Island Disposal Site is appropriate.

California Environmental Quality Act

The maintenance dredging portion of the project is categorically exempt from the requirements of the California Environmental Quality Act pursuant to Title 14 of the California Code of Regulations, Section 15304(g). On November 27, 2006, the WETA, as lead agency, certified an Environmental Impact Report (EIR) (SCH No. 2004122091) for the rest of the project (new ferry terminal construction and operation) in accordance with CEQA. The Water Board has reviewed and considered the environmental document and all proposed mitigation measures. The project may have the following significant effects on the environment which are within Water Board jurisdiction:

1. Operation of the ferry terminal is expected to erode bottom sediments and increase turbidity in the harbor, which may displace or bury native oysters which have been observed in the marina at relatively high densities during pre-construction surveys. A conceptual model predicts that the zone of increased turbidity will be limited to the entrance channel and within 53 feet adjacent to either side of the new ferry terminal.



2. Installation of steel piles could create sound waves that adversely affect fish and marine mammals.

The Water Board has determined that the proposed mitigation measures will mitigate these impacts to less-than-significant levels.

Certification

I hereby issue an order certifying that any discharge from the referenced project will comply with the applicable provisions of sections 301 (Effluent Limitations), 302 (Water Quality Related Effluent Limitations), 303 (Water Quality Standards and Implementation Plans), 306 (National Standards of Performance), and 307 (Toxic and Pretreatment Effluent Standards) of the Clean Water Act, and with other applicable requirements of State law. This discharge is also regulated under State Water Resources Control Board Order No. 2003 - 0017 - DWQ, "General Waste Discharge Requirements for Dredge and Fill Discharges That Have Received State Water Quality Certification" which requires compliance with all conditions of this Water Quality Certification. The following conditions are associated with this certification:

1. Dredging shall be limited to the project depth of -8 feet MLLW in Subareas 1 and 2 and -10 feet MLLW in Subarea 3, plus an additional two-foot overdredge allowance, as shown in Figure 4.
2. No overflow or decant water shall be discharged from any barge, with the exception of spillage incidental to clam shell or excavator dredge operations.
3. The SMCHD and the WETA shall provide technical reports which document monitoring efforts designed to evaluate the water quality impacts of the dredged material discharge on waters of the State, pursuant to Section 13267 of the California Water Code (CWC).
4. As required under Mitigation Measure 3.1-3(b) of the South San Francisco Ferry Terminal Project EIR/EA: If native oyster surveys conducted in collaboration with NOAA Fisheries pursuant to Mitigation Measure 3.1-3(a) determine that oysters are present in the footprint of the area to be dredged for the ferry channel, within 53 feet adjacent to either side of the new ferry terminal, and/or on the underside of the floating docks that will be removed to complete the new ferry terminal, the SMCHD and the WETA shall mitigate for the loss of native oyster habitat by placing NOAA Fisheries-approved substrate in an area outside of direct impact by the project. NOAA Fisheries staff shall be contacted to assist with substrate choice and site selection. If mitigation is necessary, the SMCHD and the WETA shall provide an electronic copy of the mitigation and monitoring plan to Water Board staff.
5. As required under Mitigation Measure 3.1-3(c) of the South San Francisco Ferry Terminal Project EIR/EA: Monitoring of oyster densities and settlement rates, as well as water quality (temperature, salinity, and turbidity) using the same protocols as pre-construction monitoring, shall continue for at least one year post-construction. Monitoring beyond the one-year post-construction period shall continue for one additional year if NOAA Fisheries staff determine that adverse impacts to live native oysters have occurred based on the results of the pre-construction and post-construction monitoring data. The SMCHD and the WETA shall provide an electronic copy of all post-construction monitoring reports to Water Board staff.
6. Pile driving shall be monitored to ensure that aquatic species are not adversely affected and that sound pressure measured outside the East Basin of the marina during pile driving will



