

provision of transit-oriented development and badly needed housing.

Alternatives: Alternatives to be reviewed in the EIS/EIR include a No-Project Alternative, a Build Alternative, and any additional reasonable alternatives that emerge from the scoping process. Design options will be evaluated for the Build Alternative. The No-Project Alternative assumes a 2020 baseline condition of programmed land use, low-capital-cost transportation improvements, and a seismic retrofit of the existing Transbay Terminal. The Build Alternative includes the following elements: (1) A new Transbay Terminal, (2) extension of Caltrain service into or near the basement of the new Terminal, (3) related development of publicly-owned properties in the vicinity of the Transbay Terminal, and (4) adoption of a redevelopment plan for a portion of the terminal vicinity.

A new Transbay Terminal would consist of an approximate 600,000 square-foot multi-modal transit facility with 50 bus bays on two levels served by ramps directly connected to the Bay Bridge. The basement would accommodate train platforms and tracks. The facility would include transit passenger service areas and an estimated 150,000–225,000 square feet of retail, entertainment, conference, educational, and cultural space. During MTC's Transbay Terminal Study, this concept (known as "Great Expectations") was adopted by the Transbay Panel and Bay Area Toll Authority (BATA) following a review of multiple design options.

Two preliminary design options are proposed for the Caltrain Downtown Extension. Key criteria used in developing the two design options include: (1) Ability to provide efficient and effective rail operations and accommodate high-speed rail, (2) potential impacts to land use and proposed developments, (3) potential for a future rail connection to the East Bay, (4) relationship of rail services to Transbay Terminal and transit operations, and (5) anticipated community impacts. Option 1 for the Caltrain Extension would follow the 1997 DEIS/DEIR "long-radius, short mined tunnel" alignment from 4th and Townsend to Essex Street. From there, the alignment would continue northward underground as cut-and-cover construction to a station generally oriented north-south, terminating at Minna Street just to the west of the new Transbay Terminal. Option 2 for the Caltrain Extension would curve northeasterly from Townsend Street to a cut-and-cover alignment under Second Street. As the alignment approaches

Howard Street, it would curve eastward into the basement of the new Transbay Terminal. This option includes additional tracks in a cut-and-cover section passing through the east end of the new Terminal and curving south under Main Street. This track would be used for temporary train storage and could ultimately be extended as a San Francisco to Oakland cross-bay alignment.

Development of publicly-owned property along in the vicinity of the Transbay Terminal, including transit-oriented uses would enhance the Transbay Terminal area. Revenues or tax increments could be used to defray a portion of the costs for the new Transbay Terminal and Caltrain downtown extension. Two development scenarios will be evaluated in the EIS/EIR. The "full build" development scenario assumes about 7.7 million square feet of residential/office/retail/hotel development, including approximately 4,500 residential units (including affordable housing), 1.1 million square feet of office, 400,000 square feet of retail, and 475,000 square feet of hotel. A "reduced scope" development scenario that assumes a lesser amount of commercial and retail development and that is weighted toward housing will also be evaluated.

The adoption of a redevelopment plan for a portion of the terminal vicinity in the area between Mission, Main, Folsom, and Second streets is proposed to allow City assistance in the revitalization and enhancement of the Transbay Terminal area.

Probable Effects: The Build Alternative is expected to increase bus and rail transit ridership and improve the overall character of the Transbay Terminal area. Environmental impacts are anticipated in the following areas: visual and aesthetic, air emissions (related to development), traffic, transit operations, pedestrian and bicycle operations, noise, vibration, impacts to historic and cultural resources, property acquisitions, impacts of pre-existing hazardous wastes, and temporary construction-phase impacts. Mitigation measures will be identified and explored for avoiding and reducing adverse effects.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS/EIR should be directed to the San Francisco Planning Department's EIR Project Manager at the address provided above.

Issued on: March 21, 2001.

Leslie Rogers,

FTA Region IX Administrator.

[FR Doc. 01-7615 Filed 3-27-01; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 585]

Policy Statement On Use of Third-Party Contracting In Preparation Of Environmental Documentation

AGENCY: Surface Transportation Board, DOT.

ACTION: Policy statement on use of third-party contracting in preparation of environmental documentation; correction.

SUMMARY: The Surface Transportation Board published a document in the **Federal Register** on March 19, 2001, concerning Policy Statement on the use of Third-Party Contracting in Preparation of Environmental Documentation. The document omitted certain language.

FOR FURTHER INFORMATION CONTACT: Victoria Rutson, (202) 565-1545.

Correction

In the **Federal Register** of March 19, 2001, in 66 FR 15527-15532 (2001), on page 15531, in the first column, second paragraph, correct the first sentence to read:

We have examined the third-party contractor processes used by other agencies to see if we could improve our process and allow applicants to better control costs without compromising the need to ensure the independent nature of the contractor's environmental analysis.

Dated: March 19, 2001.

Vernon A. Williams,

Secretary.

[FR Doc. 01-7648 Filed 3-27-01; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

March 21, 2001.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance