

Region/State/TMA	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
Region 9												
California:												
Fresno	14-15	.....	.....	.....
Los Angeles	12-14
Stockton	13-14	.....	.....
Hawaii: Honolulu (EPR January 9-12, 1995)
Region 10												
Oregon: Portland	19-21	.....	.....	.....
Washington:												
Seattle (EPR Week of May 8-12, 1995)
Vancouver	19-21	.....	.....	.....

Note: "X" indicates month of certification review; dates are specified where they are scheduled.
 *Enhanced Planning Reviews (EPR) generally are scheduled for approximately 3-4 days during a given week.

Guidance and Responsibility

The FHWA and the FTA published guidance on the certification of planning processes (59 FR 42873). The guidance indicated that the primary responsibility for the certification process rested with the respective regional offices of the FHWA and the FTA. The preparatory work and analysis would be conducted by the appropriate division office of the FHWA or regional office of FTA, as a prelude to a site visit by representatives of both agencies to the metropolitan planning area to be certified. During the site visit, the FHWA and FTA representatives would, in addition to meeting with representatives of the MPO, State DOTs, and transit agencies serving the metropolitan planning area, also provide an opportunity to meet with citizens and elected local officials of the principal local governments in the area. The purpose of these meetings is to afford the officials and citizens an opportunity to provide input to the certification decision in terms of the performance of the planning process.

As indicated above, the MPO and/or State DOT or transit operator may make arrangements for these meetings through their normal procedures. Other alternatives are acceptable based on arrangements between the Federal agencies and the appropriate transportation planning agencies. Officials and citizens wishing to obtain information regarding the process of providing input should contact the MPO for the metropolitan planning areas identified above. Alternatively, the Transportation Planner or Planning and Research Engineer for the appropriate Division office of the FHWA also can provide this information. Each FHWA Division office is located in or near the capitol of each State.

Authority: 23 U.S.C. 315; 49 CFR 1.48; Pub. L. 102-240, Sections 1024, 1025 and 3012; 105 Stat. 1914, 1955, 1962, and 2098.

Issued on: May 10, 1995.

Gordon J. Linton,
Administrator, Federal Transit Administration.

Rodney E. Slater,
Administrator, Federal Highway Administration.

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Federal Transit Administration

**Environmental Impact Statement:
 Peninsula Commute Service San Francisco Downtown Extension (PCS-DTX) Project in the San Francisco Bay Area, California**

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA), in cooperation with the Peninsula Corridor Joint Powers Board (PCJPB), is resuming preparation of an Environmental Impact Statement for the PCS-DTX in accordance with the National Environmental Policy Act (NEPA). The PCJPB will ensure that the EIS also satisfies the requirements of the California Environmental Quality Act (CEQA). The NEPA Lead Agency will be FTA. The CEQA Lead Agency will be the PCJPB.

The Peninsula Commute Service, commonly referred to as CalTrain, is the commuter rail system that serves the San Francisco Peninsula between Gilroy and the existing terminal station in San Francisco located at Fourth and Townsend Streets. The present location of the terminal is not considered desirable from a transportation, land

use, or public policy perspective. The proposed project would extend CalTrain to a new station closer to downtown San Francisco.

The project was determined by the Bay Area Partnership, a body of transportation officials representing different modes, regulatory agencies and federal agencies, to belong in the category of projects "requiring a Major Investment Study (MIS) but may be satisfied by prior studies". The consultation group convened to discuss MIS requirements for this project agreed that past corridor studies such as PENTAP, SCR 74, BART/SFO AA/DEIS, and the MTC/IPBCalTrain Downtown Extension/System Upgrades Study satisfy MIS requirements and that the project could advance into preliminary engineering and environmental documentation.

DATES: Written comments on the alternatives and impacts to be considered must be postmarked no later than June 15, 1995, and send to PCJPB at the address below. Two public informational meetings will be held June 21, 1995 at 10 AM-noon and 5:30 PM-7:30 PM in Auditorium B, Golden Gate University, 536 Mission Street, San Francisco 94105. These meetings will mark the resumption of environmental studies and preparation of the EIS/EIR (see SUPPLEMENTARY INFORMATION below).

ADDRESSES: Written comments should be sent to Ms. Marie Pang, Environmental Manager, PCS-DTX Project, Peninsula Corridor JPB, P.O. Box 3006, San Carlos, CA 94070-1306. Phone: (415) 508-6338.

FOR FURTHER INFORMATION CONTACT:

Mr. Robert Hom, Director, Program Development, FTA Region IX, 201 Mission Street, San Francisco, CA 94105. Phone: (415) 744-3116.