- not exceed the 180 decibel threshold established by NOAA Fisheries. Vibratory devices shall be used where feasible instead of impact hammers to drive piles. If steel piles must be installed with impact hammers due to unforeseen geotechnical conditions, an air barrier such as a bubble curtain shall be used to attenuate sound levels. A qualified biologist shall monitor pile driving to ensure that the air curtain is functioning properly and project-generated sound waves do not exceed the NOAA threshold.
7. No debris, rubbish, creosote-treated wood, soil, silt, sand, cement, concrete, or washings thereof, or other construction related materials or wastes, oil or petroleum products or other organic or earthen material shall be allowed to enter into, or be placed where it may be washed by rainfall or runoff into the marina basin. When the project is completed, any excess material shall be removed from the work area and any areas adjacent to the work area where such material may be washed into the marina basin.
 8. Debris containment booms shall be deployed and maintained at all times around all active demolition in or immediately adjacent to San Francisco Bay. Any debris that falls into the Bay shall be immediately removed and disposed of at an appropriate upland location.
 9. Discharges of dredged material shall comply with annual and seasonal volume target limits for disposal at in-Bay sites set in the Basin Plan.
 10. Dredging and disposal activities shall be limited to the work windows established by the California Department of Fish and Game, the National Marine Fisheries Service, and the U.S. Fish and Wildlife Service in their Biological Opinions on the LTMS, unless written authorization by the appropriate agencies to work outside these windows is provided to Water Board staff.
 11. The SMCHD and the WETA or their representative shall notify Water Board staff immediately by telephone whenever an adverse condition occurs as a result of this activity. An adverse condition includes, but is not limited to, a violation or threatened violation of conditions of this certification, or a significant spill of petroleum products or toxic chemicals. Pursuant to Section 13267 of the California Water Code, a written notification of adverse condition shall be submitted to the Water Board within 30 days of occurrence. The written notification shall identify the adverse condition, describe the action necessary to remedy the condition, and specify a timetable, subject to the modifications of the Water Board, for remedial actions.
 12. This certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to Section 13330 of the CWC and Section 3867 of Title 23 of the California Code of Regulations (23 CCR).
 13. This certification action is not intended and shall not be construed to apply to any discharge from any activity involving a hydroelectric facility requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent certification application was filed pursuant to 23 CCR Subsection 3855(b) and that application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought.
 14. Certification is conditioned upon total payment of the full fee required in State regulations (23 CCR Section 3833) and owed by the applicant. The fee for this certification has been paid in full.



Regional Monitoring Program

Please be aware that Condition 3 is a requirement for a technical report pursuant to CWC Section 13267. Dischargers of waste materials to the Bay, including those who dispose of dredged material, are required to monitor the impacts of the discharge under Section 13267. This monitoring provides necessary information about ambient Bay water quality and potential long-term impacts of dredged material disposal. You may elect to participate in the San Francisco Estuary Regional Monitoring Program for Trace Substances (RMP) to fulfill this requirement or provide comparable data on an individual basis.

Since 1992, many Bay Area dischargers have decided to provide this information through the RMP, rather than through individual monitoring programs. The San Francisco Estuary Institute (SFEI), located in Oakland, California, administers the program with oversight by the Water Board. Dischargers may contribute money to the RMP, based on the RMP Dredger Fee Schedule Policy and any subsequent amendments, as approved by the RMP Steering Committee. The fees will be based on in-bay dredge disposal volumes calculated using post-dredge survey results provided to the Water Board and SFEI by the U.S. Army Corps of Engineers. If the post-dredge survey volumes for each fiscal year ending June 30 are not reported to the Water Board by September 1 of the next fiscal year (same calendar year), RMP dredger participants will be billed based on reported bin volumes, which may overestimate the volume actually dredged. The Water Board recognizes payments to the RMP as fulfilling requirements to provide information on water quality impacts under Section 13267.

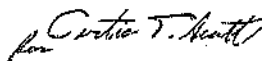
Conclusion

This certification applies to the project as proposed in the application materials. Please be advised that failure to implement the project as proposed is a violation of water quality certification. Any violation of water quality certification conditions is subject to administrative civil liability pursuant to CWC Sections 13268 and 13350. Failure to meet any condition of a certification may subject you to civil liability imposed by the Board to a maximum of \$1000 per violation day for violations of Section 13267 technical report requirements or \$10 for each gallon of waste discharged in violation of this certification.

We anticipate no further action on this request. Should new information come to our attention that indicates a water quality problem with this project, the Water Board may issue waste discharge requirements pursuant to 23 CCR Section 3857.

If you have any questions, please contact Elizabeth Christian at (510) 622-2335, or by email, at echristian@waterboards.ca.gov.

Sincerely,



Curtis T Scott
2008.12.05 07:48:21 -08'00'

Bruce H. Wolfe
Executive Officer

Attachments:

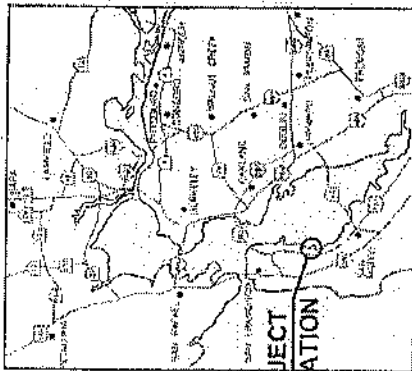
- Figure 1. Location Map
- Figure 2. Phasing Map



Figure 3. Demolition Plan
Figure 4. Dredging Plan

cc: SWRCB-DWQ (Bill Orme)
BCDC, San Francisco, CA (Ming Yeung, mingy@bcdc.ca.gov & Jessica Hamburger, jessicah@bcdc.ca.gov)
CA SLC, Sacramento, CA (Donn Oetzel, oetzeld@slc.ca.gov)
CDFG, Monterey, CA (George Isaac, gisaac@dfg.ca.gov)
USACE, San Francisco, CA (Paula Gill, Paula.C.Gill@usace.army.mil & Rob Lawrence, robert.j.lawrence@usace.army.mil)
NMFS, Santa Rosa, CA (David Woodbury, david.p.woodbury@noaa.gov)
US EPA, San Francisco, CA (David Smith, smith.davidw@epa.gov)





