APPENDIX F

LIST OF CONSTRUCTION PROJECTS USING FTA FUNDING FROM 2006 – 2009 AND THEIR CE'S AND/OR NEPA DOCUMENTATION

ME-03-0049 – Ferry Replacement
ME-03-0045 – Ferry Replacement (NS)
ME-86-X001 – Ferry construction ARRA

ME-03-0048 – Cranberry Isles Facility Improvement

ME-04-0001 – Trenton Maintenance Facility

ME-04-0002 – Renovations to Rockland Ferry Pier

UPCOMING CONSTRUCTION PROJECTS USING FTA FUNDING 2009 – 2011

There are no new planned construction projects using FTA funds at this time. Any other projects currently listed in the STIP have not received earmarks so the projects are not going forward and have not initiated environmental process or they are for another direct recipient.

ME-03-0049 – Ferry Replacement
ME-03-0045 – Ferry Replacement (NS)
ME-86-X001 – Ferry construction ARRA

CE granted, Class II(c) see letter below

Finding No. 1 - Class II(c)

C17 - Purchase of vehicles

The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

Finding Details: This is a replacement vehicle. # of routes and berthings will not change. Vessel will be designed to utilize existing berths, routes and approaches. An FFA will be conducted before construction and attached to this grant.
This vessel will replace a vessel which is 40 years old. It will use marine diesel engines which will meet 2007 emission standards for marine diesel engines.

See FONSI request letter at the end of this document

ME-03-0048 – Cranberry Isles Facility Improvement

CE granted, Class II(c), rehabilitation

Finding No. 1 - Class II(c)

C15 - Alteration for elderly & disabled

Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.

C19 - Install purchase maintenance equipment

Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.

ME-04-0001 – Trenton Maintenance Facility

Finding No. 1 - Class III

PNA to EA Date: None Specified
EA to FTA Date: None Specified
FTA Action Date None Specified

Finding Details: FTA made a Finding of No Significant Impact (FONSI) determination on 12/21/2006 for the Acadia Gateway Center. The purpose of the project is to construct an intermodal facility and a bus maintenance facility for Downeast Transportation, Inc. (DTI) (See attached FONSI determination. The FONSI is posted on the following website: http://www.acadiagatewaycenter.com/fsi.htm

FTA made a Finding of No Significant Impact (FONSI) determination on 12/21/2006 for the Acadia Gateway Center. The purpose of the project is to construct an intermodal facility and a bus maintenance facility for Downeast Transportation, Inc. (DTI) (See attached FONSI determination. The FONSI is posted on the following website:
http://www.acadiagatewaycenter.com/fsi.htm
The EA is posted on the following website:
http://www.acadiagatewaycenter.com/pdf/ea/H-Chapter%204%20Part%202.pdf
see Chapter 4.5.3 for environmental justice section of the EA.

ME-04-0002 – Renovations to Rockland Ferry Pier

CE Class II(d) 9

Date: **10/31/06**
Grant Applicant: **Maine Department of Transportation**

INFORMATION REQUIRED FOR PROBABLE CATEGORICAL EXCLUSION (SECTION 771.117(d))

_____A. DETAILED PROJECT DESCRIPTION:

Purpose: Rehabilitation and expansion of passenger ferry docking facility in Rockland, Maine

Rockland is the main port for the Maine State Ferry Service. The docking facility handles 10 vessels each day to Vinalhaven, Northhaven, and Matinicus. The three (3) larger vessels each accommodate 17 vehicles and 225 passengers. The two (2) smaller vessels hold 9 vehicles and 125 passengers and 12 vehicles and 175 passengers respectively. The existing pen and transfer bridge is 48 years old and the timber pier is even older. These facilities have become a maintenance and safety liability, as well as limiting the operational capability of the ferry terminal. The replacement transfer bridge (passenger and vehicle docking connection) and pen (a combination of berthing structures that allow a ferry to berth at a transfer location and maintain its positioning and alignment for the safe loading and off-loading of passengers and vehicles) will allow the ferry service to accommodate the existing ferry fleet more easily and safely, and will improve operational capability for new vessels that may be acquired in the future. The second bridge and pen will allow the Ferry Service to load and unload two vessels simultaneously, improving turn around times and trip scheduling. In addition, construction of the second pen and transfer bridge first will allow the replacement of the existing facility without interrupting this critical transportation link to our island communities. Currently service to the islands needs to be shut down to perform even maintenance work. The pier upgrades will replace an old, outdated facility with a modern ferry pier, complete with utility connections allowing for enhanced vessel maintenance and repair capabilities by the Ferry Service staff. This will decrease dry dock time, and improve the in-service rating of all of the ferries in the system. Ridership growth is restricted by the limitations of one transfer bridge. Ferries are operating at a peak season average of around 90% of capacity, severely limiting ridership growth. A second slip should allow ridership to grow at 3% and safely accommodate larger, more modern ferries.

