

- Increase the operational capacity of LAUS by over 40 percent to accommodate planned growth of Metrolink and Amtrak train services, and potential HSR service, while not precluding other planned improvements at LAUS by developing an expanded passenger concourse located below the elevated platforms;

- Preserve space and connections for future rail and transit options, including potential HSR service;

- Enhance accessibility to all transit and rail services for passengers with disabilities;

- Minimize service disruptions to existing transit service during construction; and

- Minimize adverse effects to the environment, including historic properties listed on the National Register of Historic Places.

The Link US Project would also reduce greenhouse gas emissions by over 40 percent and thereby meet the air pollution and greenhouse gas emission reduction targets mandated by California Assembly Bill 32, known as the Global Warming Solutions Act of 2006, as amended, and California Senate Bill 375, known as the California's Sustainable Communities and Climate Protection Act of 2008. These two laws establish the basis for SCAG and Metro to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities.

### Proposed Project Alternatives

The Link US Project would transform LAUS from a “stub-end tracks station” into a “run-through tracks station” while increasing operational capacity to meet the demands of the broader rail system. The EIS/EIR will consider the No Action/No Build Alternative and a number of Build Alternatives.

Each of the Build Alternatives would result in enhanced operational capacity from CP Chavez in the north (near North Main Street) to CP Olympic in the south (near the Interstate 10/State Route 60/U.S. 101 interchange). Major project components are described below.

- *Throat and Elevated Rail Yard*—The Link US Project would include new track and subgrade improvements to increase the elevation of the tracks leading to LAUS known as the “throat” and an elevated rail yard including new longer, elevated passenger platforms and canopies.

- *New Passenger Concourse*—The Link US Project would include a new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building

functional support areas), including 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The new passenger concourse would enhance ADA accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.

- *Run-Through Tracks*—The Link US Project would include up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/intercity rail (Metrolink/Amtrak) and potentially HSR south along the west bank of the Los Angeles River, and a separate overhead viaduct for a single loop track turning north to the existing Keller Yard.

The Link US Project would also require modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to U.S. 101 and local streets to accommodate the run-through tracks overhead viaducts; railroad signal, Positive Train Control, and communications-related improvements; modifications to the SCRRRA West Bank main line tracks; modifications to the existing Keller Yard and BNSF Railway West Bank Yard; modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; and utility relocations, replacements, and abandonments.

### Probable Effects

The EIS/EIR will consider the potential environmental effects of the Link US Project alternatives in detail. FRA and Metro will analyze the following environmental issue areas in the EIS/EIR: Air Quality and Global Climate Change; Biological and Wetland Resources; Cultural and Historic Resources; Economic and Fiscal Impacts; Energy; Environmental Justice; Floodplains, Hydrology, and Water Quality; Geology, Soils, and Seismicity; Hazardous Waste and Materials; Land Use, Planning, and Communities; Noise and Vibration; Parklands, Community Services, and Other Public Facilities; Safety and Security; Section 4(f) Resources; Transportation; and Visual Quality and Aesthetics.

### Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. FRA invites all interested agencies, Native American Tribes, and the public at large to participate in the scoping process to ensure the EIS/EIR addresses the full range of issues related

to the proposed action, reasonable alternatives are addressed, and all significant issues are identified. FRA requests that any public agency having jurisdiction over an aspect of the Link US Project identify the agency's permit or environmental review requirements and the scope and content of the environmental information germane to the agency's jurisdiction over the Link US Project. FRA requests that public agencies advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Link US Project EIS/EIR.

FRA will coordinate with participating agencies during development of the Draft EIS under 23 U.S.C. 139. FRA will invite all Federal and non-Federal agencies and Native American Tribes that may have an interest in the Link US Project to become participating agencies for the EIS. If an agency or Tribe is not invited and would like to participate, please contact FRA at the contact information listed above. FRA will develop a Coordination Plan summarizing how it will engage the public, agencies, and Tribes in the process. The Coordination Plan will be posted to the Link US Project Web site [metro.net/projects/regionalrail/scrp](http://metro.net/projects/regionalrail/scrp) and to FRA's Web site [fra.dot.gov](http://fra.dot.gov).

FRA and Metro have scheduled a public scoping meeting as an important component of the scoping process for both the state and Federal environmental review. The scoping meeting described in the **ADDRESSES** section will also be advertised locally and included in additional public notification. The format of the meeting will consist of a short presentation describing the proposed Link US Project, objectives, and existing conditions.

Issued in Washington, DC on May 26, 2016.