VICINITY MAP
NTS

TIDAL DATA IN VICINITY

LEVEL	ELEV. FT
HIGHEST OBSERVED WATER LEVEL	10.17
MEAN HIGHER HIGH WATER (MHHW)	7.17
MEAN HIGH WATER (MHW)	6.73
MEAN TIDE LEVEL (MTL)	3.96
MEAN SEA LEVEL (MSL)	3.89
MEAN LOW WATER (MLW)	1.20
NORTH AMERICAN VERTICAL DATUM 1988 (NAVD)	0.50
MEAN LOWER LOW WATER (MLLW)	0.00
LOWEST OBSERVED WATER LEVEL (01/19/1988)	-2.72



LOCATION MAP
NTS

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL

DATUM: MLLW

CO-APPLICANT:

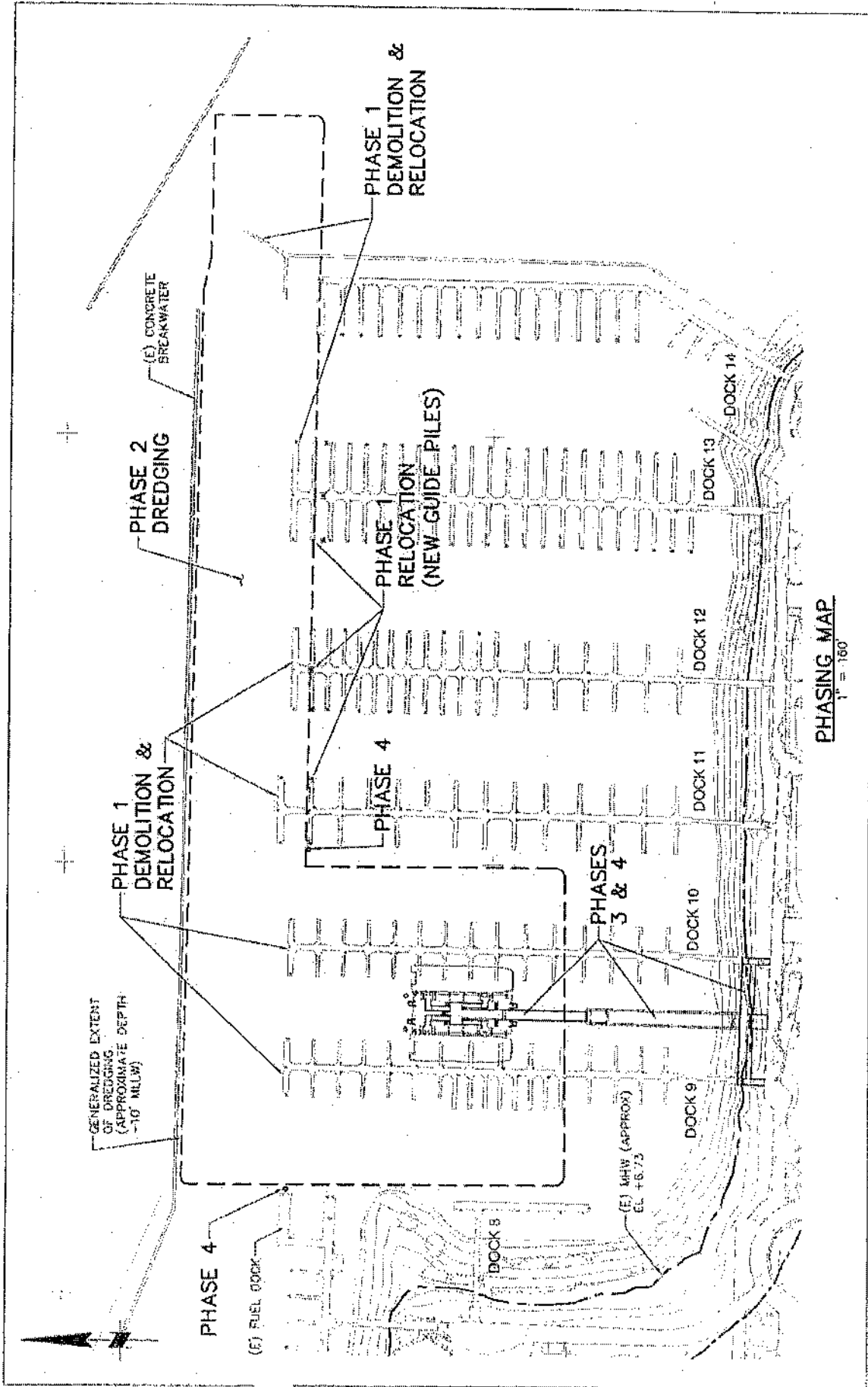
S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
PIER 9, SUITE 111, THE EMBARCADERO
SAN FRANCISCO, CA 94111