Security should also be enhanced by improved docking facilities for the State Marine Patrol boats which are part of the MSFS security plan as referenced.

Funding for this major improvement will come from a combination of State Highway and Bridge funds, Federal Highway and Bridge funds, State bonds, Federal Transit funds from SAFETEA-LU as appropriated. 2006 FTA 5309 funds are $643,500 with $650,000/year authorized for 07, 08, and 09. Bonds are available for the remainder.

Compliance with ADA: In working with the U.S. Access Board and reviewing the draft rules that will govern this system if adopted, the Maine State Ferry Service (MSFS) will

not need to change any of it's vessels or the new transfer facilities to comply. The MSFS has been implementing improvements to the facilities in order to maximize accessibility on a common path. The transfer bridges use accessible handrails, have wide, in-filled walkways, low transition plates and non-skid walking surfaces. The vessels also have an accessible cabin with a tie-down and accessible restroom. The length of the transfer bridges will meet the requirements of the proposed new Access Board rules being developed.

_____B. **<u>LOCATION (INCLUDING ADDRESS):</u> Attach a site map or diagram, which identifies the land uses and resources on the site and the adjacent or nearby land uses and resources. This is used to determine the probability of impact on sensitive receptors (such as schools, hospitals, residences) and on protected resources.**

Maine State Ferry Service

Rockland Address:
Department of Transportation
Maine State Ferry Service
P.0. Box 645
517A Main Street
Rockland, Maine 04841-0645
Tel. (207) 596-2202

This is an existing facility with no schools or hospitals nearby. Abutters are commercial facilities. The additional transfer bridge will be immediately adjacent to the existing transfer bridge