**Jamie Rennert,**

*Director, Office of Program Delivery.*

[FR Doc. 2016–12813 Filed 5–26–16; 11:15 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Fiscal Year 2015 and 2016 Passenger Ferry Grant Program Project Selections

**AGENCY:** Federal Transit Administration.

**ACTION:** Correction: Passenger Ferry Grant Program Announcement of Project Selections.

**SUMMARY:** The Federal Transit Administration (FTA) is publishing the list of Fiscal Years 2015–2016 Passenger Ferry Project Selections which was inadvertently omitted from the allocation notice published on May 23,

2016, titled “Fiscal Year 2015 and 2016 Passenger Ferry Grant Program Project Selections” (81 FR 32383).

**FOR FURTHER INFORMATION CONTACT:** Project sponsors should contact the appropriate FTA Regional Office for

information regarding applying for the funds made available through this notice. A list of Regional Offices can be found at [www.fta.dot.gov](http://www.fta.dot.gov).

**Carolyn Flowers,**  
*Acting Administrator.*

TABLE 1—FY 2015 AND FY 2016 PASSENGER FERRY PROJECT SELECTIONS

State	Recipient	Project ID	Project description	Allocation
CA ..	Golden Gate Bridge, Highway & Transportation District.	D2015–PFGP–001.	The Golden Gate Bridge, Highway and Transportation District will receive funding to modify embarking and disembarking entrances (ramps and gangways) for two vessels at the District's Ferry Terminals. This project will improve operations and safety by providing smoother and quicker off-loading and loading of the vessels, which provide more than 2.5 million passenger trips per year between San Francisco and Marin County.	\$2,200,000
CA ..	Los Angeles County Metropolitan Transportation Authority.	D2015–PFGP–002.	The Los Angeles County Metropolitan Transportation Authority will receive funding to replace the existing 5,000-square-foot ferry terminal (built in 1968) with a two-story 10,000-square-foot terminal at the City of Avalon Santa Catalina Island. Annually, more than 1.2 million people utilize the Ferry Terminal. This project will help residents access employment opportunities, educational and healthcare centers, as well as social and human services.	4,000,000
CA ..	San Francisco Bay Area Water Emergency Transportation Authority.	D2015–PFGP–003.	The San Francisco Bay Area Water Emergency Transportation Authority (WETA) will receive funding to expand berthing capacity at the Ferry Terminal from four to six berths. WETA currently utilizes 12 vessels operating on four primary routes and provided 2.1 million passenger trips in FY 2014/15. This project will help prevent vessel collisions, as well as provide additional capacity for emergency response/evacuation plans and support existing and future planned water transit services.	4,000,000
FL ...	Jacksonville Transportation Authority.	D2015–PFGP–004.	The Jacksonville Transportation Authority will receive funding to replace the St. Johns River Ferry slips. The new docking equipment will be used for the St. Johns River Ferry, which connects the north and south ends of Florida State Road A1A and serves more than 475,000 riders each year. This project will help to provide ladders of opportunity to the Mayport residents.	6,000,000
GA ..	Chatham Area Transit Authority	D2015–PFGP–005.	The Chatham Area Transit Authority will receive funding to rehabilitate three vessels and purchases a spare drive system. This project will ensure that the system can deliver high quality transportation services for approximately 750,000 workers, residents, and visitors who travel between downtown Savannah and Hutchinson Island where the Savannah International Trade and Convention Center is located.	713,280
LA ...	New Orleans Regional Transit Authority.	D2015–PFGP–006.	The New Orleans Regional Transit Authority will receive funding to replace a 90-year old ferry terminal located between Louisiana's Central Business District and the historic French Quarter on the east bank of the Mississippi River. The New Orleans Ferry Service serves 858,000 passengers annually, providing a much needed link between residential, educational and commercial areas of New Orleans. This project will increase the efficiency and effectiveness of the transportation system and the movement of workers, bolstering local tourism and supporting ongoing Riverfront development efforts.	5,000,000
MA ..	Massachusetts Bay Transportation Authority.	D2015–PFGP–007.	The Massachusetts Bay Transportation Authority will receive funding to replace the existing sectional steel barge Hingham Commuter Float System. The floats will serve two ferry routes between Hingham and Boston. This project will improve the overall safety of the Hingham dock for more than one million passengers and vessel operators that utilize the two ferry routes throughout Boston.	1,000,000
MA ..	Massachusetts Department of Transportation.	D2015–PFGP–008.	The Massachusetts Department of Transportation will receive funding for the Lynn Commuter Ferry Vessel Acquisition. This project will construct a new 149-passenger vessel to provide year-round commuter ferry service from the Blossom Street Ferry Terminal in Lynn to Central Wharf in Downtown Boston. This project will provide intermodal connections in downtown Boston to jobs, educational opportunities, and health and human services following a successful two-year pilot project for ferry service which saw ridership increase from 13,136 to 14,577 riders.	4,500,000