FIGURE 1
LOCATION MAP

SAN MATEO COUNTY HARBOR DISTRICT
400 OYSTER POINT BLVD, SUITE 300
SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL

IN: OYSTER POINT MARINA
AT: SOUTH SAN FRANCISCO
COUNTY OF: SAN FRANCISCO
APPLICATION BY: WETA/SMCHD
FIGURE 1 OF 12 DATE: MARCH 2008



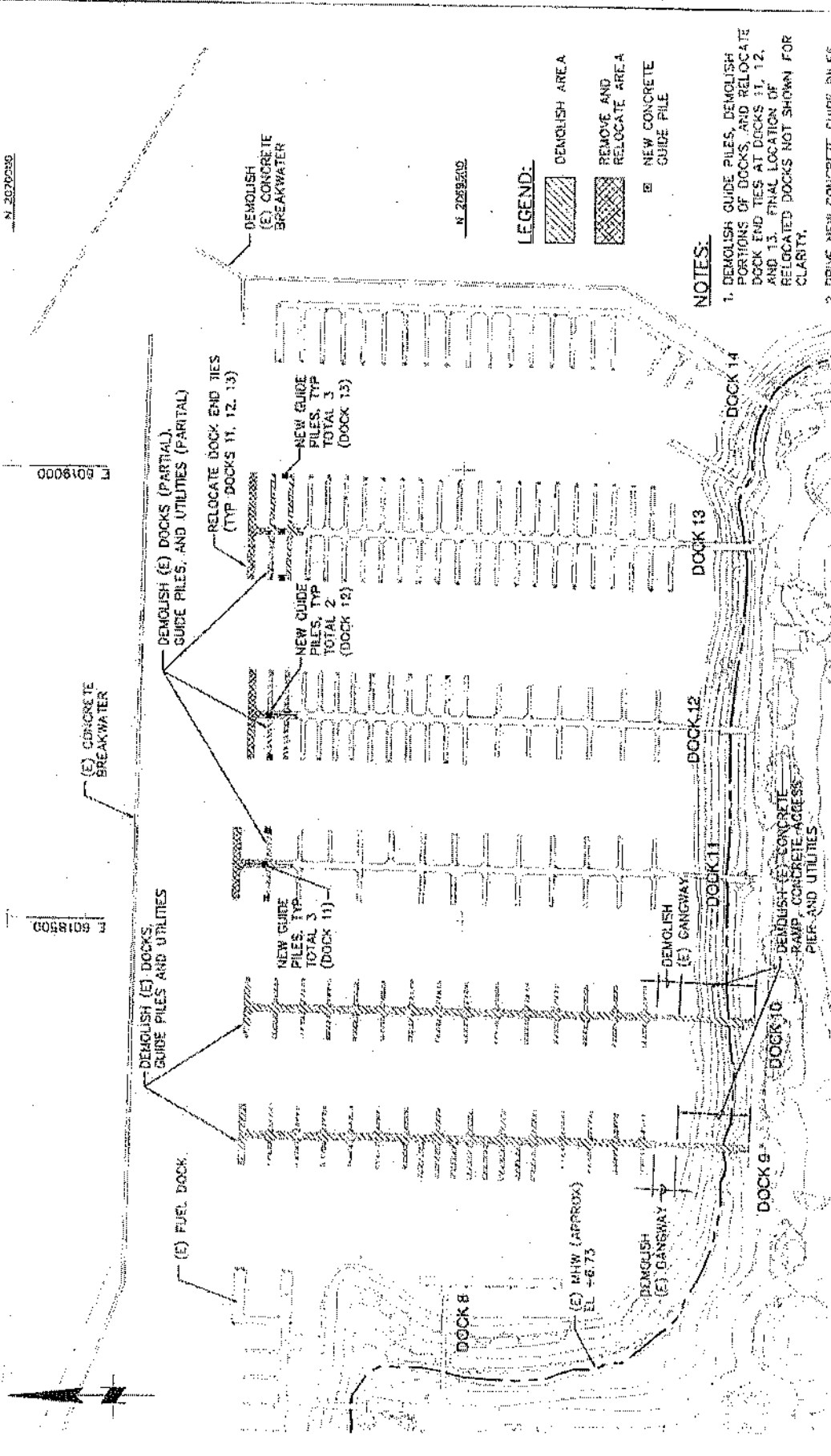
PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL DATE: MLLW	FIGURE 2 PHASING MAP	SOUTH SAN FRANCISCO FERRY TERMINAL IN: OYSTER POINT MARINA AT: SOUTH SAN FRANCISCO COUNTY OF: SAN FRANCISCO APPLICATION BY: WETA/SMCHD FIGURE 2 OF 12 DATE: MARCH 2008
PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL DATE: MLLW	FIGURE 2 PHASING MAP	SOUTH SAN FRANCISCO FERRY TERMINAL IN: OYSTER POINT MARINA AT: SOUTH SAN FRANCISCO COUNTY OF: SAN FRANCISCO APPLICATION BY: WETA/SMCHD FIGURE 2 OF 12 DATE: MARCH 2008
PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL DATE: MLLW	FIGURE 2 PHASING MAP	SAN MATEO COUNTY HARBOR DISTRICT 400 OYSTER POINT BLVD, SUITE 300 SOUTH SAN FRANCISCO, CA 94080