Rockland Ferry Terminal
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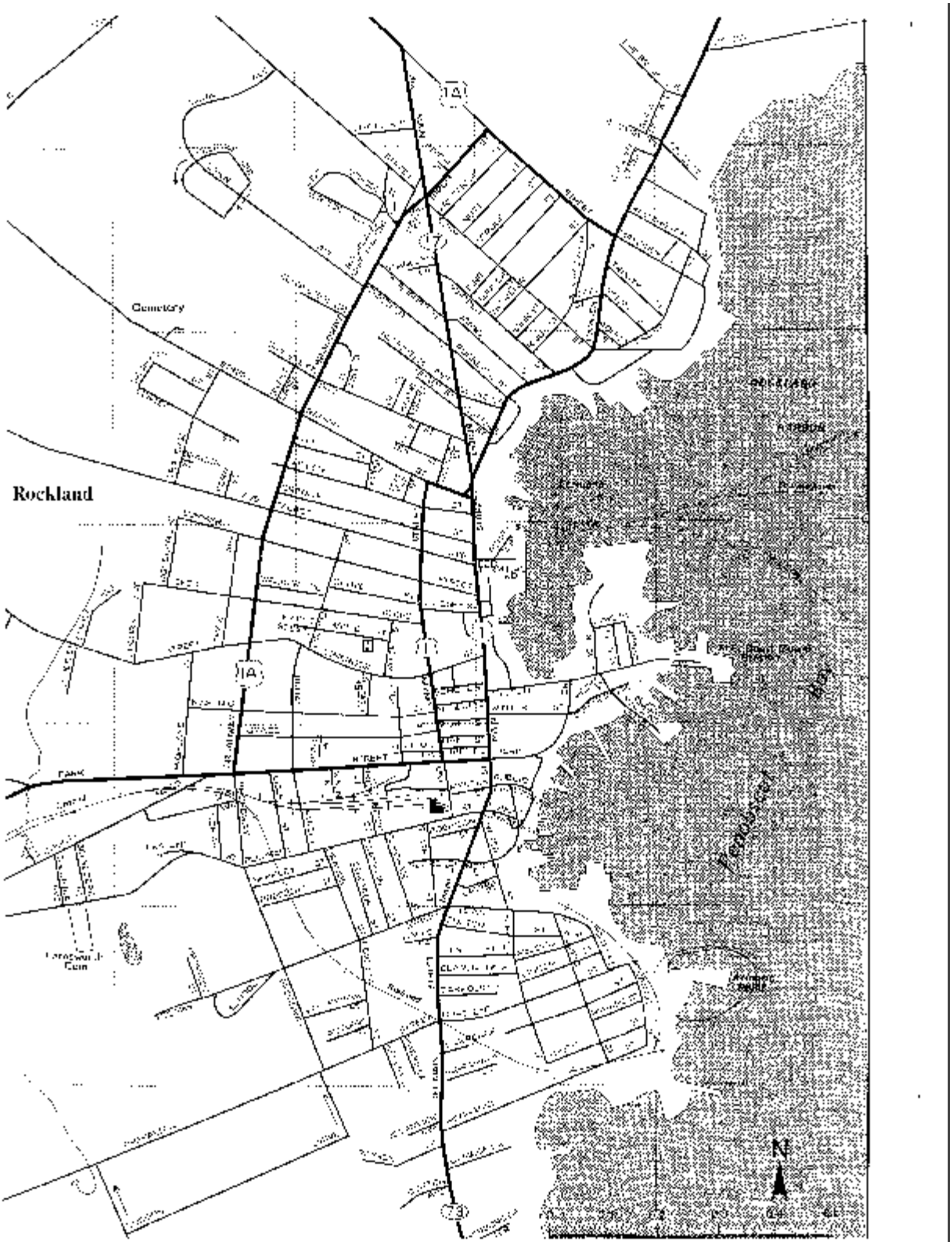

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_____C. **<u>METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY</u>:**
Is the proposed project "included" in the current adopted MPO plan,

either explicitly or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or are appropriate phases of the project included in the TIP? What is the conformity status of the TIP?

This facility is located in a rural area. The nearest MPO is Bangor which is 61 miles away. The project is identified in the FY 2006-2008 State Transportation Improvement Program (STIP) approved by FTA/FHWA on January 9, 2006.

_____D. <u>ZONING:</u> Description of zoning, if applicable, and consistency with proposed use.

This facility is in a 'waterfront' zone, a W-F3 subzone:

http://www.ci.rockland.me.us/engine_downloads.cfm?page=download-details&download=324&Department=5

F. Waterfront Subzone "WF-3" Regulations.
This zone will be known primarily as a commercial and maritime area.
(1) Use Regulations:
In a waterfront subzone "WF-3":
a. any use which is obnoxious or offensive by reason of odor, fumes, vapor, dust, smoke, gas, noise, or vibration is prohibited; and
b. no building or land shall be used, and no building shall hereafter be erected or structurally altered, unless otherwise provided in this Article, except for one or more of the following uses:
(i) Restaurants;
(ii) Public recreational uses or private water dependent recreational uses;
(iii) Public utilities - essential;
(iv) Excursion boats and the services incident to them, such as ticket booths, etc.;
(v) Marinas;
(vi) Public and private wharves and boat launching facilities;
(vii) Aquaculture;
(viii) Hotels and Motels;
(ix) Fuel tankers which are water dependent;
(x) Accessory uses to those permitted including attending laboratories as support functions, quality control, quality assurance, research and development applications;
(xi) Ship's chandlery;
(xii) Marine dependent commercial uses;
(xiii) Marine dependent or marine related industrial uses

This improvement to the existing docking facilities for the Maine State Ferry Service qualifies under a number of categories such as: (vi) Public and private wharves and boat launching facilities; (xii) Marine dependent commercial uses; (xiii) Marine dependent or marine related industrial uses or others.

