

Other Considerations

The ferry travel time between the East Bay and San Francisco would be less for Alternatives A and B than the other alternatives, allowing more frequent ferry service during the peak. In addition, the amount of dredging would be less for Alternative A, and the disruption to the existing waterfront land uses would be less for Alternative B than for the other alternatives. The preliminary capital cost estimate, which does not include utility requirements, mitigation costs, or architectural elements of design, is the lowest for Alternative A. A comparison of these trade-offs is provided in Table ES-3.

**Table ES-3
Comparison of Other Considerations for Alternatives**

Consideration	Alternative A – Berkeley Marina	Alternative B – Berkeley Fishing Pier	Alternative C – Gilman Street	Alternative D – Buchanan Street
Travel Time	29 minutes	25 minutes	35 minutes	34 minutes
Peak Period Frequency of Service	35 minutes	35 minutes	45 minutes	45 minutes
Dredging Volumes	110,000 cubic yards	150,000 cubic yards	240,000 cubic yards	280,000 cubic yards
Preliminary Capital Cost Estimate (2007 dollars)	\$17,152,380	\$17,905,949	\$18,277,730	\$19,151,546

COORDINATION, CONSULTATION, AND COMMENTS

A new environmental review process has been established for highways, transit, and multimodal projects. Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, establishes an enhanced environmental review process for certain projects, increasing the transparency of the process, as well as opportunities for participation. Consistent with Section 6002, and as part of the environmental review process for this project, the lead agency must identify, as early as practicable, any other federal and non-federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Agencies that have been identified preliminarily as potentially having an interest in this project must be extended an invitation to become actively involved as a participating agency in the project’s environmental review process. The new environmental review process allows more state, local, and tribal agencies a formal role and rights in the environmental process. Consultation with agencies that have had continuing interest in the project are listed below. These agencies have been consulted throughout Phase 1 and Phase 2 of the project. Additional agencies have been contacted during Phase 1 and during Phase 2 scoping, as