N 2070290

F 6018000

F 6018500

N 2089200



LEGEND:

- DEMOLISH AREA
- REMOVE AND RELOCATE AREA A
- NEW CONCRETE GUIDE PILE

NOTES:

1. DEMOLISH GUIDE PILES, DEMOLISH PORTIONS OF DOCKS, AND RELOCATE DOCK END TIES AT DOCKS 11, 12, AND 13. FINAL LOCATION OF RELOCATED DOCKS NOT SHOWN FOR CLARITY.
2. DRIVE NEW CONCRETE GUIDE PILES FOR RELOCATED DOCK END TIES AT DOCKS 11, 12, AND 13.

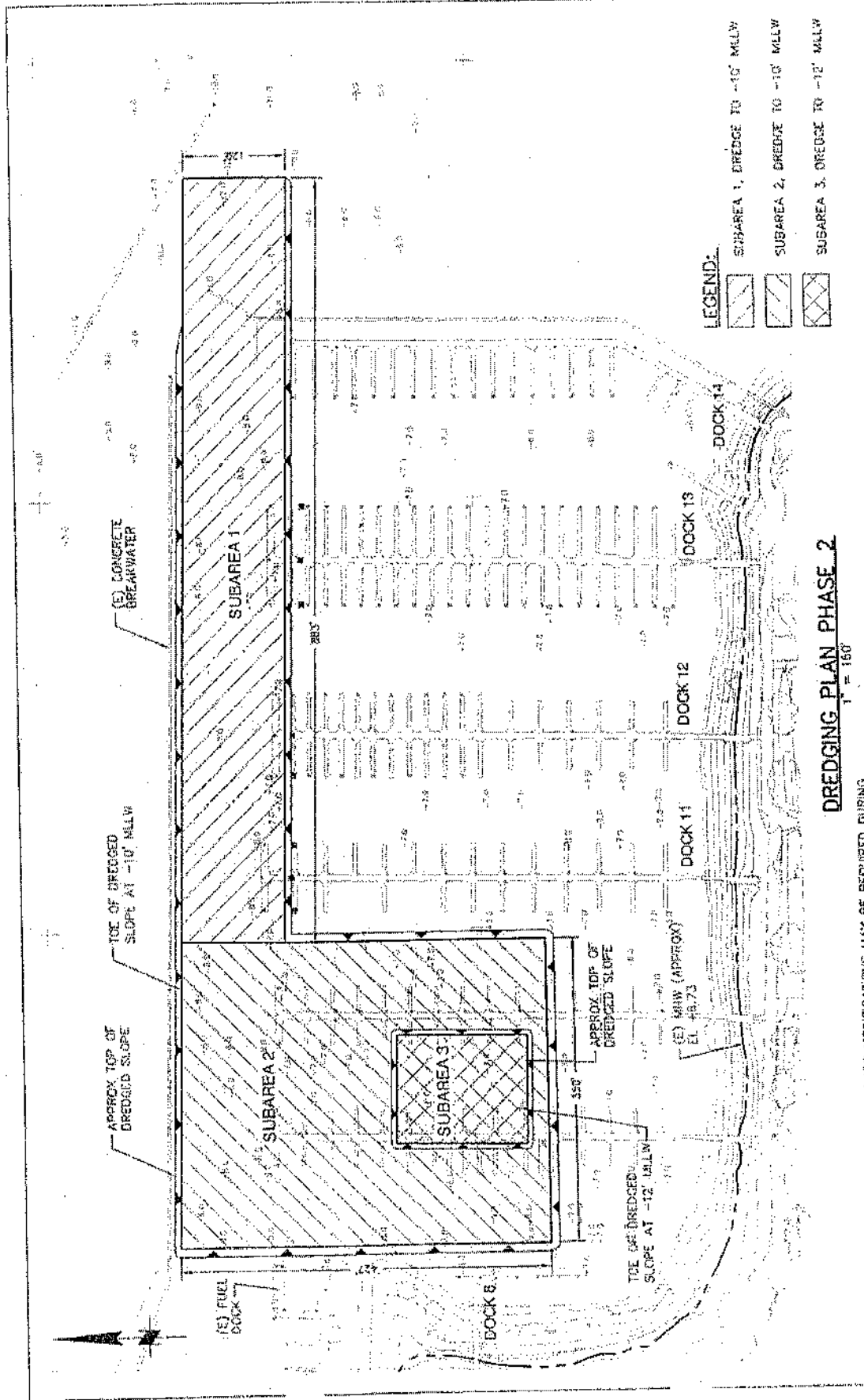
DEMOLITION PLAN PHASE 1

1" = 160'

PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL
 DATUM: MLLW
 SO-APPLICANT:
 S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
 PIER 9, SUITE 111, THE EMBARCADERO
 SAN FRANCISCO, CA 94111

FIGURE 3
DEMOLITION PLAN
PHASE 1
 SAN MATEO COUNTY HARBOR DISTRICT
 400 OYSTER POINT BLVD, SUITE 300
 SOUTH SAN FRANCISCO, CA 94080

SOUTH SAN FRANCISCO FERRY TERMINAL
 IN: OYSTER POINT MARINA
 AT: SOUTH SAN FRANCISCO
 COUNTY OF: SAN FRANCISCO
 APPLICATION BY: WETA/SMCHD
 FIGURE 3 OF 12 DATE: MARCH 2008



DREDGING PLAN PHASE 2
1" = 160'

NOTE: DIMENSIONS SHOWN ARE MINIMAL; MINOR MODIFICATIONS MAY BE REQUIRED DURING DESIGN, WHICH HAS BEEN ADDED AS A CONTINGENCY TO THE FILL QUANTITIES.

<p>PURPOSE: SOUTH SAN FRANCISCO FERRY TERMINAL</p> <p>DATUM: MLLW</p> <p>CO-APPLICANT: S.F. BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY PIER 9, SUITE 111, THE EMBARCADERO SAN FRANCISCO, CA 94111</p>	<p>FIGURE 4 DREDGING PLAN PHASE 2</p> <p>SAN MATEO COUNTY HARBOR DISTRICT 400 OYSTER POINT BLVD, SUITE 300 SOUTH SAN FRANCISCO, CA 94080</p>	<p>SOUTH SAN FRANCISCO FERRY TERMINAL</p> <p>IN: OYSTER POINT MARINA AT: SOUTH SAN FRANCISCO COUNTY OF: SAN FRANCISCO APPLICATION BY: WETA/SMOHD FIGURE 4 OF 12 DATE: MARCH 2008</p>
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SPECIAL CONDITIONS TO PERMIT NUMBER 2008-00097S

1. Your use of the permitted activity must not interfere with the public's right to free navigation on all navigable waters of the United States.
2. You must have a copy of this permit available on the vessel used for the authorized transportation and disposal of dredged material.
3. You must advise this office as per Special Condition 12, on page 2D, before you start dredging activities under the authorization of this permit.
4. To provide notification of activities affecting navigation, the permittee shall provide the following information by fax, e-mail or standard mail to the contact listed below at least two weeks before commencing work:

- a. Name and telephone number of the dredge and or project manager.
- b. Size and placement of any floating construction equipment.
- c. Radio telephone frequencies and call signs of any marine equipment.
- d. Anticipated work start and completion dates.

Commander (dpw)
11th Coast Guard District
Coast Guard Island, Bldg 50-3
Alameda, California 94501-5100

POC:
Local Notice to Mariners
Waterways Management Branch
PH: 510-337-2970
FAX: 510-437-3423
E-MAIL: D11LNM@uscg.mil

5. The Coast Guard Captain of the Port of San Francisco Bay may require modifications to marine construction equipment deployment or mooring systems to safeguard navigation while work is in progress.
6. All vessels operated for disposal of dredged material are required to participate in the Coast Guard's Vessel Traffic Control Service (VTS). Five minutes before each departure, the permittee shall notify the VTS by radio, via Channel 14, of the following: The name of vessel; time of departure from dredge site; and time of departure from disposal site.
7. When utilizing the Alcatraz Disposal Site (SF-11), the permittee shall dispose of all dredged material within a circular area of radius 1000 with center located at latitude 37°49'17"N; longitude 122°25'23"W. The specific location within the disposal area will be determined by the District Engineer upon approval of the Dredge Operation Plan (see below).
8. The permittee shall submit the following reports for review and comment to:

U.S. Army Corps of Engineers, San Francisco District
Chief, Operations and Readiness Branch
Attn: Paula Gill
1455 Market Street, 16th Floor
San Francisco, California 94103-1398

a. Dredge Operation Plan: Submit, for approval by this office, no earlier than 60 calendar days and no later than 20 calendar days before the proposed commencement of dredging, a plan which includes the following: **Corps permit number, dredge episode number**, a copy of the dredging contract or description of the work under which the contractor will do the permitted work; name and telephone numbers of the dredging contractor's representative on site; dredging start and completion dates; names of vessel; dump scow numbers or identification; bin or barge capacities; identification of work as either maintenance dredging or new dredging; discussion of proposed dredging procedures, as governed under Special Condition No. 11, with detailed drawings or specifications of the grid or centrifugal pump system; quantity of material to be removed; dredging design depth and typical cross section including overdepth; and date of last dredging episode and design depth. The Dredge Operational Plan shall also provide the following information:

- 1) The controls being established to insure that dredging operations occur within the limits defined by the channel dimensions and typical channel section. The horizontal and vertical positioning systems being utilized must be indicated as noted in 3) below.
- 2) The controls being established to insure that disposal of the dredged material at the disposal site is at the assigned location and depth. The horizontal and vertical positioning systems being utilized must be indicated as noted in 3) below.
- 3) Method of determining electronic positioning of dredge or dump scow during entire dredging operation at dredge site, disposal site and en route to and from disposal site.

Please note that failure to provide all of the above information may result in delays to your project. When your Dredge Operation Plan has been approved, you will receive a written authorization to commence with your project.

b. Pre-Dredge Survey: Submit no earlier than 60 calendar days and no later than 20 calendar days before commencement of dredging, a survey with accuracy to one-tenth foot that delineates and labels the following: areas to be dredged with overdepth allowances; existing depths; estimated quantities to be dredged for the project; and estimated quantities for overdepth. **All surveys shall be signed by the permittee to certify their accuracy. Please include the Corps permit number and dredge episode number.**

Please note that failure to provide all the above information may result in delays to your project.

c. Solid Debris Management Plan: Submit no earlier than 60 calendar days and no later than 20 calendar days before commencement of work, a plan which describes measures to ensure that solid debris generated during any authorized demolition or construction operation is retained and properly disposed in areas not under Corps jurisdiction. **At a minimum, the plan shall include the following: source and expected type of debris; debris retrieval method; Corps permit number and dredge episode number; disposal method and site; schedule of disposal operations; and debris containment method to be used, if floatable debris is involved.**

Please note that failure to provide all the above information may result in delays to your project.

d. Post-Dredge Survey: Submit, within 30 days of the last disposal activity ("last" is defined as that activity after which no further activity occurs for 15 calendar days), a survey with accuracy to one-tenth foot that delineates and labels the areas dredged and the dredged depths. **Also, include the Corps permit number,**

dredge episode number, dates of dredging commencement and completion, actual quantities dredged for the project, and actual quantities of overdepth. The permittee shall substantiate the total quantity dredged by including calculations used to determine the volume difference (in cubic yards) between the Pre- and Post-Dredge Surveys and **explain any variation in quantities greater than 15% beyond estimated quantities or dredging deeper than is permitted (design plus overdepth allowance).** All surveys shall be accomplished by a licensed surveyor and signed by the permittee to certify their accuracy. A copy of the post dredge survey should be sent to the National Ocean Service for chart updating:

NOAA/National Ocean Service,
Nautical Data Branch
N/CS26, SSMC3, Room 7230
1315 East-West Highway
Silver Spring, Maryland 20910-3282.

9. Disposal Site Verification Log (DSVL): Submit on a weekly basis by noon Monday, the log (downloadable from <http://www.spn.usace.army.mil/conops/forms/dsvsl/pdf>) that enumerates work accomplished during the preceding week. Mail to:

U.S. Army Corps of Engineers, San Francisco District
Attn: Paula Gill
1455 Market Street, 16th Floor
San Francisco, California 94103-1398;

FAX to Ms. Shelah Sweatt at (415) 503-6690; or e-mail to shelah.sweatt@usace.army.mil. **Please include the Corps permit number and dredge episode number.** The log will be provided when the Corps approves the Dredge Operation Plan and authorizes the commencement of the dredging.

10. Overflow requirements:

a. No overflow or decant water shall be discharged from the barge, with the exception of spillage incidental to mechanical dredge operations.

b. During transportation from the dredging site to the disposal site, no material shall be permitted to overflow, leak or spill from barge, bins or dump scows.

c. During dredging operations, overflow shall be limited to a maximum of 15 minutes for hopper dredge only. Adjustments to the dredging operation may be required to insure that once overflow commences, it will not exceed the 15-minute limit.

d. For approved sand dredging, overflow will not exceed 15 minutes or the economic load, whichever occurs first.

11. The permittee shall ensure that all dredged material is slurried prior to disposal to prevent any accumulation or build up of material at the disposal site. All dredged material shall be slurried in one of the following manners:

a. Dredged material will be either pumped with a centrifugal pump prior to leaving the dredge site for the disposal site; or,

b. If the material is mechanically dredged, passed through a debris grid, with a maximum opening size of 12 inches by 12 inches that will cover the entire loading area of the dump scow. Everything that does not pass through the grid will be considered solid debris and shall be disposed in areas outside of Corps jurisdiction. All such material shall be promptly removed from the grid at the end of each 8 hour shift or sooner.