_____E. <u>TRAFFIC IMPACTS:</u> Describe potential traffic impacts; including whether the existing roadways have adequate capacity to handle increased bus and other vehicular traffic.

This project is an improvement only and will not generate any increased traffic. Having the ability to have two vessels tied up at the same time should improve traffic flow and reduce backups.

_____F. **<u>CO HOT SPOTS</u>: If there are serious traffic impacts at any affected intersection, and if the area is non-attainment for CO, demonstrate that CO hot spots will not result.**

The project area is attainment for CO. The project will not generate any new vehicle trips and therefore, it will not result in any CO hotspots.

_____G. **<u>HISTORIC RESOURCES:</u> Describe any cultural, historic, or archaeological resource that is located in the immediate vicinity of the proposed project and the impact of the project on the resource.**

In accordance with the programmatic agreement, SHPO has issued a Section 106 determination of 'No effect'. See embedded file:

MHPC Signoff.doc
(592 KB)

_____H. **<u>NOISE:</u> Compare the distance between the center of the proposed project and the nearest noise receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Noise Assessment" with conclusions.**

Because the project would not result in a change in existing traffic patterns and would not generate any new noise sources, there would be no noise impacts.

_____I. **<u>VIBRATION:</u> If the proposed project involves new or relocated steel tracks, compare the distance between the center of the proposed project and the nearest vibration receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Vibration Assessment" with conclusions.**

The project does not involve new or relocated steel tracks. There would be no vibration impacts.

_____J. **<u>ACQUISITIONS & RELOCATIONS REQUIRED:</u> Describe land acquisitions and displacements of residences and businesses.**
No land is to be acquired and there will be no displacement of residences and businesses.

_____K. **<u>HAZARDOUS MATERIALS:</u> If real property is to be acquired, has a Phase I site assessment for contaminated soil and groundwater been performed? If a Phase II site assessment is recommended, has it been performed? What steps will be taken to ensure that the community in which the project is located is protected from contamination during**

construction and operation of the project? State the results of consultation with the cognizant State agency regarding the proposed remediation?

Based on visits to the project sites and cursory data review, there are no obvious issues with petroleum or hazardous waste. Standard Operating Procedures will be initiated during construction if hazardous materials are encountered. As stated above, no existing business or residential property is being acquired for this project. No known remediation is required.
For the Hazardous waste review we have reviewed Federal EPA and State DEP databases and there where no Known State or Federal Uncontrolled Oil and Hazardous Material sites within or adjacent to the proposed action.

There will be minimal dredging for which sampling has already been done. Sampling was negative for hazardous materials. Due to the fine nature of the soils being dredged, a drying agent will be added after excavation to make it compressible and be disposed of landside.

_____L. **<u>COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE:</u> Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature of the effect.**

There will be no adverse impacts on minority communities or minority-owned businesses during or after construction. There will be no relocations associated with any of the construction activities and there are no residences or businesses in the immediate vicinity of the project site. There are no minority or low income individuals or businesses within or adjacent to the project site.
See Fixed Facility Analysis, attached.

_____M. **<u>USE OF PUBLIC PARKLAND AND RECREATION AREAS:</u> Indicate parks and recreational areas on the site map. If the activities and purposes of these resources will be affected by the proposed project, state how.**
There are no public parklands or recreational areas immediately adjacent to the project, therefore there will be no impact.

_____N. **<u>IMPACTS ON WETLANDS:</u> Show potential wetlands on the site map. Describe the project's impact on on-site and adjacent wetlands.**
See Army Corp Permit embedded below:


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ACOE Permit enewal.jpg (388 K..


ACOE Permit enewal2.jpg (140 ..

_____O. **<u>FLOODPLAIN IMPACTS:</u> Is the proposed project located within the 100-year floodplain? If so, address possible flooding of the proposed**

project site and flooding induced by proposed project due to its taking of floodplain capacity.

This is an ocean side marine facility and no adverse floodplain impact is expected.

_____P. **<u>IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:</u> If any of these are implicated, provide detailed analysis.**

DEP Permit.pdf
(284 KB)

See ACOE permitting above (N) and embedded DEP permit..