TABLE 1—FY 2015 AND FY 2016 PASSENGER FERRY PROJECT SELECTIONS—Continued

State	Recipient	Project ID	Project description	Allocation
MD ..	Baltimore City Department of Transportation.	D2015–PFGP–009.	The Baltimore City Department of Transportation will receive funding to improve the Baltimore Charm City Circulator's Harbor Connector. This project will rebrand the Harbor Connector as an extension of Charm City Circulator. The Baltimore Harbor Connector has experienced rapid ridership growth since first starting service with one route in 2010. With three routes in operation, the Harbor Connector averaged 1,013 daily boardings during the first eight months of 2015—a 33.5% increase over the same period in 2014.	1,356,992
ME ..	City of Portland .....	D2015–PFGP–010.	The City of Portland will receive funding to improve the second phase of the Casco Bay Parking Garage built in 1988 to serve passengers of the Casco Bay Island Transit District. This project will improve the safety of passengers and vehicle flow. Annually, the Casco Bay Parking Garage serves over 50,000 users. Located near the Casco Bay Ferry Terminal, the garage is a critical link to interconnected transportation throughout the Portland, Maine area and beyond, providing island and mainland residents access to employment, health care, business and other services.	296,571
NJ ...	Delaware River and Bay Authority.	D2015–PFGP–011 (\$933,157); D2016–PFGP–001 (\$5,066,843).	The Delaware River and Bay Authority will receive funding to replace four ferry engines. This project will improve the state of good repair of the system, increase reliability of service, improve operational capability by permitting higher cruising speeds, and improve maintenance capabilities. The Cape May—Lewes Ferry service, which is owned and operated by the Delaware River and Bay Authority, is a critical part of the Mid-Atlantic regional transportation infrastructure, carrying approximately 725,000 passengers and 260,000 vehicles annually on a 17-mile route between Cape May, NJ and Lewes, DE.	6,000,000
NJ ...	New Jersey Transit .....	D2016–PFGP–002.	New Jersey Transit will receive funding to retrofit the power and propulsion engine systems for seven Catamaran commuter ferry vessels. This project will improve economic benefits, safety and capacity to the approximately 30,000 daily riders who utilize 21 ferry routes throughout New Jersey and New York.	6,000,000
NY ..	New York City Department of Transportation.	D2016–PFGP–003.	The New York City Department of Transportation will receive funding to replace the deck scows (barges) for the Staten Island Ferry Dockbuilding Unit, upgrade the Staten Island Ferry Maintenance Facility Ramps and Racks, and replace the City Island Ferry Loading Access Bridge. These projects will provide access for residents to jobs, education, health care, and other community needs. The Staten Island Ferry is the world's largest passenger-only ferry system and the busiest ferry route in the United States with an annual ridership of nearly 22 million. It operates 24 hours per day, every day of the year, on a route between the St. George Intermodal Ferry Terminal in northern Staten Island and the Whitehall Intermodal Ferry in Lower Manhattan.	6,000,000
WA	King County Department of Transportation.	D2016–PFGP–004.	The King County Department of Transportation will receive funding to replace the passenger only ferry docking float and expand the docking capacity to relaunch or start routes from Ballard, Bremerton, Kingston and Southworth to downtown Seattle. This project will improve safety, operations, and service. Currently, King County operates two routes that serve downtown Seattle from West Seattle and Vashon Island. In 2014, combined ridership on these two routes was 467,119, a 5% increase over 2013.	3,948,000
WA	Kitsap County Public Transportation Benefit Area Authority.	D2016–PFGP–005.	The Kitsap County Public Transportation Benefit Area Authority will receive funding to purchase the existing concrete pier and replace the float and ramp located at Port Orchard. This project will provide improved safety and mobility options for approximately four million ferry passengers per year who travel between Annapolis and Bremerton, WA.	4,515,000
WA	Washington State Department of Transportation.	D2016–PFGP–006.	The Washington State Department of Transportation will receive funding to replace and expand the pedestrian bridge that connects the main terminal building to the passenger-only terminal. Located in downtown Seattle, this project will improve safety and operations by separating pedestrian and vehicle traffic. The project will increase efficiency and capacity, featuring separated and safer loading for pedestrians and priority loading for bicycles and high-occupancy vehicles. The project will also remove a pier that is at the end of its useful life.	3,444,480

TABLE 1—FY 2015 AND FY 2016 PASSENGER FERRY PROJECT SELECTIONS—Continued

State	Recipient	Project ID	Project description	Allocation
.....	.....	.....	Total Allocation .....	58,974,323

[FR Doc. 2016–12688 Filed 5–27–16; 8:45 am]

**BILLING CODE P****DEPARTMENT OF TRANSPORTATION****Pipeline and Hazardous Materials Safety Administration****[Docket No. PHMSA–2016–0060, Notice No. 2016–7]****International Standards on the Transport of Dangerous Goods****AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.**ACTION:** Notice of public meetings.