12. The permittee or dredge contractor shall inform this office when: 1) a dredge episode actually commences, 2) when dredging is suspended (suspension is when the dredge contractor leaves the dredge site for more than 48 hours for reasons other than equipment maintenance), 3) when dredging is restarted, and 4) when dredging is complete. Each notification should include the Corps permit number and dredge episode number. The information can be sent to the attention of Paula Gill, in writing to the address below; FAXed to (415) 503-6690; e-mailed to Paula.C.Gill@usace.army.mil or via telephone-message at (415) 503-6776.

U.S. Army Corps of Engineers, San Francisco District
Chief, Operations and Readiness Branch
Attn: Paula Gill
1455 Market Street, 16th Floor
San Francisco, California 94103-1398

13. The permittee, as directed by the District Engineer under authority pursuant to the policies and procedures of 33 CFR 325.7, may be required to modify disposal schedules and monthly disposal quantities for particular dredging episodes.

14. The permittee shall allow the dredging area and equipment to be inspected by the Corps staff upon request.

15. For each dredge episode, the permittee shall be responsible for obtaining a letter of water quality certification from the Regional Water Control Quality Board and authorization from the San Francisco Bay Conservation and Development Commission (BCDC). Water quality certification and BCDC authorization will be a prerequisite to the District Engineer's decision to approve or disapprove specific dredge episodes pursuant to the policies and 33 CFR 325.2(b)(1)(ii) and 325.2(b)(2)(ii).

16. If a land, ocean, or other aquatic disposal site becomes available for use during the life of the permit, the permittee shall evaluate these disposal alternatives, taking into consideration cost, existing technology, and logistics in light of the overall project purpose to facilitate compliance with the 404(b)(1) Guidelines (40 CFR 230). This evaluation shall be submitted to the Corps at least 60 calendar days before commencement of subsequent dredging episodes. The District Engineer, upon review of this information and after consultation with other resource agencies, may direct the permittee to use such sites in lieu of or in addition to the Alcatraz Disposal Site (SF-11), under authority of 33 CFR 325.7 and 40 CFR 230.10(a).

PROJECT STATUS

Please use the forms below to report the dates when you start and finish the work authorized by the enclosed permit. Also if you suspend work for an extended period of time, use the forms below to report the dates you suspended and resumed work. The second copy is provided for your records. If you find that you cannot complete the work within the time granted by the permit, please apply for a time extension at least one month before your permit expires. If you materially change the plan or scope of the work, it will be necessary for you to submit new drawings and a request for a modification of your permit.

(cut as needed) -----

Date: _____

NOTICE OF COMPLETION OF WORK under Department of the Army Permit No. 2008-0097S

TO: District Engineer, US Army Corps of Engineers, Regulatory Division, 1455 Market Street, 16th Floor, San Francisco, CA 94103-1398

In compliance with the conditions of Permit No. 2008-0097S, this is to notify you that work was completed on _____.

Permittee: San Francisco Bay Area Water Emergency Transportation Authority, Attn: Mr. John Sindzinski

Address: Pier 9, Suite 111, The Embarcadero, San Francisco, California 94111

(cut as needed) -----

Date: _____

NOTICE OF RESUMPTION OF WORK under Department of the Army Permit No. 2008-0097S

TO: District Engineer, US Army Corps of Engineers, Regulatory Division, 1455 Market Street, 16th Floor, San Francisco, CA 94103-1398

In compliance with the conditions of Permit No. 2008-0097S, this is to notify you that work was completed on _____.

Permittee: San Francisco Bay Area Water Emergency Transportation Authority, Attn: Mr. John Sindzinski

Address: Pier 9, Suite 111, The Embarcadero, San Francisco, California 94111

(cut as needed) -----

Date: _____

NOTICE OF SUSPENSION OF WORK under Department of the Army Permit No. 2008-0097S

TO: District Engineer, US Army Corps of Engineers, Regulatory Division, 1455 Market Street, 16th Floor, San Francisco, CA 94103-1398

In compliance with the conditions of Permit No. 2008-0097S, this is to notify you that work was completed on _____.

Permittee: San Francisco Bay Area Water Emergency Transportation Authority, Attn: Mr. John Sindzinski

Address: Pier 9, Suite 111, The Embarcadero, San Francisco, California 94111

(cut as needed) -----

Date: _____

NOTICE OF COMMENCEMENT OF WORK under Department of the Army Permit No. 2008-0097S

TO: District Engineer, US Army Corps of Engineers, Regulatory Division, 1455 Market Street, 16th Floor, San Francisco, CA 94103-1398

In compliance with the conditions of Permit No. 2008-0097S, this is to notify you that work was completed on _____.

Permittee: San Francisco Bay Area Water Emergency Transportation Authority, Attn: Mr. John Sindzinski

Address: Pier 9, Suite 111, The Embarcadero, San Francisco, California 94111