_____Q. **<u>IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES:</u> Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area. If present, state the results of consultation with the state department of natural resources on the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected.**

For the endangered species review we have reviewed the Federal and State IF&W GIS layers and there was no impacts to any Known Federally listed Endangered or threatened species or critical Habitat. Using database and GIS information developed by the Maine Department of Environmental Protection and Maine Natural Areas Program, it was determined that there would be no adverse impacts to threatened or endangered species with implementation of the proposed project. No vegetated wetlands are mapped here by State resource agencies. There are no coastal wading bird or water fowl habitat and no seabird nesting sites in the project area. No Federally listed species are mapped in the area. The project does not fall within the geographic range of the Distinct Population segment of Atlantic salmon. There are no seabird nesting areas that will be affected by the project. No eelgrass will be affected. No Federally listed species are mapped in the area.

This is a commercially built up area under 3 acres in size. DOE permits are required and are embedded under Section P above.

_____R. **<u>IMPACTS ON SAFETY AND SECURITY:</u> Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction.**

This project is in line with the Maine State Ferry Service's approved Safety and Security Plan.

_____S. **<u>IMPACTS CAUSED BY CONSTRUCTION</u>: Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, air and water quality, safety and security, and disruptions of traffic and access to property.**

See permits above. Construction impacts will include a temporary increase in noise levels as well as minor exhaust generated by the equipment used. These impacts will be temporary in nature and would not adversely affect the environment, natural resources or individuals.

This project is staged so that no interruption in service is expected except minor delays to move a construction vehicle, etc. Service will continue as scheduled during construction.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.117II(d)(9).

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Applicant's Environmental Reviewer **Date**
Barbara Donovan, MaineDOT

FONSI request letter from MaineDOT to the FTA

December 7, 2005

Richard Doyle, Administrator, Region 1
Federal Transit Administration
Volpe Transportation Center
55 Broadway, Kendall Square, Suite 904
Cambridge, MA 02142

RE: 2004 eamarks for a new vessel for the Maine State Ferry Service (MSFS)
5309 bus and bus facilities, MSFS, replacement for Curtis Ferry, $ 728,156
5309 New Starts, Maine Marine Highway, $1,525,477

Dear Mr. Doyle:

The Maine Department of Transportation requests Federal Transit Administration approval to enter the Preliminary Engineering and Final Design phase for the above mentioned project. This project will design and construct a passenger ferry vessel for the Maine State Ferry Service in Rockland, Maine. This vessel is expected to replace the Governor Curtis, currently in operation.

Background

The Governor Curtis, a ferry in the Maine State Ferry System (MSFS) is almost 40 years old and inadequate to meet the needs of year round service to Vinalhaven Island. A new vessel for this route would allow the Gov. Curtis to become the much needed back up vessel allowing adequate levels of service for all the other vessels serving Vinalhaven and all the other islands served by the MSFS. This will address both obsolescence and improve emissions for the fleet.

Increasingly heavy ridership demand is necessitating improvements to enhance capacity for the Maine State Ferry Service. This will address ADA accessibility for the heavily used ferry route as well as improved emissions in this non-compliant area. This project will be jointly financed by the Federal Transit Administration, the Federal Highway Administration and the State of Maine. This ferry will carry both powered vehicles as well as pedestrians and bicycles. The purpose of this project is to increase the capacity, accessibility, reliability, safety, security and cleaner environment through reduced emissions of the Maine State Ferry Service.

Project Description

The construction of a modern vehicle and passenger ferry vessel, 154’ in length, 38’ across the beam and draft 9’ amidships, will be capable of carrying 250 passengers, with 48 passengers in vehicles, 110 seats and 24 standing on the first upper deck, and 53 seats and 15 standing on the second upper deck. This vessel will accommodate all required handicapped access on all decks, at all tides, and in all weather conditions.

Project Benefits

This vessel will expand the capacity of the Maine State Ferry Service to provide transportation between Rockland and the off-shore islands in Penobscot Bay. It will also free up another vessel to be retrofitted and serve as a backup vessel. There is no current vessel of this size available for back up. The capacity will increase 41% and the entire vessel will be accessible on all decks and at all tide levels, something which is sorely lacking in the current vessel. Vessel capacity is currently at 224 passengers and 17 cars. The new vessel will hold 250 passengers and approximately 20 cars. Ridership has increased annually by 2% since 1998 but the lack of capacity is limiting future expansion and restricted the increase in ridership.