**SUMMARY:** This notice is to advise interested persons that on Tuesday, June 14, 2016, the Department of Transportation (DOT) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) will conduct a public meeting in preparation for the 49th session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UN SCOE TDG). The UN SCOE TDG meeting will be held July 27 to July 6, 2016, in Geneva, Switzerland. PHMSA is soliciting comments about potential new work items, which may be considered for inclusion in its international agenda and feedback on issues that PHMSA may put forward for consideration by the Sub-Committee. (See the **SUPPLEMENTARY INFORMATION** section below for a list of potential UN SCOE TDG meeting topics.)

Also on Tuesday, June 14, 2016, the Occupational Safety and Health Administration (OSHA) will conduct a public meeting (Docket No. OSHA–2016–0005) to discuss proposals in preparation for the 31st session of the United Nations Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (UNSCGHS), to be held July 5 to 8, 2016, in Geneva, Switzerland.

**Time and Location:** Both the PHMSA and the OSHA public meetings will take place on Tuesday, June 14, 2016, at the DOT Headquarters, which is located at 1200 New Jersey Avenue SE, Washington, DC 20590–0001. PHMSA will host its public meeting between 9:00 am to 12:00 p.m. EST in

Conference Room 4 in DOT Headquarters, West Building.

Then, OSHA will host its public meeting between 1:00 p.m. to 4:00 p.m. EST in Conference Room 4 in DOT Headquarters, West Building.

**Advanced Meeting Registration:** The DOT requests that attendees pre-register for these meetings by completing the form at <https://www.surveymonkey.com/r/Q3Z53PT>. Attendees may use the same form to pre-register for both the PHMSA and the OSHA meetings. Failure to pre-register may delay your access into the DOT Headquarters building. Additionally, if you are attending in-person, arrive early to allow time for security checks necessary to access the building.

Conference call-in and “live meeting” capability will be provided for both meetings. Specific information on call-in and live meeting access will be posted when available at <http://www.phmsa.dot.gov/hazmat/regs/international> under “Upcoming Events” and at <http://www.osha.gov/dsg/hazcom/>.

**FOR FURTHER INFORMATION CONTACT:** Steven Webb or Aaron Wiener, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590. Phone number: (202) 366–8553.

**SUPPLEMENTARY INFORMATION ON THE PHMSA MEETING:** Following the 49th session of the UN SCOE TDG, a copy of the Sub-Committee’s report will be available at the United Nations Transport Division’s Web site at <http://www.unece.org/trans/main/dgdb/dgsubc3/c3rep.html>. PHMSA’s Web site at <http://www.phmsa.dot.gov/hazmat/regs/international> provides additional information regarding the UN SCOE TDG and related matters.

The primary purpose of PHMSA’s meeting will be to prepare for the 49th session of the UN SCOE TDG. The 49th session of the UN SCOE TDG is the third of four meetings scheduled for the 2015–2016 biennium. The UN SCOE TDG may also use the information it gathers at the 49th session to use in the 20th Revised Edition of the United Nations Recommendations on the Transport of Dangerous Goods Model Regulations, which may be implemented into relevant domestic, regional, and international regulations from January 1, 2019.

Copies of working documents, informal documents, and the meeting agenda may be obtained from the United Nations Transport Division’s Web site at <http://www.unece.org/trans/main/dgdb/dgsubc3/c3age.html>.

General topics on the agenda for the UNSCOE TDG meeting include:

- Explosives and related matters;
- Listing, classification, and packing;
- Electric storage systems;
- Transport of gases;
- Global harmonization of transport of dangerous goods regulations with the Model Regulations;
- Guiding principles for the Model Regulations;
- Cooperation with the International Atomic Energy Agency (IAEA);
- New proposals for amendments to the Model Regulations;
- Issues relating to the Globally Harmonized System of Classification and Labeling of Chemicals (GHS); and
- Miscellaneous pending issues.

**SUPPLEMENTARY INFORMATION ON THE OSHA MEETING:** The **Federal Register** notice and additional detailed information relating to OSHA’s public meeting will be available upon publication at <http://www.regulations.gov> (Docket No. OSHA–2016–0005) and on the OSHA Web site at <http://www.osha.gov/dsg/hazcom/>.

Signed at Washington, DC, on May 24, 2016.

**William Schoonover,**

*Acting Associate Administrator for Hazardous Materials Safety.*

[FR Doc. 2016–12677 Filed 5–27–16; 8:45 am]

**BILLING CODE 4910–60–P****DEPARTMENT OF TRANSPORTATION****Pipeline and Hazardous Materials Safety Administration****Hazardous Materials: Notice of Applications for Special Permits****AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.**ACTION:** List of applications for special permits.

**SUMMARY:** In accordance with the procedures governing the application for, and the processing of, special permits from the Department of