2000 ridership was 513,718 passengers, 191, 207 vehicles
2001 – 520,754 passengers,193,696 vehicles
2002 – 549,419 passengers,198,646 vehicles
2003 – 542,022 passengers,194,572 vehicles
2004 – 527,948 passengers,192,297 vehicles
2005 - 533,238 passengers,196,427 vehicles

Ridership is projected to continue increasing between 1 and 2% per year which is straining the capacity of the service. The larger vehicle is projected to allow even greater increases, thereby reducing the need for increased # of trips and therefore reduced operating expenses.

In addition to the increased capacity and accessibility, this vessel will be built to meet the EPA's (Environmental Protection Agency) 2004 environmental regulations, with vastly improved emissions for the Rockland coastal area. The existing ferry has insufficient interior seating so that the passengers are not fully protected from the elements. The new ferry will be constructed appropriate to the weather conditions in the immediate area.

The new vessel, while larger, will maintain the same crew, fuel costs will increase due to additional power but will be offset due to dramatically decreased maintenance expenses and increased ridership. Ridership increases due to additional capacity and barrier free accessibility will generate additional income to the project. In effect, the overall operating expenses of the project will not increase and the potential for increased income makes this project very sustainable. Fare revenues have been increasing 6% per year up $420,063 from 2004 to 2005.

Existing expenses are funded by fares and funds from the State of Maine, either through bonds or general revenues. The State has supported the expenses of the MSFS for 47 years. These funds are stable and expected to continue through the standard State of Maine budgeting process.

Planning and Environmental Process

This project, ferry construction, is a Categorical Exclusion. Concept plans have been drafted and once approval is granted for the Final Design process, a naval architect and marine engineering firm will be hired for design and construction oversight. A Fixed Facility Analysis will be conducted.

Budget

The final design and construction estimate for this project is $7,850,000, funded with a combination of FTA funds, FHWA Ferry Boat Discretionary funds, and State bond. In addition to the Section 5309 NewStarts funding of $1,525,477; 5309 bus and bus facilities funds of $728,156; $1,241,875 in FHWA Ferry Boat Discretionary (FBD) funds from 2003; $352,309 in FBD funds from 2004; and $219,750 in FBD funds converted from a previous project. $3,782,433 in secured State bonding will complete the package. These bonds were previously authorized by the voters of the State of Maine and set aside specifically for this Newstarts project to build the replacment vessel for the Governor Curtis.

Maine State Ferry Service Financial Plan

Federal Transit Adminsitration:	
Section 5309 New Starts, 2004	$1,525,477
Section 5309 Bus facililites, 2004	$ 728,156
Total:	$2,253,633
Federal Highway Administration	
Ferry Boat Discretionary, 2003	$1,241,875
Ferry Boat Discretionary, 2004	$ 353,309
Ferry Boat Discretionary conversion	$ 219,750
Total:	$1,813,934
Total Federal:	4,067,567
State:	
State bond, 2003	$2,032,433
State bond, 2005	$1,750,000
Total non-federal:	$3,782,433
Project total:	$7,850,000

Schedule

Final Design would expect to be complete in February of 06 and Construction will be completed and vessel put into service in August of ‘07.

Technical Capacity/Project Management

The Department of Transportation and the Maine State Ferry Service management have prior experience with the ferry design and construction process and will be hiring a naval architect and marine engineering firm to oversee design and construction. They will be on site part of the time during construction and will assist with the bid award.

Previously, the Maine State Ferry Service has built 4 vessels in the last 18 years, the *Margaret Chase Smith, Capt. Neal Burgess, Capt. Charles Philbrook,* and *Capt. Henry Lee*. These projects all utilized FTA funds. All vessels have been a success through increased reliability, accessibility, passenger capacity and ridership. MSFS also has extensive experience in major vessel modifications including repowering engines and improving access.

Thank you for your assistance and please let us know if you need any further information.

Sincerely,

Ron Roy, Director
Office of Passenger Transportation